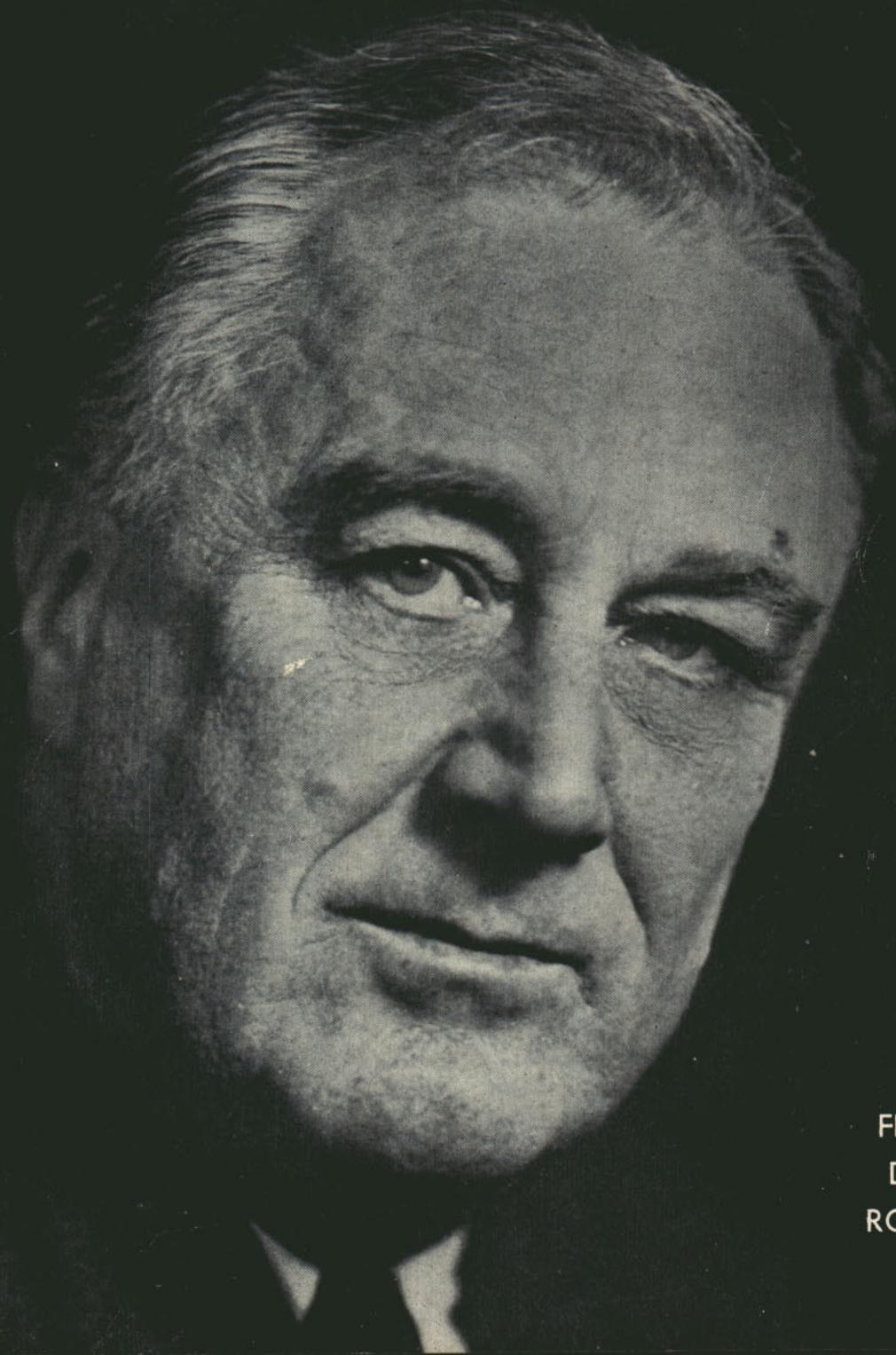


BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN

MAY 1945

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AMERICA MOURNS

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1945

NAVPERS-O

NUMBER 338

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

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IT IS FOR 10 READERS





Photograph from Press Association, Inc.

Wearing familiar sea cape, President Roosevelt reviewed the Pacific fleet in 1938. With him was Admiral Bloch.

THE SAILOR PRESIDENT

Through Two Wars, He Worked Mightily For These Things He Loved: The Navy, Its Ships and Its Men

EIGHT soldiers, sailors and marines lowered the body into the grave. A file of West Pointers advanced, fired three volleys. As the last volley sounded, muffled drums began to beat in the distance, and a bugler sounded "Taps."

Franklin Delano Roosevelt, 32d President of the United States, had been committed to his last resting place, on his estate at Hyde Park, N. Y. The armed forces had lost their wartime Commander-in-Chief (see p. 41). The Navy, in particular, had lost a longtime friend, one who had seen it through two wars and brought it to the peak of its power.

More than any man who ever held

the office, President Roosevelt was close to the sea, the Navy, its men and its ships.

As Assistant Secretary of the Navy from 1913 to 1920, he was a leading figure in naval affairs throughout the first World War and after it. As President, he saw another conflict looming in the '30s and found ways to build up a stronger Navy in preparation for it. Before he died, he was to see his forces on the verge of victory in Europe, and his Navy, now the mightiest in all history, battering at the door of Japan.

Some 37 years before Franklin Roosevelt died, an earlier Roosevelt—the famed T. R., Franklin's fifth cou-

sin—had sent the U. S. Fleet to Japan and around the rest of the world on a 46,000-mile cruise to impress upon the Great Nations that the United States had attained full stature as a world power.

But the family's connection with sea and Navy went back generations before that. President Roosevelt's grandfather, Warren Delano, was sailing before he was 19 as supercargo on a ship which went to South America and China. His great grandfather, another Warren Delano, had been a sea captain of the early 1800s.

The President himself made his first ocean voyage, to Europe, at the salty age of 3. He made his first visit to the White House (at 5) in a sailor suit. His father had taken him there to see Grover Cleveland. President Cleveland, then groping with a na-

tional depression of his own, had heartfelt advice for the 5-year-old.

"I am making a strange wish for you, little man," he said. "I hope you will never be President of the United States."

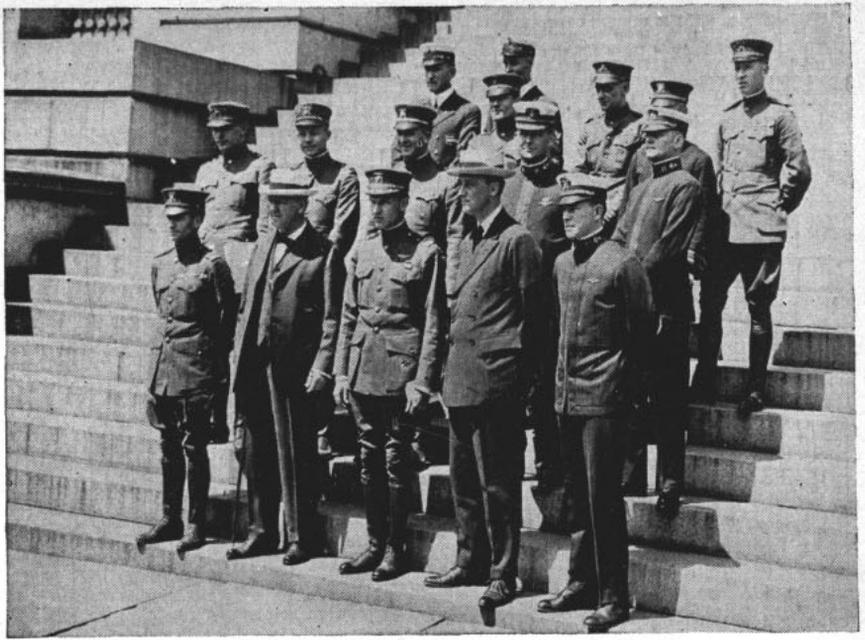
Wanted Naval Career

The young Roosevelt learned to swim at an early age, and took up sailing at his family's summer camp on Campobello Island, New Brunswick, acquiring a love of small boats which never left him. Some of his earliest reading consisted of the old ships' logs he found in trunks in the family attic. In his father's library at Hyde Park he showed a marked preference for naval history, and by the time he was 13 had decided he wanted to go to the Naval Academy at Annapolis.

Talked out of this by his father, who had other plans for him, he went to Groton, a private school in Massachusetts, and he was there when the Spanish-American War broke out in 1898. The old Navy fever rose again and he made plans with two other youths to run away on a Sunday and enlist in Boston. When the day came, however, all three of them were down with the measles.

After Harvard, Columbia Law School, and his marriage in 1905 to his sixth cousin, Eleanor Roosevelt—with T. R., then President, giving the bride away—Franklin Roosevelt went into the practice of law and later into politics. Campaigning hard for the nomination and later the election of Woodrow Wilson, he made a good impression on one of Wilson's elder statesmen, Josephus Daniels.

On the morning of Wilson's inauguration, Mr. Roosevelt ran into Daniels in the lobby of Washington's Willard Hotel, and congratulated him on his appointment as Secretary of the Navy. "And how," responded Daniels, "would



Official U. S. Navy photograph
ASSISTANT SECRETARY of the Navy Roosevelt, with Secretary Josephus Daniels, welcomed Navy NC trans-Atlantic flyers on return to U. S. in 1919.

you like to come to Washington as Assistant Secretary of the Navy?"

Nothing, Mr. Roosevelt answered, would please him so much. On the way over, Secretary McAdoo had asked him if he would like to go into the Treasury Department, but, he said, "all my life I have loved ships and have been a student of the Navy, and the assistant secretaryship is the one place, above all others, I would love to hold."

As Assistant Secretary, at 31, Franklin Roosevelt was in a spot he was magnificently fitted for. In recommending his appointment to Wilson, Daniels had said, "I know he has been

a naval enthusiast from his boyhood," and this enthusiasm found full outlet during the war.

He knew countless Navy officers by name, and knew his naval history better than most of them. He was interested in the construction of ships, and got to know many younger naval officers so that he could get their ideas and find out when things were wrong and what he could do to correct them.

Won Bluejackets' Regard

"He'd come aboard a new ship," one admiral recalled, "and say to me, 'See that electric clock there? That takes exactly so much money and so many feet of wire and so many man hours to build and install. If that clock hadn't been put there, we could have had two more guns.'"

To encourage swimming among officers and enlisted men in the service, so that fewer Navy men would lose their lives in the water, he issued orders that all midshipmen and recruits must learn to swim. And to stimulate interest, he offered a swimming cup for annual competition.

He won the admiration of bluejackets by an act of personal courage at San Francisco in 1915. The submarine *F-4* had shortly before sunk off Hawaii, with all hands lost. Worried about the effect of this on Navy morale, Assistant Secretary Roosevelt went aboard a submarine himself and had the skipper take him down for several dives.

Officers and civilians in Washington soon got to know that there was a live wire in the Assistant Secretaryship, and found that he had a way of slashing red tape when there was work to be done.

Once America got into the war, he tried to resign as Assistant Secretary so that he could don a uniform and get into active service. Secretary Daniels was against it, but took his



Official U. S. Army Signal Corps photograph

WAR CHIEFS conferred on cruiser on way to Yalta conference. With President are Fleet Admirals Leahy and King, and General of the Army Marshall.

request to President Wilson, who said, "Tell the young man that his only and best war service is to stay where he is." Mr. Roosevelt himself then went to see the President, but Wilson refused to let him resign.

Mine Barrage vs. U-Boats

Probably his most daring and important war achievement was pushing through the North Sea mine barrage—a project which the British admiralty did not think possible and which Admiral William S. Sims at first called the conception of a newspaper strategist.

German U-boats had the Allies worried. One out of every four ships leaving the United Kingdom was sunk before it could return. The British and French had the Straits of Dover pretty well blocked off with mines, nets and patrols, but long-ranging U-boats were leaving their bases at Wilhelmshaven and Kiel and taking the route north of Scotland. If this northern exit of the North Sea could be blocked, the submarine menace could be ended.

The plan of stretching a chain of high-explosive mines, 250 miles long, across the North Sea appealed to Assistant Secretary Roosevelt and he and a group of naval officers pressed for its adoption, finally getting their way. The mines were built in a plant near Norfolk, carried overseas by a fleet of 24 cargo vessels, and a special American squadron began laying them in March 1918.

Admiral Sims later referred to this feat as "one of the wonders of the war," and Secretary of the Navy Daniels called it "the greatest naval achievement in the World War."

"Stories of this barrage were circulated all over Germany," wrote Admiral Sims. "Sailors who had been in contact with it related the experience to their fellows, and the result was extremely demoralizing to the German submarine flotilla. The North Sea barrage was probably a contributory cause of the mutiny which demoralized

the German fleet in the fall of 1918."

Assistant Secretary Roosevelt made two trips to Europe during the war, the first time to report on the operations and needs of the many American naval and aviation bases and ships in European waters. His interest in getting into uniform was still keen, and Mrs. Roosevelt wrote that he had "obtained a promise that when this was done he would be permitted to return to Europe as a lieutenant commander attached to the naval railway battery of 14-inch guns under Admiral Plunkett."

He sailed 9 July 1918 on the destroyer USS *Dyer*, which was convoying a number of transports to France. A few months later came the Armistice, and Mr. Roosevelt found that he would have to go to Europe again, this time to wind up Navy affairs in Europe, to dispose of what could be sold, ship home what could be used again, and speed up demobilization.

As Assistant Secretary of the Navy, Mr. Roosevelt's first office in Washington looked out on the White House, and was in fact only a few yards from it. The building is now the State Department, which flanks the White House to the west as the Treasury Department does to the east. In those days, War, Navy and State all shared the same building. Mr. Roosevelt was instrumental in getting the present Navy Department building constructed over on Constitution Avenue, and the Navy moved into that "temporary building" in 1918—and is still there.

The leap from Navy Department to White House took quite a few years more, but when it came Mr. Roosevelt was well prepared for it. "His experience in the Navy Department," Daniels wrote, "particularly in the war days of 1917-18, was invaluable when he became Commander-in-Chief in the conduct of World War II." When he was nominated for the Presidency at Chicago, he told the delegates he was "thankful for my Navy training."

One thing he had learned well was the value of naval preparedness, and he took steps early to see that the

Navy would have a little more to fight with if another war was to come. One of the early pieces of New Deal legislation was the National Industrial Recovery Act, passed by Congress in 1933 "to encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works." Luckily for America's future, it also included another clause: ". . . and, if in the opinion of the President it seems desirable, the construction of naval vessels within the terms and/or limits established by the London Naval Treaty."

Pay-Off at Midway

With this as authority, the President allocated \$238,000,000 to the Navy for construction of 32 ships: 4 light cruisers, 2 carriers, 20 destroyers, 4 submarines and 2 gunboats. The carriers were the *Yorktown* and *Enterprise*, both of which participated in the first raids on the Marshalls. It was the *Yorktown* which later made a dramatic 5,000-mile run from the Coral Sea to help swing the scales in the Battle of Midway. Although sunk herself at the end of the action, she had been a vital factor in inflicting on the Jap Navy its first decisive defeat in 350 years, and the battle was a crucial turning point in the Pacific.

This construction program stimulated the shipbuilding industry to new activity and started the nation on the road to acquiring a Navy of really modern warships.

Other naval legislation followed rapidly. In 1934 the President approved the Vinson-Trammell Act, under which the Navy was authorized to be built up to the strength permitted by the Washington (1922) and London (1930) agreements.

More increases followed: on 17 June 1938, an increase of 295,412 tons, a little over 20%; on 14 June 1940, 167,000 tons; on 19 July 1940, a whopping 1,325,000 tons, almost 70% up.

Naval air strength was also being upped before Pearl Harbor. On 17 May 1938 the Navy was authorized to increase its air strength to 3,000



CHURCHILL visited President on cruiser *Augusta* during Atlantic Charter talks. At the left is Franklin D., Jr.



IN ALASKA on inspection tour of Army and Navy facilities, 1944, President went fishing in Navy small boat.

Official U. S. Navy photographs



Photograph from Harris & Ewing

SHIP-LOVING President received model of battleship Richelieu from French Vice Admiral Raymond Fenard.



Official U. S. Navy photograph

AT HAWAII in 1944 President talked with General of Army MacArthur, Fleet Admirals Nimitz and Leahy.

planes. Three jumps in 1940 increased this to 4,500, then 10,000, then 15,000.

Aided and abetted by its Navy President, the country was getting its seagoing forces in shape for the conflict to come.

Naval Accomplishments

Among the many accomplishments for and by the Navy during President Roosevelt's 12 years in the White House were these:

- modernization of the fleet's old battleships.
- the building of a new experimental model basin.
- the building up of a tremendous naval establishment to cope with the needs of World War II.
- gigantic expansion of naval aviation and carriers.
- the building of much needed modern fleet auxiliary vessels.
- the construction and manning of an entirely new amphibious fleet.
- more powerful warships and ordnance and the development of rickets.
- the recruiting of women for the Navy, Marines and Coast Guard.
- the addition to the nation's "first line of attack" of the mighty 45,000-tonners USS *Iowa*, *New Jersey*, *Missouri* and *Wisconsin*, as well as the 35,000-tonners USS *South Dakota*, *North Carolina*, *Washington*, *Indiana*, *Massachusetts* and *Alabama*.

During his 12 years in the White House, President Roosevelt had seven different naval officers as his aides. Although they now are all of flag rank, they were captains at the time of that duty. In order, they were: W. N. Vernou, 1932-34; Wilson Brown, 1934-36; Paul H. Bastedo, 1936-37; W. B. Woodson, 1937-38; Daniel J. Callaghan (who died a hero's death aboard his flagship, the *San Francisco*, in the Battle of Guadalcanal), 1938-41; J. R. Beardall, 1941-42; and John L. McCrea, 1942-43. At the time of his death, President Roosevelt's naval aide was Vice Admiral Wilson Brown, who returned in 1943 to serve for the second time.

Of all his White House intimates, few were closer to President Roosevelt than his personal physician, Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy and Chief of the Bureau of Medicine and Surgery. Every morning about 8:30 the President's doctor parked his car in front of the White House annex, strolled down the corridor into the main building, up the stairs and into the Executive bedchamber where the President held his daily bedside session.

Admiral McIntire traveled with the President on presidential trips and was known around Washington as "the only man who gives orders to Franklin Roosevelt."

It was Admiral McIntire who had the sad duty of announcing to the press the news of President Roosevelt's sudden death, opening a press conference called at the White House by saying to the assembled newsmen, "This is a tough one for me to have to give you."

All four of President Roosevelt's sons were in the armed forces at the time of his death, three of them in the naval service. Col. James Roosevelt, USMCR, the eldest, is on duty on the staff of a commanding officer of an amphibious group in the Pacific. Brig. Gen. Elliott Roosevelt, Army Air Forces, is CO of the 325th Photography Reconnaissance Wing. Lt. Comdr, Franklin Delano Roosevelt Jr., USNR, is CO of a destroyer escort in the Pacific, and Lt. John Aspinwall Roosevelt, (SC) USNR, is on the staff of a carrier division CO in the Pacific.

Many a Navy ship had carried Mr. Roosevelt aboard, both when he was President and earlier as Assistant Secretary of the Navy. He frequently took week-end cruises down the Potomac on the yacht USS *Sequoia*, which the government furnished for its Chief Executive. When it was decided that the *Sequoia*, being a wooden vessel, was too much of a fire hazard for its distinguished topsider, the Coast Guard cutter *Electra* became the Presidential craft USS *Potomac*.

In the first World War, Mr. Roosevelt had sailed aboard the transport USS *George Washington*, which carried Woodrow Wilson to France; the destroyer *Dyer*, which he took to Europe in 1918; the destroyer *Kimberly*, in which he sailed to visit the American naval base at Queenstown, in southern Ireland.

Peacetime days found him often aboard the *Houston* or *Indianapolis*, cruisers apparently being among his favorites. It was another cruiser, the *Augusta*, on which he sailed to the dramatic sea meeting with Prime Minister Churchill which resulted in the signing of the Atlantic Charter.

The Navy Is His Monument

Perhaps the greatest monument to the President's love of sea and Navy, and one with which he would be well content, is the Navy itself which he had helped grow to such mighty stature. The fleet which Teddy Roosevelt sent around the world in 1907-09 was a ponderous one, with its 16 first-line battleships, but it was to look like just a task force before World War II was over.

When President Roosevelt took office, the Navy's operating force plan for 1933 provided for a total of 455 vessels. By 30 June 1944 the U.S. Navy, world's largest, consisted of 1,108 warships plus 60,191 other craft, a grand total of 61,229 vessels.

At the end of 1933 the U.S. Navy had 919 serviceable airplanes on hand. On 30 June 1944 it had 34,000.

Personnel in 1933 numbered 96,227 (79,700 in the Navy, 16,527 in the Marines). On 28 February of this year the personnel strength of the U.S. Navy included 3,269,670 in the Navy itself, 474,980 in the Marines and 171,726 in the Coast Guard—a total of 3,916,376.

Franklin Delano Roosevelt, long-time friend of the Navy, had left behind him a Navy ready, willing and more than able to take up any task the nation might assign it. For a sailor President, that made quite a monument.

ON JAPAN'S DOORSTEP



FROM THE AIR bombs, rockets, bullets lulled Okinawa for the kill. This is a shot of an air attack on Toguchi, town

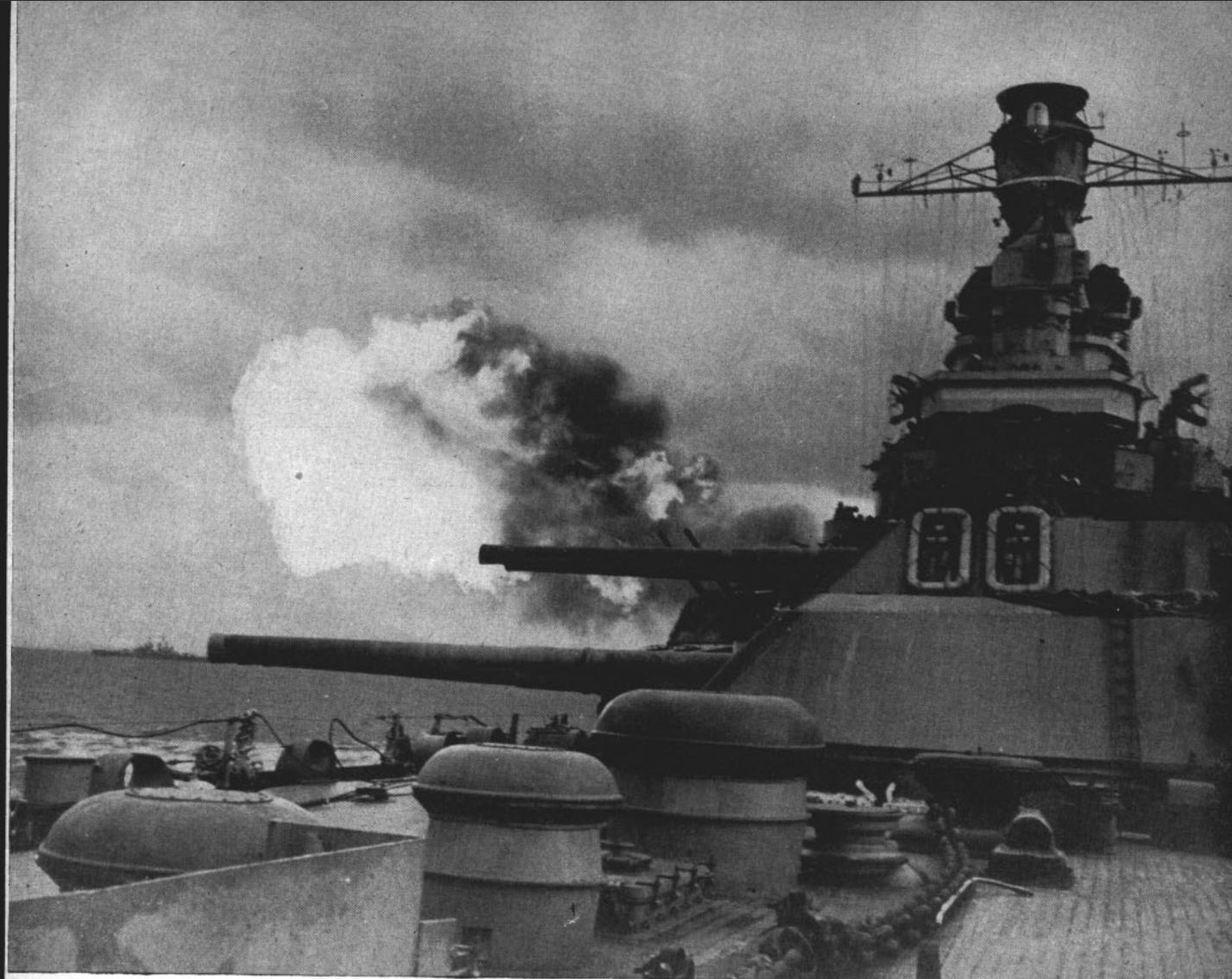
north of where main landing was made (p. 43). British task force joined U. S. 5th Fleet forces in preliminaries.



Official U. S. Navy photographs
FLEET PLANES bomb and strafe Jap cargo ships in an Okinawa inlet. The air preparation involved 1,500 planes.

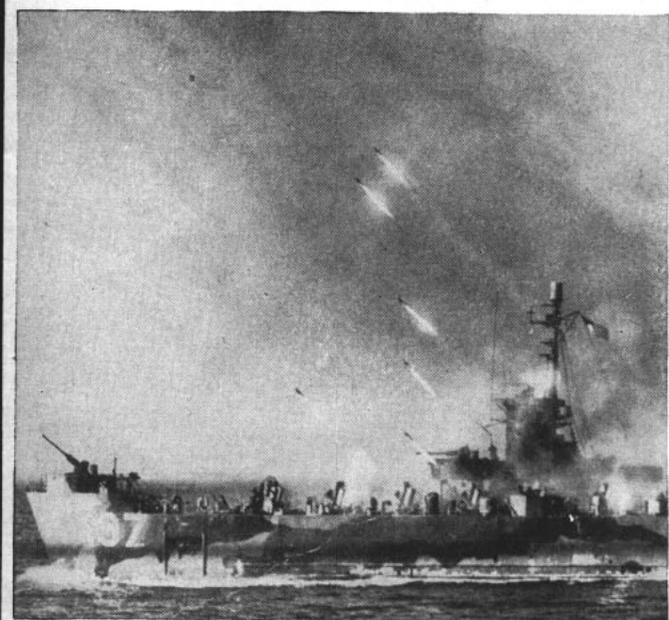


Official U. S. Coast Guard photograph
FLAG is hoisted over Aka Shima, one of Kerama Islands, which were taken to cover Okinawa landings six days later.



HYMN OF HATE roared along Okinawa's west coast Easter Sunday morning as battleships pulled out all the

stops and let fly. Then began an Easter parade, Pacific style—lines of landing craft loaded with Yank fighters.



ROCKET-FIRING LCIs also had their basket of Easter eggs to deliver to Okinawa. A beachhead was hatched.



SUICIDE FLEET of small boats loaded with TNT was destroyed, frustrating Jap plans to ram U. S. warships.

Official U. S. Navy photographs

OKINAWA cont.



Official U. S. Navy photograph

ARMY TROOPS of 77th Division deploy along Tokashiki beach in Navy amphtracs and ducks that ferried them in.



SPEEDING INLAND against light opposition, soldiers and marines cut the island in two the day after they landed.



Official U. S. Marine Corps photographs

ON THE DOUBLE, marines hop off for the interior over a smashed stone wall. While marines herded part of the Jap defenders into the northern corner of the island, the Army holed the main garrison up in the southern sector.



YONTAN AIRFIELD fell to the Yank assault forces the first day of the invasion. In this view from a Navy plane, American troops and tanks can be seen overrunning the field's bomb- and shell-pocked runways and revetments.



Official U. S. Marine Corps photograph
JACKPOT of painstaking preliminaries were these knocked-out Jap planes. A bulldozer cleared them from strip.



Official U. S. Navy photographs
WORRIED at first, Okinawa natives soon learned Americans wouldn't torture them as Jap propaganda predicted.

HERE'S YOUR ENEMY

HARA-KIRI is losing its sanctified popularity with the Japanese—at least, with the Japanese Navy.

Reason for this about-face on saving faces: severe losses of manpower. Seems the U. S. Navy is liquidating the Nips at such an accelerated rate that they no longer can afford to indulge in extravagant self-extermination.

Some 262,000 Jap sailors have died in this war, it was estimated last month in a report on Jap naval men and their ships prepared by the Office of War Information from material made available by the U. S. Navy and other official sources.

As a result, the remaining 850,000 Jap sailors are being told to think twice before drawing the blade.

"The willingness of Japanese to commit hara-kiri is no longer considered a virtue because so many of the Navy's best sailors have done away with themselves," the report said.

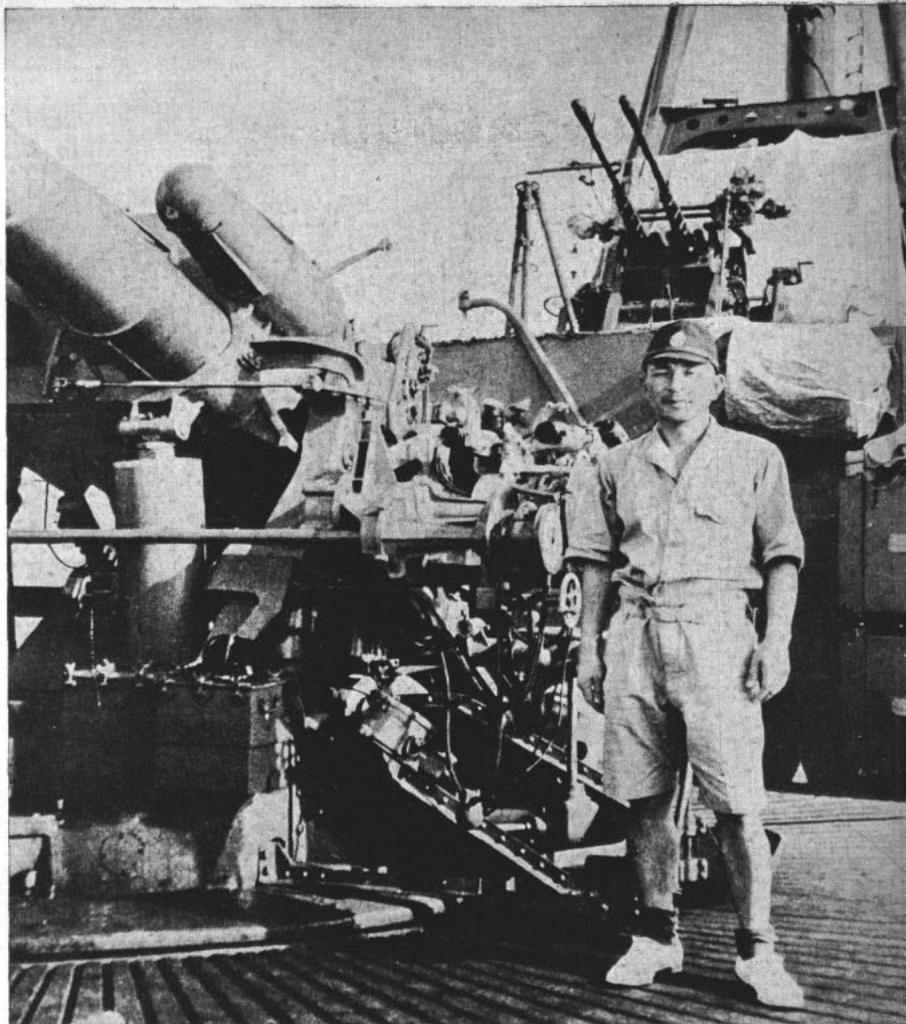
Do not, however, let the Japs' staggering losses lead you to believe that the Nipponese sailor is not one to be respected. Comic cartoonists to the contrary, the foe you face is not a goggle-eyed, buck-toothed, gibbering little idiot. Nor is he a stupid, stone-age warrior. He is a well-trained, well-educated, well-equipped fighting man.

Big-League Foe

Before the war, there were many in the U. S. who held the opinion that Japanese seamanship and gunnery were poor. Events have made it necessary to revise that opinion. Make no mistake about it: The Japanese Navy has given the U. S. Navy its first big-league test since fighting ships changed from wood to steel. We are fighting the greatest naval war in all history against a foe who is highly competent technically, and who is continuously aware of improvements in all branches of warfare. If the Japanese had certain technical equipment which has been developed by American ingenuity and made available by American industry, their fighting ability might be even higher.

Combat experience has proved that:

- Japanese seamanship is high.
- Japanese torpedo warfare is excellent.



THE JAP SAILOR is not a goggle-eye, buck-toothed, idiotic cartoon character. He is the well-trained, well-educated, well-equipped fighting man in this photo.

- Japanese gunnery is good.
- Japanese naval officers are of high quality.
- Japanese naval vessels are excellent.
- Japanese naval men have physical endurance, loyalty, confidence, discipline and foresightedness.

Americans who know the Jap sailor best have had this to say about him:

"The Japanese are taught to be aggressive, resolute and daring. During the heat of battle, they fight without fear . . . and to the bitter end."

ENDURANCE. "The Japanese say that the loyalty of officers and men enables them to endure the hardships of a Spartan life at sea, and their men-of-war accordingly are combatant ships, even sacrificing some things which we consider basic necessities."

LOYALTY. "Training and education does much to bring to the front the devotion of the Japanese to his Emperor and country. They revere the Emperor as God, who is the head of the whole family."

DISCIPLINE. "The Japanese sailor is easy to command. They expect orders and feel unhappy when left to themselves." (Even on shore leave, the Jap's discipline is high. If a sailor misbehaves, his officers lose face. In the rare instances when Jap seamen have been guilty of infractions, officers have been known to confine themselves to quarters.)

CONFIDENCE. "Their morale is excellent, thanks to past victories in former wars and the initial successes after Pearl Harbor. The Japanese feel themselves, man to man, superior to any of us. They believe in their divine destiny to conquer the world. They are not discouraged by single battles. They are confident they will win the war."

FORESIGHTEDNESS. "The Japanese are prudent and careful. The war has been long planned, with certain details taken care of years ago. They expect to conquer all of Eastern Asia and the Pacific Ocean and then force us to make a peace which will weaken us, and cause us to grow weaker with time."

SUSPICION. "The Japanese do not trust even themselves. They often sus-

**The Japanese Sailor, Though Taking a Beating,
Has Proved Himself a Big-League Fighting Man**

pect the motives and words of their closest friends. In spite of their politeness, they lack sincerity."

MORBIDITY. "Japanese sailors are a picked group, taller, heavier and stronger than landmen. Nevertheless, a considerable number of them are hypochondriac. They worry over various diseases. They are thin-skinned. When they lose face, they occasionally go to pieces."

Jap Sailor vs. Soldier

The average Jap sailor is 20 years old. The youngest is just above 14. The oldest now being accepted for active sea duty is not above 41.

This average sailor is 5 feet 4½ inches tall, weighs 124 pounds, has a chest measurement of 33 inches. In contrast, the Jap soldier is 5 feet 3 inches tall and weighs 117½. The average Jap sailor was born and raised at a seaside community. He is wise to the ways of the sea.

In peacetime 40% of enlisted personnel were conscripted, 60% were volunteers. The volunteers served at least five years, the conscripts three years. After his three-year service the conscript would then become a member of the reserves for 11 years. During this reserve period he would spend five 70-day periods of training. Of course, all reservists have now been

Jap Naval Personnel Losses

Jap naval personnel losses are broken down as follows by competent Allied observers:

Air Corps	25,000
Forces in garrisons, yards, etc.	50,000
Personnel en route in troop ships	10,000
Personnel aboard damaged ships	10,000
Complements of sunken ships	167,000*
Total	262,000

* This figure is approximately 75% of the complements of Jap ships lost up to 4 April 1945. In view of the fact that the Japanese do not engage in lifesaving operations if they interfere with activities on hand and that the U. S. Navy has captured a few hundred Jap sailors, this estimate is considered conservative.

called to active duty, and the conscripts remain in the service after completion of their three-year term.

Enlisted men can rise through the ranks to become warrant officers, and since 1942 warrant officers have been eligible for advancement to both line and staff officers' status.

There are nine grades of commissioned officers in the Jap navy. They

are sho-i (ensign), chu-i (lieutenant, junior grade), tai-i (lieutenant), shosa (lieutenant commander), chusa (commander), taisa (captain), shosho (rear admiral), chusho or chujo (vice admiral) and taisho (admiral).

Admirals are appointed by the Emperor, after consultation with the Supreme War Council and the Navy Minister. Vice admirals, rear admirals and captains are selected by the Board of Flag Officers. The selection system in these grades is quite drastic.

In the lower grades, selection boards comprised of flag officers and captains are convened in the fleet and in each naval district; these boards select the eligible officers in each command and determine the relative seniority on the promotion list. Results then are submitted to the Board of Flag Officers, which makes the final decision. Excellent officers get quick promotions. Even in peacetime it is not unusual for an officer to become a commander at 37, captain at 41, rear admiral at 45, vice admiral at 49 and admiral at 55.

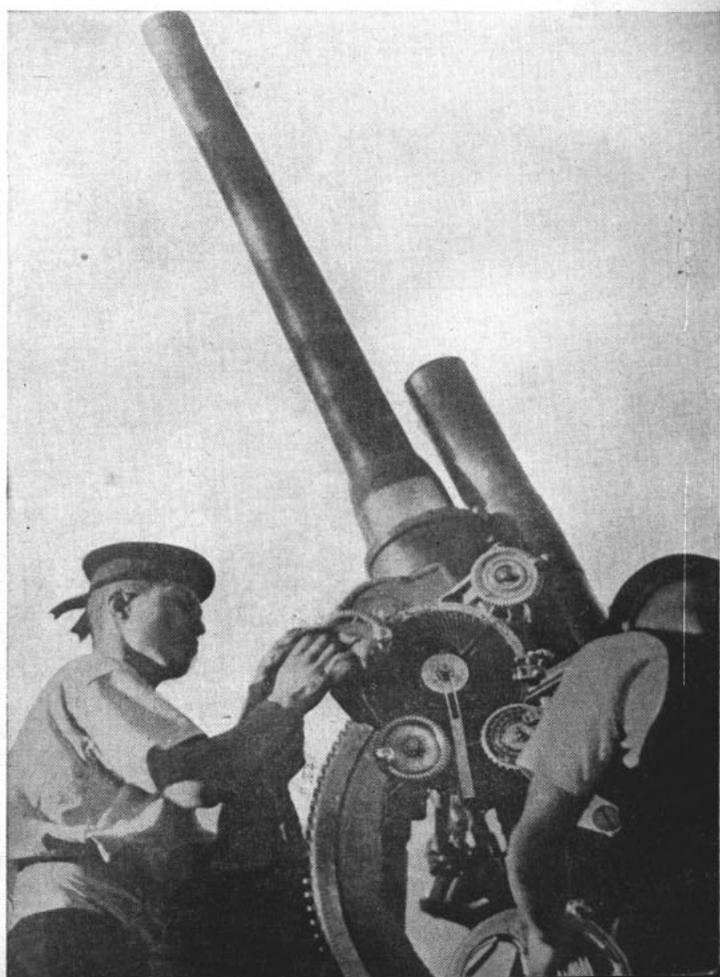
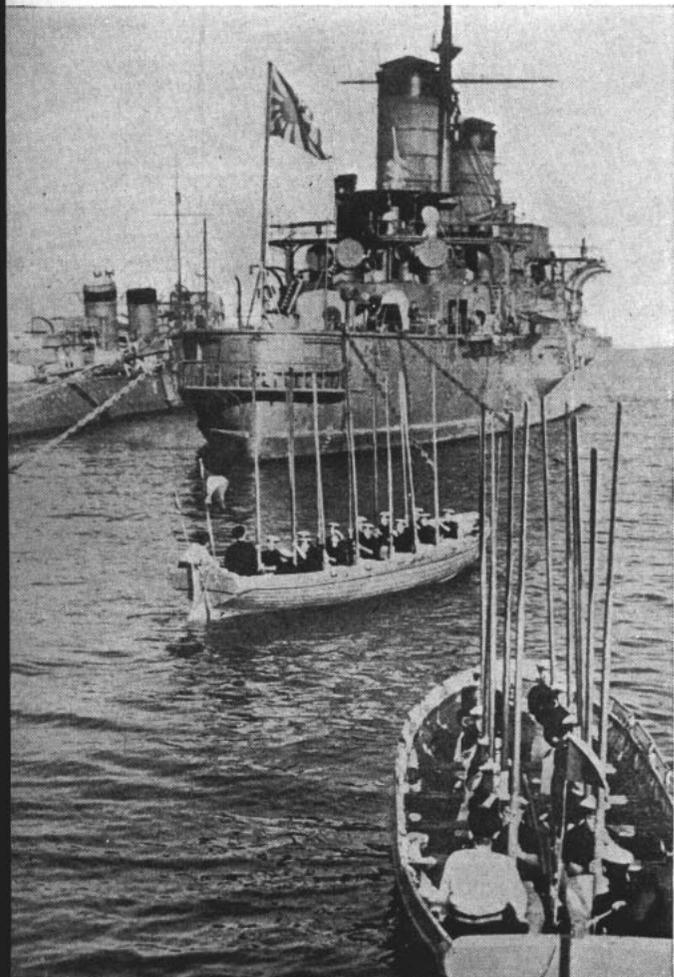
Officer Training

The major principles of Japanese naval education are as follows: devotion to the emperor, obedience, courage, truth and simplicity.

Japan has three naval academies:

BOAT DRILL, like this at Yokosuka naval base, is most important phase of Japanese Navy's seamanship training.

GUNNERY of the Jap sailor is high. This prewar photo shows two Jap Navy men cleaning an anti-aircraft piece.



the Imperial Naval Academy at Etajima for line officers, the Imperial Naval Engineering Academy at Maizuru and the Imperial Naval Paymasters' Academy at Tokyo.

These academies are rated socially and professionally in that order. However, since the outbreak of the war, attempts have been made to eliminate this snobbery. But there continues to be social friction between the Jap army and navy—friction that, at times, has probably made the task of American forces easier than it might otherwise have been.

Candidates for the line officers' academy must be between the ages of 16 and 19. Most of them come from the upper middle class. Before an appointment is made, the candidate's family is thoroughly investigated to see if it is worthy of producing a naval officer. If, for example, an applicant's brother has a bad reputation, the candidate's chances for appointment would be jeopardized.

Although candidates must have had 11 years of schooling, the prewar scholastic standard was not high because the academic instruction covered merely the essentials of the technical branches. Instead, the utmost stress was and is placed upon "moral training" and, second only to that, upon physical development and endurance. Hence, the entrance requirements to the academy are stiff. In 1935, for in-

stance, 7,000 Japanese youths applied, but only 210 survived the rigorous physical examination and competitive subject tests to gain admission. Today, with the academy's classes expanded and the wartime course shortened from four to three years, more than 400 cadets are admitted annually.

Academy regulations are strict. Rules are many and petty—both official and unofficial. Examples:

- Members of the first two classes cannot smoke.
- When on liberty, cadets may not ride in automobiles.
- Cadets may not go anywhere except on the island of Etajima.
- Cadets cannot be entertained by geishas; to enjoy such female company, they must wait at least until they are ensigns.
- Hazing by upper classmen is the rule. The three upper classes, however, get along fairly well together.

Training in Seamanship

Seamanship is stressed throughout the cadet's academy life. Small boat handling is the most important subject in this course. This small boat handling is not maneuvering in formation, but consists of basic seamanship, such as coming alongside a landing, handling a boat in a heavy sea and in a fog, and the prevention of collisions. The first half of this boat training course is carried out largely

in rowboats, the second half in sail or power boats.

An expert on Japanese naval education has said that almost every small boat leaving a Jap man-of-war has a boat officer in charge. If anything happens to a ship's boat or if a ship's boat renders incorrect passing orders, the ship to which the boat belongs loses face and is discredited in the eyes of the rest of the fleet.

Final stage of the academy training is the graduation cruise. Upon completion of this cruise, cadets are appointed midshipmen for 10 months' specialized training before being commissioned ensigns.

While in the academy, students receive all necessary books, uniforms and the like, but are not paid any money by the government. They may, however, receive money from home. Upon graduation, a man receives about 100 yen (\$23) with which to buy uniforms. Most of a newly made ensign's uniforms are converted from naval academy outfits.

The staff officers' schools—the engineering and paymaster academies—have entrance requirements and regulations similar to those at the naval academy. However, candidates may be as old as 21 in contrast to the 19-year age limit at the line officers' academy.

The higher naval college is at Meguro Station, near Tokyo. It provides facilities for lieutenants and lieuten-

JAP SHIPS, though in some respects inferior to ours, are excellent. Scattered and reduced by attrition inflicted

by U. S. Fleet, however, they can no longer put on the show of strength they were able to before the war (below).





CHOW DOWN means rice in the Jap Navy's mess deck. At sea Japs go without things we consider necessities.



CAPTIVES photographed by marines at Tulagi include sailors. Sullen looks hint their feeling of superiority.

ant commanders to study strategy, tactics, history, international law, staff work, economics and advanced technical subjects. There are four regular classes of students—line officers, engineering students, special students (languages) and senior officers. The latter are able to take a strategy and tactics course of one year's duration.

During prewar days the Japanese navy gave a short (five months) course annually to 200-300 graduates of the normal schools. These young men were exposed to all the social, religious and romantic aspects of naval life and, thus, thereafter "assist considerably in disseminating knowledge of the navy."

The Japanese maintain a gunnery school on the eastern side of Yokosuka Bay, a torpedo school at Taura some three miles from Yokosuka navy yard, and a submarine school about half a mile northwest of Kure navy yard.

Submarine and Air Training

Speaking of the sub school, before the war it was believed that one of Nippon's strongest naval assets was a powerful submarine service. Yet today it appears to be the weakest link in their naval chain. Some experts still express astonishment that Jap subs didn't attempt even a token blockade of the U. S. West Coast immediately

Jap Navy Pay

Japanese commissioned officer and enlisted grades, their U. S. Navy equivalents and their annual rate of base pay (based on the 23-cent value of a yen in December 1941):

Taisho	Admiral	\$1,518.00
Chusho	Vice Admiral	1,334.00
(Chujo)		
Shosho	Rear Admiral	1,150.00
Taisa	Captain	954.50
Chusa	Commander	740.60
Shosa	Lieutenant	
	Commander	535.90
Tai-i	Lieutenant	338.10—437.00
Chu-i	Lieut. (ig)	234.60—259.90
Sho-i	Ensign	195.50
Joto	Chief Petty	
	Officer	95.77—152.90
Heiso	Petty Officer	59.62—79.76
Heiso		
Suihei	Seaman	17.11—49.13

This pay scale does not include certain additional allowances, such as for sea duty in foreign or home waters and for posts in China. These are very large and bring the Jap pay scale up to a point comparable to other navies, considering the standards of living required. An admiral on sea duty in foreign waters, for example, would make \$3,398.48 a year.

after Pearl Harbor. Observers also were surprised at the Nips' inability to cut down our convoys to the South Pacific at a time when they were inadequately protected because of a lack of fighting ships in the U. S. fleet. It is now surmised in some quarters that the Japanese are saving their submarines for a better tactical use than heretofore. (At a press conference on 8 March at the Navy Department in Washington, Fleet Admiral Nimitz expressed the belief that Jap subs have been employed extensively to support by-passed enemy garrisons. He also revealed that subs were active against our forces at Iwo Jima, but without any success; and predicted more offensive use of Jap subs as our lines draw closer to the Empire.)

It is known that Jap sub crews are as carefully selected as ours. A year ago, probably to remedy deficiencies, 500 Jap sailors were taking special courses under the German navy at Wesermunde, Hamburg and Bremen.

In regards to training of naval aviation officers, selected students of universities, colleges and high schools have been given training in various aviation subjects during their school days. Then each summer they practice what they have studied and take lessons in actual flying. After graduation, they are ordered to the Kasumi-

guara naval air station for advanced training.

Medical and pharmacists' corps applicants must be graduates of accredited colleges. Before receiving a commission, they must serve for six months at a naval medical school. The Jap medical corps is "strong on surgery, but weak on medicine."

Graduates of technical colleges are commissioned after completion of examinations. Civilian specialists may be given ratings as high as that of commander. Two years ago engineering and science students in the first or second years of university studies were

selected after competitive examinations as students (gakusei) in the technical corps. They were immediately commissioned and ordered to the Tokyo imperial university for specialized courses in naval construction, engineering and ordnance.

The Japanese also have a construction battalion corresponding to our Seabees. However, the Jap outfit is 80% civilian.

Naval Manpower

It is estimated that the Jap navy now totals 850,000 officers and men, afloat and ashore. About 200,000 are man-

ning the ships of their dwindling fleet, 200,000 are in naval aviation, 275,000 are in naval garrisons scattered around the Pacific and along the China coast, and the remainder is in yards, garrisons and communications centers on the home islands.

Despite its recent defeats and tremendous losses, the Jap navy has not yet reached the bottom of the barrel when it comes to manpower. Navy recruiting can still draw on well over 1,500,000 men now engaged in merchant shipping and fishing. In 1937, Japan had 364,260 fishing boats, of which 66,299 had engines.

JAPAN'S ARMY—IT'S BIG AND TOUGH

IN peacetime, as well as wartime, the professional Jap soldier is selected for military training at the ripe old age of 8 years, according to material gathered by OWI from the War Department and other sources.

If the 8-year-old Nip is physically and mentally fit, he at once starts drilling at least two hours weekly as part of his regular education. At 14 to 15, the youth-soldier enters a military apprenticeship and upon graduation from school is rated a corporal.

Long before the war, Jap males (17-to-40), excepting those physically unfit or guilty of certain crimes, had to put in two years' military service. Now all between 17 and 40 must serve at least three years. Exempted are highly skilled technicians and skilled workers in airplane industries, arsenals and munitions factories.

The average Jap soldier is 5 feet 3 inches tall, weighs 117½ pounds. (U. S. soldier is 5' 8", 145 lbs.)

He and his officers are well trained. A Jap conscript often receives the bulk of his training right in operational areas. For instance, the Chinese theater has been used to give trainees garrison duty and sometimes even combat experience. Officers and non-commissioned officers are largely products of Army schools, where,

despite national customs, training is progressive, thorough and modern.

The Jap soldier is a good fighting man—especially hardy. An entire battalion can march more than 20 miles in a day; special patrols have covered 60 miles from midnight to the next afternoon without resting.

Speed is a cardinal tactical principle with the Japs, who often attack prematurely. They take full advantage of natural cover and understand thoroughly the importance of camouflage. However, despite their extensive training and confidence in the bayonet (for relaxation they play at bayonet practice) they have not been outstanding in close combat.

Japs seem able to match Americans in practically every fighting quality except one: individual initiative. Committed to a plan, they follow it to the end, even when it's apparent it should be abandoned or modified. When an officer is killed, the initiative of the whole unit is greatly impaired unless another officer of equal rank appears.

Educationally, the Nip is equal to the doughboy. The literacy rate for all Japan is 99.6%. The professional Jap soldier has had the equivalent of two years' high school education—the average of the U. S. soldier.

Between 40 and 50% of Jap sol-

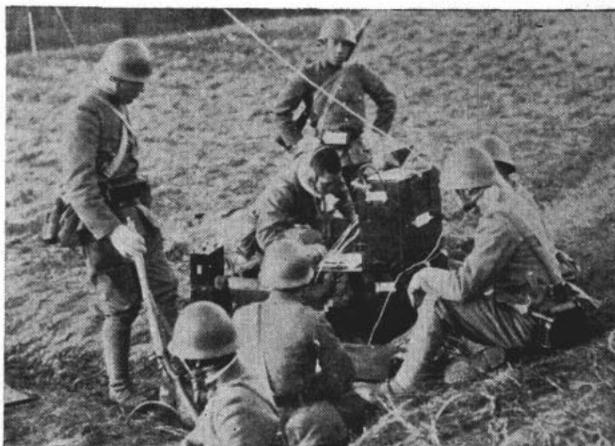
diers have studied English and 20-25% speak it "efficiently." Many Americans, failing to remember this English-speaking ability, have been fooled fatally by "friendly" calls or fake commands. It should be well to remember Japs cannot pronounce "I."

A common American impression that Japs are much more stolid than other people is erroneous. The Japs are emotional, trained in repression all their lives. In tight spots, they are likely to "blow up." This accounts, in part, for their futile "banzai" charges when trapped.

It is a fallacy that Japs are an imitative rather than a creative people. Jap inventiveness is considerable and is limited only by a scarcity of technically trained manpower and machine power. Major Jap Army weakness seems to be their artillery.

Secretary of the Navy Forrestal at a recent press conference, estimated the total of Japanese-controlled troops at about 5,000,000, including service divisions and puppet troops, and "she may be able to increase that number." According to the OWI report, some 2,000,000 troops are believed in China.

"To defeat Japan ultimately," Secretary Forrestal said, "we and our Allies must be prepared to deal with this force. . ."



CONCEALED fighting is the specialty of Jap soldier. TRAINING is given the Jap Army mainly in the field.

THE 'TEMPORARY' WAR OF LST 460



Lt. (jg) Mitchell Jamieson, Navy Combat Artist

She Started with a Green Crew, a Black Cat and a Few Red Faces—But Survived Nine (and a Half) Invasions

IT shouldn't happen even to an LST: Getting stuck on a sandbar right in front of Jap artillery . . . wandering accidentally, at night, to the head of a convoy about to land on Leyte . . . dropping her ramp on a beach that hadn't been secured yet . . . and being assigned to "temporary duty" that included several invasions, plus her own sinking.

Those were only a few of the events in the life of one LST, the 460, recently lost in the Philippines after a long and lively combat career that ranged from Munda to Mindoro.

They call the LST the backbone of invasion armadas—a lumbering, 328-foot, 4,000-ton hunk of steel that crunches up on an enemy shore, drops its huge jaw on the beach and spews out tanks, trucks and men.

Large Slow Target

To the logistics man, an LST is "the largest floating garage in the world." In the book, it's listed as a Landing Ship, Tank. To the men who live on one, it's the Large Slow Target.

LST 460 was only one of many, but her life was typical of what can happen on (and to) an LST. It included the mishaps of a green and untrained crew in the early stages of the war—and it included also a remarkable series of combat missions: Rendova, Munda, Vella Lavella, Bougainville and Treasury Islands, Green Island,

Hollandia, Morotai, Leyte and Mindoro.

The beginning of that career was anything but glorious. One of the 460's surviving officers recalls that in the days when the 460 first started out, back in the winter of 1942-43, training was sometimes so fast that if you bent over, you missed most of it.

"We had one week of training at Norfolk," he said. "Then we went out to the West Coast to take over our ship."

At Norfolk there had been seven crews training aboard the LST at the same time, all trying to squeeze into quarters meant for one, and trying to learn about the ship without stumbling over each other. The officers had had their seagoing indoctrination at Tucson, Ariz.—"riding the mirages." They were trained for any one of three kinds of landing craft: LSTs, LCTs and LCIs. When they arrived at NOB, Norfolk, they were asked what they'd done in civilian life and what kind of ship (of the three) they preferred for duty.

Teachers and Lawyers

Three of the officers had been teachers, three lawyers. "Lawyers?" said NOB. "And teachers? We'd better put you fellows on a *big* ship—you'll have more people to talk to." So they drew an LST.

Assignment of billets followed. The

only officer who'd been to sea before was the skipper, an old regular, formerly CQM. He assigned the three teachers as communications and navigation officer, first lieutenant and engineering officer. One lawyer became exec. That left two to choose between gunnery and supply. The one who'd gone duck-hunting once became gunnery officer.

With the billets settled on this engagingly informal basis, officers and crew of the 460 set off across country by special train for the Kaiser Shipyards at Vancouver, Wash. The first time they set foot on their new ship was a half-hour before the commissioning.

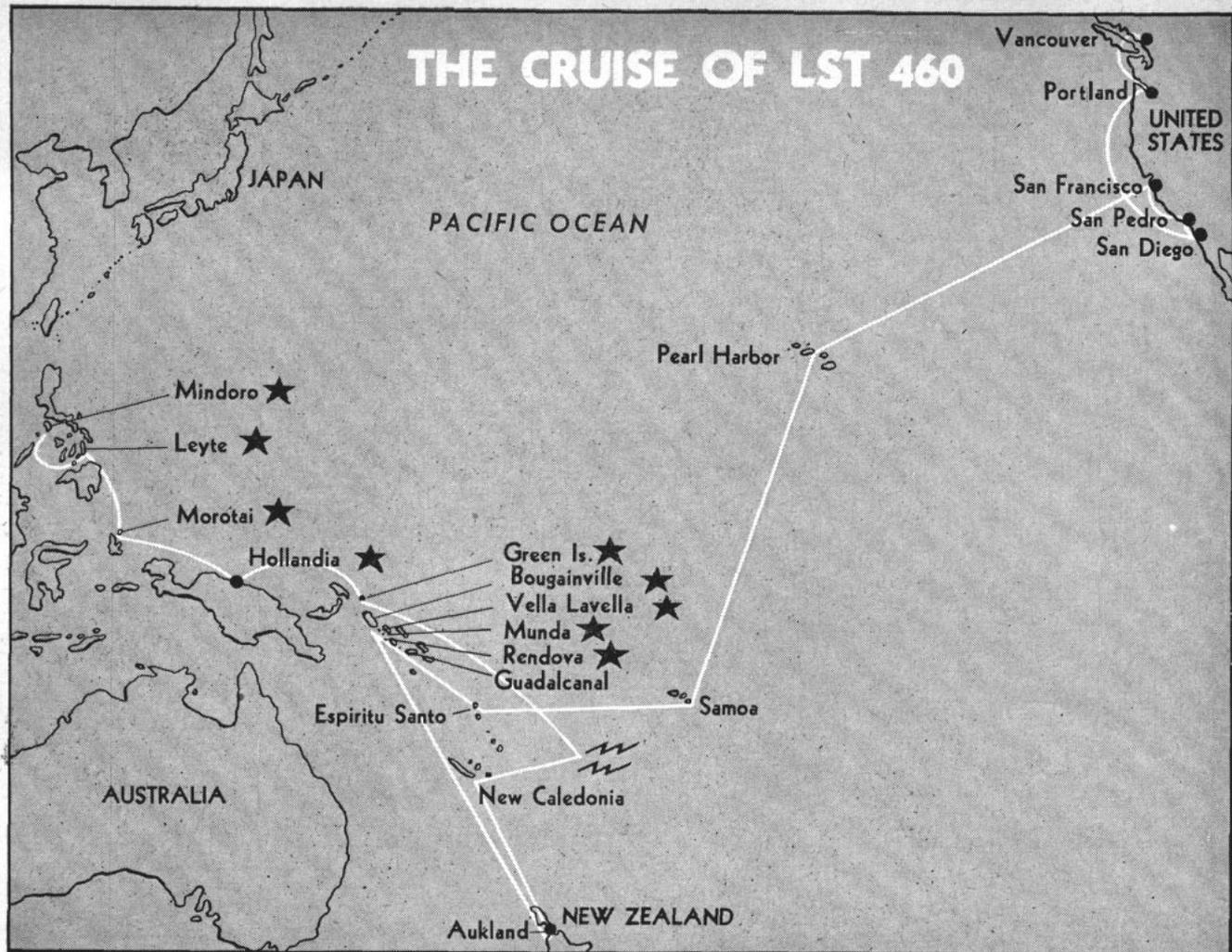
"We all lined up on the fantail and got the regulation spiel: we were a green crew now, but the country had confidence in us and we were destined to become a glorious fighting unit of the United States Navy. Then, before we had time to think, they cast our lines off."

Down the Coast

That was 15 Feb. 1943. The LST 460 had a crew of about 75 at that time, although it increased to about 108 later. Only four men in the whole crew had ever been to sea before. "You can imagine what nerve centers they were. Anything from lines to nuts, we had to find out from them and then go do it."

They sweated it out down the Columbia River to Portland, picked up their supplies and headed down the coast for San Diego. In the swells of

THE CRUISE OF LST 460



the Pacific they got their first taste of the peculiar roll of the lumbering LST—a quick, six-second roll that was something between a snap and a hiccup. Officers and crew promptly got seasick.

On the way down they got to know a little more of the feel and nature of their ship, explored its huge tank deck which would soon be ferrying tanks and trucks and amphtracs to invasion shores, learned the workings of its elevator to bring things down from the top deck, studied the huge bow doors and the bow ramp which had yet to drop on its first beach. When equipment wasn't being carried, there was plenty of room on the tank deck for a basketball court, and it was put to this use later in many a Pacific port. The 460 developed one of the best LST basketball teams in the Pacific, playing 50 to 60 games and losing only two.

Across the Pacific

At San Diego they got orders to go up the coast a ways for a period of "training." This consisted, as it turned out, of one practice beaching. With everybody coaching, it came off all right. Just as they were retracting from this first beaching they'd ever tried, orders were blinked to them to pick up an Army group to give them a "demonstration."

It was a demonstration, all right. Although they did everything they'd been told and tried to repeat the happy success of that first beaching, the 460 broached. They stayed there helplessly all night, and about noon next day a tug came up to pull them off. The Army group, having had a demonstration of modern landing techniques, went away very quietly while the 460 was towed to a drydock for repairs to its screws and bottom.

Orders to move on to Pearl Harbor were received with mixed emotions. Other LSTs had set out for Pearl, but nobody ever seemed to hear whether they arrived or not. The 460, full of gloomy rumors, expected to break in two half way across the Pacific. When they finally left, everybody was sympathetic and kind and gave them a party. It was sort of like a last friendly funeral service, they recalled.

From Pearl they went on, via Samoa and Espiritu, for Guadalcanal. The men were manning their guns a day and a half out of Guadal', scanning the sky for enemy planes as the LST crept cautiously along. "You'd have thought we were about to make the original landing," they said. Actually, the island had been secured five months before—just about the time the 460 was being commissioned.

Jap planes were still active, though. The 460 moved across to Purvis Bay

and the first night there they had 12 general quarters, starting at 1800. When the first came they thought: well, this is it. After the fifth, they decided, well, anyway, they don't get you every time. After the 12th they decided that it might not be so dangerous but it certainly was tiring.

Up the Slot

About a week later they learned they would get their first mission "up the slot," to Rendova. The two preceding LSTs that had gone up had been lost. First the LST 340 went up; they heard she'd been bombed. Then the 341 went up; only one surviving officer came back from her. Rapidly counting on their fingers, the men of the 460 figured there was still some time before they'd get up to 460 at this rate.

But word came for the 460 to go up next. They felt a little like a scared boy walking into a dark cavern. Two minutes out of the harbor they were at general quarters, all set and rarin' to fight. All went well, the night voyage was quiet except for a few dog-fights overhead, and the 460 discharged her cargo. From there on she was a "veteran" and was off on a series of combat missions excelled by few LSTs in the Pacific.

Between missions there were occasional restful periods in port. Then

the basketball court on the tank deck would come into play. The 460 would usually have movie showings on the top deck around 1830 or 1900. Often they'd invite the opposing basketball team over as guests for the movie show, then go down to the tank deck afterward, turn on the lights and put on a basketball game.

Biggest routine job, they found, was keeping an LST clean. The ship's first lieutenant used to refer to himself as "chief janitor." Tanks and trucks and motorized equipment meant oil and dirt and mud. When this cargo was discharged, everybody turned to and cleaned the tank decks and top deck before the oil and grease got too firmly stuck. Then men from shore parties would come aboard, tracking the mud and dirt of invasion shores with them. It kept the LST crew scurrying around like a frantic housewife trying to keep her kitchen clean with a neighborhood boys' club running in and out. The steel tracks of the tanks chipped and cracked the paint, too, so the paint brush became the most used weapon aboard, with a complete paint job for the decks after each mission.

Rain, Beautiful Rain

Only time they didn't have deck swabbing to do was when it rained. The men can still remember with relief a spell in Milne Bay when it rained for 30 days. At Leyte there was one spell of about 23 inches rainfall in a month.

Another busy man aboard the LST was the shipfitter, for something was always breaking down and needing repair. When the shipfitter wasn't busy himself, his shop was. The men would use it to make things for themselves or their families or their girls, hammering out a knife or ornament or bracelet.

Sometimes the LST's cargo would

be human instead of armored—several hundred soldiers heading for an enemy island, or several score of wounded being brought back from a bloody beachhead. The LST's huge tank deck would be turned into a floating hospital then. They carried one and sometimes two doctors, and two pharmacist's mates. Whenever there were casualties, though, practically the whole crew became volunteer corpsmen and pitched in to help make the wounded men as comfortable as possible.

Kibitzers in the Galley

Chow usually varied according to who'd talked to the cook last. The Italian boys would wander down into the galley and show the cook how spaghetti could really be cooked. Day or two later a Greek in the crew would be giving the chef pointers on some native dish of his own. Then the southerners would chime in with some tips on how to make hot bread. Word of this varied fare apparently spread. In the Philippines a group of guerillas came to the CO of the LST and asked if they could serve aboard. Talking with them brought out the fact that they'd heard the food was pretty good. The CO couldn't take them anyway but decided that they were less interested in serving than in being served!

Holidays usually brought a fancy meal for all hands—turkey, if possible. One LST group commander used to send his men ashore at island ports and have them gather up hearts of palms. They varied the diet a bit and made a good salad—sort of crunchy, like celery. Best chance for diet varying came when another ship would come in to port. If it was a big ship, word was passed to lay up to the conning tower to identify it, then find out who knew somebody aboard. A "sponging party" would soon be



Lt. (jg) Mitchell Jamieson, Navy Combat Artist

All set and rarin' to fight.

formed and would set out in the LCVP to see what could be wormed or bargained out of the new arrivals.

LCVPs were the 460's liberty boats. They had two of them, so they decided to fix one up real pretty, making it their "Saturday night sports roadster." They did a good job of it. Too good, in fact. The flotilla CO took one look at it and said, "That's fine, just what I need."

Large Stranded Target

The 460's first really close call came when they got orders to go up a little creek in the Munda area. It was twist and turn all the way, and they knocked several blades off one screw in the narrow channel. Just as they got stuck on a sandbar, the Japanese opened up from Kolombangara with artillery and laid down a barrage, coming step-by-step closer to the 460 as she lay there stranded on the bar. For some reason nobody yet can figure out, the barrage stopped about a hundred yards short of the ship. "I guess the deck was pretty well washed from the sweat which flowed from our pores."

The next combat mission was to be Vella Lavella. There wasn't much point in her zig-zagging on the way as the general motion of an LST was pretty close to a zig-zag anyway. In one convoy they were in, the instructions were sent out to ships as follows: "Destroyers and transports will zig-zag. LSTs will waddle."

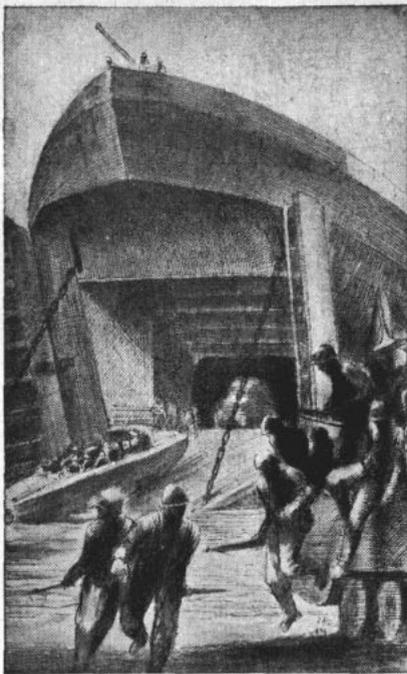
The LST 460 was breezing its slow way along to Vella when word suddenly came to turn back. They found out later that the Battle of Kula Gulf was taking place, and the Navy apparently didn't figure that the LSTs' 20-mms. would turn the tide.

They went in at Vella Lavella the following afternoon around sunset, looked around, and all they saw was bodies floating around the water. No-



Lt. Albert K. Murray, Navy Combat Artist

Tanks and trucks and motorized equipment meant oil and dirt and mud.



Sometimes cargo would be soldiers.

body came out to meet them. They didn't know whether our men ashore had been wiped out or not.

The skipper got out maps to see if they'd hit the wrong place. Just then the general's aide crept out of the bushes and told them to get the hell off the beach. They retracted and that night spent nine hours under constant torpedo attack from Jap planes. Thanks to a beautiful smoke screen put up by our destroyers, the 460 came through OK, but one LST was lost and another damaged.

Any hopes the crew might have had for a short war were abruptly dispelled after Vella. When survivors came back to Tulagi, some from an LST and others from a destroyer, the crew of the 460 noted with grim amusement the different orders that resulted. Two different sets of instructions rang through the barracks. The first was: "All survivors from DD No. — lay down to the dock for transfer to another destroyer and return to the States." This was shortly followed by: "Survivors of LST No. — lay down to the dock in working clothes prepared to unload cargo."

LST vs. Pillbox

Hitting Treasury Island and Bougainville next, the 460 went in on the second echelon, missing most of the heavy mortar fire that met the first group. Most exciting adventure there fell to another LST which rolled up on a beach where there were two pillboxes. In what must be one of the first recorded engagements between an LST and pillbox on land, this LST nosed right up to one pillbox at the edge of the beach and dropped its heavy bow ramp smack on top of it, crushing the pillbox and smothering its crew inside. Then a bulldozer rolled off the ramp and headed for the other pillbox, the Seabee driver raising the shield before him for protection. Roll-

ing over the pillbox, he crushed it and then backed up and pushed loads of sand over it. Later on, when men dug it out, they found about a dozen dead Japs inside and a couple of new guns.

After that came the Green Islands ("no excitement"); several weeks of resupply movements and then—orders to head for New Zealand for leave. Their welcome at Auckland was an enthusiastic one. When the New Zealanders saw the LST coming into the harbor, they lined up to meet them at the pier. Before they could even get their lines over, people were trying to pass ice cream and strawberries and other delicacies aboard to the crew.

Women! With Shoes!

This reception caught the 460 at an emotionally vulnerable time. As the months went on, they had found that their US sweethearts were more and more writing them letters which began, "Dear Joe, you know we always said we'd come right out with it if it ever happened that way, and this boy I used to know, etc., etc. . . ." As a result, officers and crew were in a fine mood of romantic melancholy. As one of them put it, "Here were the first women with shoes on that we'd seen in over a year. We all fell madly in love."

It was catching—even to the 460's mascot, a nondescript feline known as Kittypuss. Every time the 460 beached, Kittypuss would be down there at the bow doors and be the first to go ashore, sniff around and come back. When the crew went on liberty, they'd always bring things back for the Kittypuss. New Zealand's reception was too much for Kittypuss, who found herself a perfectly lovely tom-cat. That was Kittypuss' first AOL; she stayed away from the ship overnight, for the first and last time.

After a spell in port, the 460 got

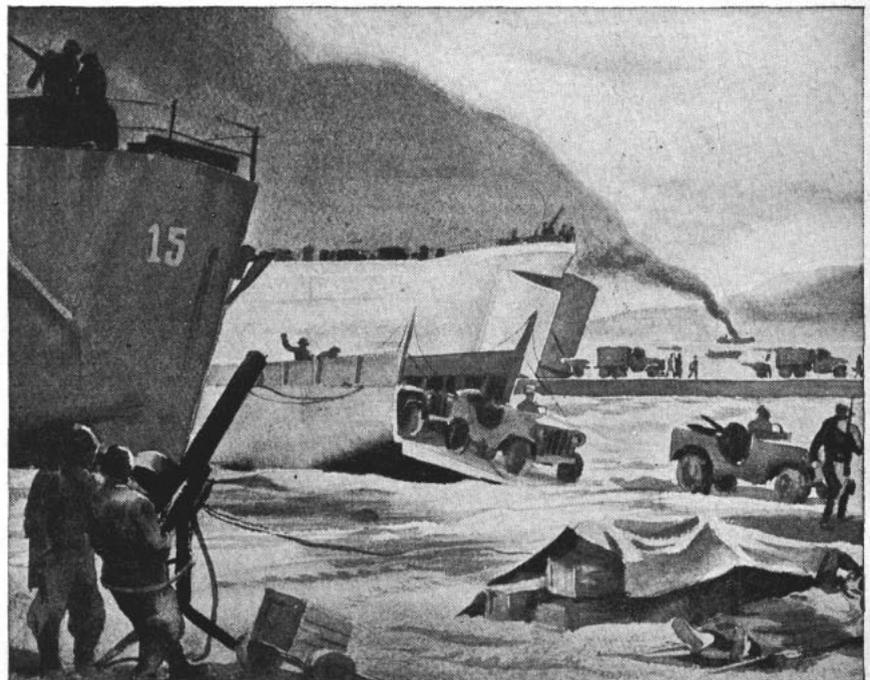
orders to go to Pearl Harbor. The lift in morale was spontaneous; the war was over for a while and they were headed home. They put the engines at all flank ahead and turned them up a few knots higher than they'd ever gone before. A day and a half out the order came: "Return to Guadalcanal."

Low Spot of the War

"That," they recall, "was the low spot of the war." Spirits sank and even the ship seemed to ride lower in the water as she slogged dispiritedly back to the Solomons. Back at Guadal, they learned that the 460 was going to get temporary duty in the 7th Fleet. The "temporary" duty lasted through four major invasions, until the ship went down.

After training at Milne Bay and later at Buna beach, the 460 started to get in on some real man-size operations, beginning with Hollandia. The first beach they headed for there was actually so hot it was on fire, so she was directed to another beach. That was too shallow. The 460 headed up a creek and tried several times to beach, but could only get so far and then have to stop, so they pulled off and took up a position just off the creek entrance. That night Jap planes came over and dropped flares. The 460 had then so much ammunition and high-octane gas aboard that they would have had to treat the crew for shock if even a flare landed aboard her. Destroyers came in and drove the planes away in a running fight.

After further training, and a landing on Morotai, the 460 went up to Leyte and nearly became a one-ship task force. She was 'way back in a convoy due to hit Leyte on D-plus-2. The ship's radio went out and they couldn't see or hear anything, so they just kept plugging along through the



Illustrations by Lt. (jg) Mitchell Jamieson, Navy Combat Artist

Usually the Army unloads the LSTs while the LST crews stand gun watches.

dark, hoping for the best. When daylight broke, they suddenly found out where they were—and gulped. They were out in front, about to lead the convoy in all by their lonesome.

Towed to Mindoro

After Leyte, they went back to Hollandia and laid around awhile, after which they were ordered up to Leyte again. Something had happened to another LST so the 460 was told: "We're going to put you in on D day at Mindoro." On the way up, one engine went and the 460 kept dropping back further and further. LCIs and PTs kept going by and waving farewell to them. The prospects were not too inviting; instructions had been, "If you fall behind we will be unable to give you protection." After several hours someone apparently took pity on them and sent a tug back, another LST taking the 460's regular position in the convoy.

The change saved the 460's life—for the moment. They beached at Mindoro on 15 December. Cruisers and destroyers had shelled the beach thoroughly beforehand, but Jap planes came over and got an LST laying off the beach—the 472. It was the 472 that had taken the 460's place in the convoy line.

On Borrowed Time

From there on the 460 felt that she was living on borrowed time. A formation of Jap planes came over, cleared her but got two ships nearby. Usually the Army unloads the LSTs while the LST crews stand gun watches. But this time the Army was busy and the beachmaster said they'd have to go down to another beach. The other beach, he added, somewhat as an afterthought, had not been secured yet. There were some troops down there, though, and he thought they had the Japs "cornered," so the 460 was to go in and unload anyway.

Of course, when they got there the Army had its hands full with Japs and didn't feel like taking time out to unload the LST. Wait around, they said: "Just as soon as we get this here beach secured, we'll give you a hand."

With seven to eight hundred drums of high-octane gas aboard, and Jap planes buzzing around in the air, the 460 had no intention of waiting. All hands turned to, secured the gun mounts, and cleared that cargo out in 32 minutes flat. Then, by way of anticlimax, it took them three hours to get off the beach. Finally a tug came along to give them a lift and they rejoined their convoy.

It was quiet on the way back, but lively at Leyte. You could tell when an alert was coming because the lights would start to go out on the beach. Then, when it was black, you'd see tracers going up, searching the night sky for Jap planes overhead.

Five LSTs were picked to load up again that night and leave the next

Several gave their lifejackets to wounded men, though they knew their own chances were lessened.



day in the second echelon for Mindoro. The 460's crew figured they'd only had a 50% chance the first time, so here went the remaining 50%.

About noon next day three Jap planes came down through the convoy with bombs, missed and went off. It seemed the Japs liked to attack around mealtimes, which was regarded aboard the 460 as a dubious aid to digestion. About five o'clock that afternoon the ship's doctor looked up at the sky and said, "I hope those little so-and-sos aren't going to screw up our chow again." Minutes afterward, a report came in that Jap planes were headed for the convoy. They came down the outside column and peeled off, each picking a target. That was when the 460's borrowed time ran out; she went down shortly afterwards.

Of the 460's seven officers, three survived—the doctor, the first lieutenant and his relief, who had arrived only shortly before. About 20% of her crew was lost. Fire had ruined the small boats and davits. The 460 was towing an LCM at the time and many of the men got picked up by her. One group headed for a destroyer and threw their lines to her. Most of the survivors were picked up by landing craft. At Mindoro they headed for the fox-holes ashore. They had decided it was safer there!

Heroes

The surviving officers had many words of praise for the heroism and self-sacrifice of the men on the 460, many of whom lost their lives on that final day. "Several gave their life-jackets to wounded men, although they knew their own chances were lessened." One of them was Gordon Spredeman, SC1c. After giving his jacket away, he tried to make it to safety himself, but is listed as missing in action.

One motor mac gave his jacket to a wounded soldier aboard (the 460 was carrying about 300 of them at the time), although chances were against his swimming to the nearest LCM. As he waited to go off over the fantail, off the stern anchor, the body of a dead soldier floated by. His shipmates told him to grab the jacket for himself, since the soldier had no use for it now. The motor mac shook his head at that, but jumped in and held on to the jacket; he got picked up later, after floating around with the dead soldier for a while.

The 460's final injury was also her first one. Despite all her combat missions, she hadn't been scratched before (except by sandbars and such). She'd accounted for at least four planes, including the one that got her. With the possible exception of the 472, which got it at Mindoro in her place, they think the 460 had about as many combat missions as any LST in the Pacific. Her surviving officers, brought back to BuPers to make their survivors' reports and aid in establishing casualty status and straightening out accounts, think that the 460 turned out to be a pretty good ship despite those first strange wanderings on the Pacific Coast two years ago.

FANTAIL FORUM

QUESTION: If you had complete choice of sea duty, what type of ship would you pick to serve in—and why?

JOHN L. WALDEN, SC2c, of Jacksonville, who's had duty in Eagle



J. L. Walden

boats and PYCs: "Does it have to be a ship? Frankly, my first choice would be a house-boat safe and secure on a nice, quiet river way off in the middle of the dear old U.S.A. . . . But, if it's got to be a regular ship and sea duty, well, I'll go back to the PYCs (coastal patrol craft). They're small ships, with small crews. Everybody knows everybody, so everybody's got to pitch in and do his share. And it's good liberty, too."

HARRY R. GALLOWAY, S1c, Idaville, Pa., formerly in aircraft carrier *Randolph*: "You can put me on a carrier any day. That's the only kind of ship for me. It's clean and big and the chow's good and you've got movies and you can bet that you'll have plenty of action."



H. R. Galloway

DENSIL PASCHALL, S1c, Hazel, Ky., formerly in carrier *Intrepid*: "What



Densil Paschall

ship? I hope I never see a ship again—any kind of a ship. But if I've got to be on one, I guess I'd take a destroyer. No, I've never been on one, but I just don't ever want to be on a carrier again. Nope, I never want any part of a carrier. Why? Well, it's too much of a target—too easy to hit, if you ask me."

WALTER C. W. PEACOCK, EM1c, Jacksonville, formerly in destroyer

Sproston: "I've served on battle-wagons, heavy cruisers, old four-stacker destroyers and the big new DDs—and I'll take 'em without any question: the destroyers. You see, you can learn more on a destroyer regardless of your rate. Why? Because you are required to do all the work yourself if anything happens to any



W. C. W. Peacock

of the equipment. Destroyers don't always have tenders nursing them along like the big ships do, and neither do you have enough space aboard to carry more than one set of equipment. So when anything goes wrong, you just can't signal for the tender to come alongside and help out, and neither can you just unwrap some new piece of equipment and install it. What you've got to do is to patch up the old and make it new. And that's what I mean when I say you learn more on a destroyer."

T. J. MCGINNIS JR., GM1c Parkersburg, W.Va., formerly in heavy

cruiser *Vincennes*: "Another heavy cruiser. That's a cinch. They're the best ships in the Navy. They get around more and you see more. Sure a battleship gets around a little, but not like a heavy cruiser. They aren't built to travel like a cruiser. Battleships are built to fight, but a cruiser is built to scout and fight both."



T. J. McGinnis, Jr.

C. R. DAVIS, BM1c, Baltimore, tanker *Chiwawa*: "I'd stay with the

auxiliary fleet. That's the best duty of all. I've been on cruisers and destroyers, and they're good, I'll admit. But the auxiliaries are better. They don't have so many regulations and they've got better chow and the duty is better all the way 'round, no matter how you look at it."



C. R. Davis

PHIL CONNELL, SF1c, Boston, destroyer *Hamilton*: "That's easy. I

wouldn't have anything else but tin cans. Why? Well, that's an easy one to answer, too: Once a tin can sailor always a tin can sailor. Tin cans got small crews and you get acquainted fast with everybody. It doesn't take a year for you to meet 'em all . . . and they're regular fellows. There's something about destroyer life that makes everybody regular."



Phil Connell

'RIGHT INTO THE LION'S MOUTH'

By ERNIE PYLE

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IN THE WESTERN PACIFIC (Delayed)—All but six of our planes were back from their strike on Tokyo and safely landed.

The six formed a separate flight, and we couldn't believe that all of them had been lost, and for that reason our officers didn't feel too concerned.

And then came a radio message from the flight leader. It said that one of the six was down in the ocean and that the other five were hanging around to try to direct some surface vessel to his rescue. That's all we knew for hours. When we finally got the story, this was it:

Ens. Robert Buchanan, of Clementon, N. J., was hit by flak as they were diving on their target some 20 miles west of Tokyo. Buchanan himself was not hurt.

He kept his plane up till he got over the water, but it was still very much Japanese water. In fact, it was in Tokyo's outer bay—the bigger one of the two bays you see on the map leading into Tokyo.

Ens. Buchanan is an ace, with five Jap planes to his credit. He ditched his plane successfully and got out in his rubber boat. He was only eight miles from shore, and five miles from the big island that stands at the bay entrance.

Then the flight leader took charge. He is Lt. John Fecke, of Duxbury, Mass. He is also an ace and an old hand at the game. He has downed seven Jap planes.

Fecke took the remaining four of the flight, and started out looking for an American rescue ship. They found one about 30 miles off the bay entrance.

They talked to him on the radio, told him the circumstances and he sent back word he was willing to try. But he asked them to stick with him and give air support.

So Lt. Fecke ordered the other four to stay and circle above the ship, while he went back to pick up Buchanan's location and guard him.

But when he got there, he couldn't find Buchanan. He flew for 25 minutes around Tokyo Bay and was about to despair, when he began getting sun flashes in his eyes.

He flew over about three miles, and there was Buchanan. He had used his signal mirror, just like it says in the book.

In the meantime the ship's progress was slow. It took almost two hours to get there. And one by one the aerial escort began getting in trouble, and one by one Fecke ordered them home to our ship, which was getting farther away all the time.

Lt. Irl Sonner, of Petaluma, Calif.,



Into mouth of Tokyo bay went the Navy ship to rescue flyer at point X.

lost the use of his radio and had to leave.

Lt. Max Barnes, of Olympia, Wash., got dangerously low on gas, and Fecke sent him home. Gas shortage also sent back Lt. Bob Murray, of Muncie, Ind.

That left only Lt. Fecke, circling above the man in the boat, and Lt. Arnold Berner, of Springdale, Ark., flying lone aerial escort for the rescue ship.

Finally the ship was past the bay entrance. The skipper began to have his doubts. He had to go within three

miles of the gun-dotted island. He was within five minutes' flying distance of land, and Jap planes could butcher him.

Furthermore he looked at his chart and saw that he was in "restricted waters," meaning they were probably mined. It was certainly no place for a ship to be.

The skipper radioed Fecke and said he couldn't go any farther.

Fecke radioed back and said, "It's only two miles more. Please try."

The skipper answered and said, "O.K., we'll try."

And they pulled it off. They went right into the lion's mouth, pulled out our pilot, and got safely away. Then, and then only, did Fecke and Berner start home.

They came back to us three hours after all the rest had returned. They had flown six hours on a three-hour mission. But they helped save an American life by doing so.

That night I lay in my bunk reading a copy of *Flying* magazine. It was the issue of last October, nearly six months old. It was the annual naval aviation issue.

And in an article entitled "Life on a Carrier," on page 248, was this paragraph:

"It's a mighty good feeling to know that even if you were shot down in Tokyo harbor, the Navy would be in to get you."

It had never happened when that piece was written. But it has happened now.

ERNIE PYLE KILLED BY JAP MACHINEGUN FIRE



Official U. S. Navy photograph

RECENT PICTURE of Ernie Pyle shows him as a correspondent with the Navy in the Pacific.

From the White House came word last month that Ernie Pyle had been killed. President Truman, revealing the beloved war correspondent's death in a note of condolence, called him "the spokesman of the ordinary American in arms."

All the Navy—from Secretary Forrestal, who said "the Nation owes him its unending gratitude," down to the youngest seaman on the smallest invasion craft—mourned the passing of the thin, gray little Hoosier.

Death came 18 April on Ie Island, off Okinawa, as Pyle was moving up to be with the foot soldiers. A Jap machinegunner ambushed the jeep in which he was riding with Lt. Col. Joseph B. Coolidge, USA. They dove into a ditch; then peered over the top to see if all was clear . . . "Another burst hit the road over our heads," the colonel related, "and I fell back into the ditch. I . . . saw he had been hit. He was killed almost instantly, the bullet entering his left temple just under his helmet."

Pyle, 44, long had a premonition of death on a battlefield. Once he wrote: "Somehow, I feel I'm pressing my luck . . ."

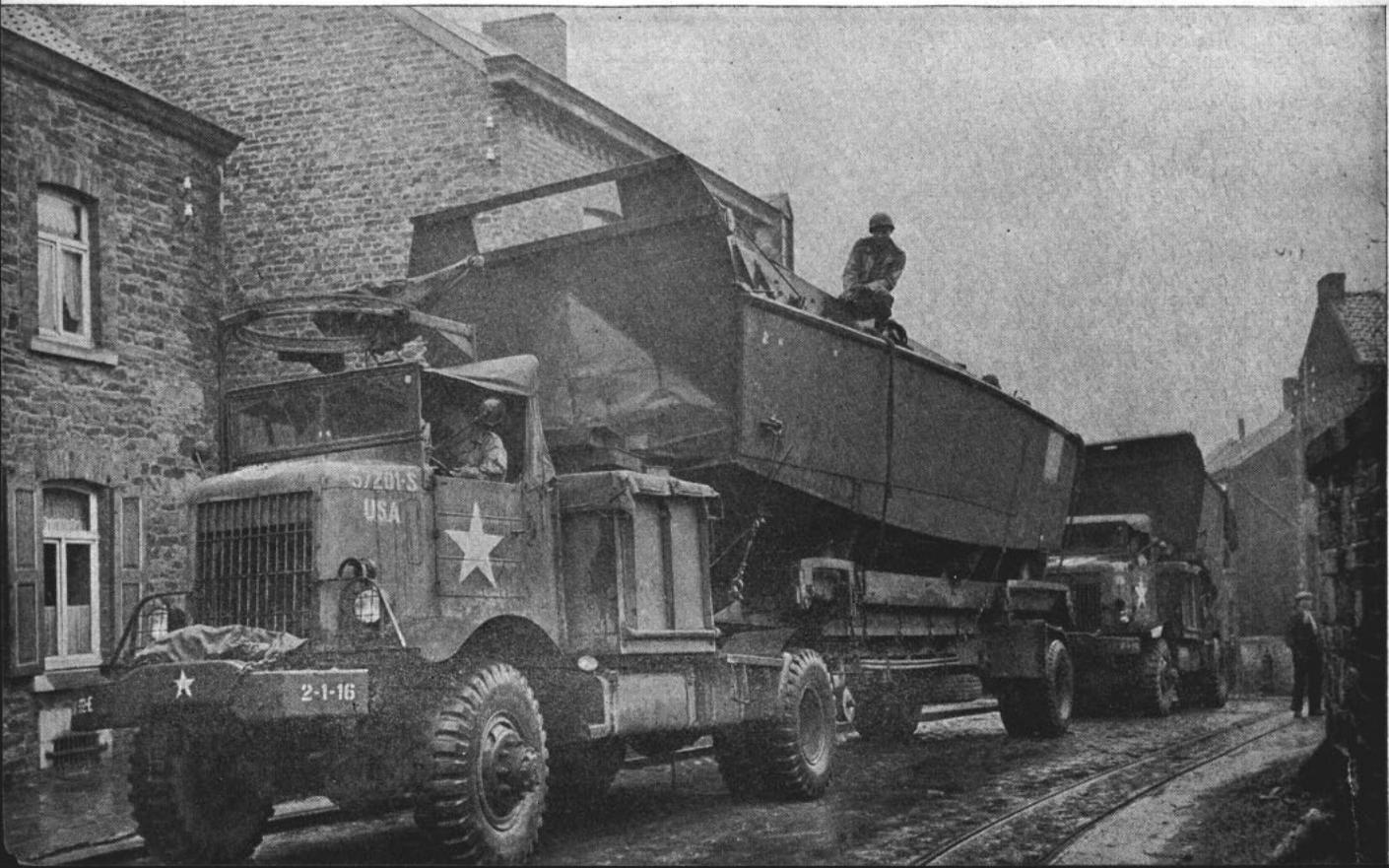
NAVY SAILS THE RHINE



PREPARING to ferry Army across Rhine to inner Germany, khaki-clad bluejackets used mobile machine shops to service LCVPs on grounds of a French cavalry school.

MOVING UP to Rhine in preliminary operations of Navy's "Drang Nach Osten," landing craft rolled through narrow street of Belgian village below on Army trailer-trucks.

Official U. S. Navy photographs



200 Miles from the Nearest Ocean Our Amphibs Took the Army Across the River after Soldiers, Reversing Traditional Navy Role, Had Carried Sailors and Their Craft to the Scene of Action



LOADING for the inland amphibious strike, Navy landing craft take aboard Army tanks in historic crossing of Rhine that set the stage for final U. S. drive across Germany.

CROSSING at point shown below was made under a shield of smoke and river mist. But for the foliage, this scene on the Rhine might be an island beach in the Pacific.

Official U. S. Signal Corps photograph



LANDING a carrier plane on water at 175 miles an hour can be likened to nudging a speeding auto to a stop against a telephone pole. . . It's that safe. Lt. Comdr. Albert O. Vorse Jr., USN, not only did it, he . . . but we'll start at the beginning:

Off the southern coast of Formosa, the Camp Hill, Pa., flyer dove his bomb-carrying Hellcat through flak at a Jap destroyer. Releasing his bomb at 200 feet, Lt. Comdr. Vorse felt a terrific explosion and found his plane flipped over on its back, a large chunk chewed out of the right wing.

Managing to level the plane, he saw over his shoulder that the destroyer had exploded. Satisfied, he started limping for home. . . Five times, the plane almost rolled over on its back again. He knew he wouldn't be able to land safely on the carrier's deck; nor gain enough altitude to parachute safely. He would have to land in the water . . . and at a roaring rate of speed to avoid "spinning in." So, down he came, at 175 miles an hour . . .

Thirty minutes later, drying out

ALONG THE

aboard an American destroyer, he took a census of his limbs and found that his only injury was a scratch on his knee, suffered, not in the landing, but when he climbed out of the plane into his life raft.

P. S.—Water landings are old stuff with Lt. Comdr. Vorse. This was his fourth.

His Brother's Keeper

"John could tell this story much better than me," said Norman Worstell, S2c. "Only maybe it's a good thing I'm telling it . . . he'd forget to say how he saved my life."

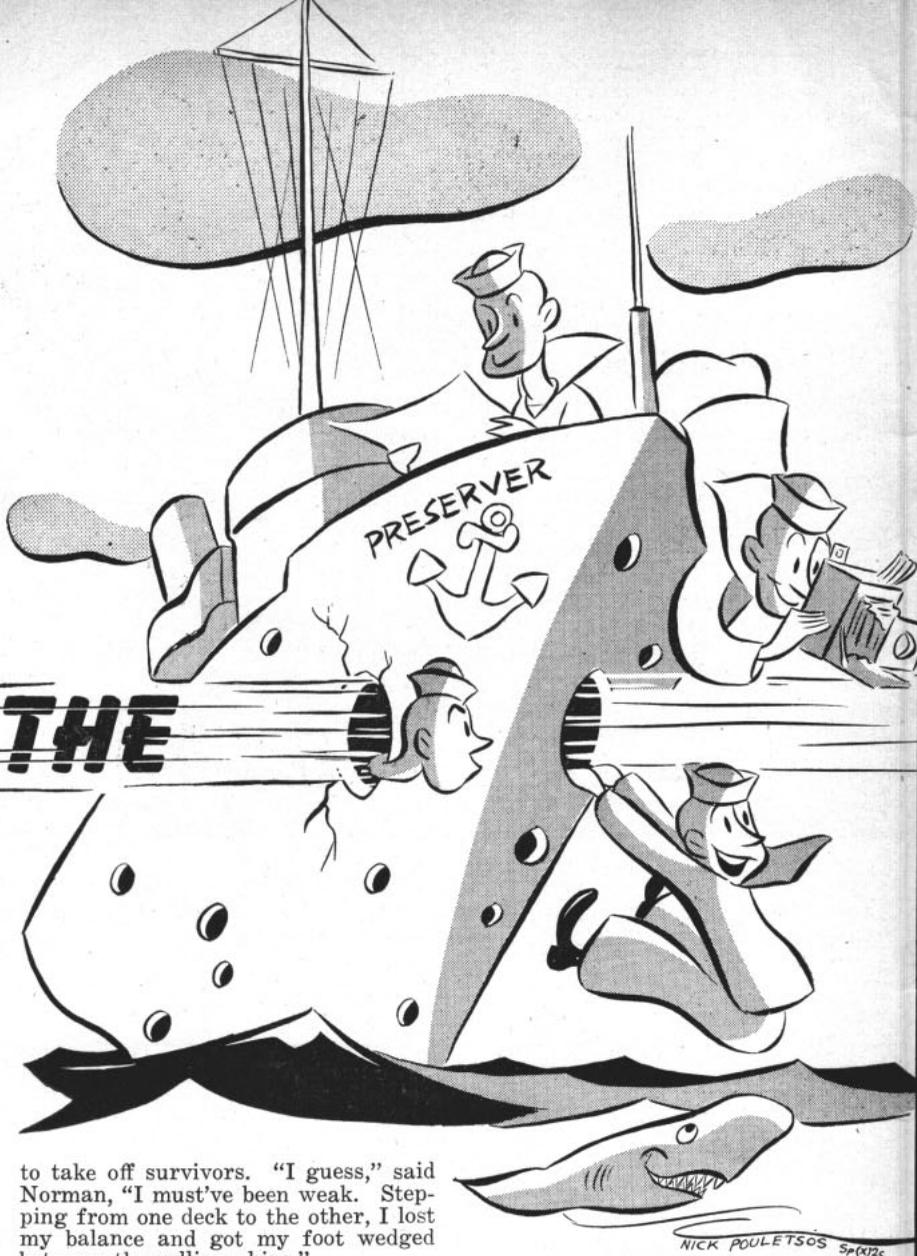
The 19-year-old Smithfield, Ohio, bluejacket propped himself up on his cot in a Southwest Pacific naval hospital.

"You see," he said, "John's my older brother—26. He's a seaman, too. This is the first time we've been separated since 22 May 1944. We came into the Navy on the same day, took boot together, went on leave together, got assigned to the same ship together, sunk together, sunk again together."

On 6 January 1945, the Worstell's ship lay off Luzon, belching shells from every gun during the pre-invasion bombardment. Norman, at his 5-inch mount, could see John at his 20-mm. gun. A Jap divebomber attacked . . .

"It didn't look so good," Norman grimaced. "The bomb exploded. I couldn't see anything, but I felt myself flying. I must've been blown more than 100 feet through the air and into the water. When I bobbed up, John spotted me first. He was about 50 feet away. He called: 'Norman!' I couldn't hear so good. My head phones were still on my ears with about two feet of cord trailing from them."

The brothers swam to each other and were picked up by a minesweeper. Later, a larger sweep came alongside



to take off survivors. "I guess," said Norman, "I must've been weak. Stepping from one deck to the other, I lost my balance and got my foot wedged between the rolling ships."

John pulled him free, carried him across. Norman couldn't stand on the injured foot. All night he lay on the deck, John right by his side.

Just before dawn, a Jap torpedo plane attacked. "When the 'fish' hit," Norman recalled, "John dragged me to the rail, threw me overboard and dove in after me. When I came up, my foot hurt so, I almost wanted to go down again, but I felt a hand under my chin, holding me up. Sure, it was John's . . . Howdja guess?"

Supporting Norman with one hand, John swam away from the exploding ship. Norman's wounds had opened; he was fast losing consciousness. "I felt myself going. I said to John: 'Lemme go! You'll go down, too!' And he said: 'The hell we will!'"

Moments later, they were picked up by a small boat. For three days, they lay in a battleship's sick bay. On the fourth, Norman was taken off to a hospital ship.

"As we pulled away," said Norman, "I could see John at the rail, waving goodbye. . ."

What's in a Name?

No ship ever has been more fittingly named than the USS *Preserver*. This repair and salvage ship of SerForPac has been hit by a Jap bomb . . . ripped by an 8-inch snell . . . showered with shrapnel . . . damaged by a near-miss . . . and, all in all, has 27 holes or dents in its hull and superstructure.

Yet not a single casualty has occurred aboard her.

The bomb crashed into the motor room during the Battle for Leyte Gulf—but didn't explode.

The 8-inch shell dropped into the crew's washroom—which was empty.

A shell fragment slashed into an officer's bunk—but it was unoccupied.

Closest call came when a motor machinist's mate was struck in the thigh by a piece of shrapnel. But it was the flat side of the fragment that hit him, and he suffered no more than a bump.

Missed the Train

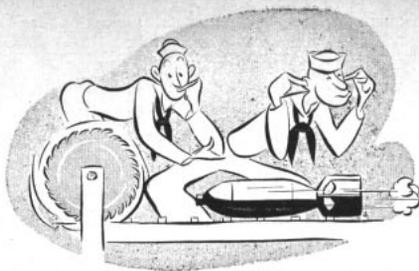
During five months' action in the Pacific, Air Group 20 participated in

the sinking or damaging of nearly 1,000,000 tons of Jap naval and merchant shipping, including five battle-ships, two carriers and eight cruisers. It fought 23 different actions, softening up the Palaus and Philippines, mixing with all three Jap fleets in the Battle for Leyte Gulf, sweeping over the South China Sea and attacking Hong Kong, to name a few. Its torpedo bombers and divebombers flew a total of 1,155 sorties.

Yet, throughout the five months, the 23 actions and the 1,155 sorties, the group didn't lose a single bomber!

Commander of this marauding outfit is Comdr. Daniel F. Smith, USN, of New York City and Pittsburgh, Tex. On his way home for a rotation leave, Comdr. Smith stopped off at Pearl Harbor and picked up the Legion of Merit, Silver Star, three Distinguished Flying Crosses and two Air Medals for organizing training, leading and fighting with the group.

The mission Comdr. Smith likes best is the time he was leading "20" low



CM2c, USNR, "and I sure was glad I could see my 'dozer tracks that day. When they picked up the bomb, what-tayaknow? My track marks straddled both sides of her. . . ."

Blasted Luck

Uncounted thousands have been killed in this war by depth charges, but Robert G. Wilcox, S1c, USNR, owes his life to the explosion of one.

During the Luzon invasion, a terrific blast blew Wilcox off a mine-sweeper's deck. Soon as he hit the

Down from the blister, where he had been manning a .50-caliber gun, came James C. Edinger, ARM3c, USNR, of Foxburg, Pa., to give first aid.

Later, a surgeon said the excellence of Edinger's treatment helped prevent infection.

CORRECTION: Make that ARM2c instead of ARM3c . . . sure, soon as the plane landed back on the carrier, the admiral promoted Edinger.

Dream Comes True—Almost

You wouldn't have given an empty K-ration tin for his chances if you had seen Ens. William Foye, USNR, go down over Clark Field last October. His fighter was ripped by flak . . . the engine was afire . . . and the last gulp from his radio was that he was heading for Jap-infested mountains.

Back at their carrier, his squadron mates wondered and worried. Was he dead? Or a prisoner? Four months passed and the squadron shipped home for a rotation leave.

ROAD TO TOKYO



over a railroad track in the Philippines when his eye caught a flash of metal through leafy shrubbery. Investigating, he discovered a large number of planes hidden in a grove. The Japs, no doubt, were conserving them for a surprise attack on our fleet or its planes. Comdr. Smith promptly led the group in a devastating bombing and strafing attack which accounted for approximately 80 aircraft.

The group commander, however, disclaims all credit for this vital discovery and destruction of a dangerous secret enemy force.

"Actually," he confesses, "I was flying low along that railroad track hoping to satisfy an old ambition to blow up a locomotive. . . ."

Bomberjacks?

There's a logging camp out in the Admiralty Islands which makes a stateside lumberjack outfit seem about as tough and dangerous as the annual outing of the Campfire Girls (junior grade).

The camp is pitched in the heart of an area which only scant months ago crackled with sharp skirmishes between Japs and Americans. Lumbermen of Seabee Maintenance Units 609, 610, 611 and 612 not only have to cull lumber from the tropical jungle, but also pluck shrapnel from the logs; and must not only keep an eye peeled for falling timber, but also beware of live bombs in the surrounding brush.

"We always seem to hit shrapnel in the logs just as we're getting in that last lick," said Arthur G. Betts, MM1c, USNR, of Seattle, "and always when we got a new saw in. . . ."

"And bombs!" exploded Millen F. Mavlick, SF1c, USNR, of Chester, Calif. "Just the other day we picked up a thousand pounder—our men had been felling and bulling timber around it for days!"

"Yeah," sighed Lennis E. Smith,

water, he was dragged by suction toward the ship's propellers.

"I thought I was a goner," Wilcox said. "It would have been like going through a meat grinder. . . ."

But just then everything went black . . . until he found himself—all in one piece—on board another ship. It was then he heard what had happened: As he was about to be dragged under by the propellers' suction, a depth charge exploded nearby, throwing him clear. He was, of course, knocked unconscious. But crewmen of the other ship hauled him out and revived him.

No Progress Tests Needed

During the Leyte invasion, Rear Admiral William D. Sample, USN, commander of a number of aircraft carriers, desired a better view of operations, so he went aloft in a torpedo plane. He lay in the "tunnel gun" position aft, observing through the window below the tail.

After zipping over the beachhead, the plane was caught by a burst of anti-aircraft. Admiral Sample was severely cut on the head and shoulders.



En route, the skipper had a dream about Ens. Foye. "I dreamt," he reported, "that he came back safe and sound. And, what's more, I dreamt he claimed he had shot down 20½ Japs!"

Two days later when the ship docked at Pearl Harbor, the flyers lining the rail saw a khaki figure on the wharf waving up at them. There was a wild moment of surprise; then a surge of disbelief; and, finally, a roar of recognition: It was Ens. Foye!

The reunion was a riot of back-thumping and hand-pumping. Breathless questions brought breathless answers: Yeah, he had to bail out; yeah, he landed in the mountains; nope, he wasn't hurt—at least, not much; yeah, the Japs knew he was down and were looking for him; nope, they never got hold of him; yeah, he had some close calls . . . once they came within 20 yards of a bush he was hiding in, and another time he could almost feel the hot breath of their police dogs on his trail when a heaven-sent rain came and washed away the scent.

But the squadron skipper's dream wasn't entirely true. Ens. Foye claimed only one Jap plane.

This Takes the Cake

Even in the excitement of the night before the Luzon invasion, Ronald C. Hoover, Bkr2c, USNR, placidly baked biscuits aboard his landing ship; and, next morning, cheerily baked cakes. Suddenly there was an explosion to port . . . Hoover was hurt. But, like a housewife worried that heavy foot-falls might make her cake "fall," he was concerned only with: "My biscuits! I couldn't serve 'em! And my cakes! They've fallen!"

When the cakes were baked, all had a decided port list.

TRUK, END OF A BOGEY

Fleet Attack on the Japanese 'Pearl Harbor' Blasted Not Only Installations but a Myth

This article is a chapter from the recently published book "Carrier War," a review of the fleet air arm's triumphs in the Pacific from the September 1943 raid on Marcus through the Battle for Leyte Gulf. The book, a supplement to the Navy's "Battle Report" series, was written by Lt. Oliver Jensen, USNR; illustrated with pictures by the photo units of DCNO(Air), BuAer and Public Relations; and published by Pocket Books, Inc., New York.

By Lt. Oliver Jensen, USNR

"THEY didn't tell us where we were going until we were well on the way," said Air Group Nine's new commander, Phil Torrey. "They announced our destination over the loudspeaker. It was Truk. My first instinct was to jump overboard."

When even the group commanders don't know, the Navy has a real secret. The ships now steaming southwest from our new bases in the Marshalls were engaged in the most secret operation the Navy had ever attempted. Never before had it gambled for such high stakes; never before was excitement so anxious and intense.

More Than an Atoll

For Truk was considerably more than another atoll. It was more than a major Japanese air and naval base. It was a gigantic mental hazard, an aviator's bogey, a legendary, impregnable fortress to which military critics pointed shaking fingers: it had thousands of planes; it bristled with ships and guns; it would be sheer suicide to fly over it. Truk was the object of more awe than was ever lavished upon Singapore at the height of its prestige.

Nevertheless, Truk was high on the priority list of targets which Admiral Nimitz kept locked away with his war plans at Pearl Harbor. The reasons were plain. Truk lies southwest of the Marshall Islands in a commanding position north of the Solomons-Bismarck Archipelago-New Guinea area. It had long been a key position from which Japan had attacked Allied forces in those regions. Fleets had sailed from here to the battles of Santa Cruz and Guadalcanal and had returned here for repairs. From a defensive standpoint Truk protected the Carolines and was a decided threat to the flank of projected U. S. operations against the Marianas, the next island group to the north.

A Natural Fortress

Geography alone lent Truk natural strength. The long, roughly circular perimeter of its outer reef encloses a lagoon some 33 miles in diameter,

studded with mountainous, formerly volcanic islands. Truk and its sister Carolines are vastly unlike the older Pacific atolls farther east. While both types have somewhat similar reefs, the Gilberts and Marshalls, for example, are only strips of flat land around empty lagoons beneath whose surfaces the ancient volcanic cones have long since settled. The land area of Truk is infinitely greater, its hills well suited to deep-set, hidden guns. Acquiring this prize from Imperial Germany during the last war and holding it thereafter as a League of Nations mandate, the Japs had made their principal settlement on the island of Dublon, one of the "Four Seasons" group which also includes Fefan, Moen and Uman ("Summer," "Autumn," "Spring," and "Winter," respectively, in the local tongue). Other groups are named after days of the week ("Monday," "Tuesday," "Wednesday," etc.) and family relationships ("Husband," "Sister," "Nephew," etc.). It was all very charming, save that the half-dozen passages leading through the outer reef of this idyllic retreat to the excellent deepwater anchorages within were vigilantly guarded.

Carefully sealed from the outside world for a quarter of a century, Truk was a place of secrets. Few white men had ever seen it. Theoretically, of course, Japan as a mandatory power could not fortify the islands, but the handful of outsiders who chanced by accident or curiosity upon Truk were rushed away with obsequious politeness, or, if they had seen too much, met with regrettable "accidents." Existing charts were only approximate. The extent and even the general location of Truk's defenses were riddles as obscure as the unsolved writings of ancient Etruria.

Off with the Lid

In fact, it was only twelve days before the fast carriers' raid that two daring Marine photographic planes finally—and partially—pried the lid off Truk. Led by Marine Maj. James R. Christensen of Salt Lake City, with Navy photographers aboard, the two planes flew a perilous 2,000-mile round trip over enemy waters from a base in the Solomons, fought their way through freak weather which iced their wings as they crossed the equator, and spent twenty minutes 24,000 feet over the target taking pictures. Caught off guard, the Japs were unable to shoot them down, and the two Liberators returned to rush their pictures to the anxiously waiting admirals.

Alas, that day over Truk had been cloudy, and the photographs were incomplete. One airfield, which later turned out to be tiny Eten Island,

close by Dublon, was visible, but no others. Maybe there were more. There were numerous gun positions. Maybe there were more of those too. Afterward, during the briefings on board the carriers, the intelligence officers would tell their fliers, "Here, right here, there may be an airfield."

The fliers would look and X would mark the spot, right on a nice fleecy white cloud.

Ships, Ships, Ships

But the big thing in those pictures, the item that made everyone sit up and take notice, was a big group of ships. There were 25 of them, mostly men-of-war, which appeared through a hole in the clouds. Here was the opportune moment for which Admiral Nimitz had been waiting. The report came in even as Nimitz himself was at Kwajalein, personally prowling



TARGET: Truk smokes from fires set by

through the ruins of that island, followed by a staff which hoped anxiously that none of the lurking snipers would spot the four stars gleaming on their commander's open shirt.

At once Nimitz dispatched Spruance and Mitscher to Truk. The Navy now had golden opportunity to return a blow at a big chunk of the Japanese fleet right in its own Pearl Harbor. Moreover, the mission was a necessity, for those ships might conceivably attempt to interfere with the landings scheduled for 17 February on Eniwetok.

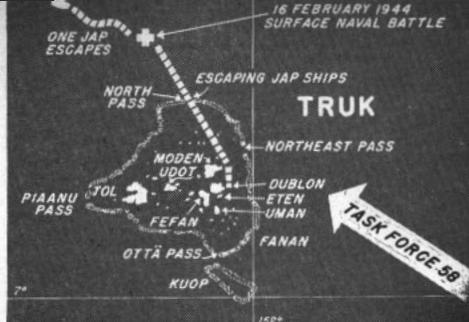
It was no secret that Admiral Spruance, who was in over-all command of the attack on Truk, hurried there ready, willing and eager—enormously eager—for a surface battle. To that end he had quickly stripped down the enormous force which took Kwajalein to a workable, high-speed fleet with tremendous striking power. The Japs might get the wind up and vanish, but there was always a chance that they might stand and fight. Hence Spruance took a group of the newest and fastest battlewagons, supported

by cruisers and 28 destroyers. "You could tell by looking at those babies that they could lick anything afloat," commented one aviator admiringly, "but the trick was finding something to lick."

Under Spruance, Admiral Mitscher disposed the carrier portion of a slightly reduced version of Task Force 58. He had enough carriers—including the *Yorktown*, then his flagship—to send up over 500 combat aircraft. The slower CVEs were left behind to help further consolidate our positions around Kwajalein while other large carriers, including the *Saratoga*, were busy at Eniwetok. (When he discovered what was up, Jumping Joe Clifton mourned sadly that he and his boys were "missing all the gravy.")

Battle Plans

In case of a surface engagement the battle plans called for the less heavily armored carriers to stand off out of surface gun range, protecting their own battleships and attacking



the enemy's by air while the great opposing ships of the line slugged it out with their 16-inch main batteries, the cruisers and destroyers deployed on their flanks. Spruance would have what the Navy calls "tactical command," that is, run the battle, in case of a surface match; Mitscher would have it in case it was strictly an aviator's show. It was almost definitely assumed that the attackers would encounter enemy patrols—sampans, picket boats and prowling aircraft—to warn of intruders on the Emperor's domains, and a message was dutifully sent out by the flagship: "WARNING. ALL SHIPS OUTSIDE TASK FORCE ARE ENEMY."

But nothing ever appeared.

At launching time on the morning of 16 February (west longitude date), dreaded Truk, which lies only ten hours away by air from Tokyo, was but a mere 46 minutes by air from the avenging armada. And 46 minutes later, as a sweep of Hellcats streamed over the little islands in the half light of early dawn, one of the greatest all-fighter-plane battles of history began.

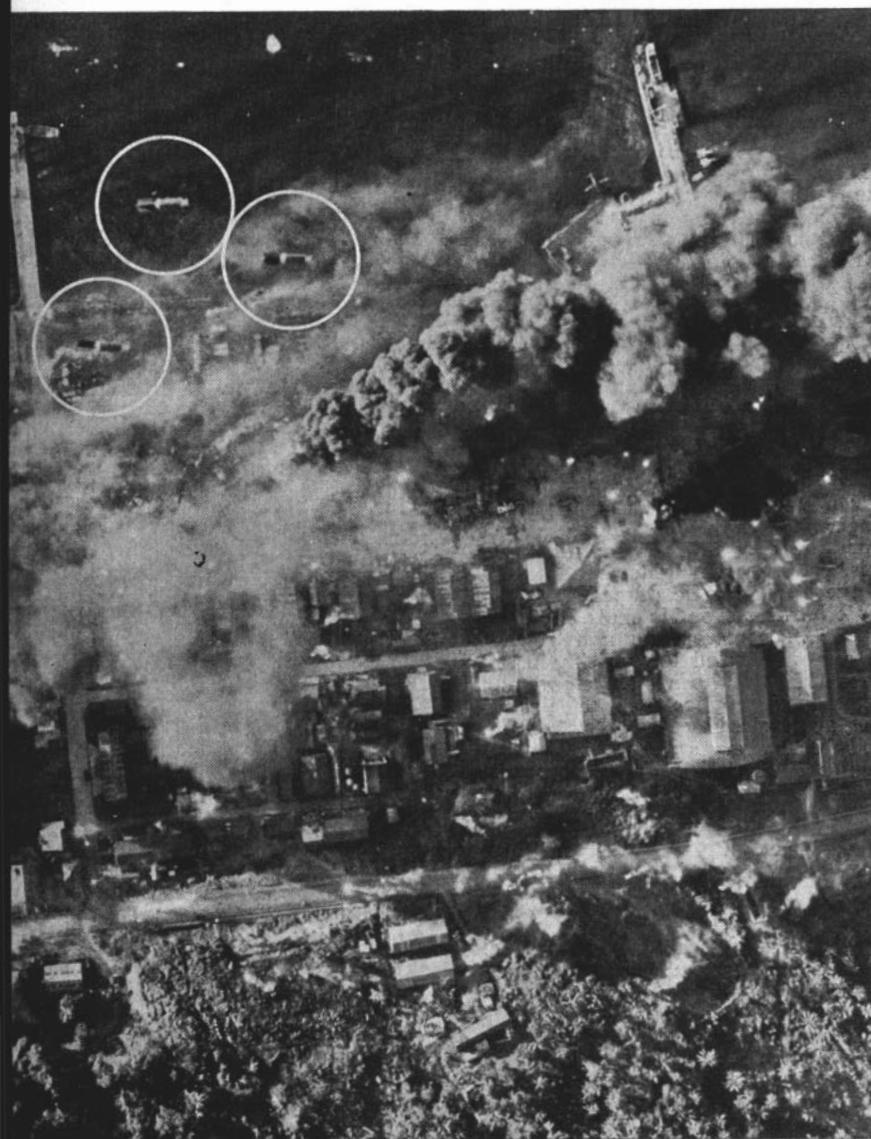
Fighter Against Fighter

"A Hollywood war" was what Fighting Five's skipper Ed Owen sardonically called this first big fighter scrap of the Central Pacific offensive. The sides were almost evenly matched. On that first flight there were no bombers around to be protected. It was simply fighter against fighter. There were dogfights everywhere, in a tangle of smoke and flame and hurtling aircraft in the best Cecil B. DeMille tradition.

The fighters wheeled in from north of the atoll and, in a long circle that took five minutes to complete, passed nearly around the whole lagoon. Lt. (jg) Tom McClelland of the *Yorktown* remembers feeling that Truk was deserted, that the fears everyone had felt the night before had been ridiculous. Owen, who was leading the division, broke off his section to dive down and strafe. It was just really getting light now. Suddenly a stream of tracers whipped by McClelland's fighter and, as he looked, a Jap float plane, diving from a high point of vantage, zoomed up past him into a cloud and disappeared. There were enemy fighters in the air now, plenty of them, and the low and medium cover layers of fighters were soon scrambling in a general melee.

Zeros on the Run

Then, down below, McClelland spotted a dark green Zero closing up on the tail of a section of F6Fs. Diving

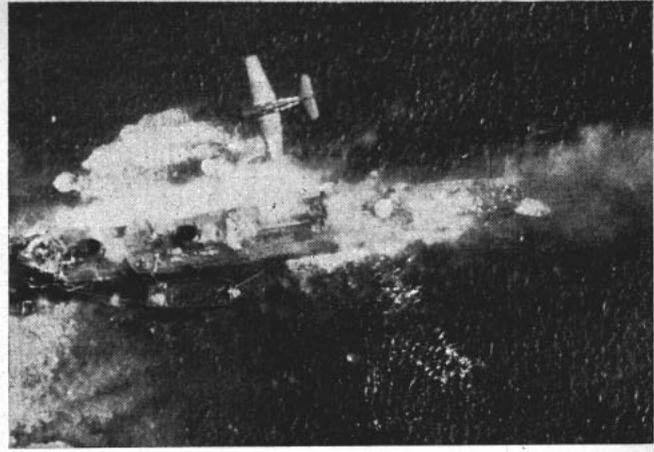


Official U. S. Navy photograph

avy planes. A stick of bombs (circles) can be seen falling on the Jap base.



ACES come only four to a deck in cards but not on carriers. Here's Bombing Nine passing time on the way to Truk.



AVENGER torpedo bomber zooms over the smoking hulk of a Jap destroyer of the Asashto class plastered at Truk.

down, he opened fire and the Zero started smoking and entered a cloud. The clouds were the Zeros' protection, for Truk that day was about half covered with fleecy cumulus. Once a Zero lost the terrific speed and attack advantage from a high altitude dive, it would veer off and hide. With the initial advantage gone the Japs didn't know what to do.

"They fought as though they were in a daze," said One-Slug McWhorter, and the rest of Fighting Nine's pilots bore him out by shooting down 36 of Truk's defenders. "My wingman and I ran into three Zeros. The first had a perfect bead on me but for some reason or other didn't fire, and Bud, my wingman, knocked him down. The other two ran right into my sights, one after the other, inside ten seconds, and went down. Less than a mile away another Zero was bearing down on me. He could have got me. But, strangely, he didn't fire either. I let him have one burst and set him afire. He bailed out."

Over and Over

The same story was repeated over and over. It sounded like propaganda, like the old bar-room boast before the war: "Any American can lick any ten (Japs) (Germans) (dirty furriers)." But it was true that the Navy pilot was head and shoulders above his Jap adversary in tactics, training and teamwork. One lost *Essex* Hellcat, piloted by Lt. (jg) Eugene A. Valencia of Alameda, Calif., was attacked by six or more Jap fighters who pursued him for miles out to sea until Valencia decided they couldn't hit an elephant if it was tied down for them. So he turned, brought down three of his attackers and put the rest to rout. "Those Grummans are beautiful planes," said Valencia. "If they could cook I'd marry one."

The story of Truk was one of individual feats. It was a field day for Fighting Five. Ed Owen shot down two Japs. So did Stevens. McClelland got three. Group Commander Stebbins, who was supposed to be taking pictures and running the show, had to take time off to shoot down a Zero which attacked him. Dapper Nelson, who was new to the squadron and

had never so far been on a flight when any enemy aircraft were sighted, shot down three in one hop. Lt. (jg) Teddy Schofield, the Mormon youngster from Provo, Utah, and youngest man in the squadron, brought down two, one of which "declared an extra dividend." On fire, the enemy pilot headed down to make a forced landing. Schofield followed on his tail, pouring more lead into him and watching closely. The unfortunate Jap tried to set his plane down on its wheels. Instead, one of his wings hit the ground first and then his craft started down the field in flames, spinning end over end through a row of parked torpedo planes. Promptly three of the torpedo planes caught on fire and added their flames to the pyre, but Schofield came home complaining because his cartwheeling quarry came to rest just short of hitting a big four-engine plane at the end of the row.

Top Scorer

Top score of the day, however, belonged to easy-going Bob Duncan from the clay hills of southern Illinois. Back in the fighter ready room of the *Yorktown* he draped his parachute harness over his chair, hung his Mae West, microphone and goggles on a hook, folded the writing board across his lap, lit a stale cigar, and began his terse, technical, official report, as required by Navy Regulations.

My God, every aviator thinks when he sits down to this task, you can't tell them how it feels. You can't tell them how fast it is or how terrible or how thrilling or how frightening. You can't tell them about how your legs felt and the sensation in the pit of your stomach or the exultation when you saw your bullets hit and the flames spread down his fuselage. You can't tell them about that profound feeling of relief when the prop stopped spinning and you got out stiffly and walked down to the ready room. There aren't any words to put those things on paper. You just give them the facts, Navy style, and then hit your sack.

Readers are invited to study part of Duncan's report (the "narrative sum-

mary") as a psychological experiment on themselves:

"At 1300 D-minus-one-day I took off a team consisting of myself, Burnett, Merrill and Schiller, escorting VT and VB (torpedo planes and bombers) to the target. We flew rear side cover. . . .

Rising Suns

"At this time I spotted about 10 to 15 Zekes coming at us out of the sun from about 20,000 feet, we being at 14,000. My section and Merrill's began to weave. One Zeke started an approach at myself and Burnett; he was coming in from about 10 o'clock* with good position for a high-side run, but instead he elected to flip over on his back and approach upside down. Immediately I turned in and under him where he couldn't pull through on me. He managed to hit Burnett's plane aft of the cockpit and shoot away a piece of his elevator. As the Zeke passed over us I turned toward him and caught him as he recovered with a long burst at four o'clock position from slightly below; he began to burn. (One)

"Another Zeke recovered almost straight in front of me—I got a tail shot at him from a distance but missed. He then turned back toward me and, as he passed, I turned, got a short burst and set him on fire. (Two)

"A Zeke tried to get on my tail from about eight o'clock above. I turned into him and we began several violent scissors toward each other. He fired short bursts at me twice but shot behind me each time. He then decided to go off and forget the whole thing, I guess, and started to glide toward some clouds at 4,000 or 5,000 feet. I caught up with him around 8,000 feet, however, and closed in fast on his tail, firing all the time. As I ran

*The clock system is used by fliers to indicate quickly the relative direction from which enemy planes are approaching. Consider yourself at the center of the clock face. Then a plane at 12 o'clock is dead ahead, a plane at 6 o'clock is dead astern, a plane at 9 o'clock is "broad on the port beam," i.e. on your left side, in a position at right angles to your own course. Hence a plane at 10 o'clock would have been a little forward of the 9 o'clock position.

over him he burst into flames. His only action was a gentle right-hand turn which an F6F could easily get inside. (Three)

Zero from Zero . . .

"But as I pulled out from this I blacked out and when I came to again found myself at about 4,000 feet . . . I climbed back to 8,000 feet as quickly as I could to spot a Zeke coming at me from one o'clock about 300 feet overhead . . . We approached each other head on. While still fairly far apart he began firing at me, but only a short burst. Then he quit. He was still coming straight at me and I opened up on him with my starboard guns. (My port guns had jammed.) Just as it looked like we were going to crash head on, he rolled over on his back and I pulled up. Banking sharply, I started coming around to get at him again, but evidently I had killed the pilot. Slowly he began a gliding, right-turn spiral and finally crashed into the hills of Dublon . . . (Four)"

Did Duncan's report bore you? It was quiet, factual and heroic, yet for some strange reason it probably reminded many people of a weekend sportsman telling a long story about his golf game. It was included precisely for that reason, to show the kind of heroism that has grown routine. . . .

. . . Equals Zero

The worst of the fighter battle was over in a few hours. A total of 204 Jap planes had been destroyed, 127 of them in the air. Usually, more planes are destroyed by strafing on the ground than are shot out of the sky, but this time it was not safe to make strafing attacks until the skies were cleared, and that gave more of the Japs time to get off the ground. Nevertheless, by two o'clock in the afternoon of the first day there was not a Japanese still flying, and next day not a single enemy plane took off. It had taken but a fraction of time longer to gain mastery of the air over Truk than it had over Kwajalein.

But what of the great surface battle for which Admiral Spruance had hoped? Unfortunately, it never materialized. The Jap men-of-war which the Marine fliers had spotted twelve days before had departed. Once again the Imperial Fleet was declining battle and letting another Japanese stronghold go by default. A great deal of merchant shipping and a few men-of-war still lingered within Truk's lagoon, but the U. S. battlewagons were doomed to a major disappointment. There was, however, a minor surface battle which took place when certain surface ships of Task Force 58 were sent to intercept a group of Jap vessels attempting to escape from Truk. The significance of that battle — relatively a skirmish — cannot be over-emphasized.

Task Force 58 Waits

The story begins early in the morning of the first day of the attack.

Because the fleet had not retarded its clocks as much as is usual in traveling this far west, the full light of day did not come until well after eight. On the ships of Task Force 58, then lying some sixty miles northeast of Truk, word slowly trickled back to the admirals about the situation over the target: the fighter battle was in progress but its outcome was unknown. The shipping in the lagoon was mostly merchantmen—"marus" as the Navy calls them—plus a few cruisers and destroyers. It was plain that destroying them within the lagoon where our ships could not approach was a job for divebombers and torpedo planes. Wave after wave of them were launched under cover of protecting fighters and commenced their attacks.

Meanwhile, however, one individualistic, resourceful fighter pilot was doing a little exploration. His name was Lt. E. T. ("Smoky") Stover, and a word about him is in order. A famous character of the war in the Pacific, Smoky had fought in Fighting

Five on the old *Yorktown* back in 1942. In those days he had shot down four Japs in his old *Wildcat*; once he had crashed head on into an enemy plane and still managed to get home and land. Like Jocko Clark and the present skipper, Ralph Jennings, he was one of a handful of veterans who carried the traditions of the old *Yorktown* over to her namesake. The Navy had given him a shore job but he had wangled his way back aboard ship only recently, and now he was on the prowl again. His initiative was rewarded, but at a heavy price.

Japs Run for It

Suddenly the carriers heard his voice radio open up with the flash that "three or four light cruisers or destroyers and a merchant ship" were steaming rapidly north through the long lagoon toward the North Pass. From there they could escape the blazing trap inside and pass out to the open sea. Stover went closer to inspect the fleeing enemy. Their anti-



Official U. S. Navy photographs
SMOKE marks spot where Jap warship's try at escape from Truk ended when Admiral Spruance's fleet overtook her. Note how close battleship is to target.

aircraft guns opened up. Stover was hit. Lt. (jg) Merrill, his wingman, saw him bail out, land in the water just outside the lagoon to the northeast, get in his rubber raft. Merrill circled the spot until his gas ran low, vainly trying to attract a rescue ship. Other squadron mates who searched for him afterward never found him but Fighting Five still clings to the quite reasonable hope that he may have drifted safely ashore and been captured.

Meanwhile other confirming reports followed. It was now around ten o'clock. A striking group of planes was sent from the *Yorktown* to attack the fleeing Japs in the lagoon.

Stover's news was what Admiral Spruance had been waiting for. With a fast surface force led by two battleships and two cruisers, he set out to intercept the Jap ships. But even as this eager, expectant flotilla steamed at full speed south and west for the North Pass, the *Yorktown's* attacking aircraft streaked in around eleven in the morning to strike the Japanese before they emerged from the long inner sea of the lagoon. Lt. J. W. Cooper damaged the small merchant ship (later it was decided this might have been a mine-laying vessel, instead); Ens. C. R. Van Buren made six runs on one destroyer before he finally felt that he was sure of hitting, then dropped his bomb and placed it squarely on the destroyer's bow; Ensigns A. C. Rapp, L. E. Benson and W. R. Thurston left a *Katori*-class cruiser in smoke and flames. Perhaps one ship may have been sunk here, but the others kept on.

Ship-Plane Team

The *Yorktown* attack was the beginning of close, effective liaison between ships and planes. Soon after noon, with an escort of two other Hellcats, Comdr. R. H. Dale, a carrier group commander, hastened across the lagoon, heading north. Suddenly, down below, he noticed an oil slick leading up through the North Pass and out to sea. Following this eloquent trail he at length sighted the enemy, now some 28 miles northwest of Truk. There were three men-of-war in a group, two of them anxiously circling the third, the badly smoking *Katori* cruiser which the *Yorktown* planes (and others, perhaps) had hit. Evidently the Japs were discussing over blinker lights the possibility of getting the ship away, but they found time to throw up heavy flak at Dale.

Shying away, he reported the bearing and position of the enemy to Spruance and his own ship and then, estimating that it would take the U. S. ships some 45 minutes to get close enough to open fire, he scouted out farther to make sure that no more Japs had escaped. None had, although Dale did encounter a Jap seagoing tug, no doubt unaware of the whole business, steaming south for Truk. He strafed it and set it afire.

During this 45-minute period when the undamaged Japs might still have gotten away, planes from several carriers, including the *Enterprise* and

Bunker Hill, successively kept the enemy ships under constant harassment. Further hits were scored so that both the *Katori* cruiser previously mentioned and a *Shiguri*-class destroyer were crippled when our surface ships reached them.

One important result of these air attacks was that Spruance never lost contact with the enemy. But even more important was the effective way in which they slowed the Japs down. Every evasive turn and maneuver they undertook to escape the strafing and bombing meant added time for our battleships to draw within range.

Racing over thirty miles, Spruance at length overhauled his targets. The wounded mine-layer was sunk first, by destroyer fire, plus one or two heavy 5-inch broadsides from a battleship. Our cruisers soon dispatched the crippled *Katori*-class cruiser. She turned



PLANE FACTS: Lt. (jg) Hamilton McWhorter, USNR, adds Jap flags to his fighter plane on his return from Truk.

over on her beam ends, fighting to the last, rolled on her back and, with great gaping holes showing through her red-painted bottom, sank gently beneath the surface.

Enemy at Bay

While the battleships were taking off in pursuit of one Jap destroyer (possibly a light cruiser) which was escaping, the other crippled destroyer was cornered under heavy fire from the destroyers and cruisers. Suddenly she turned at bay. As her bow came around several alert air patrols circling overhead noticed splashes a little on the destroyer's beam. The pilots nosed lower, keeping one eye on the ponderous U. S. men-of-war steaming by several thousand yards away. Suddenly one of them noticed thin, white, bubbly wakes fanning out from the crippled enemy ship. Those telltale signs could mean only one thing. The pilot called the ships by radio immediately:

"TORPEDOES APPROACHING YOU!"

He gave the bearing and range, and

in the nick of time the big ships turned, with helms spinning and flank speed rung up in the engine rooms. One torpedo passed a matter of a few yards astern of one big battlewagon, while the other streaked close between the cruisers. Ships' captains said afterward that without those warnings from the air they might never have escaped being hit.

One Escapes

The Jap destroyer which had come so close to drawing blood was promptly sunk, the battleships disdaining to use their main batteries but merely blowing her out of the water with their 5-inch guns. About this time a stray Jap divebomber was shot down by carrier planes while attacking a cruiser, and a little later a destroyer sighted and sank a Jap patrol craft. In fact, the only events which marred the day for the U. S. force were the hitting of an SBD by our own flak and the eventual escape of the remaining enemy ship. After several near misses by shells from the force, she gradually drew out of range and vanished. Dale, who had been spotting for the gunners, was forced to turn back for lack of gasoline.

In the exultation of the moment, Spruance ordered his ships to hoist their largest-size ensigns, the so-called "victory flags," and, as if at a fleet review, boldly steamed around the full circumference of Truk to rejoin the main carrier force.

"That," said one aviator who was present, "is how we can win battles in the future. Teamwork is the answer. We find them and slow them down. The battlewagons close in and pretty soon there aren't any more 'possibles' and 'probables.' They're all 'definitely sunk!'"

Thundercloud

While this naval battle had been proceeding to the north, carrier bombers and torpedo planes had been pounding remorselessly at Truk itself. Every fifteen minutes fresh blows were delivered at the battered anchorages and airfields—in spite of anti-aircraft which one pilot said looked to him like "a big, black thundercloud rolling right up toward you."

For two days this process continued, unloosing a record weight of destruction on the trapped Jap ships, although, necessarily, less attention could be paid to the ground installations. As for records, one torpedo squadron alone dropped 49 tons of bombs. That was Torpedo Five.

Set alongside statistics of two and three-thousand-ton raids in Europe, these figures seem small and petty—until the damage inflicted is considered. The big bombers usually aim at a general area from an altitude of some five miles. Hard-working carrier planes fly many sorties a day and go down as low as a few hundred feet for specific targets—ships, pillboxes, gun positions. Instantaneous-fuse bombs must be dropped from a little greater height (2,000 or 3,000 feet) if

the plane is not to be blown up by the explosion below, but that is still low enough to pin-point a target.

Now study what Torpedo Five accomplished with those 49 tons: it scored 21 direct hits on enemy ships, and 35 near misses, which often do great damage. Ten of the hits were scored by six planes in a skip-bombing attack. It made 27 hits on specific ground installations, knocked out three enemy bombers parked on a field. One ensign, J. J. O'Sullivan of St. Louis, Mo., a man to gladden the heart of the most acidulous taxpayer, made two separate runs through the anti-aircraft barrage to make sure that all four of his costly bombs, dropped in pairs, would hit. This is not exactly "barrage" fire! As a result he scored two hits each on two ships in the lagoon.

One of the most impressive performances of the war was turned in by Torpedo Squadron Seventeen, which sank one light cruiser of the *Tenryu* class, one *Menikaze*-class destroyer, two oilers and two cargo ships, scoring hits on four other cargo ships. Of their 37 torpedoes dropped, 18 hit enemy ships. The cruiser was sunk about 25 miles southwest of Truk by six TBFs, hurtling in at 280 knots (over 300 m.p.h.) in a fan-shaped pattern through a heavy but inaccurate anti-aircraft fire put up by the wildly circling cruiser. The first torpedo hit almost under the bridge, setting the ship afire and blowing her almost into a reversed course. Her bow went down into the water until only the turrets remained above. The fire died out, then erupted wildly again in a series of explosions. As the torpedo planes finally left, the Japs were abandoning ship. In a similar fashion, next day, Torpedo Seventeen cornered the destroyer and split her into two sections which sank from sight within 90 seconds.

Blows in the Night

During the night between the two days of attack, both sides traded blows. The Japanese had flown planes in from other bases just before dark, but there were only some five to ten, a sorry commentary on the state of their air power in the Carolines. Unfortunately one of these planes scored a damaging torpedo hit on one of our carriers—the only damage inflicted on our ships at Truk and the last scored in the Pacific until the battle of Saipan in June. The carrier temporarily lost steering control but was soon able to reach a navy yard under her own power by alternating the use of her twin propellers.

The Navy's return punch was much heavier. It was pushed home by Torpedo Squadron Ten. It was a moment for which that squadron had been preparing a long time, and it went back to an idea which a Navy flier named Bill Martin had been thinking about for years. William I. Martin, commanding officer of Torpedo Ten, was a big, tall, brown-haired flier who sported a Clark Gable moustache. He came to the Naval Academy from a small town in Missouri, then went into

aviation. Fascinated by aerial gadgets, he wrote a Navy training booklet on instrument flying, taught it at Corpus Christi, then came to the fleet. About a year ago, he began to mull over an idea, the idea that carrier planes, attacking by night with the use of all the newest instruments and devices, could sink enemy shipping twice as well as by day. They could come closer without detection, pick up their targets and destroy them without fighter cover, saving time and effort.

Torpedo 10 Prepares

The full story of the plans Martin and his associates worked out during the year that followed cannot be told just yet; but the great project was ready in February 1944. Torpedo 10 had gone through long, intensive training in simulated night attacks with friendly ships. Each man had been carefully assigned to his job. Flying with the skipper himself was not the usual enlisted radioman but a young Boston lieutenant who had taken the project so closely to heart that he had spent his one 25-day leave from the Pacific attending radar classes at M.I.T. in Cambridge. His name was Lieut. William B. Chace.

One day about a week before the raid, Martin went out to the fore-castle for exercise, fell and came back rubbing his arm. The pain grew worse. The doctors looked at it—a broken arm. "No flying for you, Martin," they said, "until that arm heals up."

Martin grumbled a little, but decided to wait. The week went by—they came to Truk. The strike was scheduled for the night of February 16-17. Martin tried to talk his way into flying again. No luck. Then he gathered together the air group commander, the exec, a doctor, and the air officer, Comdr. Tom Hamilton, for-

mer two-year All-American football star of the Naval Academy. Leading these dignitaries to a plane parked on the flight deck, Martin clambered into the cockpit and told them to watch while he proved he could manipulate the controls. Hamilton looked on carefully.

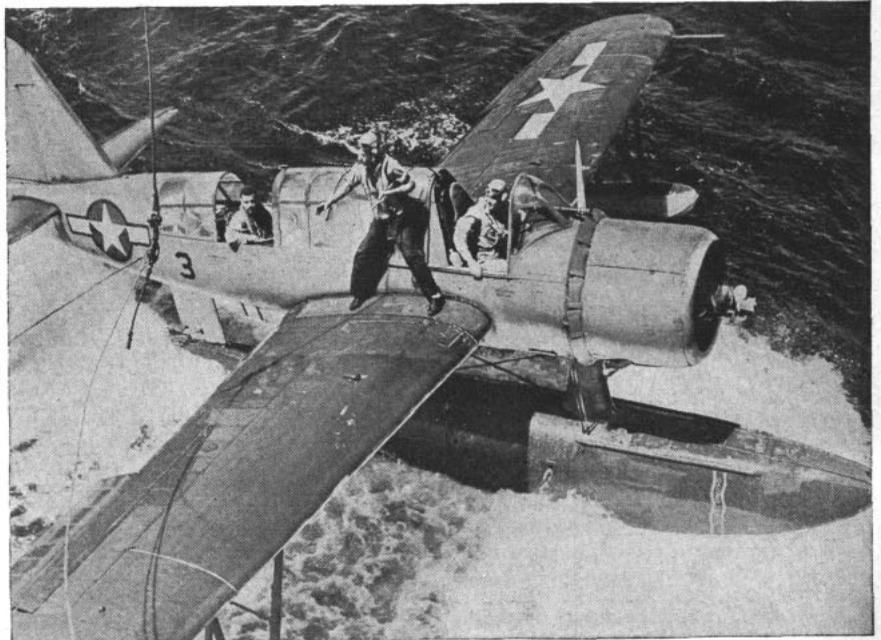
Rudder and stick were easy to move. Then, with the lame arm, Martin reached for the tabs and tugged gingerly. They didn't budge. Martin winced.

"Pretty stiff tabs on this plane," he apologized.

"Yes, I guess they are, Bill," said Hamilton, smiling.

So Martin was on the bridge as an unhappy onlooker four hours before sunrise on 17 February. Without him, the big TBFs took to the skies, rendezvoused at low altitude and started in low toward Truk, running lights burning until they left the force. The moon, a thin crescent, furnished a little light and here and there were occasional clouds. A good night for the job.

The lead had been turned over to a tall, rangy Mississippian, Lt. Van Eason, the squadron skeptic, convinced, as he often said, that night bombing wouldn't work, but willing to try. Chace was flying with him, manning the instruments below in the radio compartment while, above, the radioman kept watch at the turret gun. Torpedo 10's twelve planes were alone in the air. Going down low, to 500 feet, they bored in steadily the 100 miles to Truk, to a point just east of the outer reef, then by prearrangement split into two sections: one of seven planes, led by Lt. R. W. Nelson of Great Falls, Mont., and Lt. B. F. Kippen of Gloucester, Mass., to approach Moen and Dublon from the northwest; the other of five planes,



Official U. S. Navy photographs

SHOT DOWN in Truk lagoon, Lt. (jg) George Blair (rear cockpit) is rescued by scout plane flown by Lt. (jg) Denver Baxter and Reuben Hickman, ACRM.

led by Eason, to attack ships in the Dublon-Eten Island anchorage from the east.

Attack

Now the pilots began gaining speed and dropping down—500 feet, 400, right down to 250, a deadly altitude in daytime. Eason had Dublon dead ahead. Below, Chace hugged his instrument panel. Then suddenly a ship's light went on to the north, the bright floodlights of a hospital ship lying in the lagoon. If this ship knew enough to illuminate its big red crosses, then certainly the Japs had been alerted. A warning flare arched up from Moen Island. There was no doubt about it now. Flashes appeared on the ground, bright licks of flame, then tracers and shells exploding high overhead. The Japs were firing in all directions at once, with plainly no idea where the attacking Americans could be.

Each of the TBFs carried four 500-pound bombs, rather than one big one-tonner, in order to be able to attack more than once. Each bomb carried a short delayed-action fuse.

To the north the seven-plane group had found a row of ships now in Moen anchorage. One by one, at short intervals, the TBFs were speeding down the line of merchantmen, carefully selecting a target, approaching, dropping a pair of bombs, and turning away from the ship's anti-aircraft fire to prepare for another run. The other group followed suit. Eason, the skeptic, leading.

A Near Miss

For the first 20 minutes, before they could find their targets, the Japs' anti-aircraft was terrible. Eason's plane

WHAT'S IN A NAME?

Captain

This comes from the Latin word *caput*, meaning head or chief. In the latter half of the 14th century the captain was a courtier or army officer



who came on board English ships with his soldiers for passage and for fighting purposes. The ships were sailed by masters and boat-swains, with a crew of sailors assisting them. When Elizabeth was queen

(1558-1603) ships became men-of-war and the navigating was combined with the fighting, with the captain in command of both forces. The rank was first clearly defined in the British Navy in 1748, ranking with colonel of the army. The first four captains of the United States Navy were commissioned in 1775 by the Naval Committee.

first attacked a cargo ship, and Chace, sprawled prone on the bottom of the plane, watched through the little hole in the tail of the TBF from which the 30-caliber tunnel gun usually fires. The bombs straddled, one on each side, starting a small fire on the ship's deck. A near miss. Swinging away, Eason commenced a new approach, twisting, turning, finally finding a new target with Chace's help. Sometimes the target would turn out at the last moment to be a coral islet and that meant starting all over again. The anti-aircraft was getting all too accurate now. The enemy gunners had spotted the TBFs sputtering exhaust flames. Eason and Chace were hit slightly, but that was nothing, for seven of Torpedo 10's planes came back with holes in them, and one, piloted by Lt. Lloyd Nicholas of Elcor, Minn., didn't come back at all.

Now Eason was heading for another ship. Chace saw her—a tanker—flash by a few hundred feet below, saw the bomb hit the deck. There was an agonized pause—then a blinding flash. The tanker's after deckhouse lifted free of the ship and flew 25 feet into the air, spraying wreckage far and wide. She burned for some time, silhouetting the other ships in the Dublon lagoon for further punishment.

Percentages

Results of this novel attack were tallied as soon as the last TBF rocked to a stop in the arresting gear, fifteen minutes before sunrise. Torpedo 10 had scored thirteen known direct hits, besides seven probables which could not be fully observed in the darkness. With them they sank eight merchantmen and damaged five more ships, one of them apparently a destroyer. "The point of all this," exclaimed the proponents of night bombing, "was a matter of percentages. Torpedo 10 had as good a record of daytime bombing as any other squadron. But in night attacks it got four and a half times as many hits per sortie!"

That morning, the 17th, carrier planes went right back at Truk and kept pounding it until midday, when the operation ended. It had been the most successful to date. It proved again the rewards of taking a strong offensive. The tabulated woe for Nippon broke a lot of records: 23 ships sunk, two light cruisers, three destroyers, the rest cargo ships and oilers; 17 more ships damaged; 204 Jap planes destroyed. The cost to us was that repairable hole in the side of a carrier and 19 of our planes.

Submarine Rescue

But not all the 19 crews were lost, for the Navy seemed to be handling its vital rescue detail a little better each time. We had a submarine on the spot. On the second morning hard-working Ens. O'Sullivan, the one who had dropped his bombs so carefully and deliberately, picked up a piece of Truk's formidable flak in his oil line. The engine froze as he was trying to rendezvous off the reef for

HOW DID IT START?

Gun Salute

A gesture of respect and confidence, firing a gun salute showed that you were willing to render your own guns harmless and leave yourself at the mercy of the other party. (In Columbus' time, it took nearly half an hour to reload.) Even before there were guns, it was customary for foreign



vessels sailing in English waters to lower their sails to English vessels. This had the same effect: In one case, you couldn't navigate; in the other, you couldn't shoot. Salutes were fired with shotted, or live, rounds; the splash was an important part of the ceremony. Blank charges are used now because one of the complimentary cannon balls was fatal to the man it was meant to honor. The United States Navy has always fired blank charges, live ammunition being used for business purposes only.

the trip home, and O'Sullivan, G. S. Berg, his radioman, and Raymond E. Ford, his gunner, found themselves in a rubber boat just outside the lagoon. Skipper Upson came to his rescue and almost overstayed his gas limits while bringing the sub to the spot. Finally another pilot relieved him at the vigil until the sub arrived. At Pearl Harbor O'Sullivan was offered the usual survivor's leave back in the U. S. but, true to character, turned it down and rejoined the squadron.

The most spectacular rescue of all was that of Lt. (jg) George M. Blair, of Fighting Nine. Blair, who comes from Sewickley, Pa., and spent two years at the University of California before joining the Navy, has the required "brush cut" and the genial, open face of the average American college boy. But his experiences would have turned the average college boy gray before his time. Blair had dropped his belly tank on a Jap plane at Rabaul to destroy it after he ran out of ammunition. Again out of ammunition at Kwajalein, he destroyed another Jap by riding it down into the water. Now, the second day at Truk, he too was shot down by anti-aircraft, but inside the lagoon. Getting out of his sinking plane he found the life raft riddled with bullets. That left only his Mae West. Removing his shoes, he was dismayed when his socks promptly fell off as well, leaving two tempting white feet dangling to draw the attention of passing sharks. A Jap destroyer was approaching and began to lob 5-inch shells toward him. Altogether Blair's predicament was much like that of the old-time movie hero hanging from the edge of a cliff while

the villain pounds his fingers with a hammer.

Planes vs. Destroyers

Meanwhile, Lt. Childers, Blair's squadron mate, who had seen him go in the water, broadcast the position by radio. He also asked for a fighter relief, since his gas needle was flapping against the zero mark. Then, to repel the destroyer, he and several other fighters hastily formed a strafing circle and went after her with machine guns. The enemy craft backed off, then hovered at a respectful distance to see what was happening. In a few minutes the destroyer started back for another look and was again driven off. This process was repeated several times, but one by one the fighters were running out of gas and turning regretfully home until at last all were gone. But by then, fortunately, the destroyer had lost heart and decamped for good. These events were all mysterious to Blair down in the water, because he could not see the destroyer and had no idea where the 5-inch shells were coming from.

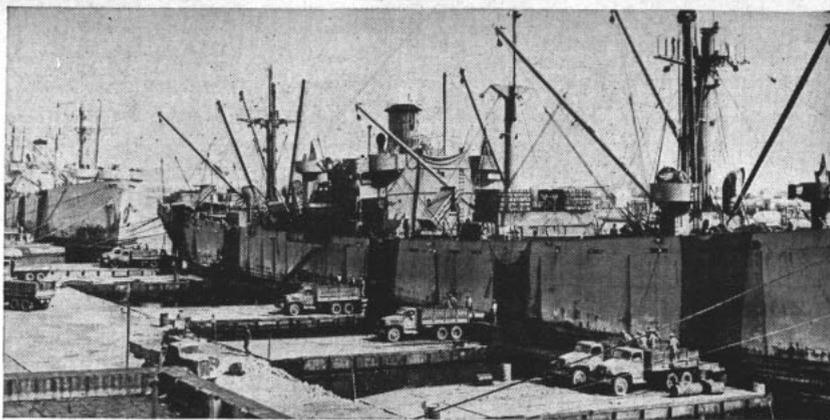
Alone now, Blair was beginning to get a little discouraged. There was nothing in sight except water, a few distant islands, and now and then, high above, attacking groups of Navy planes. Then suddenly an old Kingfisher (OS2U) seaplane appeared, guarded by two fighters. It had been sent from a cruiser in the task force, following Childers' excellent directions, and was piloted by Lt. (jg) Denver Baxter, the first white man to land voluntarily at Truk. Blair was waving frantically and releasing his green dye marker when Baxter saw him and taxied over. Chief Radioman R. F. Hickman, Baxter's rear-seat man, climbed out on the wing and lifted Blair aboard. The two men got in the cramped back seat together, Blair sitting in Hickman's lap.

"I suppose the trip back was a little uncomfortable for him," Blair said, "but it was the best plane ride I ever had."

The Last Pint

The aircraft which snatched Blair out of the jaws of this enemy base had been loaded with just enough gasoline for the round trip, because of the weight involved with an extra passenger. There was only a slight margin to take care of anticipated difficulties in taking off from the rough water. Consequently when the OS2U was hoisted out on the cruiser's deck there was less than one pint of gasoline left. They drained more salt water than that out of Blair.

Later on, when the cruiser came alongside the carrier to deliver Blair and the band blared, "Maryland, My Maryland," and everyone stood around shaking hands, a great many pilots felt very good inside. No matter how great the risk, no matter how troublesome or difficult, you could be certain now that if anything happened to you the Navy would be out there looking for you too.



Official War Shipping Administration photograph

LIBERTY SHIPS deliver the goods of global war at a Mediterranean port.

Maritime Day, 1945, Finds U. S. Merchant Fleet Bigger Than All Others Combined

On 22 May 1819, the steamship *Savannah* huffed out of the Georgia port for which she was named, and pointed her prow at England. Almost a month later, she puffed proudly into Liverpool—first American steamer to cross an ocean.

In honor of this historic event, 22 May was set aside by Presidential proclamation to be observed annually as Maritime Day.

This year's will be the 10th—and it finds the American merchant marine at the peak of its glory and strength. More than two-thirds of all the commercial ships in the world are flying the American flag.

This fleet, its decks bristling with guns manned by some 100,000 men and officers of the Navy's Armed Guard, has been the life's blood of the farflung Allied forces. In 1944 alone U. S. ships rushed upwards of 78,000,000 tons of cargo to the fighting fronts—more than had been moved from American ports in any previous year. And, too, merchant ships have been a part of every major invasion—in the French invasions, for instance, there were 700.

Death has been in the merchantman's crew, danger has hovered over its masts with the persistency of a meal-seeking seagull. From September 1941 to 12 April 1945 merchant marine casualties totaled 6,057, with 767 dead, 4,755 missing and 535 prisoners of war. Armed Guard casualties from 7 Dec. 1941 to 31 Dec. 1944 have totaled 1,640—1,286 dead and 354 missing. These figures are casualties directly resulting from enemy action.

In the early war years, when the Navy operated on a shredded shoestring, merchantship sinkings were many. In fact, until 1943, 12 of every 100 vessels going to Russia were sunk. But as the Navy's escort fleet grew, the enemy toll diminished. By March 1944, only one of 100 ships failed to make Murmansk.

The foresight of ship-minded men, vitalized by epochal Congressional action, laid the groundwork for the

merchant fleet's tremendous expansion back in 1936. That year Congress created the U. S. Maritime Commission, charging it with the development of a merchant marine.

The shipyards took the ball from there. The first of a modern fleet of American cargo ships was completed in 1938. When we returned to the Philippines, more than 4,000 U. S. war-built cargo ships were plying sea lanes.

Our merchant fleet today is composed of more than 2,500 Liberty ships, about 450 C-type Victory ships, some 500 fast ocean tankers and more than 100 of the speedy new Victory ships, plus hundreds of other ocean and coastal craft. In addition, many have been allocated to the armed forces.

Operation of this fleet is under the War Shipping Administration, created in 1942 to enable the Maritime Commission to concentrate on ship construction. WSA also trains new personnel. In 1941 officers and men totaled only 55,000; today there are well over 200,000.

"Because the Navy shares life and death, attack and victory, with the men of the U. S. merchant marine," Fleet Admiral King has declared, "we are fully aware of their contribution to the victory which must come."



Official U. S. Maritime Commission photograph

NAVY Armed Guardsman passes the ammunition on a merchant ship.

MAGAZINE DIGEST

Excerpts from Current Articles of Interest to Naval Personnel

Moving—to the Pacific

With the coming of V-E Day—the surrender of Germany and the return of peace to Europe—a substantial number of our 5,100,000 Army men overseas face the greatest moving day in history.

Release from combat on the western and southern fronts, for most of our millions of troops in Europe, means a journey to the opposite side of the globe—from Berlin to Tokyo, 14,000 miles. Joining more millions in the Pacific war theater on the way, they will help to deliver a knockout blow to Japan. . . . Seagoing moving vans for this world-wide shift of manpower range from giant steamers to tiny landing craft and include troopships such as veterans of World War I never dreamed of. Cargo ships, the indispensable auxiliaries that carry supplies and heavy weapons, likewise have taken on new guise and missions. . . . For months past, the Navy has given highest priority to building APA's and AKA's. . . . Although the super troopships have rendered distinguished service for some time, the Navy Department only recently has permitted publication of their details. . . . They provide comfortable air conditioning in any climate by means of 106 separate ventilating systems. Commodious living space makes the vessels practically luxury liners, compared with the troopships of World War I.—From "History's Biggest Moving Day," by Alden P. Armagnac, in *Popular Science* for April.

Plan for Japan

Recently my staff and I have been discussing a plan for controlling Japan after she is conquered—and that is strictly a question of time. We want to prevent any future wars with Japan. We believe we should profit by the mistakes made at the Versailles peace conference after the last World War when, in a defeated Germany, a man named Hitler was allowed to rise to power and, by sheer spellbinding, to mold the young generation of the country into a fanatical military machine eager to gobble up the world.

This plan of ours is still in the formative stage, but we believe it basically sound. Briefly, it calls for a prolonged armistice after hostilities cease. During this period no peace treaty would be signed and the entire Japanese Empire would be under the military control of the Allied Nations with a supreme commander in charge. I don't care whether he is Army or Navy so long as he is given a free hand, with no interference from outside—meaning, of course, from well-intentioned but misguided civil governments.

These terms may seem too harsh, too jingoistic to the layman, but we

who have been fighting the Jap for the past three years realize there is no other solution for a permanent peace with Japan. And let me point out how vital that noninterference clause is.

Suppose a postwar incident occurred—say Japan had been ordered to evacuate her troops from the Dutch East Indies by a certain date and had made no move to do so when the deadline was reached. Under the old peacetime system our State Department would register a protest to the Japanese government; the protest would be taken under advisement, and after long deliberation and exchange of notes, a decision might be reached.

Present the same problem to the Allied Supreme Commander, as set up by our plan, and he could take immediate action without consulting any home office or fooling around with protocol. He could assign our troops in sufficient strength to march the Japs to their transports. Then the Navy would take over and see that the Jap ships and troops were returned to the homeland. It would be as simple and as speedy as that. In effect the Japanese Empire would be under martial law.

During that long armistice, there would be plenty of time to talk over peace terms against the day when we are ready to welcome Japan back into the family of nations. To achieve this peace, however, we must first make the Japanese race powerless, then we must keep it powerless.—From "A Plan for Japan," by Admiral William F. Halsey, as told to Frank D. Morris, in *Collier's* for 28 April.

The People on Okinawa

Nobody knows how the Okinawas originated. They themselves claim that their civilization goes back more than seventeen thousand years, but the matter is debatable. Their culture is a mixture of Chinese and Japanese, with the Jap influence predominating. Their first recorded contact with the outside world came in the year 605, when the Chinese invaded the islands. For several centuries thereafter the Chinese exacted a nominal tribute from the natives and took a benevolent interest in their welfare; for instance, the sons of the island chieftains could get their education in China free. The first Jap ruler arrived in the twelfth century. He was a deposed prince looking for a place to reign, and he got the Okinawas indoctrinated in Japanese ways to a limited extent. Things went along quietly until the seventeenth century, when the Japs invaded in force. Then the islanders had to pay tribute to both China and Japan. They are an amiable people, and even after being thus put upon, they used to remark gracefully that China was their father and Japan their mother. . . .

Dinner in the Ryukyus is almost certain to be pork, sweet potatoes and

bananas. The pigs live in pens with coral walls and are carried instead of driven from place to place. It isn't surprising to see a native woman carrying two little pigs on her head. Because of interbreeding, the upperclass Okinawas now resemble the Japs so closely that even the Japs can't tell the difference. By our standards, the lower classes are much better-looking—not so slant-eyed, more gracefully proportioned, and hairier. They are farmers and fishermen. Despite the Chinese and Japanese influences, these lower-class Okinawas tended to practice almost complete matriarchy until late in the nineteenth century. The women did the work, handled the money, and made all the decisions, while the men sat home smoking and drinking tea. Even now, the women work harder than the men, who are nevertheless no sissies; they're good boxers and enthusiastic drinkers of sweet-potato liquor.—From "Our Own Baedecker," in *The New Yorker*, 31 March.

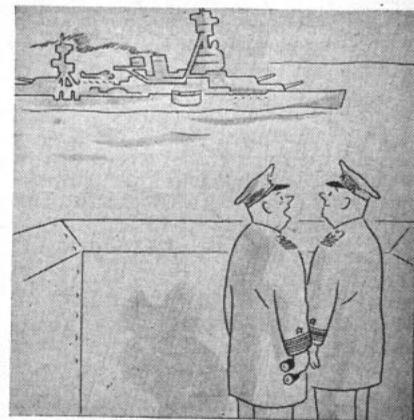
Working Toward Health

The Arma Corporation, of Brooklyn, New York, has never done anything but make fire-control and navigation devices for the Navy. No commercial product ever came from its plant, founded during the last war. You would hardly expect so single-minded and specialized an outfit to pioneer a new technique in military medicine. . . .

Like most war-production plants, Arma was stuck for personnel a year ago. They had hired women until the force was one third female, pestered the life out of trade schools and state agencies for the handicapped, even successfully installed totally blind workers. And still, hiring could not keep pace with expansion to twenty-five times prewar production.

Then somebody recalled that work with the hands is important in modern treatment of wartime casualties and that the Navy, Arma's sole customer, had large hospitals near by at the Brooklyn Navy Yard and at St Albans, Long Island. After putting two and two ingeniously together, an Arma emissary went to the Navy's Bureau of Medicine and Surgery:

"We need extra hands. You have lots of patients whose hands need



Chon Day, Collier's

"Beauty, isn't she? Got the longest ice-cream bar in the service."

work. They are Navy personnel. We make indispensable Navy equipment. The more hands at work for us, the quicker the Navy gets delivery. We'll pay them at the same rates we pay civilians in our plant. Do you follow?"

The Navy followed.

This actual work with a compelling purpose fills a long-standing need in occupational therapy—the branch of physical and mental hygiene which helps patients recover through being busy and interested in skills. Both orthopedists and psychiatrists have used this sort of thing for years with excellent results. But there have always been troubles with many patients' understandable tendency to feel futile about punching designs in leather or fiddling with baskets that nobody really needs.

"Some kinds can and do get healthily absorbed in pottery or weaving," a Navy doctor explains. "But it's hard for these Navy ratings with high-skill training. Why, lots of them could make with their own hands the tools they give them to use in regular occupational therapy. The special value of this industrial work isn't that it's very exacting or absorbing in itself, but that it leaves no temptation to wonder: What am I doing this for? It's unmistakable that every assembly finished is directly helping the Navy win the war." . . . The idea takes little selling to the average hospitalized casualty.—From "Give Me a Man's Job," by J. C. Furnas, in *The Saturday Evening Post*, 7 April.

Beautiful Boredom

According to the standards of a marine in a skimpy foxhole, with bullets singing past his skull, Hawaiian duty is a beautiful dream, composed largely of steaks, beautiful brown maidens, malted-milk shakes, swoon music, and magnificent vistas of sea and sky. . . . From the GI's point of view Honolulu is a place where the bars close at 3:30 or 4 p. m., which is about an hour before you can get to town. It's a place where two thousand bucks' worth of wood and plaster is listed for sale as a house worth \$27,000. . . and where the slums are enough to gag a goat. The much publicized Waikiki is a bathmat-sized strip of dirty sand resembling Coney Island on a hot Sunday, and the blue Pacific a snare which is full of coral to cut you, fungus to get in your ears, . . . orange peel, newspapers and scraps of box lunches.

The worst feature is the work. A war-proud carrier rides into the harbor, or a submarine comes in to give its bearded crew a breather. . . . Intimate information on the war crowds your head, and you—you must sit behind a desk and play with papers and fumble with paper clips and fight telephones. It is true somebody must do the office work for the war, but it seems unkind to locate so much of it in Hawaii.—From "Ho-Hum," by Lt. Robert C. Ruark, USNR, in *Liberty*, 21 April.

Heart Repair

Heart wounds used to be considered invariably fatal. Now front line surgeons boldly operate on that vulner-



Saturday Evening Post

"He said he forgot and tipped his helmet to a mermaid!"

able organ every week. Last week they reported the astonishing case of Pfc. Ray Shaffer Jr., of Greensburg, Pa. He was hit in the heart during a battle in Italy. The slug entered a heart chamber and was promptly pumped along with the heart's blood into his main artery. In a two-hour, seven-transfusion operation, Army surgeons 1) mended the wounded heart, 2) recovered the slug from Shaffer's abdomen, 3) gave it to him for a souvenir.

The war surgeon with the greatest heart operation record is probably Major Dwight Emary Harken, 34, formerly of Harvard Medical School and now at the Army's 160th General Hospital in England. By last week, he had operated on 328 men with the terrifying diagnosis (made by X-ray): "foreign body in the heart," had saved all 328.—From *Time*, 23 April.

Unshared Experience

I have said that combat is incommunicable. I will expand that by saying that the life of the soldier during a time of war is not a thing that can be learned at second hand. Millions of words have been written, will be written, to try to tell the civilian what war really is. He will never learn it until he has experienced it. It is of major importance for the soldier to realize this before he comes home to America. It will help him to realize that between him and the civilian who has never known war—and such civilians will be the majority of our country's population—there will be a huge gulf of unshared experience. That gulf cannot be finally bridged by telling him about the civilian, or the civilian about him. It can be bridged only by recognizing its existence as a gulf that neither of them has to cross, a gulf which will, in time, disappear by a natural process of erosion, so long as neither of them digs it deeper by misunderstandings.

How often in this war, in the combat areas, has not the soldier heard this: "The home front doesn't know there's a war on"? It would be far more accurate to say, "The home front doesn't know what war is." How can it know? The people on the home front have never even been bombed. There is no glory for them. Life goes on, and it's just a bit more difficult. The civilian is begged to put his money into war bonds, at interest, and he is called patriotic for doing so. Or for

working overtime, at high wages. He gives some of his blood, he gives his leisure time to salvage, civilian defense, hospital work, canteens, whatever. At best he is cheerful and hard-working and uncomplaining—and millions have been. What more can he do?

. . . So when he comes home with all the joy that is inherent in that phrase—the soldier will carry with him the knowledge that it is not going to be a simple job to readjust. It is going to be difficult. He is going to find freedom from authority, and the worries that haunt that freedom, hard to take. There is going to be no one to tell him what to do or what to wear, or when to do or wear it. There is going to be none (except for those who have done as he has done) to whom he can communicate the fullness of his experience. Being human, he will try to tell his father, his mother, his wife, or his girl—and he will fail, and, failing, will be depressed, turned in upon himself. There is going to be no Post Exchange for him to shop at, at cheap prices, and no supply dump. There are going to be no free meals three times a day. His wife, his children, other people (perhaps even employees) are going to come to him now for decisions, and on these decisions will rest his own happiness and prosperity—and theirs. He is going to find, suddenly, that he has no way of knowing surely who is above him or below him. The powerful often wear awful old clothes; the weak are often dressed to kill, or to cover up their weakness. There will be no stripes, no bars, no insignia, no medals. The man of authority will be as hard to identify as is the Admiral when he goes in swimming.—From "Soldier into Civilian," by Christopher La Farge, in *Harper's for March*.

Arid Shrine

Leveled to shadeless desolation by bombs and bulldozers, the sweltering sand of Tarawa is hallowed ground. Many an embattled place has flared into brief, exclamatory prominence during six years of mobile warfare; but in the memory of the living, Tarawa remains a symbol of unconquerable will, emotionally equivalent to Dunkirk, Corrigidor, El Alamein, Stalingrad, Guadalcanal and Iwo Jima. For those who stop briefly at Tarawa on the way to and from the Southwest Pacific, the arid atoll is a shrine. For those earthbound sailors, Seabees, and aviation mechanics who have been stationed there a year or more, Tarawa has become, simply and un sentimentally, The Rock. . .

In the four weeks I have been here, I have yet to hear a humorous story. There was nothing funny about the early days on Tarawa; there is nothing funny now. Nowhere else have I encountered such a deadened group of men. Even the Officers' Club is a sober affair. There is drinking, of course, but no raucous hilarity. The laughter is tired. Perhaps these men buried their levity along with the dead, or else they simply have run out of new stories to tell.—From "Marooned on The Rock," by Edgar L. Jones, in *Atlantic Monthly for April*.

NEW BOOKS IN SHIPS' LIBRARIES

For your gayer moments, tour Broadway with Sophie Tucker. For plain relaxation, ride a range with Silvertip or go sleuthing with Michael Shayne. Or, for more serious reading, explorations with the electron microscope, a look at Communist China and Philippine guerrilla fighting will all be found in the new books recently bought for distribution to the service.

Not all of the new books will be supplied to each unit; rather it is the practice of BuPers to distribute titles to small units operating in the same area to encourage the exchange of books. Units may request titles of special interest from the Bureau.

Paper-bound Armed Services Editions are expected to provide most of the recreational reading for the fleet and other units beyond the continental United States; so most of the cloth-bound books supplied to such units will be non-fiction.

FICTION

AGE OF THUNDER by Frederic Prokosch. A young soldier arrives by parachute in southern France on a secret mission, spends five days and nights on his journey to the Swiss border, and meets a strange assortment of people.

CAPTAIN OF ST. MARGARET'S by Ferenc Molnar. Sketches from the quixotic career of a preposterous captain of the Hussars.

CROWS ARE BLACK EVERYWHERE by Carl Grabo and Herbert O. Yardley. Excellent details of codes and ciphers characterize this story of espionage in Chungking.

FURY IN THE EARTH by Harry Harrison Kroll. A fast-moving historical novel of the pioneer era when a prolonged series of earthquakes reduced a thriving Mississippi community to a ghost town.

LOOKING FOR A BLUEBIRD by Joseph Wechsberg. Gay and charming account of the adventures of a young Czech musician in prewar days on various ships of the French Line, as a croupier in Nice and as a member of the Vienna opera clique.

POOR CHILD by Anne Parrish. Engrossing story of the effect a rich and irresponsible woman has on a 12-year-old boy.

TWO SOLITUDES by Hugh MacLennan. Fine novel of French Canada, highlighting the conflict between old and new ways.

VOYAGE OF THE GOLDEN HIND by Edmund Gilligan. Captain John Bannon finds good fishing and salty adventures.

FACT

AMERICAN GUERRILLA by Ira Wolfert. Resistance of Philippine guerrilla fighters under the leadership of Lt. Iliif D. Richardson of the U. S. Naval Reserve, one of Bulkeley's PT-boat operators.

BOOK OF NATURALISTS edited by William Beebe. Keen observation, vivid description and some superior writing.

CHINA AMONG THE POWERS by David N. Rowe. China is discussed as a future world power. Practical plans show how Russia, Great Britain and the U. S. can help China develop into a nation strong enough to maintain peace in the Orient.

CLIPPER SHIP MEN by Alexander Kinnan Laing. About the men who contributed to the achievements of the era.

GREEN ARMOR by Osmar White. War in the South Pacific from early 1942 until April 1943, a grim fight both against the Japanese and against nature. The emphasis is on the Australian and New Zealander share but full credit is given to our arrival with planes and bulldozers, trucks and tanks.

REPORT FROM RED CHINA by Harrison Forman. In the summer of 1944 Chiang Kai-shek broke a governmental blockade of six years' duration to allow a party of newspapermen to visit Communist China. This is the first account in book form of their trip.

SEEING THE INVISIBLE by G. G. Hawley.

Present use and future possibilities of the electron microscope simply and clearly told.

SOLUTION IN ASIA by Owen Lattimore. An American authority on Asiatic affairs presents the problem as he sees it.

SOME OF THESE DAYS by Sophie Tucker. The "last of the red-hot mamas" writes her unabashed autobiography.

SOUTH AMERICA UNCENSORED by Roland Hall Sharp. A vivid, factual portrait of South America highlighting Fascism, its centers and dangers.

SURRENDER ON DEMAND by Varian Fry. Escapes and near-escapes from conquered France of outstanding artists, writers and liberals in whose fate the Emergency Rescue Committee took a hand. Recounted by their American director.

YOUNG JEFFERSON by Claude G. Bowers. Glimpses of Jefferson at home, as legislator and governor of Virginia and as diplomat in France.

ACTION

BIRTHDAY MURDER by Lange Lewis. A successful director of Grade B movies is poisoned, and his wife and her first husband are primary suspects in a baffling mystery.

CANYON PASSAGE by Ernest Haycox. Oregon and California set the scene for an adventurous and romantic tale of a

pack-train owner, a gambling banker, and Lucy, glamorous object of their love.

DEADLY DOVE by Rufus King. Here's a mystery story of action about a hired killer who skulks about a country home and, accidentally or not, kills off all the wrong people.

DEATH STALKS THE RANGE by Brett Rider. Benita drives the stagecoach into town after the driver gets shot. Plenty of shooting from there on, and a romantic finish.

HERMIT OF THUNDER KING by Jackson Gregory. Peter Vair swears off women and fighting forever—but somehow manages to tangle with both.

MURDER IS MY BUSINESS by Brett Halliday. Michael Shayne, detective, uses an old lady's letter, a clipping, and a local newspaper editorial to solve a complicated murder.

ORCHIDS TO MURDER by Hulbert Footner. Mary Stannard suddenly disappears an hour before her wedding. The orchids she wore lead detective Lee Mappin to apprehend her murderer.

REMEMBERED DEATH by Agatha Christie. Murder at a birthday dinner party. The host repeats the dinner a year later with startling results.

SILVERTIP'S SEARCH by Max Brand. Shooting, romance and matching of wits. Silvertip finds the Judge's son in the mountains where Barry Christian, the outlaw, is king.

THORSON OF THUNDER GULCH by Norman A. Fox. The noise of gunshot and hoof-beat fill this story of Tod Thorson's fight to bring order to a Montana boom-camp.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 40 new titles published each month in the Armed Services Editions are distributed to all ships in commission and to shore-based activities outside the U. S. These books are special editions of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible. Send any comments you may have or inquiries to BuPers.

Books currently being shipped are:

AFTER 1903—WHAT? by Robert Benchley (R-5). Mr. Benchley deals in his accustomed manner with such matters as Midget Inferiority, Three Men in the Dog House and Honor for Cheeses.

AMERICAN CHARACTER by D. W. Brogan (R-16). Shrewd and generous observations on the American scene by an Irish historian.

BERMUDA CALLING by David Garth (R-13). Zach Taylor's investigations of something "fishy" in Bermuda almost cost him his life but he uncovers a Nazi spy plot.

BRIDAL WREATH by Sigrid Undset (R-30). Warm and human—the story of a woman's love and rebellion in olden days of Norway.

CANAL TOWN by Samuel Hopkins Adams (R-40). Frontier days in New York State and the struggle for domination between scoundrels and men of integrity.

CAPTAIN BLOOD by Rafael Sabatini (R-32). Peter Blood's humorous-heroic figure—soldier, country doctor, slave, pirate and finally Governor of Jamaica—gives color to an exciting romance.

CLUNY BROWN by Margery Sharp (R-22). Cluny was a parlor maid who simply did not know her place.

COMBUSTION ON WHEELS by David L. Cohn (R-26). The automobile age in America from the Stanley Steamer and Tin Lizzie to the last new 1942 Chevrolet off the assembly line. Told with humor.

CRIME ON MY HANDS by George Sanders (R-15). The famous screen detective tries his hand at solving a murder on his own movie set.

DARK PAGE by Samuel Michael Fuller (R-10). Murder, suspense and love play

their parts while Lance McCleary hunts down the killer.

DEEP RIVER by Henrietta Buckmaster (R-39). Savanna, a girl from the plantation country, finds that her love for the mountain-born Simon triumphs over her anti-slavery principles in this excellent story of Georgia in the 1850's.

DISPUTED PASSAGE by Lloyd C. Douglas (R-37). Story of a young medical student who struggles for recognition and respect from his eminent but sarcastic chief, and finally succeeds through the help of a Chinese-born American nurse with whom he falls in love.

EARTH AND HIGH HEAVEN by Gwethalyn Graham (R-27). Erica weighs her love for Mark against family prejudice in a story of modern Montreal.

FOR MY GREAT FOLLY by Thomas B. Costain (R-29). John Ward, colorful pirate of the 17th century, conceives daring plots and carries them out in roistering fights on land and sea.

GAMBLE'S HUNDRED by Clifford Dowdley (R-29). Historical novel of Tidewater Virginia, and a surveyor employed by a self-made unprincipled man of vast wealth.

GAUNT WOMAN by Edmund Gilligan (R-19). Tale of a Gloucester fishing skipper, master of the *Gaunt Woman*, pitted against the U-boat packs—rollicking, salty and exciting.

GEOGRAPHY IN HUMAN DESTINY by Roderick Peattie (R-12). Lucid and entertaining discussion of geography's history-making role.

KITTY FOYLE by Christopher Morley (R-25). The story of a white collar girl and how she met her problems.

LONG CHANCE by Max Brand (R-24). One of Max Brand's best—the story of a hard-fighting, straight-shooting Westerner who gets out of one fracas only to find himself in the middle of another. A headstrong girl adds romantic interest.

OF MEN AND MUSIC by Deems Taylor (R-23). Program notes by one of the country's most able interpreters of music.

OF SMILING PEACE by Stefan Heym (R-34). Underground activities of the German General Staff Corps, the German Armistice Commission and the subversive Vichy element form the backdrop of this novel of action in North Africa.

ONE MORE SPRING by Robert Nathan (R-3). The winter of the great depression found a strange assortment of people living together in New York's Central Park. The story of their months together.

OUR HEARTS WERE YOUNG AND GAY by Emily Kimbrough and Cornelia Otis Skinner (R-17). Hilarious tale of two young girls who travel to prewar Europe for the first time. Their amusing escapades, from measles to shipwreck, make a rollicking story.

PAINTED BUTTES by Arthur Harry Gooden (R-20). Exciting feud between the owner of an Arizona cattle ranch and a tough gang of cattle stealers. How Kenedy breaks the outlaw ring and rescues a beautiful girl makes a fast-moving tale.

POEMS OF JOHN KEATS (R-2). Into one small volume, Louis Untermeyer has collected the favorite and most familiar romantic poems of John Keats.

PSYCHOLOGY YOU CAN USE by William H. Roberts (R-6). Entertaining but practical aid toward understanding your own and others' actions.

RADIO PLAYS OF NORMAN CORWIN (R-7). They were on the radio but they make good reading too.

SEA DUTY by Jacland Marmur (R-9). Memorable collection of sea tales, mostly with a Pacific setting—reminiscent of Conrad and Forester.

SHORT STORIES OF DOROTHY PARKER (R-4). Mixed collection of the grimly gay and gaily grim.

SHORT STORIES OF KATHERINE ANNE PORTER (R-21). Written with integrity and a sure artistry, these are stories of infinite variety and appeal.

SHORTER HISTORY OF SCIENCE by Sir William Cecil Dampier (R-14). Great scientific discoveries of all ages.

SLEEP NO MORE edited by August Derleth (R-33). Tales of dread and horror.

TIME FOR DECISION by Sumner Welles (R-35). Thoughtful discussion of the problems of peace in a widely discussed book.

TRY AND STOP ME by Bennett Cerf (R-31). A well-known publisher's choice collection of anecdotes, tales, jokes and poems.

UGLY DACHSHUND by G. B. Stern (R-1). Even if dogs are just animals to you you'll get fun out of this clever travesty on human nature.

WAR ON THE CIMARRON by Luke Short (R-11). Plenty of jail escapes and shots around the bar for those who like them quick on the draw.

WAY OUR PEOPLE LIVED by W. E. Woodward (R-38). Intimate sketches of the home life of our American ancestors—their clothes, food, manners, and morals.

WINTER RANGE by Alan LeMay (R-18). Death and violence in the Wolf Bench country, with an added dash of romance.

YOU WOULDN'T KNOW ME FROM ADAM by Colonel Stoopnagle (R-8). "Compendium of fantasy and fiddle-faddle, from a life fraught with caper and prank."—Fred Allen.

YOUNG 'UN by Herbert Best (R-28). Upstate New York in the days of land clearing and robust love-making—a good frontier story.

No. 64—Authorizes wearing of Philippine defense and liberation ribbons (see p. 72).

No. 65—States that provision for use and issue of Medical Department stock number S4-156 Giemsa stain made by Hartman-Leddon Co., Philadelphia, covered by Alnav 43-45 (NDB, 15 Mar., 45-230), is applicable to control numbers one and two only.

No. 66—Prohibits, as precautionary measure to prevent introduction of yellow fever, the importation or transportation of lemurs, apes or monkeys by naval vessels, aircraft or personnel traveling to India or Indian waters or calling at places or ports in India.

No. 67—Authorizes COs of activities at which BOQs are available to modify per diem temporary duty or TAD orders to eliminate \$3.00 subsistence to officers of Navy, Marine Corps and Coast Guard if in opinion of CO messing facilities are adequate and per diem unwarranted.

No. 68—Calls for applications from regular Navy officers, classes of 1938 and 1939, with not less than five years sea duty, and from regular Marine Corps officers, not above rank of major and with not less than three years service, for three-year postgraduate course in law to convene 1 Oct. 1945 in Washington; applications to be submitted via official channels to reach BuPers and MarCorps by 15 June 1945.

Nos. 69, 70 and 71—Announced to the naval service the death of President Roosevelt and specified memorial services to be held.

No. 72—Announced rebroadcast schedule of special message broadcast by President Truman to armed forces overseas (see p. 42).

No. 73—States that new U. S. Public Health Service regulations do not require a vessel which has been given free pratique in Alaska, Territory of Hawaii, Puerto Rico or Virgin Islands to clear quarantine upon arrival at any port of continental U. S., its territories or possessions, and that such ships are subject only to coastwise regulations provided they have not entered a foreign port after receiving pratique.

No. 74—Requests applications from reserve officers below rank of lieutenant commander for 10 weeks course in photographic interpretation to convene in Washington, D. C., on 11 June 1945 and at 10-week intervals thereafter; these qualifications desirable: age 21 to 31 years, college degree with major in geology, forestry, cartography or architecture and minimum of one year practical experience in one of above fields of photogrammetry; endorsement is to include comment on fitness of applicant for photographic interpretation duties and necessity for relief; applicants previously rejected because of reserve classification may resubmit.

No. 75—Calls for forwarding to BuPers of sample copy of all ship or station publications, including details on mission of publication, composition of staff, editorial and production facilities, and distribution; invites requests for clip-sheet service and editorial assistance in accordance with BuPers Circ. Ltr. 70-45 (NDB, 31 March, 45-304).

THE MONTH'S ALNAVS IN BRIEF

No. 52—States that threatened shortage of fresh and canned meats, dairy products, poultry, fats, oils and most canned fruits and vegetables makes adjustments in menus necessary to provide maximum use of more plentiful products; all activities to make most effective use of food products and to prevent waste.

No. 53—States that in commands which are authorized to issue change of duty orders and temporary travel orders, such orders when signed either by the officer designated as "deputy" or "acting" are considered as being competent for authorizing reimbursement for travel.

No. 54—Provides that commissioned and warrant officers requiring hospitalization for an indefinite period, with return to regularly assigned duty improbable, will be issued orders by CO or reporting senior directing officer to report to MOINC appropriate hospital (giving location), including statement detaching officer from permanent duty station; establishes procedure for reporting such detachments and requesting reliefs when necessary.

No. 55—Calls for applications from regular Navy officers, rank of commander and above of either line or staff corps, for one year post-graduate course in logistics; applications to be sent via official channels to reach BuPers prior to 15 July 1945.

No. 56—Requests applications from reserve line officers for training at Naval Academy (see p. 73).

No. 57—Announces appointment to next higher grade, to rank from 1 April 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) whose present rank occurred 1 Aug. 1944 or before and who reported for continuous active duty as ensigns on 30 Sept. 1942 or earlier, and those ensigns who have served on continuous active duty in rank of ensign since 31 Dec. 1942 or earlier.

No. 58—Amends Alnav 162-42 (NDB, cum. ed. 1943, 42-2043) to pro-

vide that original dispatches from ships and stations within continental U. S. reporting deaths shall contain all information required by Navy Regs, Art. 908(2).

No. 59—Cancels Alnav 164-44 (NDB, July-Dec. 1944, 44-977) and all references to bills of health in other Navy Regs, and states naval vessels no longer are required to obtain bills of health.

No. 60—Announces appointment to next higher rank, to rank from 1 April 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within period of 2 Dec. 1943 to 31 Dec. 1943 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 61—Announces appointment to chief warrant rank for temporary service, to rank from 1 April 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2 Dec. 1943 to 31 Dec. 1943 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 62—Requests applications for heavier-than-air flight training from members U. S. Naval Academy class of 1945 and states that applications should be forwarded to BuPers as soon as practicable.

No. 63—Calls for applications for flight training from graduates of U. S. Naval Academy, classes 1943, '44 and '45 and from commissioned and warrant officers, Naval Reserve, and warrant officers, regular Navy, who are less than 27 years of age; states that officers who previously applied should resubmit; cancels Alnavs 139-44 and 191-44 (NDB, July-Dec. 1944, 44-854 and 44-1164).

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conduct in any way with Navy Regulations regarding obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

"WHAT IS A SAILOR?"

SIR: On the back cover of your March 1945 issue is a poster headlined, "What Is a Sailor?" Three years ago that same essay was sent to me by a friend. Ever since I have wanted to know if he was the author of it. His name was George James Lewis, S1c, and he was then stationed at the Boston Net Depot. Last year he was reported missing in action.

Believe me when I say it that it would mean a great deal to me and many friends if you could furnish any information whatsoever as to the author of "What Is a Sailor?"—R.E.G.

• A naval officer, who said that the essay was taken from a letter by a sailor, first sent it to us in 1942, and it was printed in the Sept. 1942 INFORMATION BULLETIN. When we decided to reprint it this year, we tried to find its origin, without success. Possibly Seaman Lewis wrote it. If readers have any other information, we too would be interested in learning of it.—Ed.

AMPHIBIOUS INSIGNIA

SIR: So far as I know there is no special insignia authorized for naval combat demolition units. Are men in this duty authorized to wear the insignia of the amphibious forces?—H. E. C., S1c.

• Yes; naval combat demolition units are a part of the amphibious forces.—Ed.

COINCIDENCE

SIR: I read with interest the account in the Feb. 1945 issue, p. 24, of the sinking by our own forces of the APD, USS *Ward*. As you say, the *Ward* was sunk exactly three years to the day after she fired the first shot against the Japanese.

Stranger yet was the fact that the CO of the American destroyer which administered the fatal blow to the *Ward* was Comdr. William W. Outerbridge, the same officer who had commanded the *Ward* on 7 Dec. 1941, when she fired the war's first shot against the Japanese.—W. G. P., Lt., USNR.

G. I. BILL OF RIGHTS

SIR: Wouldn't it be a good plan to give each man at the time of his detachment from the service a booklet telling what he can expect or ask for under the G. I. Bill of Rights?—T. S. S., SK1c, USNR.

• It not only would be; it is. The armed services adopted it last year. A 20-page booklet entitled "Your Rights and Benefits, A Handy Guide for Veterans of the Armed Forces and Their Dependents" is handed each discharged Navy man at the time of his exit interview (INFORMATION BULLETIN, Aug. 1944, p. 2). In addition, a Civil Readjustment Officer goes over the rights and benefits with him point by point, explains all items of interest concerning education, employment, loans, etc., and directs him to specific sources for any further aid he may wish.—Ed.

POSTWAR OPPORTUNITIES

SIR: There has been a lot of publicity on the advantages that await the serviceman when he is handed his discharge. According to the flowery literature being circulated, one might be considered a sucker for not getting out of the Navy to take advantage of these wonderful opportunities. But, in spite of all this, I am of the opinion that life is not going to be so easy as we are led to believe and that it might not be so bad to stay in the Navy. Although there will be thousands of ci-

vilian jobs to be filled, there will be millions of men to fill them.

Why doesn't the Navy do a little campaigning and show some of its postwar advantages? The least it can do is to give you three square meals a day and a place to hang your hat, which is considerably more than civilian life, with all its glorious opportunities, can promise and live up to. The Navy Department has stated that it intends to expand the peacetime Navy. From the present outlook, everybody will want out so they can take advantage of all these opportunities the "G. I. Bill of Rights" offers.

It would be helpful, especially to those of us overseas, if you would publish more on the plans for the postwar Navy, as questions are constantly coming up for which no answers are available here.—A. F. K., Y3c.

• While the Navy is formulating proposals for submission to Congress on the size and organization of the postwar Navy, very little can be announced until future legislation turns those proposals into plans.

It can, however, be said, as stated by Fleet Admiral King in his recent report to the Secretary of Navy: "It is assumed in all the plans now under consideration that many more officers and men will be needed than can be provided by personnel now in the regular Navy."

As plans are announced, the INFORMATION BULLETIN will publish news of them.—Ed.

BOS'UN IS IN LOVE

SIR: While stationed overseas I have met a young lady whom I would like to marry. Must I obtain permission from my CO?—B. J., BM1c, USN.

• Yes, *Alnav 144-42 (NDB, cum. ed., 42-2038)* provides that no member of the Navy, Marine Corps or Coast Guard forces on duty in any U. S. possession or foreign country may marry without the approval of the senior commander of such forces stationed in that country, possession or area. This does not, however, apply to personnel who marry within the continental U. S., including Alaska, while on leave or otherwise, as provided by *Alnav 38-45 (NDB, 28 Feb., 45-184)*.—Ed.

NAVAL RESERVE MEDAL

SIR: As I understand it, the Naval Reserve Medal is awarded to an officer upon completion of 10 years in the Naval Reserve. Would he be eligible if he served four of those 10 years as an enlisted man?—S. H., Lt., USNR.

• Yes; the Chief of Naval Personnel may award the medal to both enlisted personnel and officers who complete 10 years in the Naval Reserve (*BuPers Manual, Art. A-1049*).—Ed.

ARTIFICER BRANCH RATING

SIR: Is the special artificer rating a specialist rating or not?—J. P. B., CSAD, USNR.

• No. The special artificer rating is a general service rating included in the artificer branch of the enlisted rating structure. For complete rating set-up, see special section on "Enlisted Ratings of the U. S. Navy," INFORMATION BULLETIN, May 1944, pp. 21-27.—Ed.

OFFICERS ON ACTIVE DUTY

SIR: Would it be possible for you to publish the total number of Navy officers, by rank, of the line and staff corps?—R. L. B., Lt., USNR.

• As of 31 Dec. 1944, the following naval officers, both regulars and reserves, were on active duty:

	Line	Staff Corps	Women's Reserve	Total
Fleet Admiral	3	0	0	3
Admiral	15	0	0	15
Vice Admiral	43	2	0	45
Rear Admiral	215	43	0	258
Commodore	87	5	0	92
Captain	2,486	880	1	3,367
Commander	5,273	2,229	1	7,503
Lt. Comdr.	12,828	6,715	44	19,587
Lt.	61,028	16,913	341	78,282
Lt. (jg)	66,860	12,983	4,452	84,295
Ensign	75,313	4,938	3,903	84,154
Warrant	(breakdown not available)			
Total				300,101

These figures include retired officers on active duty.—Ed.

AVIATION GREENS FOR CPOs

SIR: In your article which reports the uniforms available through the Navy Officer's Uniform Plan (March 1945, p. 79) you state in describing the aviation winter working uniform: "The same uniform, with appropriate insignia, is regulation for Navy CPOs."

Some stations permit all CPOs with aviation ratings to wear the aviation green uniform, while others correctly restrict it to CPOs who have been designated as naval aviation pilots, as provided by Uniform Regs. Art. 9-11.

I believe this erroneous implication in your article will only add to the confusion which already exists and is of sufficient importance to justify a correction.—C. E. T., Ens., USN.

• We meant, of course, that the uniform was regulation for those CPOs eligible to wear it, which according to a change in Uniform Regs. Art. 9-1(a) put into effect by BuPers Circ. Ltr. 145-44 (NDB, Jan.-June, 44-580) limits the aviation green uniform to those CPOs designated as naval aviation pilots and serving in pilot status.—Ed.

CLOTHING ALLOWANCE

SIR: Does a Wave advanced from PO1c to CPO rate a clothing allowance?—M. C. McG., CSKV.

• Whereas men advanced from PO1c to CPO receive a clothing allowance of \$200 to provide the uniforms required for a CPO rating, none is provided for Waves making the same advancement, since the differences between the uniform requirements for a Wave PO1c and CPO are very slight.—Ed.

DEMOLITION DUTY

SIR: In your January 1945 issue, p. 78, is a story which states that officers are invited to volunteer for underwater demolition unit duty. Is there also a need for volunteers from enlisted men? If so, how would I apply?—W. S. J., GM3c.

• Although the article called only for volunteers from lieutenant commanders and lieutenants, enlisted personnel (both volunteers and men assigned to the duty) are used in underwater demolition work. Applications for this duty with the amphibious forces may be submitted to ComServLant (SubOrdCom) or ComWes SeaFron via official channels.—Ed.

EXCHANGING SALUTES

SIR: Some of the enlisted Waves on this station contend that when walking down the street with a male or female officer, they should return all salutes addressed by other enlisted personnel to the officer. They say that when in his or her company, they assume the officer's rank for salutes and courtesies. Is this correct?—J. H., Pharmacist, USN.

• No, only the officer would return the salute of an enlisted man or woman, as provided by Navy Regs. Art. 266. The enlisted Wave would in no way assume the officer's rank.

This question may have originated from confusion with the custom that if an ensign, for instance, were walking down the street with a commander, and a lieutenant approached, the ensign would avoid trying to "show up" his senior (the lieutenant) in courtesy and would therefore allow the lieutenant to first salute the commander. As the commander returned the salute, the ensign would salute simultaneously.—Ed.

FIRST NAVAL AIR STATION

SIR: "What Is Your Naval I. Q.?" (INFORMATION BULLETIN, Feb. 1945) states that the first naval air station was opened in 1914 at Pensacola, Fla. "Our Flying Navy" (MacMillan Co., 1944) states that the first naval air station was opened in the fall of 1911 on the Severn River at Greenbury Point, near the Naval Academy at Annapolis, Md., and that the first naval flight school was set up in 1914 at Pensacola. Please explain.—E.F.T., S1c, USNR.

• The Office of the Deputy Chief of Naval Operations (Air) says that the first "faed" station was established in 1914 at Pensacola and was known as a "Naval Aeronautical Station"; that the activity in 1911 at Greenbury Point was a naval aviation "camp" and was never regarded as permanent. It was moved to San Diego for a period during the winter of 1911-12, and in January 1914 was disbanded and its equipment transported to Pensacola.—Ed.

WAVE CAP INSIGNIA

SIR: We have heard that the new sterling silver and gold-plated pin-on device recently authorized for wear on the left side of the new garrison cap by enlisted Waves (other than CPOs) will be of the same design as the embroidered lapel device now worn by all members of the Women's Reserve. Right?—N. A. C., S1c, USNR.



• Right. The new insignia is shown here actual size. It was authorized by a letter from the Chief of Naval Personnel dated 15 March 1945, which set forth various changes to be incorporated in the Women's Reserve uniform regulations.—(INFORMATION BULLETIN, April, p. 77).—Ed.

SCUTTLEBUTT SPIKED

SIR: Scuttlebutt has it that there is a bill before Congress which would release Waves to inactive duty after two years service, if they so desire. Is there any truth to the rumor?—C. J., PhM3, USNR.

• No.—Ed.

SIR: Is it true that BuAer has issued a bulletin which recalls all enlisted pilots over 35 years of age from combat zones?—C. P. J., CAP.

• No.—Ed.

SIR: Is the Navy considering the establishment of an aviation pharmacist's mate rating?—V. W. H., PhM3c.

COMMISSION PENNANT

SIR: What do the seven stars on the commission pennant represent?—J. L. S., RM2c, USNR.

• In 1933 there were three 7-star pennants (4, 6, and 9 ft.) in use as boat pennants. Upon recommendation of Cominch, the two smaller ones were adopted as ship pennants. The largest one was discontinued, as were the four 13-star ship pennants (20 to 70 ft.) also used then. Both types date from the earliest days of our Navy. The original meaning, if any, of the seven stars has been lost (in 1933 it was simply said that the number provided a suitable display); the 13 stars undoubtedly represented the original colonies.—Ed.

NAMING OF MASTS

SIR: If a warship has only one mast, is the mast called a foremast or a mainmast?—R.G.A., Lt., USNR.

• The 1944 edition of *The Bluejackets' Manual*, p. 163, states that the single mast would be called a foremast or simply a mast.—Ed.

OVERSEAS-DUTY CHEVRONS

SIR: I am in a Seabee outfit which has been in the Aleutians for over 18 months. We have been told that our stevedore battalion has done a fine job.

For these 18 long and hard months, away from the things we love best, we are eligible to wear the Asiatic-Pacific ribbon. We are proud of our uniform, our branch of the service and the work it has done.

Is it any wonder that we would be particularly proud if the Navy would permit us to wear, when we return home, three chevrons on our sleeves, similar to those worn by the Army, to indicate the time we have been away from home?—J. R. S., BM2c, USNR.

SIR: You mentioned in the Dec. 1944 INFORMATION BULLETIN, p. 39, that area ribbons have been authorized, instead of chevrons, for overseas duty in this war. That is true, but unfortunately the beribboned heroes who merely spent the 30 days required in the area look like the seasoned veterans.

Has any change in this policy been decided upon which would give the old-timers the recognition they so well deserve, in a way that all could plainly see?—R. H. S., Lt., USNR.

• The Navy holds that area campaign ribbons are sufficient visual evidence of sea duty and service outside the continental U. S. The bronze stars worn on these rib-

bons also provide adequate indication of participation in recognized combat and hazardous operations. No change in this policy on overseas chevrons for naval personnel is anticipated.—Ed.

OFFICER-TRAINING

SIR: I am a Negro with two years of college work and 26 months of overseas duty. Is there any officer-training program in the Navy for which a man with my background would be eligible?—B. M. C., BM2c.

• Negro personnel are participating in the Navy officer-training programs, for which they are eligible under the same rules as are white personnel. Complete details may be found in BuPers Circ. Ltrs. 373-44 (NDB, July-Dec., 44-1402) and 90-45 (NDB, 15 April, 45-374; see report on p. 78 of this issue.—Ed.

MOBILE DRYDOCKS

SIR: In your April issue, p. 19, is a picture of a concrete floating drydock which the caption describes as self-propelled. I think you're wrong on that point; at least, all the mobile drydocks I ever saw or heard of could get around only by being towed or pushed.—Lt. (jg) T. B. R., USNR.

• You are right. The nearest thing to a self-propelled drydock that the U. S. Navy has is the LSD (landing ship, dock) which, besides ferrying landing craft to invasion areas, can berth them for repairs.—Ed.

CITIZENSHIP REQUIREMENT

SIR: I have been a citizen of the U. S. since 7 November 1941. Is there any regulation regarding the length of time a man must be a citizen before he can be appointed a warrant or chief warrant officer?—H. F. S., MoM1c, USNR.

• No.—Ed.

MATERNITY EXPENSES

SIR: Will the Navy pay expenses at a civilian hospital of a maternity case for an enlisted man's wife if Navy hospital facilities are not available?—A. G. C., AOM2c, USNR.

• No. Medical service is provided for the wives, children and other actual dependents of Navy and Marine Corps personnel but only by naval medical officers at naval dispensaries, naval hospitals or other medical department activities of the Navy where such service has been established. This service, while providing Navy doctors for maternity cases, does not provide payment of hospital expenses. At naval establishments where facilities are available, however, maternity cases are admitted to the hospital or dispensary without charge to dependents.

Information as to the availability of medical service and/or the admission of maternity cases to naval hospitals and dispensaries may be obtained from the nearest Navy medical establishment or from the commandant of the naval district in which the dependent is located.

Also, under a plan of the Children's Bureau of the U. S. Department of Labor, the wife of an enlisted man of the Navy, Marine Corps or Coast Guard in the four lowest pay grades (PO3c, sergeant or below), is eligible, irrespective of her legal residence and financial status, for free medical and hospital maternity services. Application forms are available from state and local health and welfare agencies, American Red Cross chapters, prenatal clinics, and local physicians participating in the program.—Ed.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

NAMING OF NEW CVBS

SIR: With the recent launchings of the 45,000-ton aircraft carriers (CVBs) USS *Midway* and USS *Coral Sea*, the question has come up how these names can be used when there are already two CVEs bearing these names.—J. H. B., Sp(A)1c.

• On 15 Sept. 1944 the name of CVE 63 (later sunk in the Battle off Samar: INFORMATION BULLETIN, Jan. 1945, p. 2) was changed from USS *Midway* to USS *Saint Lo* and that of CVE 57 from USS *Coral Sea* to USS *Anzio*, leaving their former names available for the new CVBs.—Ed.

FAMILY ALLOWANCE

SIR: I read that a PO2c, or higher, can have the family allowance being sent his dependent changed to MAQ (monetary allowance in lieu of quarters). Is this correct?—M. A. B., ARM2c, USNR.

• No, but the reverse is: A man receiving MAQ may have it changed to family allowance and sent his dependent. However, once the switch to family allowance is made it can't be changed back to MAQ.—Ed.

POSTWAR ALASKA

SIR: Where can I get information about Alaska, as to postwar jobs open there with the U. S. Government, and land open for homesteading?—B.M., CM2c.

• For information on homesteading in Alaska (as well as on continental U. S.) write Commissioner of the General Land Office, Department of the Interior, Washington 25, D. C. For information on Federal job opportunities there, write U. S. Civil Service Commission, Washington 25, D. C. A list of government publications relating to Alaska is available from the Superintendent of Documents, Washington 25, D. C. There is also a useful brief booklet for servicemen, called "What Has Alaska to Offer Postwar Pioneers?" This is put out by the War Department and may be requested from the Educational Services Section, BuPers.—Ed.

DISRATED CPO

SIR: If a CPO(PA), who was recalled from the fleet reserve to active duty, is disrated to second class by general court-martial, what rate will he have when he again goes on inactive duty?—H. H.

• Unless the court-martial sentence specifically states that the rating to which he was reduced is to remain in effect after he is again placed on inactive duty, he would revert to CPO, his former rating. This is provided for by BuPers Circ. Ltr. 70-40 (NDB, cum. ed. 1943, 40-2017).—Ed.

CREDIT FOR TIME IN V-12

SIR: Does time spent in the V-12 program count as time for advancement in rate if the man is separated from the program for academic or other reasons and restored to his original rate?—S. D., Y1c, USNR.

• No, as service requirements prescribe that specific periods be served in the next lower pay grade to be eligible for advancement. As men are enrolled in V-12 in AS rating, this time would not count toward promotion in the event they are separated from the college program.—Ed.

FIRE FIGHTERS

SIR: Before enlisting in the Navy I was with the New York City Fire Department for 10 years. At the time I enlisted (June 1943) I was told there was no rating which specifically covered my previous civilian experience, and was rated shipfitter. Is there any specialist rating which would enable me to use my professional fire-fighting experience in the Navy? If so, how would I apply for this duty?—R. F. H., SF2c.

• Men with previous fire-fighting experience, particularly with large municipal fire departments, may be rated Sp(F) for duty aboard ships and stations. Sp(F) rating was created on 12 Oct. 1943 by BuPers Circ. Ltr. 205-43 (corrected) (NDB, cum. ed. 1943, 43-1491). Qualified personnel may apply to BuPers, via official channels, for assignment to fire-fighting duty, and those men who are made available by their COs, without relief, and whose services are not urgently needed elsewhere may be ordered to fire fighters schools for training. Men less than 40 years of age will not be rated Sp(F) unless they have completed a 30-day course of instruction at a fire-fighter school.—Ed.

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Articles of general interest may be forwarded to the Editor.

FAREWELL AND HAIL TO THE CHIEF

The Navy which Franklin Delano Roosevelt loved and led feels an especial sorrow in the passing of its Commander-in-Chief.

No matter when it came, his death would have been a great tragedy to the cause of the peace for which the Navy with the other armed forces of the nation and her Allies are now fighting. That it had to come when the final battles are still to be won—on the sea, on land, and at the treaty tables—is a grievous loss.

But the facts of war must be faced. Casualties occur. When a leader falls in battle, someone else must step up to take his place.

So the Army and the Navy have a new Commander-in-Chief, the new President of the United States, Harry S. Truman. As he said in his broadcast to the armed forces (see p. 42), he has assumed the duties which the Constitution and fate have put upon him.

With a heavy heart for our loss, but with faith and allegiance for our new leader, we salute and say:

Hail to the Chief!

QUOTES OF THE MONTH

• *Mrs. Eleanor Roosevelt*, in message announcing death of the President to their four sons in the armed forces: "... He did his job to the end as he would want you to do."

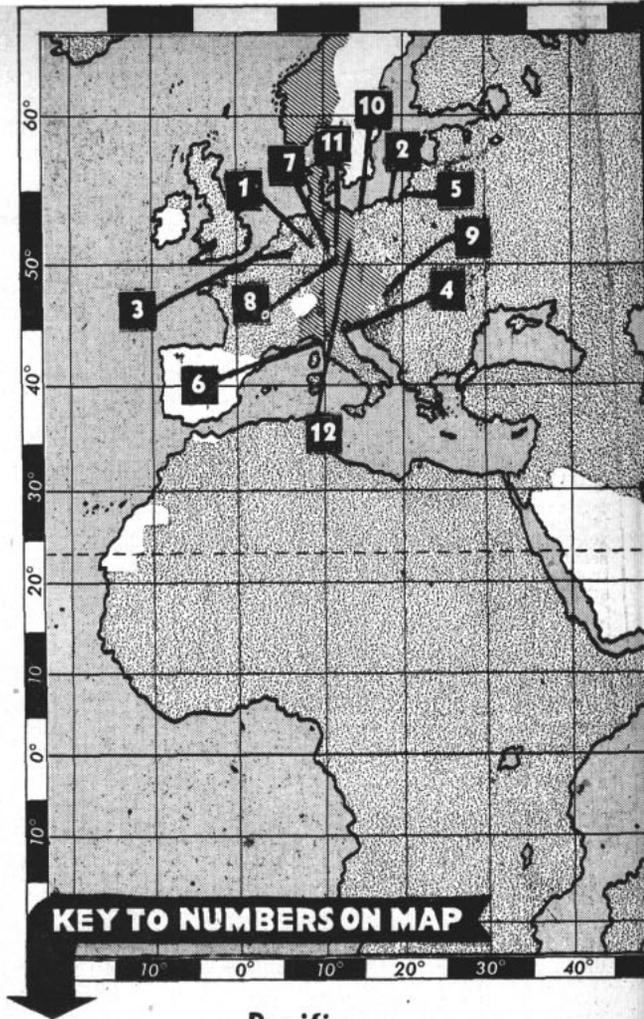
• *Secretary of the Navy Forrestal*: "The Japanese . . . are devoid of any of the standards of what we call sportsmanship. . . . There is no persuasion, I fear, except that expressed by bullets, bombs and cold steel which will reform them."

• *Fleet Admiral King*: "Today there are people who gaze into the future and confidently predict that sea power—control of the seas—will not be a significant factor in determining the outcome of another war. Some of these prognosticators are the same as those who, earlier in this war, sang the swan song of the battleship and consigned the foot soldier to oblivion."

• *Vice Admiral Marc A. Mitscher*, commander of Fast Carrier Task Force, to Maj. Gen. Curtis E. LeMay, commanding general of 21st [B-29] Bomber Command: "We are proud to operate in the same area as a force which can do as much damage to the enemy as your force is consistently doing. May your targets always flame."

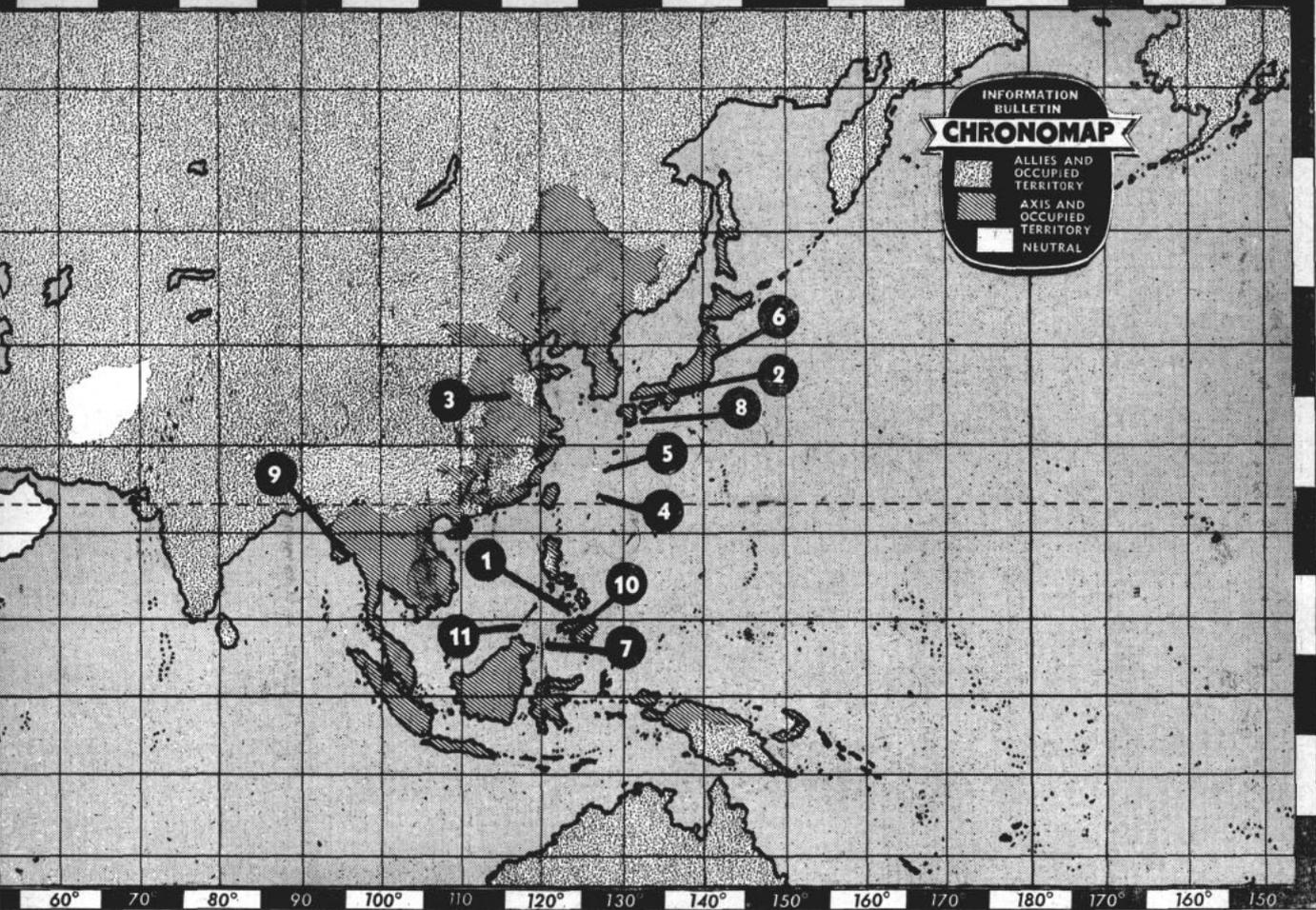
• *DNB*, Nazi news agency: "The position of Japan has become, in many respects, similar to that of Germany."

• *Maj. Gen. Willis H. Hale*, acting commander of Army Air Forces, POA: "The noose of air bases which we have been drawing around the industrial heart of Japan tightened with a sharp jerk with the fall of Iwo Jima."



KEY TO NUMBERS ON MAP

- Pacific**
1. Resistance ends on Panay (21 March). U. S. troops make 10 new landings in Central Philippines (22 March-14 April).
 2. B-29s hit Nagoya aircraft plants (24 March).
 3. 14th AAF destroys, evacuates its Laochokow bases as Japs advance in China (26 March).
 4. British carrier force hits Sakishimas (26-27 March).
 5. U. S. forces invade Okinawa (1 April) after 10-day pounding, occupation of Kerama Islands (26 March).
 6. B-29s blast Tokyo factories (2, 4, 7, 14, 16 April).
 7. Yanks head toward Borneo, invade Tawi Tawi (3 April), Jolo (9 April).
 8. U. S. carrier planes sink last large Jap battleship, 2 light cruisers, 3 destroyers off Kyushu (6 April).
 9. British-Indian troops take Taungup, Jap supply base in Burma (16 April).
 10. Americans in Philippines make two new Mindanao landings, at Malabang and Parang (17 April).
 11. U. S. troops land on Balabac near Borneo (18 April).
- Europe**
1. Four Allied armies bridge northern Rhine (23 March).
 2. Russians capture Gdynia, Danzig (28, 30 March).
 3. U.S. 9th and 1st Armies join, encircling Ruhr (1 April).
 4. British 8th Army crosses Comacchio lagoon, near Adriatic, in Italy (2 April).
 5. Red troops take Koenigsburg on Baltic (9 April).
 6. British 8th Army captures Massa, Italy (11 April).
 7. U.S. 9th Army crosses Elbe River, 50 miles from Berlin (12 April).
 8. U.S. 3d Army takes Weimar (12 April), smashes into Czechoslovakia (18 April).
 9. Russians capture Vienna (13 April).
 10. RAF bombers sink German pocket battleship *Luetzow* at Swinemuende (16 April).
 11. U.S. 1st Army takes Leipzig and Halle (19 April).
 12. Russians drive within 7 miles of Berlin (20 April).



THE MONTH'S NEWS

PERIOD 21 MARCH THROUGH 20 APRIL

President Dies; We Invade Okinawa, Batter Jap Fleet; German Defenses Crumble

Commander-in-Chief

FRANKLIN DELANO ROOSEVELT, 32d President of the United States and Commander-in-Chief of the Army and Navy in America's greatest war, died suddenly on 12 April at Warm Springs, Ga.

At the White House in Washington that evening Vice President Harry S. Truman took the oath of office as his successor and, in his first statement, declared: "The world may be sure that we will prosecute the war on both fronts, east and west, with all the vigor we possess to a successful conclusion."

The change in leaders, which the new President emphasized would mean no change of strategy in the fight for both military victory and lasting peace, came at a moment when U. S. armies stood less than 50 miles from Berlin and warships of the U. S. Fleet steamed defiantly off the shores of the Japanese homeland.

Mr. Roosevelt, who had been President for 12 years, one month and eight days, died of a cerebral hemorrhage at the age of 63 while on a brief holiday to rest in preparation for opening the United Nations conference at San Francisco (see p. 58).

By special train the body of the late President was brought to Washington for a simple funeral ceremony in the White House. From Union Station the flag-draped coffin was carried on a caisson flanked by members of the armed forces through streets lined with thousands of solemn-faced Americans. Flags throughout the city flew at half staff. Most business houses were closed. Government offices closed at noon.

Members of the Roosevelt and Truman families, government dignitaries and representatives of foreign govern-

ments attended the funeral services conducted in the east room of the White House at 1600 on 14 April. More mourning thousands lined the streets later as the funeral cortege moved back to the station where a train carried the President's remains to Hyde Park, N. Y.

There, on the Roosevelt ancestral estate, he was laid to rest as he had desired in the hedge-bordered garden as a firing squad paid final tribute to the Commander-in-Chief.

Only one of the President's four sons, all in the armed forces, was able

LAST JUNE



Within two weeks the U. S. Navy took part in the biggest amphib operations up till then in both the

European and Pacific Theaters—the landings in Normandy and on Saipan—and, in the Battle of the Philippine Sea, sank two Jap carriers, destroyed or damaged 14 other ships and shot down 402 planes.

JUNE 1945

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

What will we do this year?



SORROWING throng lined Washington's Constitution Avenue as body of Franklin Roosevelt was borne home to White House on horse-drawn caisson.

to attend the rites. Brig. Gen. Elliott Roosevelt, of the Army Air Forces, flew from London for the services. Col. James Roosevelt, USMCR, flew home from the Philippines but, delayed by headwinds, did not arrive until an hour and a half after the burial service. Lt. Comdr. Franklin D. Roosevelt, Jr., USNR, and Lt. John Roosevelt, (SC) USNR, remained at their posts in the Pacific.

Messages of condolence and tribute poured into Washington from all over the world. Everywhere American forces were serving—on ships, in jungles, on deserts, in foxholes—special memorial rites were conducted.

In the death of the President, the Navy lost one of its staunchest friends and greatest champions (see p. 2). During the last war Mr. Roosevelt was Assistant Secretary of the Navy under Josephus Daniels. And under his command for the past 12 years, the Navy has achieved its greatest growth, dwarfing all other navies of the world. In an Almanac dispatched the day of Mr. Roosevelt's death, Secretary of the Navy James Forrestal said:

"I have the sad duty of announcing to the naval service the death of Franklin Delano Roosevelt, the President of the United States . . .

"The world has lost a champion of democracy who can ill be spared by our country and the allied cause. The Navy which he so dearly loved can pay no better tribute to his memory than to carry on in the tradition of which he was so proud.

"Colors shall be displayed at half mast for 30 days beginning 0800 13 April west longitude date insofar as war operations permit. Memorial services shall be held on the day of the funeral to be announced later at all yards and stations and on board all vessels of the Navy, war operations permitting.

"Wearing of mourning badges and firing of salutes will be dispensed with in view of war conditions."

President Truman took over his new duties immediately. Sworn into office only a few hours after the death of Mr. Roosevelt, he started the next day conferring with his military leaders—the Secretaries of War and of the Navy, top-ranking admirals and generals. With the exception of a precedent-breaking luncheon at the Capitol with former fellow senators, his entire day was devoted to conferences at the White House. Saturday and Sunday he attended the funeral services of the

late President. During the next few days he plunged into the affairs of his new office with all the vigor of his predecessor.

Born in Lamar, Mo., on 8 May 1884, Mr. Truman fought in the last war as a captain in the Army Field Artillery. Following the war he attended the Kansas City School of Law and later was appointed judge of Jackson County Court. In 1934 he was elected to the Senate from Missouri. With the start of the present war he headed the Senate's War Investigating Committee and soon became known as the man who next to the President "knew most about the war."

One of Mr. Truman's first acts as President was to speak before a joint session of Congress on 17 April. He pledged himself to carry out the war and peace policies of Mr. Roosevelt and appealed for a program of united public support of a program of unconditional surrender of the enemy and to establish "a strong and lasting United Nations organization" for world peace.

The following evening he made a radio address to members of the armed forces which was broadcast all over the world. His speech in full follows:

"After the tragic news of the death of our late Commander-in-Chief it was my duty to speak promptly to the Congress and the armed forces of the United States.

"Yesterday, I addressed the Congress. Now I speak to you.

"I am especially anxious to talk to you, for I know that all of you felt a tremendous shock, as we did at home, when our Commander-in-Chief fell.

"All of us have lost a great leader, a far-sighted statesman and a real friend of democracy. We have lost a



Photographs from Press Association, Inc.

OATH of office was administered to President Truman at the White House by Supreme Court Chief Justice Stone only a few hours after the death of President Roosevelt.

We Land on Japan's Doorstep

The heavy tread of America's war might rumbled ominously on Japan's doorstep last month when the largest amphibious force in Pacific history—more than 1,400 ships—struck at the west coast of Okinawa Island, only 325 miles from Japan.

Girded for another bloody battle comparable to the recently concluded Iwo Jima campaign, elements of the new 10th U. S. Army, commanded by Lt. Gen. Simon Bolivar Buckner, Jr., stormed ashore to find only a handful of Japs defending the strategic central section of the island.

For nearly two weeks before the invasion, powerful carrier task forces of Admiral R. A. Spruance's 5th Fleet roamed the waters around the Ryukyu group, of which Okinawa is the largest. Enemy destroyers, escorts and cargo vessels were sunk by torpedo planes and divebombers which shared with battleships, cruisers and lighter units the job of softening up enemy defenses. Airfields, submarine pens, barracks and gun emplacements were pounded with tons of shells and bombs. Fifteen hundred planes participated in the attack. Then, six days before the Okinawa invasion, soldiers of the 77th Army Division landed on and captured the islands of the Kerama group, just west of the southern tip of Okinawa. There they established heavy artillery batteries protecting Okinawa from enemy interference in that sector.

On Easter Sunday marines and soldiers landed on Okinawa, quickly established a three-mile-deep beachhead and, by the following day, thrust clear across the island, capturing two airfields and driving south to within eight miles of the capital, Naha. By the end of the first week the heavily reinforced assault troops had captured nearly a quarter of the island, marines of the 1st and 6th divisions fanning out to the north and the 7th, 27th and 96th Army divisions striking south. They halted only to let supplies catch up with them.

On 6 April the Japs finally attacked, but by air instead of land. Evidently attempting to break up the massive supply and bombardment fleet operating in the Ryukyus, a heavy concentration of enemy planes swooped down during the day, many of them bent on suicide missions (p. 45). Fleet fighters knocked 245 of the enemy out of the air during the first attack. Another strong force roared in, apparently from the Jap homeland, that evening and again the following morning. Fighters this time accounted for 55 planes while anti-aircraft guns shot down 61. Loss to the U. S.: three destroyers sunk, several damaged.

Despite their air losses the Japs made one more belated attempt to salvage their loss of face at Okinawa. They sent fast and powerful surface vessels, including the 45,000-ton battleship *Yamato*, steaming towards Okinawa, but this sortie also ended in one-sided defeat for the Nips (p. 45).

On land, gradually stiffening resistance which first became noticeable on



Photograph by Harris & Ewing

COMMANDER-IN-CHIEF: Harry S. Truman, 33d President of the United States. This portrait of the new chief executive was taken early this year.

hard-hitting chief and an old friend of the services.

"Our hearts are heavy. However, the cause which claimed Roosevelt, also claims us. He never faltered—nor will we!

"I have done, as you do in the field, when the commander falls. My duties and responsibilities are clear. I have assumed them. These duties will be carried on in keeping with our American tradition.

"As a veteran of the first World War, I have seen death on the battlefield. When I fought in France with the 35th Division, I saw good officers and men fall, and be replaced.

"I know that this is also true of the officers and men of the other services, the Navy, the Marine Corps, the Coast Guard and the Merchant Marine.

"I know the strain, the mud, the misery, the utter weariness of the soldier in the field. And I knew too his courage, his stamina, his faith in his comrades, his country and himself.

"We are depending upon each and everyone of you.

"Yesterday I said to the Congress and I repeat it now:

"Our debt to the heroic men and valiant women in the service of our country can never be repaid. They have earned our undying gratitude. America will never forget their sacrifices. Because of these sacrifices, the dawn of justice and freedom throughout the world slowly casts its gleam across the horizon."

"At this decisive hour in history it is very difficult to express my feelings. Words will not convey what is in my heart.

"Yet I recall the words of Lincoln, a man who had enough eloquence to speak for all America. To indicate my sentiments, and to describe my hope for the future, may I quote the immortal words of that truly great Commander-in-Chief:

"With malice toward none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds; to care for him who shall have borne the battle, and for his widow, and his orphan—to do all which may achieve and cherish a just and lasting peace among ourselves, and with all nations."

OKINAWA ISLAND



OKINAWA ASSAULT was an around-end play with U. S. forces hitting the island's west side instead of the east side fronting the U. S. line of advance across the Pacific. On relief map (above), product of the Terrain Model Workshop, Naval Photographic Intelligence Center, are

shown advances of the Army southward and marines northward as of 15 April. Flags indicate minor island landings in support of the main drive. Map on the opposite page shows Okinawa's strategic location in relation to advance U. S. bases and outposts of Japan.

6 April developed strongly in the south during the next two days. Army doughboys suddenly ran into the heaviest artillery barrage of the Pacific war and into a defense line of double-decker concrete pillboxes, hillside caves and fortified ravines stretching clear across the island just above Naha. It was evident the Japs were going to make their stand in the more heavily populated southern section, for opposition to the marines in the north was negligible.

From 9 to 15 April the marines advanced, mopping up Motobu peninsula on the west coast and pushing their lines to the north. On 19 April they reached the northern tip of the island.

The soldiers, hampered by rugged terrain plus a fanatical enemy, reported gains of only 200 to 400 yards daily, despite heavy support from battleship and cruiser guns and carrier planes. Then they bogged down, stopped dead by fierce counterattacks and stubborn Japs.

During that period the Japs made one more suicide attack on the fleet. This time it cost them 118 planes to

sink one destroyer and damage other vessels.

The invading forces did not restrict their activity strictly to Okinawa proper. Early in the campaign they sidestepped over to small Tsukan Island, dominating Nakagusuku bay, taking it with comparative ease.

On 17 April they hopped over to Ie island off the west coast and in little more than 24 hours fighting captured two thirds of the island. On the second day Ernie Pyle, famous war correspondent, was killed (p. 21).

Fourteen U. S. naval vessels were sunk in the Okinawa and associated operations between 18 March and 18 April, Pacific Fleet headquarters announced: five destroyers—the *Halligan*, *Bush*, *Colhoun*, *Mannert L. Abele* and *Pringle*—the mincraft *Emmons* and *Skylark*, the destroyer transport *Dickerson*, the gunboat *PGM 18*, the ammunition ships *Hobbs Victory* and *Logan Victory* and three amphibious vessels—*LCI 82*, *LCS 33* and *LCT 876*. During the same period 100 enemy ships including the battleship *Yamato* were sunk, besides many small craft,

and 2,569 Jap aircraft were destroyed.

Casualties for the Ryukyus campaign in approximately the same period totaled 7,895 killed, wounded and missing. Of these, naval personnel losses were 989 killed, 2,220 wounded and 1,491 missing; casualties among ground forces, including both marines and soldiers, were 478 killed, 2,457 wounded and 260 missing.

Capture of Okinawa, although it may be delayed by Jap resistance equaling that of Iwo in violence, eventually will give American forces more strategic advantages than they have obtained in any other Pacific victory. From Okinawa's eight navigable bays, harbors and anchorages hundreds of surface ships and scores of submarines may be based for attacks against Japan proper. Not only can these vessels directly attack other Jap possessions and the mainland, but they will also be able to institute a stiff blockade around Japan and cut enemy supply routes to the south. The Jap base of Formosa will be outflanked and neutralized.

Navy Wins Sea-Air Battle

About a fourth of the Japanese Navy's remaining major combat force was blasted beneath the surface of the East China Sea by waves of carrier-based U. S. aircraft last month in an action which cost the enemy the 45,000-ton battleship *Yamato*, two cruisers and three destroyers.

After search planes spotted a Jap fleet steaming southwest of Kyushu, southernmost of the Japanese home islands, fast carriers under Vice Admiral Marc A. Mitscher, USN, raced to within striking distance and launched dive and torpedo bombers and fighters.

Although no air opposition was encountered, the Navy planes had to press home their attacks through withering anti-aircraft fire including 16-inch shells from the *Yamato's* main batteries. Eight torpedoes smashed into the *Yamato's* hull and eight heavy bombs ripped her decks and superstructure. Within a few minutes she blew up and sank. Other planes concentrated on a 5,000-ton cruiser of the *Agata* class and another smaller cruiser or heavy destroyer. These soon followed the *Yamato*. Pilots added three destroyers to their bag and badly damaged three more. About three enemy destroyers escaped.

During the attack on the *Yamato* seven U. S. planes were lost. The battle came as a successful climax to an air action the day before during which the same carrier forces participated in the destruction of 245 enemy planes near Okinawa.

Earlier in the month more complete results of Admiral Mitscher's 19 March attack on Kyushu and Jap fleet units in the Inland Sea were an-

nounced. The far-ranging U. S. aircraft sank 6 small freighters, damaged 1 or 2 battleships, 2 or 3 aircraft carriers, 2 light aircraft carriers or escort carriers, 2 escort carriers, 1 heavy cruiser, 1 light cruiser, 4 destroyers, 1 submarine, 1 destroyer escort and 7 freighters. Extensive damage was done to air installations, including hangars, shops, arsenals and oil-storage facilities at several points on Kyushu. Navy planes shot down 281 enemy aircraft, destroyed an additional 275 on the ground and destroyed or damaged 175 on the ground.

The air-sea action far from completed the 5th Fleet's activities for the month. Besides maintaining a constant air patrol around Okinawa and shooting down scores of enemy aircraft which attempted to attack ships and troops, carrier planes made a three day sweep (12-15 April) over the northern Ryukyus and Kyushu. Over Kikai and Tanega airfields they accounted for 77 Japs who came up to do battle. Later they tackled major air bases at Kanoya and Kushira and Kyushu and tallied 29 enemy planes destroyed, 58 destroyed on the ground and 60 more damaged.

CASUALTY FIGURES

Casualty figures among naval personnel through 20 April totaled 98,077. Total since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	25,084	14,519	9,473	2,372	51,448
U. S. Marine Corps.	12,168	30,652	820	1,884	45,524
U. S. Coast Guard.	598	210	297	1,105
Total	37,850	45,381	10,590	4,256	98,077

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

British Fleet Fights With Ours

Powerful units of the British Royal Navy, including the battleship *HMS King George V*, and the carrier *HMS Illustrious*, are fighting side by side with U. S. Navy ships in the Pacific under operational control of Admiral R. A. Spruance, USN, Commander, 5th Fleet.

Since 26 March, when British carrier task forces destroyed 20 enemy aircraft and a small coastal vessel in a bombing and strafing strike in the Sakishima group of islands southwest of Okinawa, carrier units under Rear Admiral Sir Philip Vian, RN, have been sweeping the seas between the Ryukyus and Formosa.

These carriers supported the Okinawa landings with smashing attacks on Ishigaki and Miyaka Islands in the Sakishima group on 31 March and 1 April. Fighters destroyed 14 Jap planes and damaged six others out of 20 attempting to land during the attack. One week later the British force returned to the Sakishimas and destroyed eight more planes.

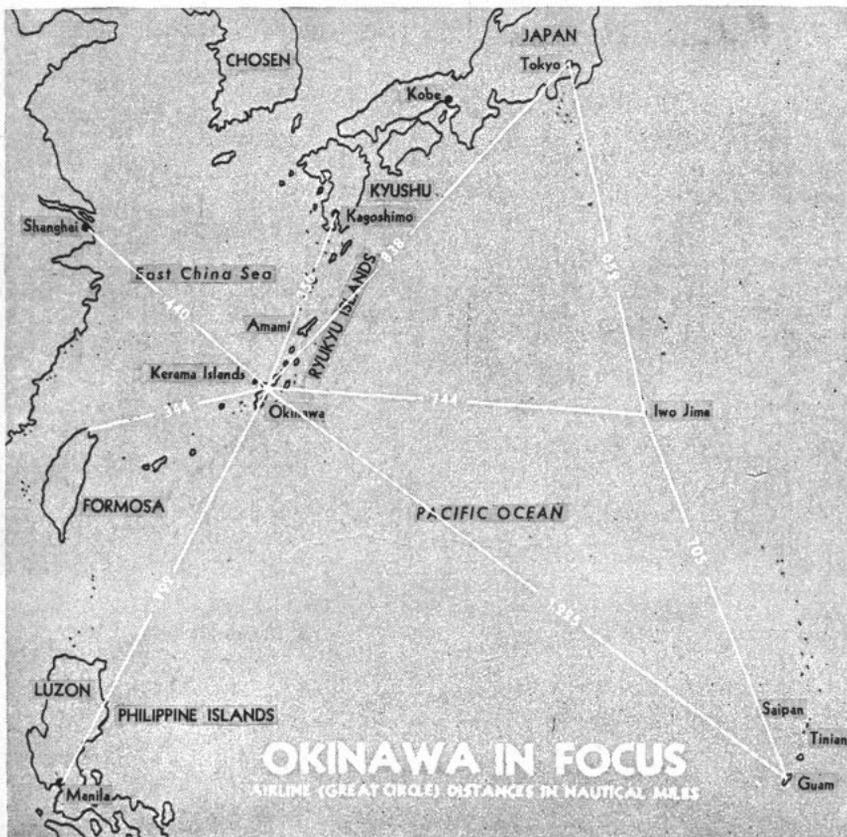
By-passing the Sakishimas a week later, the British drove on Formosa. Hellcats and Seafires—carrier version of the famous Spitfire—roamed over three major airfields, Shinchiku, Kii-run and Matsuyama, for two days. Their score: 16 enemy aircraft shot down, one destroyed on the ground, five damaged. Hangars, barracks, buildings, a railway bridge and a train were damaged. During the strike small groups of Jap planes attempted to hit British surface ships but the attack was repulsed without damage.

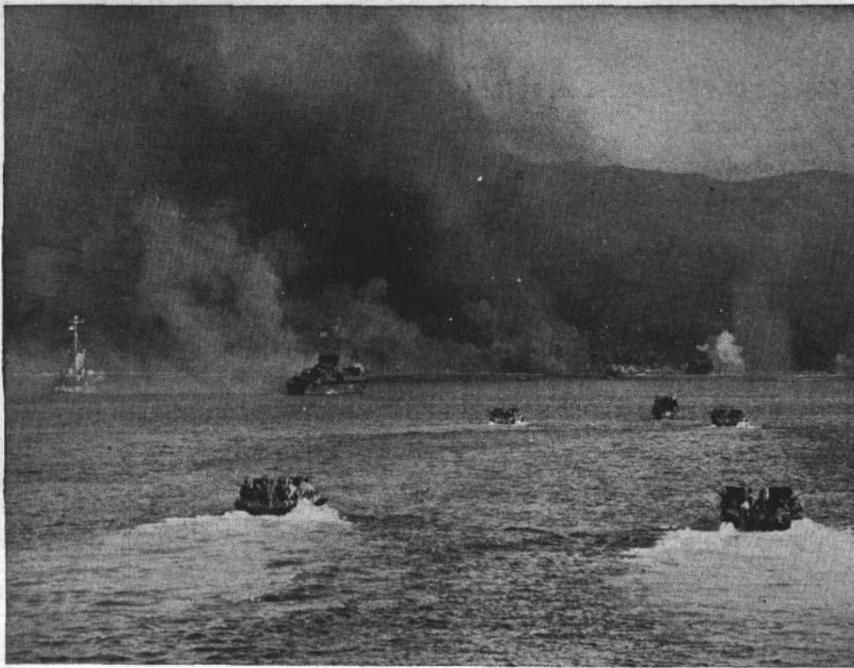
The task force is part of the British Pacific Fleet commanded by Admiral Sir Bruce Fraser, RN.

Those Jap Suicide Pilots

Japanese "do-and-die" suicide pilots have been attacking units of the Pacific Fleet for several months without seriously interfering with our operations, it was announced during April in a statement authorized by Fleet Admiral Nimitz. Notable recent attacks include those made on U. S. Navy forces operating in the vicinity of the Ryukyu Islands during the assault on Okinawa. During some attacks as many as 245 enemy planes have been shot down by carrier planes and anti-aircraft fire.

"For some months the Japanese have been employing aircraft on a gradually increasing scale in suicidal attacks upon our forces in the Western Pacific," the statement disclosed. "These aircraft were initially piloted by a group of pilots who were known as the 'Kamikaze Corps' by the Japa-





Official U. S. Navy photograph

ONE MORE ISLAND of the Philippines is wrested from the Japs as Navy landing craft go into Cebu. The curtain of smoke was raised by guns of 7th Fleet.

nese. The enemy has made much in his propaganda of this 'sure death—sure hit' suicide technique which is simply an attempt to crash planes on the decks of our ships.

"The enemy has expended a large number of planes and personnel on missions of this nature with negligible effect on the continuing success of our operations. Some major units of the fleet have been damaged but no battleship, fast carrier or cruiser has been sunk. Some smaller ships have been sunk, but in the great majority of cases they have remained in operation after being struck . . .," the statement continued.

"Effective methods of meeting and destroying suicidal attacks have been developed and will continue to be employed to increase the toll of Japanese aircraft shot down by our aircraft and anti-aircraft guns.

"The 'suicide attack' and the so-called 'Kamikaze Corps' are the products of an enemy trapped in an increasingly desperate situation. Pushed back upon their own inner defenses the Japanese have resorted to fanatical methods which, from a purely military viewpoint, are of doubtful value."

The statement also disclosed that, although these pilots are reported to be volunteers, "many have very willingly become survivors of 'suicide' missions and are now prisoners of war."

Sub Sinkings . . . U. S. Losses

Prowling U. S. submarines, the Navy Department announced last month, have sunk 26 more Jap ships, including a large aircraft carrier, within the past month.

The carrier, fourth to be destroyed by submarine action, was announced as sunk in the same communique that also reported 2 enemy destroyers, 2 escort vessels and 6 merchantmen sunk. The destroyer sinkings brought

the total Japanese losses of that type of vessel by submarine attack to 52.

Fifteen enemy vessels were reported sunk by undersea attack on 15 April: 1 escort vessel, 2 destroyer transports, 1 large tanker, 1 naval auxiliary, 1 converted gunboat, 6 medium cargo vessels, 1 medium tanker and 2 small cargo vessels. The latest list increased the total of all Jap ships sunk by U. S. submarines since the start of the war to 1,098.

U. S. Navy losses announced during the same period included, in addition to vessels sunk in the Ryukyus (p. 44), the escort carrier USS *Bismarck Sea* and five amphibious vessels of various types. Three submarines, USS *Albacore*, USS *Barbel* and USS *Scamp*, were announced overdue and presumed lost.

The *Bismarck Sea* was lost after a heavy enemy aerial attack off Iwo Jima on 21 February. The 4,000-ton carrier was set on fire by Jap bombs. The fires spread out of control, and the 1,500-man crew was forced to abandon her. Most of the officers and men were saved. Amphibious vessels reported sunk were the *LST 577*, *LCS (L)(3)-49*, *LCS(L)(3)-7* and *LCI(G)-974*, in the Philippines area, and the *LCI(G)-474* near Iwo.

The State Department announced that a Japanese vessel, the *Awa Maru*, returning from delivering relief supplies to American prisoners of war and civilian internees in the Orient, was sunk by a U. S. submarine on 1 April. According to a Navy Department statement, the ship was 40 miles from her scheduled position and no lights or special illumination were visible at any time.

B-29s Step Up Blows at Japan

Japan's already battered industrial homeland reeled and tottered last month under the most massive land-

based air blows so far in the Pacific war. Great fleets of B-29 Superfortresses showered tons of high explosives on Tokyo, Nagoya, Kanoya and other cities by day, then burned out thousands of acres of ramshackle targets with incendiary raids at night.

From their bases in the Marianas, the huge bombers fired and destroyed at least 32.7 square miles, or more than half, of Tokyo's industrial section in three flaming raids. They made their longest flight on record to bomb Koriyama, 110 miles north of Tokyo. They raided the Jap capital with P-51 Mustang fighter escorts from recently captured Iwo Jima. They made their first tactical strike in a six-way blow against airfields on Kyushu from which enemy suicide pilots had been attacking Navy ships supporting the Okinawa operation.

In Tokyo block after block of wooden factories and thousands of "shadow factories"—homes where individuals do piecemeal work—were swept by raging flames. Fire fighters were still trying to quench sections gutted in the raid of 14 April when more than 300 planes returned to the capital two days later and set fire to other and just as inflammable sections. Besides the incendiary raids, the B-29s hit Tokyo with high explosives on three other occasions during the month.

The long campaign to hamper and possibly destroy Japan's aircraft production continued. The famed Mitsubishi aircraft engine plant at Nagoya was bombed in great strength on 24 March, followed by lighter raids on 30 and 31 March. Then, on 7 April, a great Superfortress task force divided its attention between Tokyo's Nakajima engine plant and Nagoya's Mitsubishi factory. Both strikes were accompanied by fighters from Iwo.

Six airfields were hit for three successive days in the raids on the island of Kyushu. The objectives were believed to be bases of torpedo planes and suicide pilots which have been harassing the U. S. fleet and ground forces on and around Okinawa. Opposition to these raids was light. Pilots reported only meager flak and said they found no enemy aircraft, either in the air or on the fields. Coordinated with the Superfortress blows were fighter sweeps over the same airstrips. The Mustangs sped 650 miles from Iwo to bomb and strafe the Jap installations. On previous occasions they had done the same job on Tokyo while escorting the super-heavyweights.

During the month Superfortresses from India bombed Rangoon and Singapore and heavy bombers from the Philippines repeatedly attacked Hong Kong.

Philippines: Cleaning Up

American troops swarmed over the Philippines and an adjacent archipelago like ants on so many lumps of sugar last month, invading 13 more islands, landing again on two already partly occupied and driving frantic Japs scurrying for caves, mountains or convenient hari kiri.

Only in a few scattered areas was the enemy putting up more than a token resistance. In the northern sec-

tor of Luzon, where Army footsloggers nabbed Naguilian and an airfield and then battled 26 days to cover the 12 miles to the summer capital, Baguio, fighting was the hardest. The going was tough in southern Luzon also for a while until fresh landings were made on the lower tip of the island and the Japs were trapped between two powerful pincers.

Most of the assaults on other islands were launched so suddenly that the surprised Japs were unable to defend any definite lines before they were overrun.

Panay was the first island to fall. The following day, 23 March, GIs jumped two miles over water and seized Guimaras Island. Five days later the famed Americal Division landed at Talisay on Cebu's east coast. Within a few hours the doughfoots had ploughed halfway to Cebu City, the capital, and had captured it and 11 other towns the following day. The rout was beginning.

Mactan and Cautit, small islands east of Cebu, were invaded and followed on 31 March by a heavier assault across Guimaras Strait to larger Negros Island where Pulupandan and the important Bago River bridge fell quickly. One column of troops dashed 14 miles inland to take an airstrip on the outskirts of Bacolod, the provincial capital. Next day the city fell.

Just seven days after units of the 6th Army landed at Legaspi, on the

southern tip of Luzon, and captured towns and airfields, General of the Army MacArthur declared all Jap resistance in southern Luzon was over.

Then his men invaded Bohol, last enemy-held island in the central Philippines, and tenth largest of the entire group.

Other troops poured into the islands of Masbate, eleventh largest of the Philippines, Rapu Rapu and Batan, the latter two in Albay gulf. Then others affected new landings on Mindanao at Malabang and Parang on Illana Bay. Within hours they had gained control of 35 miles of the northeast shore of Moro Gulf and were accepting the services of hundreds of guerrillas who wanted to exterminate the estimated 50,000 Japs on the island.

Gen. MacArthur did not restrict his actions to the Philippines themselves. From Zamboanga the 41st division of the 8th Army on 4 April hopped 200 miles to the island of Tawi Tawi on the southern end of the Sulu archipelago, only 30 miles from Borneo. The islands of Sanga Sanga and Bongao were seized. Other 8th Army forces made another leap five days later to Jolo Island, capturing the capital and achieving control of the entire archipelago. On 20 April they jumped to Balabac Island, 45 miles north of Borneo, to provide another menace to the oil-rich territory.

Casualties for the Philippines campaign were extremely one-sided, according to figures released by Gen. MacArthur. The Japs as of 16 April had lost 323,000 men, one way or another. American dead, wounded and missing totaled 31,778.

Also on the credit side for the Americans was the release of 7,000 civilians from a camp on the outskirts of Baguio. Most were Filipinos but they included some Americans and nationals of 14 other countries.

On 21 April, Gen. MacArthur announced that American forces had won control of the entire central Philippines with the encirclement of Japs on Cebu.

Behind Our Pacific Spearheads

Army, Navy and Marine fighters and bombers concentrated on many other Jap-held islands in the Pacific last month, with Chichi Jima in the Bonins still No. 1 on the list. Army Liberators of the Strategic Air Force bombed installations on Chichi at least a half-dozen times while Black Widows and Mustangs, some of them based on Iwo Jima, bombed and strafed Chichi's airfields and naval installations some 15 times. Haha Jima also received her share of explosives from the Mustangs and Black Widows.

Since the establishment of air bases in the Philippines, Army and Navy bombers have been hammering Japan's

Nimitz, MacArthur Named to Command All U. S. Naval, Army Forces in Pacific

America's two senior commanders in the Pacific Theater since December 1941, Fleet Admiral Chester W. Nimitz and General of the Army Douglas MacArthur, were named last month to command all U.S. naval and army forces, respectively, in the war against Japan.

This modification in the U.S. command organization was announced by the Joint Chiefs of Staff, whose members are Fleet Admiral William D. Leahy, Chief of Staff to the Commander-in-Chief; General of the Army George C. Marshall, Army Chief of Staff; Fleet Admiral Ernest J. King, Commander-in-Chief, U.S. Fleet, and Chief of Naval Operations; and General of the Army H. H. Arnold, Commanding General, U.S. Army Air Forces, whom the announcement stated would continue in command of the 20th Air Force.

Following is the full text of the announcement as released on 4 April by the Office of War Information:

"1. The Joint Chiefs of Staff, with the approval of the President, have modified the command organization for the war against Japan with a view to giving full effect to the application of our forces against the Japanese including the large forces to be redeployed from Europe, taking into account the changed conditions resulting



Official U. S. Navy photograph

General of the Army MacArthur and Fleet Admiral Nimitz talk over future strategy in the Pacific at conference held in 1944, before their promotions to five-star rank.

from our progress in both the Southwest Pacific and the Pacific Ocean Areas. The rapid advances made in both areas, which have brought us into close proximity with the Japanese homeland and the China Coast, and

the corresponding change in the character of operations to be conducted are the considerations which dictated the new directive.

"2. General MacArthur, Commander of the Southwest Pacific Area, under the terms of the new directive will be given command of all Army forces and resources in the Pacific Theater. Similarly, Admiral Nimitz, Commander of the Pacific Ocean Areas, will be given command of all Naval forces and resources in the Pacific Theater. General Arnold will continue in command of the 20th Air Force.

"3. The Joint Chiefs of Staff will continue to exercise strategic direction of the entire Pacific Theater and will charge either General MacArthur or Admiral Nimitz with the over-all responsibility for conducting specific operations or campaigns. Normally General MacArthur will be charged with the conduct of land campaigns and Admiral Nimitz with the conduct of sea campaigns. Each Commander will furnish the forces and resources of his service for the joint forces which are required for the conduct of the operation or campaign which has been duly directed by the Joint Chiefs of Staff.

"4. Essentially the new arrangement permits either Commander in Chief to conduct operations or campaigns in any part of the entire theater as directed by the Joint Chiefs of Staff, and the choice as to which shall be charged with the responsibility in each case will be dependent on the nature of the operation or campaign which is to be undertaken."

vital lifeline for rubber, tin and fuel oil from Malaya and the Netherlands Indies. Rear Admiral Frank D. Wagner, USN, Commander, Air Force, 7th Fleet, estimated last month that the constant air attacks in the China Sea have cut the lifeline by 90%.

In other parts of the Pacific, Ventures of Fleet Air Wing 4 carried out rocket and strafing attacks on Haake Kawa on Paramushiru while Privateers of Fleet Air Wing 2 made small-scale raids against Wake.

Bombings of the by-passed enemy toe-holds in the Marshalls continued and U. S. Navy personnel carried out a major liberation operation by rescuing 452 natives from the Japanese. The rescue, performed almost a year after U. S. landings in the Marshalls, started with a reported Japanese threat to decapitate the entire native population of Maloelap. In the face of this threat, many of the natives escaped to the U. S.-controlled atoll of Aur. U. S. naval officers set forth in an LCI and rounded up most of the remaining Maloelap natives. There are now 8,000 Marshallese under the American flag. Only a handful of natives on Mille and Jaluit atolls are still subject to Japanese domination.

Asia: Gains and Losses

Pushing hard toward Rangoon and the mouths of the Irawaddy River to effect the eventual expulsion of all Jap forces from Burma, British and Indian troops last month plunged 42 miles down the Burma coast to lay siege to and capture Taungup, vital Jap port and supply base on the Bay of Bengal.

The fall of the town marked another in the series of leap-frog jumps which the Allied Burma forces have made since last January when they landed at Akyab, 130 miles above.

Taungup's fall virtually brings to a conclusion the three-year battle for Arakan, fought through two monsoons and three seasonal heat spells. The Japs clung tenaciously to the small port because it was an important link in their inland chain of supply.

Other British and Indian troops started another thrust toward Rangoon in the Burmese oil area around Meiktila. They captured the railway junction of Thazi and pushed 70 miles south to within 70 miles of Rangoon. Burma forces number thousands of men, including 17 British Empire divisions, five or six Chinese divisions, the American Mars task force and thousands of supply troops, including many American.

Meanwhile, a Southeast Asia Command communique announced that the Japanese 15th Army in central Burma, pocketed with the capture of Mandalay and Meiktila, "no longer exists as an effective fighting force." The 15th and the 33d and 28th, which tried to rescue it, were all badly mauled by Allied forces. A headquarters announcement said 17,000 Jap dead had been counted on central Burma battlefields from 1 December to 31 March.

In Central China, the only war theater in which Axis forces are still on the offensive, the Japs started a new drive northwest of Hankow, aimed at capturing several Allied air fields and seizing the important wheat crop.

Sixty thousand troops began the push on 22 March and, within five days, their fast mechanized columns had driven to within 25 miles of Laochokow where one of the principal U. S. air bases for offensive action against the enemy in North China is located. Fourteenth Air Force officials admitted they destroyed the air base and evacuated equipment and personnel. Next day the Japs claimed they had captured Laochokow but Chinese

reports said it was still being held by Chinese troops.

Despite the loss of the airfield, Maj. Gen. Claire L. Chennault's 14th Air Force was able to launch a heavy blow against Jap airdromes in China in co-ordination with Okinawa landings in the Ryukyus (p. 43). In a two-day blitz Mustangs and Mitchells destroyed or damaged 122 enemy planes and killed 1,200 enemy troops, part of a column of 3,000 caught on a spur railroad north of the Yellow River in Honan province.

As Chinese troops fought back along the Hankow-Canton corridor, main supply line for enemy troops guarding the China Coast, the Japanese began a three-pronged offensive toward the American air-base town of Chihkiang.

American planes fought the attack which started from the enemy base at Paoking, west of the Canton-Kankow railroad junction of Hengyang. All Allied efforts to the contrary, the Japs still advanced and succeeded in taking Sinning, 97 miles from Chihkiang, while pushing the northern prong of their offensive west of Paoking, only 85 miles from the American base.

Bad News Upsets Jap Cabinet

Diplomatic developments and the rapid advance of American forces toward Japan's home islands last month proved too much for Premier General Kuniaki Koiso. To his Emperor, Hirohito, he offered the collective resignation of his cabinet. It was accepted, and 77-year-old Admiral Baron Kantaro Suzuki, President of the Privy Council, was appointed to succeed him.

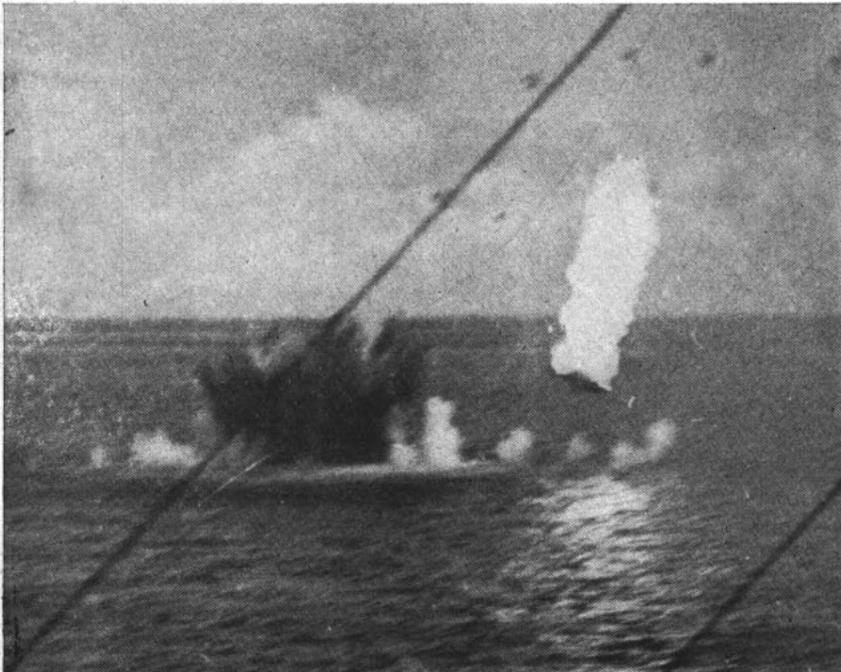
Former commander-in-chief of the Japanese Navy (in 1927, before he retired), Baron Suzuki immediately started to form a new cabinet. Two days later he came up with one composed of one Army officer, four Navy officers, nine civil service and business men. Said Suzuki:

"Developments do not warrant optimism . . . in the present momentous crisis . . . But I am ready to die in leading the nation in carrying on the war and crushing the enemy."

Meanwhile, from Naotake Sato, his ambassador to Russia, Emperor Hirohito received the news that the Soviet government had denounced the neutrality pact between the two nations. The pact was signed 13 April 1941.

"Since that time," declared Soviet Foreign Commissar Vyacheslav Molotov, "the situation is entirely altered. Germany attacked the Soviet Union, and Japan, an ally of Germany, helped the latter in her war against the U.S.S.R. Besides, Japan is fighting against the United States and Great Britain who are allies of the Soviet Union. Under these circumstances the neutrality pact . . . has lost its sense."

In other developments during the month affecting Japan's diplomatic front: Spain broke off diplomatic relations with Japan after charging Jap troops with brutalities against Spanish citizens in the battle of Manila; Argentina declared war against the Axis; Venezuela changed its status from a state of belligerency with Japan to a formal state of war.



Official U. S. Navy photograph

Off Ryukyus and Kyushu, 18 March to 18 April, 1,674 Japs were bagged. FLAMES are rising sun's last rays as U. S. battleship knocks out a Jap plane.



White areas show Allied gains in Europe from 15 March through 15 April.

EUROPE

Western Front Collapses

"The ragged remnants of Hitler's armies of the west [are] now tottering on the threshold of defeat."

General of the Army Eisenhower so stated late last month as his powerful armies crashed to within less than 50 miles of the ruins that were Berlin and pounded southeastward into the Bavarian mountain redoubt where it was expected that the shredded remains of the Wehrmacht will attempt a last stand against the squeezing pressure of the Allied forces.

Since the crossing of the Rhine on 23 March, speeding American armored columns had captured cities by the dozen, prisoners by the hundred thousands. The list of captured enemy cities reads like a Nazi gazetteer: Ludwigshafen, Duisberg, Karlsruhe, Muenster, Osnabrueck, Essen, Weimar, Nuremberg, Magdeburg, Leipzig and more. Their fall left the Germans with only 10 cities of over 100,000 population and with few adequately armed men to defend them. American and British troops had captured over 2,100,000 prisoners since D day, more than 900,000 of them in April, when the Ruhr pocket (p. 51) was encircled and wiped out, giving up 317,000 Germans.

Lt. Gen. Courtney H. Hodges' 1st Army started the German rout in March when it captured the Remagen bridges and crossed the Rhine. The 3d Army quickly followed by crossing the river in boats and establishing another bridgehead far to the south. But the great blow fell on 23 March when four Allied armies, including an airborne army, swept across with the

help of the Navy (p. 22) and fanned out against light resistance. Lightning fast armored columns probed what defenses there were, then cut loose in long drives up to 85 miles inside the Reich. The cities began to fall.

The 3d Army advanced 136 miles into Germany to take Frankfurt on the Main. So fast was the 4th Armored Division's movement that it was cloaked in a security blackout. The 9th Army drove 17 miles into the suburbs of Duisburg.

To the north the British 2d Army streamed into the Westphalian plains and the whole front advanced 54 miles east of the Rhine. Nazi defenses were collapsing like paper walls under an elephant's charge. Field Marshal Kesselring switched his crack 116th Panzer division from the Netherlands to the Dorsten area and counterattacked, or tried to. The attack crumbled.

On 28 March six Allied armies opened up full blast and began ploughing through Germany like destroyers through a lake, using up to 3,000 tanks in spearhead drives.

The 1st Army was averaging 30 miles a day. The British 2d crashed through northern defenses toward Hanover. The 9th Army's 2d Armored Division dashed 53 miles to join 1st Army forces near Lippstadt and lock tight the Nazis in the Ruhr.

The 9th left some of its units behind to begin extermination of the trapped enemy, but the remaining 1,000,000 Allied troops east of the Rhine continued their powerful drive. The individual drives now became more specific. Lt. Gen. George S. Patton's 3d Army pounded down the Thuringian Plain toward Leipzig on a 45-mile front. The British 2d to the north headed for Bremen and Emden, the U. S. 9th for the Elbe River and Berlin. The Canadian 1st swept through

the Netherlands to trap 50,000 Germans there. Another airborne assault dropped north of the Canadian front and harassed the enemy's area.

Despite orders from high Nazi officials that the Germans should fight to the last man, there was no definite line of defense. By 7 April the U. S. 9th captured Hanover, the British 2d was on the outskirts of Bremen after bypassing Brunswick, and the 1st Canadian was in Deventer, only 20 miles from the naval base at Emden. Tanks of the U. S. 1st drove to within 114 miles of Berlin in the Nordhausen area, and the 3d Army bypassed Coburg and was 40 miles from the Czech border. The 7th took Schweinfurt.

The two fastest traveling armies, the U. S. 3d and 9th, sped along a 150-mile front toward Berlin and Leipzig. The 9th's 2d Armored Division reached the Elbe River and Magdeburg while other 9th elements captured Essen in the Ruhr. The 3d mopped up in Coburg, entered Erfurt and then captured Weimar, home of the late German Republic.

Suddenly the situation changed. The 9th moved across the Elbe less than 50 miles from Berlin, and the 3d plunged 32 miles across central Germany to within 38 miles of Dresden and 89 miles of the Russian armies. The latter's advance cut all main highways and railways linking Berlin with southern Germany. But the Germans had one last-ditch defense left: Heavy artillery massed on the east side of the Elbe drove one American bridgehead back across the river near Magdeburg. The other bridgehead held and stiffened, eventually expanding to within 45 miles of the German capital.

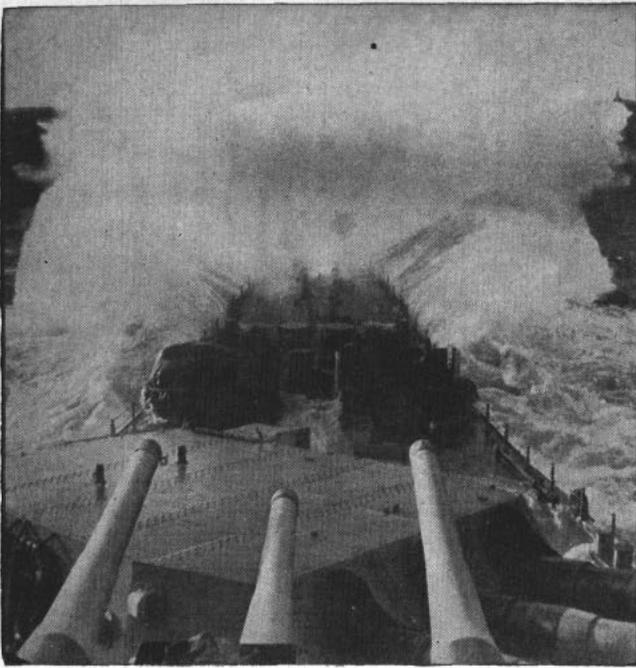
First Army troops took over the Leipzig front and swept 12 miles past the city. But the greatest new drive was Gen. Patton's, coordinated with that of Lt. Gen. Alexander M. Patch's 7th Army. Suddenly swinging southeast, the 3d broke into Nuremberg, Nazi shrine city, laid siege to Chemnitz, seven miles from the Czech border, and then poured over the border heading for a linkup with Russian forces northwest of Vienna.

The main weight of the Allied armies had suddenly shifted to the southern front. Problems of supply temporarily stalled the 9th to the north, but the 1st around Leipzig was headed for Dresden the same as were the Russian armies in the east. By 20 April the distance between them had narrowed to only 58 miles.

The French 1st Army and the U. S. 7th were hammering out 10 and 20 mile gains daily into the Bavarian "last stand" mountains. The French rammed through the Black Forest to within 25 miles of the Swiss frontier and the Yanks were 70 miles from Munich.

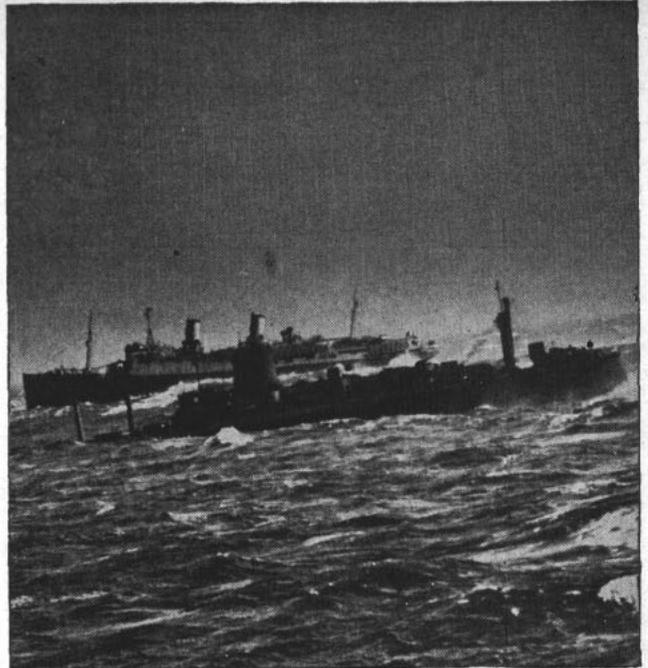
In the north British-Canadian forces were only a mile from Hamburg.

And although disaster piled upon disaster for the Germans, their leaders continued to exhort them to fight to the last man. Propaganda Minister Joseph Goebbels, on the eve of Hitler's birthday, 20 April, admitted Germany was sitting on the "razor edge" of disaster but said the Fuhrer would lead his people to victory.



Official U. S. Navy photograph

ROUGH WEATHER is no respecter of any particular type of ship, big ones or little ones. The battleship USS



Official U. S. Coast Guard photograph

Missouri takes it on the nose in picture at left, while above transport, smaller vessel fight an Atlantic gale.

Russians Close on Berlin

Up to the threshold of blazing, bomb-battered Berlin rolled the Red Army late last month—a month of almost uninterrupted advances as Vienna, capital of Germany's sole remaining satellite, Austria, and Danzig, where the war's first shots were fired, fell before the Russians' seven-army steamroller.

The Nazi radio squealed out news of the big drive as early as 14 April when it reported the Red Army had penetrated strong fortifications 30 miles east of the capital. The Russians, on the other hand, maintained strict silence on their push until 19 April when they finally admitted it was underway. Minimizing the action, they said the First White Russian Army was merely securing bridgeheads across the Oder River due east of Berlin.

Enemy broadcasts, however, said the greatest tank battle of all time was raging beyond the Oder, with the Russians throwing into battle "men and materials to an extent hitherto unknown." The battle before Berlin, Nazi commentators said, had "assumed such proportions and ferocity as were never before witnessed in this most bloody of all wars."

On 20 April, confirming Berlin's admission that the Spree River defense line on the southeast had been cracked, Moscow announced that the capital was invested from three directions and the Red Army's artillery was lobbing shells into the city's inner defenses. Berlin was beginning to know how Stalingrad felt.

To make all this possible, the month of March went out like a lion on the Russian war calendar. It was on 30 March that the Russians hauled down the swastika over Danzig and hoisted

the Polish flag; on 31 March they surged across the Austrian border on their march to Vienna. Bratislava, capital of the Nazi puppet state Slovakia, fell four days later to the 2d Ukraine Army, and at the same time the 3rd Ukraine Army drove within sight of Vienna's ancient spires.

Vienna's fall was swift. On 6 April the Russians knifed into her suburbs; on 9 April they secured the central city; on 13 April they cleaned out the last Nazi defenders. More than 130,000 prisoners were taken on this day—the Red Army's biggest one-day haul since their Stalingrad sweep.

Meanwhile, to the north, Koenigsberg on the Baltic was battered into submission after a six-week siege (9 April) and Klessin on the Oder's west bank 33 miles from Berlin fell (11 April).

Three days later the Nazis began to bellow about the drive on Berlin. They told of Russian paratroopers being dropped less than 23 miles from the city (16 April), of the Red Army plunging within 18-20 miles east of the capital (17 April), of the fall of the fortress of Forst and approach of Russians to within 14 miles (18 April) and then of the fierce tank battle a scant 10 miles away (19 April).

Finally, Moscow broke her silence about the drive. On 20 April U. S. war correspondents with the Red Army cabled that the capital was under attack from three directions, that the vaunted Russian artillery had rumbled into place and roared into action. Russian forces were poised for the crusher. The acrid smell of the burning Reich capital must have been sweet revenge to them who had fought in the rubble of Stalingrad and Leningrad, of Kharkov and Sevastopol.

Strategic Air War Won

Two of the greatest weapons of the European war—Allied strategic bombing and the once-vaunted German Luftwaffe—passed into history last month.

Strategic bombing passed away quietly because it no longer had a job to do. All its targets had been destroyed or captured. The Luftwaffe died violently in the relentless grip of its American and British counterparts.

Back of the Allies' decision to divert their huge heavy bomber fleets from industrial targets to tactical support of ground forces are surveys made by the Army Air Forces which disclose that the Reich's gasoline production has been slashed to four percent of normal, its production capacity of steel, rubber, tanks and other war materials to barely a trickle.

Other statistics supporting the switchover include reduction of iron-ore output 85 percent, steel production by 92 percent, hard coal 99 percent, lignite 80 percent, coke almost 100 percent. Most of this destruction was inflicted by bombing which also cut deeply into crude and synthetic oil production. But now Allied armies have captured 95 percent of Germany's crude oil and 75 percent of her synthetic oil refineries.

USAAF and RAF bombers ended a record month in March when they deluged the Reich with 165,000 tons of bombs, with a 5,700-plane assault on 31 March, hitting railway yards, oil factories, U-boat pens and other targets from the Austrian Alps to the Baltic coast. From then on, with few exceptions, they concentrated on the Luftwaffe.

Airfields by the score were attacked with bombs and fighters until, by 20 April, the total kill of German planes for April reached 4,230. The record

day was 16 April when more than 6,000 Allied planes pounded 40 airfields in Czechoslovakia and took a toll of 905 Nazi planes.

Other bombing fleets returned to old targets during the month. Kiel's submarine-building yards, its U-boat pens and shipping were hit heavily on two successive days early in April by groups of 1,400 and 1,000 American Fortresses and Liberators.

RAF Lancasters performed a similar operation on suspected U-boat bases on the German island bastion of Helgoland. The first day 1,000 planes made the long trip. Next day the RAF dropped 12,000-pound "earthquake" bombs on the base.

The RAF added another to its list of impressive naval victories when it caught one of Germany's last two pocket battleships, the *Admiral Scheer*, in Kiel harbor. The *Scheer*, a sister ship of the scuttled *Graf Spee*, blew up on the night of 9 April with a tremendous explosion that tossed debris hundreds of feet in the air and turned the whole target area into a sea of flame.

Seven nights later the RAF struck the German Navy again. The Reich's last pocket battleship, the 10,000-ton *Luetzow*, was bombed to the bottom of Swinemuende harbor on the Baltic.

On another air front several million people relaxed for the first time in five and a half years. Londoners were told that, on 23 April, all blackout restrictions in the British Isles would be lifted. The Luftwaffe was really licked.

Cleaning Out the Pockets

Generals, GIs and the folks back home all began talking late last month about "the Battle of the Pockets." General of the Army Eisenhower's declaration there would be no V-E Day until all important pockets of German resistance were eliminated sent many scurrying to scan maps to learn just where these pockets were and how many.

As April drew to a close, what probably was the largest pocket—the Ruhr—was wiped out; an all-out land-sea-air attack was unleashed on another in the Gironde estuary on the French coast; and Canadians plugged away at mopping up diehard Nazis in Holland.

The Ruhr pocket, said Gen. Bradley, 12th Army Group Commander, was "much larger than any of us expected." He revealed 316,930 prisoners were taken there and indicated the final total would surpass the record 330,000 Nazis killed or captured at Stalingrad. Parts of two U. S. armies had to be used in the cleanup.

In Holland, an entire Canadian army was involved in finishing off Nazis in a pocket that extended from Arnhem to the coast, and included such big cities as Rotterdam, Amsterdam and The Hague.

Opposition in the Gironde estuary was fierce, and required considerable Allied forces. First 1,150 bombers attacked, next a naval squadron bombarded, then French troops assaulted the well-fortified positions blocking the port of Bordeaux. Royan fell swiftly and the northern side of the pocket collapsed.

Liberation and Tragedy

Rampaging American armored columns, smashing into surprised German cities and villages last month, unearthed staggering and sickening evidence of Nazi brutality, collected some prize prisoners and dug into scores of by-passed underground factories and mines where they found, among other things, most of Germany's hoarded gold.

Saddest and most enlightening discoveries of the conquering troops were prison camps like Stalag 9B Wegscheide near Orb, Germany. There they found 6,500 prisoners of war, 3,200 of them Americans, jammed into a 400-foot-square barbed-wire compound. Many of the Americans were men captured in the Bastogne bulge battle only four months earlier; yet, through neglect and systematic starvation, some of them were so weak they were unable to move from their bunks. One prisoner, captured in December, had lost 60 pounds.

Prisoners in other liberated camps reported similar treatment. Seventy Americans who had been imprisoned at Grimmenthal described a "march of death" across Germany almost to the Russian front and back again. More than 1,000 of the prisoners died.

In concentration and death camps also freed by Americans, soldiers reported the death of thousands of Nazi prisoners by torture, harging, shooting and even burning. Many of the murders were committed in recent weeks while German officials attempted to evacuate prisoners deeper into the Reich. Those who were unable to make the journey simply were destroyed. Many of the camps contained closets and underground death chambers stacked high with the bodies of those recently executed or those who had died from starvation or disease.

Two American MPs realized every man's dream in the Thuringian Forest near Gotha. They discovered a gold mine, the biggest one in Hitler's Reich. In a salt mine to which they were directed by two women who said "that's where the bullion is hidden," the MPs found, at the bottom of a 2,100-foot

shaft, a brick-walled vault containing \$100,000,000 worth of gold bricks, \$2,000,000 in American currency, 100,000,000 French francs, 110,000 English pounds, 4,000,000 Norwegian crowns and smaller amounts of other foreign currency. In addition the vault contained priceless paintings and other works of art.

Among the more than 900,000 Germans taken by American armies during the first 20 days of April were Franz von Papen, notorious former chancellor of the German republic and later ambassador to Turkey.

Italy: New Offensive Opened

Allied armies on the east and west coast of Italy snapped into full-scale attack last month in a drive designed to wrest the northern Italy industrial sector from the Germans.

In the east, British 8th Army troops started the offensive on the "forgotten front" on 2 April when they landed on the eastern shore of Comacchio lagoon and advanced toward the Adriatic.

The next day Spitfires and Kittyhawks gave a hand to the Tommies who were busily clearing up pockets along the sand pits between Comacchio lagoon and the Adriatic.

Three days later the U. S. 5th Army on the west coast followed the British one-two punch with a left hook in the Tyrrhenian sector—below the German-held town of Massa. Attacking under an intense artillery barrage, Lt. Gen. Lucian K. Truscott's men gained 3,000 yards and outflanked Mount Fragolito. Mitchell bombers softened up the coastal defenses around the former naval base at La Spezia, just above Massa.

The 5th Army, with troops of the Japanese-American 442d Division leading the way, used grenades and bazookas to blast the Nazis along the rocky path to Massa. On 11 April the troops captured Massa and pushed on toward La Spezia. By 20 April they were only a few miles from La Spezia while other units of the 5th Army, including American and South African troops, were pushing on to Bologna. Bitterly won battles at Mount Adone and Mount Arnigo brought them to within seven miles of Bologna's outer rim. Next day they surmounted the last mountain barriers and pushed into the Po Valley. Other Allied forces stormed to less than four miles from the heart of Bologna.

Meanwhile, 8th Army troops rolled on. Following a record air assault on an eight-mile strip of the Senio River, they crossed the water barrier on 9 April and scored further gains behind flame-throwing Alligator tanks. The next day they were moving along a 25-mile front in the advance toward Bologna and the Po Valley. Three days later Polish troops of the 8th Army captured Imola, less than 20 miles from Bologna. By 20 April this distance had been cut in half. All enemy escape routes from Bologna were being severed.

Argenta also became a target for the British when on 18 April they scored a major break-through and routed the Germans from the Argenta Gap in a new drive aimed at the eastern Italy city of Ferrara.



Official U. S. Army Signal Corps photograph
ROCKET TANK, revealed publicly last month, helped blast Army's way into the heart of Germany.



Official U. S. Coast Guard photograph

MARINES HAVE LANDED—punches! Members of Marine Corps Women's Reserve push leather aboard a Coast Guard-manned transport in the Pacific.

NAVY NEWS

• The Navy Department announced last month that plans for construction of 84 combatant ships displacing 636,860 tons, as announced 6 March 1945, have been altered so that only the 12 escort carriers representing 150,000 tons included in the program will be constructed. The program was originally conceived as "insurance" to meet the possibility of additional attrition as the tempo of the Pacific war increases. When the program was first initiated it was estimated that, if at

the end of six months the progress of the war made it clearly evident that the additional ships would not be needed, the program could then be abandoned at an expenditure of not more than \$30,000,000—or less than the total cost of a light cruiser. General economic considerations, including the most desirable use of manpower and material, necessitate suspending construction on 72 of the 84 ships originally contemplated.

• Tabulation of a poll taken earlier this year discloses that a substantial majority of Navy enlisted personnel favors the adoption of a system of universal military training. The vote in favor of such a plan was 63.1%.

The sampling of opinion on this subject was conducted by enlisted men working under the direction of BuPers. Those interviewed were enlisted personnel selected at random upon their return from active duty outside the continental limits. The poll was carried on in receiving ships, naval hospitals and aboard ships in Boston, New York, Norfolk, Miami, San Diego, San Francisco and Bremerton.

The question was phrased as follows:

"After the war do you think the United States should draft all young men for a certain amount of military training during peacetime, or should we go back to the regular Army and Navy system of taking volunteers only?"

The vote in favor of returning to a system of volunteers only was 29.4%, while 7.3% said they were undecided, and 0.2% did not express any opinion.

Six out of ten thought training should begin at 18; slightly better than 60% believed training should last "about one year."

Similar polls have been conducted by the Army.



Official U. S. Navy photograph

SEABEES Manuel Rosa, Ptrlc, and Lawrence Herb, CM3c, restore damaged statue of Christ for Saipan natives. Men worked in spare time.

• Beginning with Navy Combat Bulletin No. 1, issued in March, a new system has been inaugurated by the Special Services Division of BuPers whereby information films will be rushed by air to overseas ships and stations for showing while the news contained in them is still hot.

These films, including combat bulletins (taken by Army, Navy, Marine Corps and Coast Guard cameramen) and issues of the Army-Navy Screen Magazine, are to be distributed in sufficient quantities to allow for quick and thorough coverage of distant ships and stations. The combat bulletins and the Army-Navy Screen Magazine will run approximately 20 minutes. To make certain that only current Army-Navy Screen Magazines are shown, issues will be recalled after six months.

Special releases will be issued as they are available. It is anticipated that ships and stations should receive these films for showing on the average of twice monthly.

As a special feature 110 prints of the fighting on Iwo were recently rushed by air to overseas ships and stations.

COs overseas may obtain 35-mm. prints of the Combat Bulletin and the Army-Navy Screen Magazine through fleet motion-picture exchanges or sub-exchanges. Within continental limits the Army-Navy Screen Magazine will be distributed through district motion-picture officers.

In the U.S., the combat bulletins will be available for distribution as 16-mm. training films from district training aids libraries.

• Rear Admiral Louis E. Denfeld, USN, was relieved as Assistant Chief of Naval Personnel by Rear Admiral William M. Fechteler, USN, on 29 March and assigned to a command at sea. Admiral Denfeld became Assistant to the Chief of the Bureau of Navigation on 2 Jan. 1942. His title was changed to Assistant Chief of Naval Personnel on 21 May 1942, and



Admiral Denfeld



Admiral Fechteler

he was advanced from captain to rear admiral on 21 Sept. 1942. Admiral Fechteler previously served in BuPers as Director of Officer Personnel from 14 March 1942 to 26 July 1943. Prior to that time he had served as chief of staff and aide to Commander, Destroyers, Battle Force. Upon leaving BuPers in 1943 he assumed command of the USS *Indiana*. He was appointed to flag rank on 18 Jan. 1944. His most recent duty in the combat areas was as commander of an amphibious group.

• In one of the largest mass medal presentations of the war, Vice Admiral John H. Towers, USN, Deputy CincPac and CincPOA, assisted by nine

admirals, six commodores and five Marine generals, pinned Purple Heart medals on approximately 3,000 members of the 3d, 4th and 5th Marine Divisions wounded at Iwo. The ceremony took place at the U. S. Naval Hospital, Aiea Heights, T. H., and included an address by Admiral Towers in which he lauded the men for their great victory.

• Regeneration of recruits with physical defects which might prevent full discharge of their duties as sailors has been achieved at NTC, Farragut, Idaho, through a new program developed by Comdr. Leon O. Parker, (MC) USNR, and Lt. Comdr. Joseph E. Wilson, USN (Ret). Men with soft flabby muscles, those with postural defects such as abnormally rounded backs or swaybacks and those whose muscles had not been reconditioned to normal after fractures or sprains were segregated into special orthopedic companies supervised by trained instructors. Their program included massage, heat treatment and individualized exercises. After the program had progressed some orthopedic companies won athletic pennants and some individuals set Farragut records. Between last summer and this March, when recruit training ended, the plan salvaged 33 recruit companies of men, many of whom otherwise would have had to be returned to civilian life as unfit for military service.



Comdr. Hancock

• The second member of the Women's Reserve to attain the rank of commander is Joy B. Hancock, whose promotion from lieutenant commander was recently announced. Mrs. Hancock, who served as a yeoman (F) in 1918, rejoined the Navy in 1942 and is on duty as the Women's Reserve representative for BuAer and DCNO (Air). The Waves' other three-striper is Comdr. Tova P. Wiley, WR assistant director.

• Looking ahead to one of its biggest postwar jobs, BuShips has developed methods of preservation which its experts say would enable the entire postwar reserve fleet to become operational in 30 days. The cost would be one tenth of one percent of the original cost of the ships. Size of the job ahead of BuShips will depend on how many ships the government decides should be preserved for possible restoration to active duty. Maintenance experts report that ships can be placed in preservation in a few days by the new methods—dehumidification, a thin-film rust-preventive compound, hot plastic paints and plastic strippable film for packaging of deck equipment. All Navy vessels are now treated with hot plastic antifouling paints as a routine practice, so the average ship will need very little hull treatment upon arrival at its reserve fleet berthing area. The "packaged" fleet will require an average of five men per vessel for maintenance and security watches.



Auxiliary vessels give the Honolulu first aid after torpedo hit off Leyte.

Wounded CL Limp 12,000 Miles Home

The USS *Honolulu*, it has now been disclosed, has come home after one of the war's more exciting triple battles—against a Jap torpedo bomber, a tough damage-control problem and, finally, a 12,000-mile sea crossing. She lost the first battle, but won the next two.

Last October, the *Honolulu*, or the "Blue Goose" as the light cruiser was known to her crew, was among the ships operating in support of Army troops landing at Leyte in the Philippines. On 19 October the ship began pouring shell after shell into Jap positions. The bombardment continued the next day. By this time Army troops had gone ashore. Later that day, the "Blue Goose" took her station off the beach to wait for fire-support assignments.

That afternoon a Jap plane—a *Kate*—broke through the *Honolulu's* antiaircraft fire and sent a torpedo speeding toward the ship. The *Honolulu* maneuvered desperately to evade the missile, but a violent explosion soon rocked the ship.

Then came another kind of battle—one to save the ship or, if that wasn't possible, to reach shallow water before the ship sank. The skipper, Capt. H. R. Thurber, USN, attempted to do both. He rallied the crew and they started to halt the inflow of water. At the same time the ship began moving out of deep water.

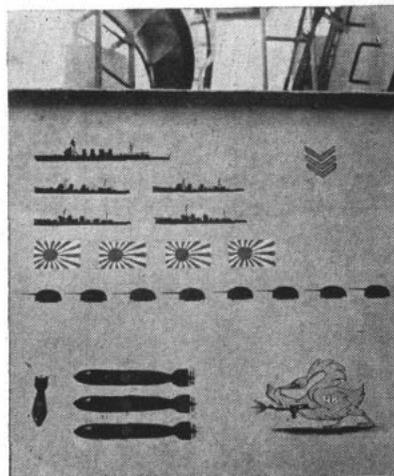
The destroyer *Richard P. Leary* came alongside to remove the wounded—65 were killed and 47 wounded—and the tugs *Potawatomi* and *Menominee* moved in with their pumps. As the crew of the *Honolulu* whipped the ship back into shape it was discovered that the torpedo had struck near the magazines of a five-inch and a 40-mm. gun. The shells, luck-

ily, didn't explode. Soon the crew finished one of the classic damage-control jobs of the war. The hole in the hull was conquered.

By the morning of 21 October the ship was ready to sail. After some more repair work by Navy ship repair units at an advance base, the "Blue Goose" started her 12,000-mile trek back to the U.S.

The *Honolulu*—which has sunk a Jap cruiser and four destroyers, participated in eight bombardments and shot down four enemy planes in three years of combat—dodged enemy planes, floating mines and two submarines on her trip home.

First disclosure that the *Honolulu* had been damaged came in the report of Fleet Admiral King (INFORMATION BULLETIN, April 1945, p. 29). The "Blue Goose" had been damaged twice before—once by a bomb at Pearl Harbor on 7 Dec. 1941 and again in July 1943 by an enemy torpedo in the South Pacific, during the Kolombangara action (Second Battle of Kula Gulf).



Official U. S. Navy photographs

The Honolulu's scoreboard.



General Vandegrift



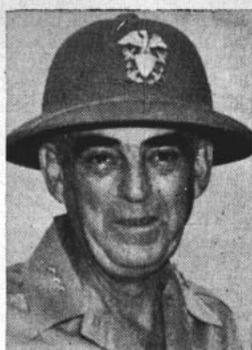
Admiral Woesche



Admiral Edwards



Admiral Hewitt



Admiral Kinkaid

• A large part of the operational and maintenance work at NTC, Farragut, Idaho, is being done by 750 German prisoners of war. In one of the first joint Army-Navy projects of its kind, the prisoners are assigned to working details inside the training center through a labor pool, which handles requests for working parties. Housed in a compound outside the center, the prisoners are marched under U. S. Army guard a quarter of a mile to the center where they are turned over to shore patrolmen and MAAs, and assigned to work details. POWs are assigned to cleaning details in various buildings, do washing, greasing and tire changing at the motor pool garage, clear underbrush, build fences, saw wood, shovel coal and man the sculleries in the mess halls.

• Capt. Harold B. Miller, USN, Public Relations Officer on the staff of Cinc-Pac-CincPOA since September 1944, has been ordered to Washington and promoted to rear admiral (col. 3) to relieve Rear Admiral A. Stanton Merrill, USN, as the Navy Department's Director of Public Relations. When the change will take place has not been announced, nor has Admiral Merrill's sea command been made public. Before becoming



Admiral Merrill



Admiral Miller

director of Public Relations in June 1944, Admiral Merrill commanded a task force in the Pacific. As PRO at Pearl Harbor and Guam, Admiral Miller planned and directed the establishment of facilities for the rapidly expanding press, radio and pictorial coverage of Army, Navy, Marine Corps and Coast Guard activities throughout POA. His work recently resulted in the moving of an unprecedented volume of news material in record time by war correspondents covering the Iwo and Ryukyus operations.

• Watermelon and corn on the cob—food items perhaps not particularly

tempting to a gourmet but rare delicacies to fighting men—are being supplied to sailors and marines on Pacific bases through a program of farming instituted on captured islands by naval military government and the Foreign Economic Administration. Starting on a small scale in 1942 in the South Pacific, where there are now 5,000 acres under cultivation, farming operations have been so successful that plans now call for tripling this acreage in the Central Pacific. Some 2,000,000 pounds of all types of vegetables are raised each month. Based on a conservative estimate of 10 cents a pound, annual output is valued at \$2,400,000. Equipment, seed, fertilizer, insecticides and supplies have cost approximately \$1,500,000. Principal saving is in shipping space. Refrigeration ships which the Navy formerly used may now turn more of their attention to the fleet. In addition the Navy-FEA program is developing nickel and chrome mines, copra plantations and fishing operations and is planning dairy and hog farms, all of which will help to re-establish native populations on a comparatively self-sustaining basis.

• The appointment of 83 officers to flag or general rank in the Navy, Marine Corps and Coast Guard, including the first officers of four-star rank in the Coast Guard and on the active list in the Marine Corps and three new four-starred admirals in the Navy, were recently confirmed by the Senate.

Alexander A. Vandegrift, USMC, Commandant of the Marine Corps, was appointed general in the U. S. Marine Corps, a grade established by Congress last month. The only other Marine Corps officer to hold this rank is Thomas Holcomb, USMC (Ret), who retired in the rank of four-star general after having served as Commandant of the Marine Corps from 1 Dec. 1936 to 1 Jan. 1944. Gen. Holcomb is now serving as U. S. minister to the Union of South Africa.

Following the establishment of the grade of admiral in the Coast Guard by Congress last month, Russell R. Woesche, USCG, Commandant of the Coast Guard, was appointed to this rank.

The three new four-star Navy admirals appointed are: Richard S. Edwards, USN, deputy Cominch and deputy CNO; Henry K. Hewitt, USN, Commander, 8th Fleet and Commander, U. S. Naval Force in Northwest-

ern African Waters; Thomas C. Kinkaid, USN, Commander, 7th Fleet and Commander, Southwest Pacific Force. Others confirmed by the Senate follow:

To be vice admiral:

Walter S. Anderson, USN, as Commander, Gulf Sea Frontier.

William S. Farber, USN, as Sub-Chief of Naval Operations.

Arthur S. Carpender, USN, as Commander, Midwest Naval Area.

James L. Kauffman, USN, as Commander, Philippine Sea Frontier.

Edward L. Cochrane, USN, as Chief of BuShips.

To be rear admiral:

Robert P. Briscoe, USN.

Edmund W. Burrough, USN.

Edward J. Foy, USN, as deputy commandant of Joint Army-Navy Staff College.

Howard A. Flanagan, USN (Ret), as head of Naval Transportation Service, CNO.

Vance D. Chapline, USN, as head of Fleet Maintenance Division, CNO.

Irving H. Mayfield, USN, as chief of U. S. Naval Mission to Chile.

Harold M. Martin, USN.

Ernest W. Litch, USN.

Thomas S. Combs, USN.

John Harper, (MC) USN, as medical director in the Navy.

Edwin D. Foster, (SC) USN, as pay director in the Navy.

Morton L. Ring, (SC) USN, as pay director in the Navy.

Murray L. Royer, (SC) USN, as pay director in the Navy.

William H. Smith, (CEC) USN, as civil engineer in the Navy.

Edward L. Marshall, (CEC) USN, as civil engineer in the Navy.

Harold B. Miller, USN, as Director of Public Relations, Navy Department.

Reappointed as commodore:

William M. Quigley, USN, as Commander, Naval Base, Port Hueneme, Calif.

John H. Magruder Jr., USN, as deputy commander, Forward Area, Central Pacific.

Clinton E. Braine Jr., USN, as Commander, NTS, Newport, R. I.

Vernon F. Grant, USN (Ret), as Commander NABS, Saipan.

Stanley J. Michael, USN, as Commander NABS, 12th N.D.

Henry A. Schade, USN, as head of the U. S. Naval Technical Mission in Europe.

Oliver O. Kessing, while serving in POA and in SoWesPac.

To be commodore:

Robert G. Coman, USN, on staff of Commander, WestSeaFron.

Stewart A. Manahan, USN, as marine superintendent of the Panama Canal.

Elliott B. Nixon, USN, as chief of staff to Commander, 4th Fleet.

John R. Palmer, USN, as Commander of a transportation squadron.

Horace D. Clarke, USN, as Commander NTS, Norfolk Va.

Tulley Shelley, USN, as intelligence officer, 12th Fleet.

Randall E. Dees, USN, as personnel officer, Pacific Fleet.

John V. Murphy, USN, as deputy director of Naval Communications.

Thomas B. Inglis, USN, as deputy director of Naval Intelligence, CNO.

Earl E. Stone, USN, on communication staff of CincPac.

Jacob H. Jacobson, USN, as Commander, NOB, Leyte.

Wallace M. Dillon, USN, as Commander of an NAB.

Houston L. Maples, USN, as member of U. S. Military Mission to Moscow.

Augustus J. Wellings, USN, as director of Inspection Administration, OP&M.

Robert E. Robinson Jr., USN, as chief of staff to Commander, North Pacific Force.

John F. Rees, USN, staff of CincPac.

Raymond D. Tarbuck, USN, as chief of staff and aid to Commander, 7th Amphibious Force.

Richard P. Glass, USN, as chief of staff to Commander, South Pacific Force.

Frank R. Talbot, USN, as deputy chief of staff, 10th Army.

John P. Whitney, USN, as deputy commander, NATS.

William W. Hargrave, (MC) USN, medical director in the Navy, as chief of Personnel Division, BuMed.

Joel T. Boone, (MC) USN, as fleet medical officer, 3rd Fleet.

John P. Owen, (MC) USN, medical director in the Navy, as fleet medical officer, 7th Fleet.

Thomas C. Anderson, (MC) USN, medical director in the Navy, on medical staff of CincPac.

Morton D. Willcutts, (MC) USN, medical director in the Navy, as fleet medical officer, 5th Fleet.

John C. Adams, (MC) USN, medical director in the Navy, as chief of Aviation Medicine Division, BuMed.

Carlton L. Andrus, (MC) USN, medical director in the Navy, as chief of Planning Division, BuMed.

William R. Bowne, (SC) USN (Ret), pay director in the Navy, as district supply officer, 3rd N.D.

David W. Mitchell, (SC) USN, pay director in the Navy, as fleet supply officer, Service Force, Atlantic Fleet.

William R. Ryan, (SC) USN, pay director in the Navy, as supply officer, staff of ComNavEu.

Archie A. Antrim, (SC) USN, as planning and logistics officers, BuS&A.

Charles W. Fox, (SC) USN, pay director in the Navy, as supply officer in command, NSD, Mechanicsburg, Pa.

Joseph L. Herlihy, (SC) USN, pay director in the Navy, as fleet supply officer, Service Force, Pacific Fleet.

William O. Hiltabide Jr., (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Paul J. Halloran, (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Beauford W. Fink Jr., (CEC) USN, civil engineer in the Navy, on construction staff of CincPac.

Wallace B. Short, (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Robert C. Johnson, (CEC) USNR, civil engineer in Naval Reserve, as O-in-C of a naval construction brigade.

Claire C. Seabury, (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Robert H. Meade, (CEC) USN, civil engineer in the Navy, as O-in-C of a naval construction brigade.

Joseph C. Cronin, USN, chief of staff to Commander, BatSquad 2.

George Van Deurs, USN, as chief of staff to Commander, BatSquad 1.

John T. Bottom Jr., USN, as a task flotilla commander in destroyers, Pacific Fleet.

John P. Womble Jr., USN, as a task flotilla commander in destroyers, Pacific Fleet.

John M. Higgins, USN, as a task flotilla commander in destroyers, Pacific Fleet.

Roland N. Smoot, USN, as a task flotilla commander in destroyers, Pacific Fleet.

Frederick Moosbrugger, USN, as a task flotilla commander in destroyers, Pacific Fleet.

Rodger W. Simpson, USN, as a task flotilla commander in destroyers, Pacific Fleet.

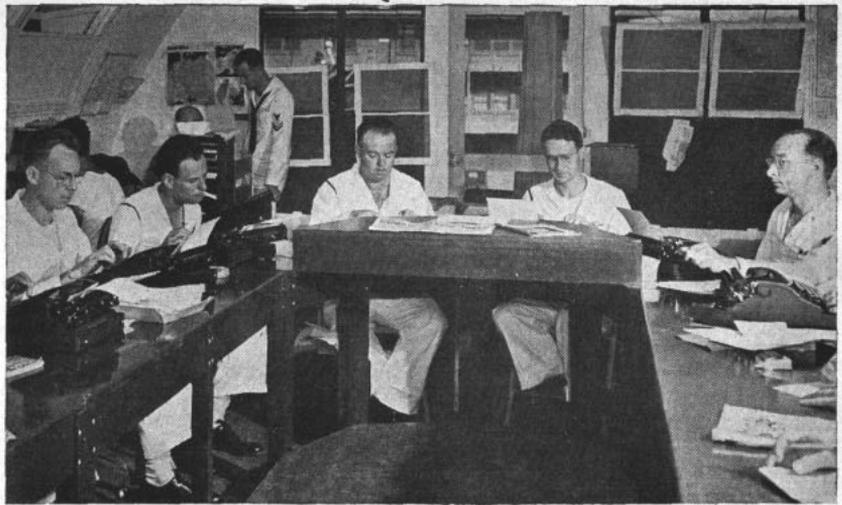
To be major generals in the Marine Corps:

William P. T. Hill, USMC, Quartermaster General of the Marine Corps.

Claude A. Larkin, USMC, to command Marine Fleet Air, West Coast.

To be brigadier general:

Ivan W. Miller, USMC, chief of staff to Commanding General, Aircraft, Fleet Marine Force, Pacific.



Official U. S. Navy photograph

First enlisted correspondents at work in Pacific Fleet Headquarters.

Fleet Newsmen Tell Sailors' War Story To Home Papers

Ten thousand stories a week to tell the public the role of the Navy's enlisted men in this war is the goal of the 100 enlisted naval correspondents serving aboard ships of the U. S. Pacific Fleet. The program was designed to give as comprehensive news coverage of the Navy's activities as is consistent with security.

Naval correspondents will serve on all types of combatant ships. All experienced newspapermen and chosen from many different ratings, they will receive indoctrination in public relations policy and shipboard life before drawing their assignments. Correspondents assigned to submarines, for instance, will complete one patrol and then be reassigned to sub tenders from which they will get stories of men from different submarines.

News and Pictures

Correspondents will work with the collateral-duty public relations officer and the ship's photographer aboard the ship they are assigned. Correspondents who can also handle a camera will be assigned to vessels not having a photographer. An estimated 2,000 pictures a week will come from the Pacific.

In addition to writing the story of each man aboard his ship, the Navy newsmen will also prepare biographies of the commanding officer and officers of flag rank aboard the ship.

Action Accounts

When his ship goes into combat, the correspondent will write an action news account devoted entirely to his ship's part in the operation. Although the program is only a few weeks old, one of the correspondents, Donald W. Forsyth, Y1c, USNR,

Pensacola, Fla., was killed by enemy action off Okinawa.

Naval correspondents will not compete with civilian reporters and photographers, but will assist them in every way possible and make action news accounts and other material available to them.

Story Distribution

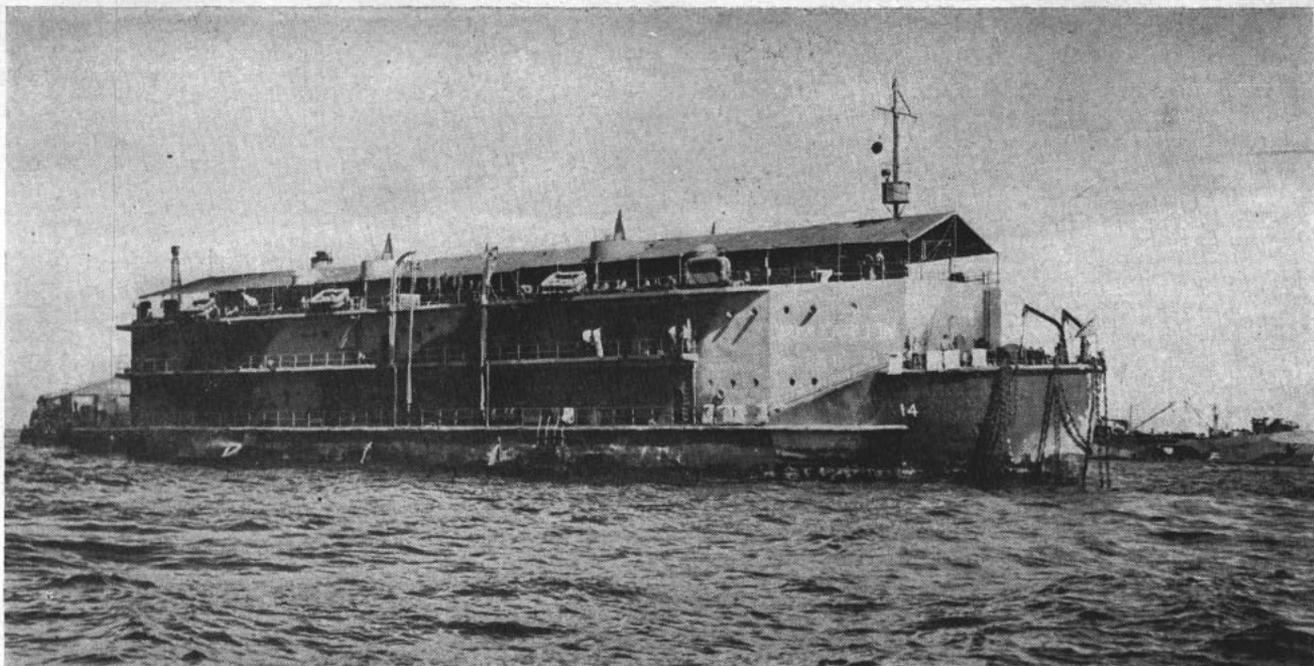
When a naval correspondent completes a story it will be forwarded immediately to Public Relations headquarters of the Pacific Fleet. There the story will be censored and screened. Stories of national interest will be made available to the wire services and the civilian correspondents pool. Local stories will be airmailed to Chicago where Fleet Home Town Distribution Center has been established.

The Distribution Center will be run much the same as a metropolitan newspaper. It will include rewrite men, picture men, media and other public relations specialists who will process material from the naval correspondents and distribute it to home-town newspapers, trade journals, radio stations, school newspapers and magazines and other media which would be interested in a particular story.

Atlantic Coverage

Stories from the Atlantic Fleet will also be sent to the Chicago distribution center. In the Atlantic, an officer or enlisted man from each ship has been designated public relations officer and as such will write the stories of the men of his ship. Five thousand stories a week and 1,000 pictures are expected from these correspondents.

Between 19,000 and 20,000 pieces of mail will be handled daily at the Chicago center. An average of seven copies per individual story will be mailed out to cover a man's home-town newspapers, nearby newspapers and nearby radio stations. Pictures going to many newspapers will be matted.



Official U. S. Navy photograph

FLOATING HOTEL, one of several used by the Navy in the Pacific, houses 600 men of Service Squadron 10. It boasts nearly all the conveniences of a stateside hotel, plus a movie auditorium. The craft is not self-propelled.

SHIPS & STATIONS

• Officially she's the USS *Dover* (IX30), but to Navy men the world over she's the "Galloping Ghost of the China Coast"—oldest ship in full commission in the U. S. Navy. After 48 years of service, the *Dover* (below), now a training ship for Armed Guard crews, recently dropped her hook in San Francisco Bay following a 5,274-mile jaunt from Gulfport, Miss. Since the 1,392-ton gunboat slipped down the ways at Newport News, Va., and was



San Francisco News photograph

commissioned 13 May 1897 as the USS *Wilmington*, she has served in three wars. In the Spanish-American War and World War I she was still the *Wilmington*; in 1941 she became the *Dover*, and her original name given to a new cruiser. Built as a Yangtze River gunboat, the *Dover* first went into combat at Cardenas, Cuba, when she attacked three Spanish gunboats. Later she visited almost every Asiatic port and was flagship of the Asiatic Fleet. She has even been interned by a foreign government. Her two original engines are still functioning. During her long career her commission pennant has come down only once—1904-1906 in the Philippines. Lt.

Comdr. William Van C. Brandt, USNR, is the 30th skipper to pace her quarterdeck. Since she began training service, the *Dover* has sent 20,000 men and 2,000 officers to Navy Armed Guard crews.

• When Chaplain Robert D. Workman, USN, walked into the office of the commanding general on Tinian last month he was greeted by an aide with "Good morning, Admiral!" When Chaplain Workman corrected him, explaining that he was a captain and not an admiral, the aide ushered him into the general's office. There, the general handed the chaplain a dispatch announcing his appointment as Chief of Chaplains in the U.S. Navy with the rank of rear admiral. Later, in front of a gathering of senior chaplains and officers on the island, the commanding general removed the eagle from the chaplain's collar and attached in its place two of his own Army stars.

• At 0300 John J. Nealand, CBM, USNR, Troy, N.Y., climbed to the torpedo-tube platform amidships aboard a destroyer in the Atlantic. Water swirled around him and he grasped a stanchion to steady himself as he leaned over the side of the platform to see if all was secure on the main deck. Occasionally heavy waves lapped at his feet, a few lashed at his chest. Then came the biggest wave he had ever seen. Swish . . . splash . . . and he was in the ocean, his ship steaming ahead in the storm. Luckily he spied a floater net and made his way to it. Soon a merchant ship passed nearby. The chief gathered all of his breath and let out a yell that would shame an Indian. But the merchant ship kept right on going. Five hours later, however, he was rescued by a Coast Guard frigate. His shout had been heard by the merchant ship and by the convoy

commodore himself, who couldn't break the convoy and had sent the frigate to pick up Nealand.

• Naval personnel on Majuro Atoll, Marshall Islands, believe in preparing for that rainy day. One unit there, having a monthly cash payroll of \$175,000, sends \$125,000 of it home in the form of money orders. And in case that rain turns into a cloud-burst, sailors from this same unit have made out allotments totaling another \$225,000 each 30 days for their families and for war bonds—meaning that they keep about one dollar in cash out of every eight.

• *Families*: The Flynns of Troy, N. Y., and the Beavers of Binger, Okla., have established records of some sort. Four of the Flynn brothers, all graduates of Rensselaer Polytechnic Institute, are in the Naval Reserve Civil Engineer Corps. They are: Lt. Comdr. George W. Flynn, New York Navy Yard; Lt. Comdr. John K. Flynn, Navy Public Works Office, Cherry Point, N. C.; Lt. (jg) William S. Flynn, 66th Construction Battalion, and Lt. (jg) Henry P. Flynn, who was retired because of disabilities accruing from duty with the 26th CB in the Pacific.

The Beaver family, descendants of the powerful Shawnee Indian tribe, believe this war is a family affair too. Three of the Beaver boys are fighting the Japs in the Pacific and two of the Beaver girls are Waves at NAS, Norman, Okla. One of the brothers, Hubert D. Beaver, Fls, has the Purple Heart Medal for wounds received aboard a BB in the Pacific. He has since resumed his duties. The other Beaver children are: Willard Beaver, S1c, on duty aboard a Navy transport; Manuel Beaver, with the merchant marine; Dolora Beaver, S2c, and Beulah Beaver, S2c.

• Hang onto your false teeth if you travel by plane at the higher altitudes, warns an article in the April issue of the *Journal* of the American Dental Association. Four naval officers at NAS, Jacksonville, reporting on the experiments they conducted in a pressure chamber, stated: "In practically all instances much less force was required to dislodge the dentures at 30,000 feet than at sea level."

• Naval personnel at NAS, Moffett Field, Calif., pigeon loft have been celebrating the return of one of their long lost charges—"Honolulu Boy." This pigeon was released some time ago by a Navy patrol blimp off the California coast. A storm prevented the pigeon's return to Moffett Field, so it decided to take the long way home and landed on a surface ship. Unfortunately the ship was going the wrong way and the pigeon wound up in Hawaii. Some quick priority fixing enabled the bird to be shipped back by plane to Alameda, Calif. From there the pigeon flew back to its home loft.

• A Navy doctor is the first American to become a "king" in this war. He is Lt.(jg) Marshall P. Wees, (MC) USNR, who was ordered, after the Ulithi atolls were captured by U. S. forces, to a small island inhabited by only the very young and the very old. There he found the natives living in filth and suffering from a disease which covered their bodies with painful sores. Dr. Wees explained the importance of sanitation to the native ruler. Every possible breeding place of flies, spreaders of the disease, was sprayed and the epidemic was checked. New sleeping mats were woven, brooms were made and screened boxes constructed to store food. Then the naval officer helped the natives to weave baskets to sell to sailors on neighboring atolls. He also explained the rudiments of arithmetic and book-keeping. In recognition of his services, the native king handed his title and throne to the Navy doctor, who will be head man until he leaves.



Official U. S. Marine Corps photograph

ON OKINAWA one week after initial landings, Lt. (jg) Madge Overstreet, Navy Nurse, is pictured with a new (non-regulation) spring hat.



Official U. S. Navy photograph

Military and civilian customers file in and out of reopened Bank of Guam.

• The Bank of Guam—possibly the world's only bank housed in a quonset hut—has been opened by the U.S. naval government on that island. Operating with capital funds of \$100,000 and a special war emergency fund of \$300,000, the bank has assets totaling \$1,500,000. Savings accounts are open to military and civilian personnel, with 1% interest paid on savings up to \$5,000. Checking accounts are limited to civilians and military organizations. The original Bank of Guam was started by the naval government there

in 1915. When the Japanese captured Guam in December 1941, the cashier, now a prisoner of war in Japan, destroyed all of the paper money in the bank. Most of its assets were in the U.S. During the pre-invasion air and naval bombardment by U.S. forces last July, the building which housed the original bank was destroyed, but the vault containing the bank's records remained intact. Not a single depositor will lose a cent, according to the bank's present cashier and manager, Lt. Comdr. W. B. Willard, (SC) USNR.

PRISONERS FREED IN PHILIPPINES

The following are additional naval personnel liberated from war prisons in the Philippines, as reported to BuPers and Marine Corps Headquarters through 10 April. For an earlier list see April INFORMATION BULLETIN, p. 35.

NAVY

Awalt, Sidney O., BM1c, Cisco, Tex.
 Bennett, Lawrence E., CMM, Oakland City, Ind.
 Croat, Philip S., Lieut., New York, N. Y.
 Dissler, Elmer F., CMM, Los Angeles, Calif.
 Erdman, Joseph J., RM1c, Los Angeles, Calif.
 Hartwell, Clarence V., PhM3c, Detroit, Mich.
 Howard, Robert L., Radio Electrician, Jackson, Tenn.
 Keller, Charles W., Mldr1c, Addyston, O.
 Rosier, Warren W., CEM, San Antonio, Tex.
 Silliphant, William M., Lt. Comdr. (MC), San Gabriel, Calif.
 Snyder, Gaines, Y2c, Indianapolis, Ind.
 Stalker, Bennie L., CMM, Asheboro, N. C.
 Stubo, Knuty C., Lt. Comdr., San Francisco, Calif.
 Yankey, William R., Ens. (CEC), Lexington, Ky.

MARINES

Ames, Jack C., PFC, Pocatello, Idaho
 Arnold, Harry, Gy. Sgt., Liberty, Mo.
 Bell, Ferris D., PFC, Marietta, O.
 Berry, Edward Lee, Corp., Los Angeles, Calif.
 Bissinger, Frederick M., 1st Sgt., Buffalo, N. Y.
 Bronk, Stanley E., 1st Sgt., Seattle, Wash.
 Carpenter, Herman O., Corp., Forest, Miss.
 Claypool, Edward B., PFC, Jackson, Miss.
 Coledanchise, Mercurio, Corp., Campbell, O.
 Commander, Eugene C., MTSgt., Elizabeth City, N. C.
 Copeland, Clifton E., Corp., Indianola, Miss.
 Cronin, Thomas J., Corp., Santa Clara, Calif.
 Dupont, Joseph E. Jr., PFC, Plaquemine, La.
 Easton, Chester J., Pvt., Dixon, Calif.
 Edwards, Joe F., T. Sgt., Texarkana, Ark.

Englin, Milton A., Sgt., Everett, Wash.
 Ferguson, Frank W., WO, Memphis, Tenn.
 Ford, James P., Corp., Moline, Ill.
 Forrest, Dale E., Pvt., Drumright, Okla.
 Gleeson, Pleas, Pvt., Krum, Tex.
 Gordon, Edward S., Pvt., Jackson, Miss.
 Grigsby, George E., PFC, Portland, Oreg.
 Iovino, Neil P., Corp., Chicago, Ill.
 Johnson, David L., PFC, Jackson, Miss.
 Kelly, John B., Sgt. Maj., Chicago, Ill.
 Lees, Paul C., Corp., Albuquerque, N. M.
 Linhardt, Leroy M., PFC, Jefferson City, Mo.
 McMillan, William L., Corp., Canonburg, Pa.
 Martin, Charles T., Pl. Sgt., Columbus, O.
 Martineau, Robert J., Corp., St. Louis, Mo.
 Miller, Cody A., Corp., Lafayette, La.
 Mize, Kenneth W., Sgt., Beattie, Kan.
 Murphy, William C., PFC, Peru, Ind.
 O'Brien, John P. Jr., Pl. Sgt., Mobile, Ala.
 Ostrom, Jack C., PFC, Washington, D. C.
 Penton, Gibb G., Pvt., New Orleans, La.
 Pinto, Harry W., Pl. Sgt., Mountain View, Calif.
 Rainwater, Dennis D. Jr., Corp., Paris, Ark.
 Rieken, Vernon E., PFC, St. Louis, Mo.
 Robinson, James E., PFC, Ashland, Ky.
 Sanders, Lawrence W., Corp., Groesbeck, Tex.
 Scarborough, Carleton E., Corp., Dossville, Miss.
 Shimmel, James B., WO, Manton, Mich.
 Silk, Herman J., PFC, Glad Valley, S. D.
 Smith, Rufus W., PFC, Hughes Spring, Tex.
 Smith, William P., QmSgt., Ligonier, Ind.
 Szalkevitz, Felix, Gy. Sgt., Sterling, Conn.
 Tabor, Buford E., PFC, Springfield, Mo.
 Taylor, Fred M., Corp., San Diego, Calif.
 Thomas, Earl A., Corp., New London, Conn.
 Thompson, Jack E., PFC, Webb, Tex.
 Townsind, J. Roy, PFC, Denver, Colo.
 Tyler, Floyd E., 1st Sgt., Seattle, Wash.
 Vinton, Fred S., PFC, Jackson, Mich.
 Volz, Vernon J., PFC, Norway, Ia.
 Wells, Paul J., T. Sgt., Hermosa Beach, Calif.
 Winterholler, John, 1st Lt., Lovell, Wyo.
 Weathers, John C., Sgt. Maj., Roanoke, Ala.

REPORT FROM HOME

• Within a few hours after President Truman had taken the oath of office (see page 41) he authorized an announcement that the United Nations Conference on International Organization would open according to schedule on 25 April in San Francisco to draw up a charter of an international organization to maintain the peace. Hundreds of delegates, secretaries, advisors and newsmen began pouring into hotels and homes in the San Francisco area as opening day drew near. Newspaper and radio correspondents covering the parley expected to file 750,000 words a day.

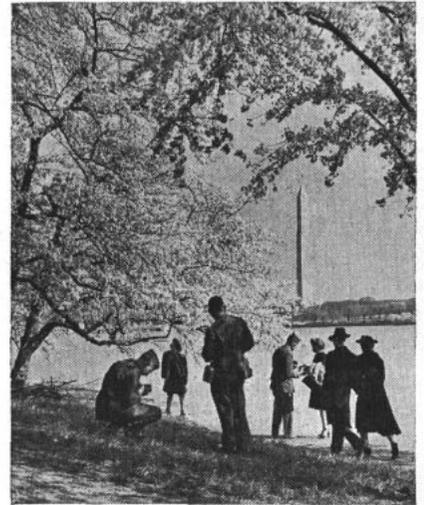
The four U. S. naval representatives at the conference are: Hon. Artemus L. Gates, Assistant Secretary of the Navy for Air; Admiral A. J. Hepburn, USN (Ret), Chairman of the General Board; Vice Admiral Russell Willson, USN (Ret), member of the Joint Strategic Survey Committee, and Rear Admiral Harold C. Train, USN, senior naval member of the Joint Post-War Committee.

• *Washington Log*: 23 March—Senate rejects nomination of Aubrey Williams as Rural Electrification Administrator by 52-36 vote. . . . 26 March—Last White House blackout curtains removed. . . . 2 April—James F. Byrnes resigns as War Mobilization Director, saying V-E day "is not far distant"; Federal Loan Administrator Fred M. Vinson named to Byrnes post. . . . 3 April—Senate rejects compromise manpower bill, asks House for a new

conference. . . . 10 April—Senate votes unanimously to extend Lend-Lease Act; soft-coal operators and United Mine Workers reach new wage agreement, thus averting a nation-wide strike, after Government seized 235 strike-bound mines. . . . 12 April—Harry S. Truman sworn in as 33d President two hours and 34 minutes after sudden death of President Roosevelt; President Truman asks Roosevelt cabinet to remain. . . . 13 April—President Truman orders that there "be no change of purpose or break of continuity in the foreign policy of the United States Government". . . . 14 April—In response to a request by President Truman, Marshal Joseph Stalin agrees to send Vyacheslav M. Molotov, Foreign Commissar and Vice Premier of USSR, to San Francisco conference; President addresses joint session of Congress and pledges to carry out the war and peace policies of Mr. Roosevelt. . . . 18 April—Senate ratifies Mexican Water Treaty for distribution of the waters of the Colorado and the Rio Grande rivers. . . . 19 April—House passes and sends to Senate \$24,879,510,546 Navy appropriation.

• In a new step toward more cooperation between labor and management a charter of principles for postwar industrial relations was signed last month by Eric Johnston, president of the U. S. Chamber of Commerce; William Green, president of the AFL, and Philip Murray, president of the CIO.

The charter called for mutual recognition of each other's rights and responsibilities, social security measures, increased foreign trade, an international security organization and establishment of a national business-labor



EARLY SPRING brought out cherry blooms and amateur photographers ahead of schedule in Washington.

committee to help carry out the principles.

• *Today & Tomorrow*: Dr. Lucius P. Kyrides, credited with making the first synthetic tire in the U. S., was classed as a nonessential driver by the OPA and therefore refused a set of synthetic tires for his car. . . . Ordinary sheep pelts are now being transformed by a plasticizing process into products almost indistinguishable from such



DELEGATES to the United Nations conference talked with President Truman (seated) shortly before leaving for San Francisco. Left to right, standing: Comdr. Harold Stassen, USNR, Representative Eaton, Dean Virginia Gildersleeve of Barnard College, Senator Connally, Secretary of State Stettinius, Senator Vandenberg, Representative Bloom.

luxury furs as seal, beaver and nutria. . . . A new aerial camera developed at the Massachusetts Institute of Technology takes 200 pictures at night in less than seven minutes on a roll of film 150 feet long. . . . Another good reason for naval personnel to tell their dependents to watch their allotment checks turned up in Washington recently: Thieves stole Government checks from the mails, then rushed to the blood bank and donated a pint of blood, using the name on the check as their own. They then used the blood-bank receipt as identification to cash the stolen checks. . . . Roads in Minnesota are kept clear of nails and other tire-puncturing debris by a magnet road-sweeper which picks up an average of 1,800 pieces of metal per mile. . . . "Spite" fences are prohibited by law in Peru, Ind. The city council recently adopted a measure making it illegal to erect a fence more than 4½ feet high. . . . American daily and Sunday newspapers carried \$49,520,098 of war-effort advertising during 1944. War Bonds got about half of it. . . . General Electric Company has developed a photoelectric jar inspector which forestalls food spoilage by examining glass containers and rejecting those with imperfections. . . . Aircraft production for March totaled 7,053 planes including 2,544 bombers, which is 190 planes above the month's goal. . . . The cherry trees in Washington had the earliest blossoming since 1927. . . . Twenty-five-year-old Jane Lamotte, Newton Center, Mass., hauled into court for refusing to stop her automobile when chased by a cop, coyly said: "But, Judge, daddy always told me not to stop for strange men." The judge fined her \$15.

• The Ford Motor Company will stay out of the aviation industry after the war, *The New York Times* reported, and will devote its energies to producing automobiles and tractors. It is expected that the huge Willow Run bomber plant near Detroit will help Ford produce a million autos a year. Present production record at Willow Run is one B-24 Liberator an hour. Recently the 8,000th four-engine bomber was completed there.

• *Mosquitoes*: In New Jersey high explosives and mortars have been advocated as a means of wiping out the state's mosquito population. It was recommended that mortars be loaded with paris green, DDT or other larvacides and fired over swamps, meadows and pools where mosquitoes breed. At Cornell University Medical College Dr. Morton C. Kahn suggested trapping the pests by playing recordings of their own "love songs" as bait.

• A few details concerning the Army Air Forces' first jet-propelled combat plane (P-80, the "Shooting Star") were revealed last month. Believed to be the fastest fighter in existence, the plane is powered by a single gas turbine engine. Lacking propeller, radiator, cooling system, superchargers, carburetor and complex controls of these items in a conventional model, it is remarkably easy to build, service and repair. Lockheed is the manufacturer.



TORNADOES killed over 100 people and left scenes like this in Oklahoma.

ENTERTAINMENT

Marlene Dietrich and Maurice Chevalier have been urged to come to Hollywood and do repeats on their opening night performances at the Paris Canteen for a movie of that name. . . . Value of the 16-mm. movies sent overseas as gifts of the film industry is estimated by the War Activities Committee of the motion picture industry to be in excess of \$24 million. By the end of 1944, 24,867 prints of feature-length films and 26,341 prints of short subjects had been shipped overseas. . . . Actor Sonny Tufts got a new maid by promising to find a movie job for her talking duck. . . . Jimmy Stewart has been advanced to colonel in the AAF. . . .



Photographs from Press Association, Inc.
SHIRLEY TEMPLE, 16, posed with Sgt. John Agar, 24, AAF, whom her parents announced she'd marry—but not for a couple of years.

Ninety-four movie stars and performers entertained troops overseas last year. They averaged 50 performances a day and made 18,331 appearances in 2,363 events, according to the Hollywood Victory committee. . . . The Edward G. Robinson-Joan Bennett team which was so successful in the tease-thriller *Woman in the Window* will do *Scarlet Street*. . . . Tommy Dorsey is trying his hand at emceeing, replacing Louis Calhern on the radio show, *Music America Loves Best*. . . . *The Glass Menagerie* has been voted the season's best American play by New York newspaper and magazine reviewers. The play has only four characters. It concerns an aging woman who looks back on a happy youth before she married the wrong man. Author is Tennessee Williams; this is his first play on Broadway. . . . Hollywood is like this—Harry Ruskin wrote the screen version of *The Postman Always Rings Twice* from the story by James Cain. James Cain is writing the screen version of *The Common Sin* from the story by Harry Ruskin. . . . A new radio program, *The Veterans' Aide*, made its debut last month. . . . Two years ago lines began forming in front of the box office of *Oklahoma*. Today the lines are longer. . . . Frances Langford and Vera Vague, regulars on the Bob Hope show, will probably have their own programs this summer. . . . Joe E. Brown, Jack Benny, Jimmy Durante and Bob Hope are scheduled for overseas trips this summer. . . . The annual Peabody Radio Awards for 1944 were announced last month. Outstanders were: news commentary—Raymond Gram Swing; reporting of news—WLW (Cincinnati); entertainment in drama (double award)—*Cavalcade of America* and Fred Allen; music—*Telephone Hour*; educational—*Human Adventure*; youth program—*Philharmonic Young Artists Series*.



Photograph from Press Association, Inc.

CHICAGO ballparks met manpower shortage by hiring these girls as ushers.

SPORTS

"Taps," played in respect to the memory of the nation's No. 1 baseball fan, Franklin D. Roosevelt, ushered in the 1945 major league baseball season last month.

Teams of both major leagues opened on 17 April despite the many fears of last winter that there would be no 1945 campaign. The Yankee-Washington game, which was to start the season a day ahead of the other games, had been rained out.

Although the draft has cut the playing ranks since last year and will probably continue the slash throughout this year, a certain zest has been added to the game due to the uncertainty of competition.

Opening day notes: Total attendance at the eight major-league games was 99,747—an average of 12,468. Bad weather was blamed for the poor attendance; 1944 average was 17,334. . . . Pete Gray, the Browns' one-armed outfielder, cracked out a single in four tries in his big-league debut against Detroit. . . . A fellow named Lisenbee broke into the Reds' lineup as a relief pitcher in their overtime game with the Pirates. He is the same Hod Lisenbee who used to pitch for the Nats back in the late 1920s. . . . Boston Braves' field sparkled with a new \$50,000 paint and renovating job. . . . Babe Ruth, who recently started a new career as a wrestling referee, was in the Yankee stands. He said he was through with wrestling! The last match he chaperoned went an hour and five minutes and was harder on the Babe than on the grapplers. . . . When Mel Ott stepped to the plate against the Braves he established a new National League record for being

with one club for the longest span. It is his 20th year with the Giants—one more than Gabby Hartnett had with the Cubs. . . . Russ Derry, of the Yankees, equaled an opening day mark by slamming two homers. . . . Lou Boudreau, Indians' player-manager, started the year by having the hidden ball trick played on him. . . . George Metkovich, of the Red Sox, established a new American League record and tied Dolph Camilli's National League mark by committing three errors in one inning.

Odds and Ends: Man O' War, who quit racing a quarter of a century ago after 20 turf victories in 21 starts, quietly observed his 28th birthday on 28 March. . . . Byron Nelson, leading



Photograph from Press Association, Inc.

EX-MARINES Florence and Herbert Pugh enter new house in Richmond, Va. They pooled their benefits under GI Bill of Rights to finance home. →

golf money winner for the second straight year, captured the Greensboro, Durham and Iron Lung golf meets. . . . Ft Wayne (Ind.) Zollners won their second straight professional basketball championship by defeating the Dayton (Ohio) Acme Aviators, 78-52, in Chicago Stadium before 15,119. . . . Wille Pep, former featherweight boxing champ, now has an Army medical discharge in his pocket. He is the first big name sports figure to hold discharges from both the Army and Navy. . . . Flat-Foot Frankie Sinkwich, former Georgia star who led the Detroit Lions to second place last season, was named the National Professional Football League's most valuable player for 1944. . . . Wrestlers Joseph Dwyer and Harry Stevens, experimenting with some new jujitsu holds in Chicago, simultaneously broke each other's right legs.

• The 1945 All-Star baseball game will be dropped as a travel-conservation measure. . . . Rogers Hornsby has launched a city-wide system of baseball instruction in Chicago for 100,000 kids between 10 and 17. Raja is giving personal instruction in hitting and fielding. . . . Lt. Bert Shepard, of the AAF, who lost part of his right leg when he was shot down over Germany, signed a contract with the Washington Nationals last month. Shepard, who has been amazing the sports world with his agility, will technically be a coach, but will also be given an opportunity to prove his worth as a player. . . . Under new collegiate football rules a forward pass may be thrown from any point behind the scrimmage line. Heretofore the passer had to be five yards behind the line.

VETERANS

• The Government expects to set an example for business in rehiring veterans, says Civil Service Commissioner Arthur S. Flemming. About two thirds of the present 3,000,000 Government labor force are "war appointees," he revealed, and veterans will have first crack at their jobs after victory. Prospects for Federal employment, especially for disabled men, are excellent. There are some 2,000,000 Federal jobs, he estimated, for which their veterans' preference would give them "a considerable head start."

• Ex-Marine Pfc. Herbert J. Pugh and his wife, ex-Marine Corp. Florence S. Pugh, have used their combined rights under the "GI Bill of Rights" in getting a guaranty of loan from the Veterans Administration to buy a home in Richmond, Va. This is the first loan recorded where a man and wife who were both veterans have used their rights to secure an increased loan guaranty.

The sale price of the house was \$8,000. Under the GI Bill, Veterans Administration can guarantee 50% of a home loan, up to a maximum of \$2,000 per borrower. Pooling their rights, the Pughs obtained the full \$8,000 from a local savings and loan association, with Veterans Administration guaranteeing \$4,000 of it—\$2,000 for each of the veterans. Loan must be paid off in 20 years.

DECORATIONS AND CITATIONS

For reasons of security, a man's duty and the deed for which he is decorated often cannot be fully described either in this section or in the actual citation he receives. There may accordingly be reports here which do not tell the whole story.

Medal of Honor and Two Navy Crosses Awarded to Commander of Submarine

For conspicuous gallantry and extraordinary heroism as commanding officer of a submarine, Comdr. Eugene B. Fluckey, USN, Annapolis, Md., has been awarded the Congressional Medal of Honor, the Navy Cross and a gold star in lieu of a second Navy Cross.

In making the presentation of the Medal of Honor to Comdr. Fluckey at ceremonies in Washington, D.C., last month, Secretary of the Navy Forrestal expressed regret that security regulations prevented telling the full story behind this decoration, remarking that the exploit was as colorful as it was gallant.

Comdr. Fluckey's outstanding valor and leadership as commanding officer of a submarine during action in enemy-controlled waters, and the aggressive fighting spirit of the officers and men under his command throughout the fulfillment of a hazardous mission, were cited as reflecting the highest credit upon the naval service.

During one war patrol of his submarine, Comdr. Fluckey intelligently planned and executed attacks which resulted in the sinking of five enemy vessels totaling 37,500 tons. In addition, two daring gun battles resulted in the sinking of two enemy sampans totaling 100 tons. For these actions he was recently awarded the Navy Cross aboard his submarine by Vice Admiral C. A. Lockwood Jr., Commander Submarines, Pacific Fleet.

A gold star in lieu of a second Navy Cross was awarded to Comdr. Fluckey for extraordinary heroism during another war patrol. His submarine sank a tanker, two freighters and an enemy warship, totaling 42,000 tons. In addition, he effected the rescue of 14 British and Australian prisoners of war who were survivors of a torpedoed enemy transport which had been taking them from Singapore to the Japanese Empire. His outstanding resourcefulness and capability in providing for their care and the treatment of the sick and wounded rendered it possible for all to return to port safely.

Sub CO Becomes First Person to Win Fifth Navy Cross

Comdr. Roy M. Davenport, USN, Los Angeles, Calif., became the first person to receive five Navy Crosses when he received gold stars in lieu of fourth and fifth Navy Crosses last month from Secretary of the Navy Forrestal in ceremonies at Washington, D.C.

Both awards were made for his extraordinary heroism as commanding officer of a submarine during action

against Japanese forces. By his outstanding skill and aggressiveness, Comdr. Davenport launched carefully planned and brilliantly executed attacks which resulted in important losses to the enemy in valuable ships sunk or damaged.

Comdr. Davenport's first three Navy Crosses were also awarded for his exploits as a sub commander. His first came for his outstanding skill and dogged determination in sinking 10,500 tons of enemy shipping and damaging an additional 35,606 tons. During another war patrol he earned a gold star in lieu of a second Navy Cross by sinking 39,000 tons of enemy shipping and damaging over 4,000 tons. His third was awarded for sinking an enemy warship and more than 32,000 tons of shipping.

Photo Squadron Gets Navy Unit Commendation

Fleet Air Photographic Squadron 3 has been awarded the Navy Unit Commendation for extremely meritorious service in support of military operations in the Central Pacific area from 1 July 1943 to 15 May 1944. All personnel who served with the squadron during that time are eligible to wear the Unit Commendation ribbon.

Constantly flying over uncharted waters and through foul flying weather, the squadron covered the bitterly contested Marshall and Gilbert groups while these enemy strongholds were at the peak of their strength. With evasive tactics impossible because of the necessity of a sustained flight line, the pilots boldly penetrated



Official U. S. Navy photograph

NAVY HONORS SUBMARINE COs: Fleet Admiral King and Secretary Forrestal are shown with Comdr.

Mrs. Fluckey, center, and Comdr. and Mrs. Davenport following presentation of the awards reported above.

antiaircraft fire and airborne opposition, fighting gallantly when hard pressed but never failing to reach their objective.

Continually challenged by the obstacles of construction and logistics while operating from the most forward combat areas, the men of Squadron 3 succeeded in completely covering all assigned targets. As a result of their expert technical skill, many thousands of high-quality photographs were made available, which were essential to the success of amphibious and assault operations.



NAVY CROSS

Gold star in lieu of fourth award:

★ Comdr. Glynn R. Donaho, USN, George, Tex.: As commanding officer of a submarine his skill and tenacious actions enabled him to launch well-planned and aggressive torpedo attacks. These attacks resulted in the sinking or damaging of enemy shipping totaling over 29,000 tons. His conduct throughout was an inspiration to his officers and men.

Gold star in lieu of third award:

★ Comdr. Richard H. O'Kane USN, Durham, N.H.: As commanding officer of a submarine during a war patrol in Japanese-controlled waters he skillfully directed the operations of his ship throughout this hazardous mission. Comdr. O'Kane fearlessly launched powerful, expertly timed torpedo attacks which resulted in the sinking and damaging of an important amount of vital Japanese shipping by his deft execution of brilliant tactical maneuvers.

Gold star in lieu of second award:

★ Comdr. Richard H. O'Kane, USN, Durham, N.H.: As commanding officer of a submarine during a war patrol in Japanese-controlled waters,

he relentlessly sought out the enemy throughout a period of intensive offensive operations. He fought his ship with brilliant tactical ability and pressed home a series of bold and accurate torpedo attacks which resulted in the sinking of an important amount of valuable enemy shipping.

★ Lt. Edward W. Overton Jr., USNR, Southbury, Conn.: While piloting a carrier-based fighter plane as a member of Air Group 15, which destroyed or damaged 467,000 tons of enemy shipping, he is credited with having destroyed five planes. In the face of intense and accurate antiaircraft fire, he made a direct hit on an enemy battleship.

★ Lt. (jg) Leonard G. Muskin, USNR, Omaha, Neb.: While piloting a plane during action off the Philippines on 25 Oct. 1944 he scored a direct hit on an enemy battleship, which resulted in certain damage to the target.

First award:

★ Comdr. William M. Collins Jr., USN, Chevy Chase, Md.: As the pilot of a carrier-based fighter plane, he led 14 planes of his squadron on a fighter sweep against Formosa on 12 Oct. 1944. He unhesitatingly led his flight into combat against approximately 50 enemy fighters and, under his outstanding and aggressive leadership, his squadron shot down in flames five of the enemy airplanes. All of the planes which he led returned safely to base.

★ Comdr. Lawrence B. Cook, USN, Nashua, N.H.: While commanding a warship in Surigao Strait on the night of 25 Oct. 1944, he encountered a formidable column of Jap battleships, cruisers and destroyers advancing through the strait in the darkness of the early morning hours. Daringly and with brilliant tactical ability he directed the ship against fierce and prolonged gunfire. Skillfully placing his ship in an advantageous striking position despite extremely hazardous

conditions he launched a devastating, accurate torpedo attack, subsequently withdrawing from the area without damage to his vessel. By his forceful leadership and indomitable fighting spirit in the face of tremendous odds, Comdr. Cook contributed materially to the decisive defeat of the aggressive enemy force.

★ Comdr. Quentin R. Walsh, USCG, New London, Conn.: While CO of a specially trained Navy reconnaissance party, he entered the port of Cherbourg with Army troops three weeks after D day of the Normandy invasion. While leading his party through scattered pockets of resistance, he engaged in street fighting and accepted the surrender of 750 Germans, 400 at the naval arsenal and 350 at nearby Fort du Homet. He secured the release of 52 American paratroopers who were held prisoner in the fort. His aggressive leadership and outstanding heroism were instrumental in the surrender of the last inner fortress of the Cherbourg arsenal and considerably expedited its occupation and use by the Allied forces.

★ Lt. Comdr. Valdemar G. Lambert, USN, Lake Charles, La.: While leading a flight of carrier-based torpedo planes during the Battle for Leyte Gulf he skillfully deployed his forces in a coordinated attack, inflicting maximum damage to the enemy fleet without loss to his own force. His own attack was made in the face of intense antiaircraft fire, in spite of which he scored a torpedo hit on an enemy carrier.

★ Lt. Comdr. Raymond E. Moore, USN, Atlanta, Ga.: While piloting a dive-bomber off the Philippines, he sighted a major enemy task force and then led his division in a divebombing attack on a battleship. Disregarding his own safety, he dodged intense antiaircraft fire to release his bombs from a low altitude and scored direct hits which caused serious damage to the Jap ship.

★ Lt. John Brodhead Jr., USNR, St. Louis, Mo.: During operations against major surface forces during the Battle for Leyte Gulf he led 14 planes in a determined attack on an enemy battleship of the *Ise* class, personally scoring a direct hit. Coordinating with other planes, he maneuvered his group into excellent position for attack, which resulted in several other damaging hits on the target.

★ Lt. H. Clay Hogan, USNR, Oak Park, Ill.: While acting as section leader on a search and attack mission in waters west of the central Philippines last October, he made a divebombing attack on an enemy battleship in the face of an intense barrage of antiaircraft fire. By releasing his bombs at an extremely low altitude, he scored direct hits which caused fires and serious damage to the target.

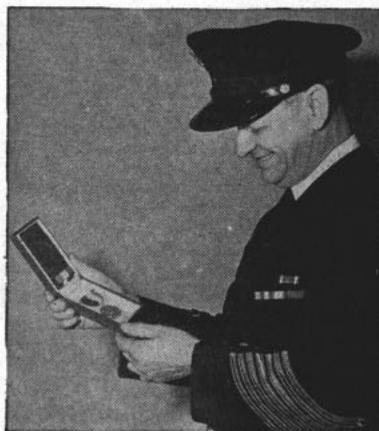
★ Lt. Thomas Kinaszczuk, USNR, Elizabeth, N.J.: While piloting a bomber during an attack on a submarine which was about to intercept a convoy, he pressed home a bold and determined attack in the face of heavy antiaircraft fire. Despite damage to his plane he continued his assault

Veteran CPO Gets Medal And Gold Star for Heroic Rescues in 1905 and 1908

Two acts of heroism performed almost 40 years ago by Cornelius E. Anderson, CTC, USN (Ret), Brooklyn, N.Y., now on duty at the office of the Port Director, 3d Naval District, were rewarded by the presentation to him recently of a Navy and Marine Corps Medal and a gold star in lieu of a second.

On 27 Sept. 1905, when Anderson was a seaman aboard the USS *Alabama*, he dived over the side and helped to rescue a drowning shipmate. Again on 26 March 1908, by then a coxswain aboard the *New Hampshire*, he dived off the main deck to rescue a man after two others had failed.

Anderson received letters of commendation from the Secretary of the Navy for both acts. He became eligible for the Navy and Marine Corps Medal in 1942 when the medal was authorized by an Act of



C. E. Anderson admires his Navy and Marine Corps Medal.

Congress which also provided that any person was entitled to it who had been awarded a letter of commendation by SecNav for heroism prior to that date.

WINNERS OF THE NAVY CROSS

Photographs not available of Lt. Thomas Kinaszczuk, Lt. George W. Schuncke, Lt.(jg) Richard L. Davis, Lt.(jg) Richard E. Fowler, Eleuteria J. Marquez, PhM3c, and Robert L. Winters, PhM3c. Comdr. Latta's citation, reported in the April issue, p. 58.



Wm. M. Collins, Jr.
Comdr., USN



Lawrence B. Cook
Comdr., USN



Glynn R. Donaho
Comdr., USN



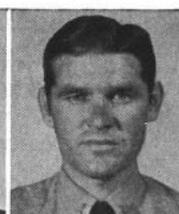
Frank D. Latta
Comdr., USN



Richard H. O'Kane
Comdr., USN



Quentin R. Walsh
Comdr., USCG



Valdemar G. Lambert
Lt. Comdr., USN



Raymond E. Moore
Lt. Comdr., USN



John Brodhead, Jr.
Lt., USNR



H. Clay Hogan
Lt., USNR



Samuel M. Logan
Lt., USN



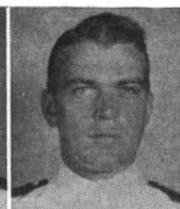
Robert E. McHenry
Lt., USNR



Kenneth R. Miller
Lt., USNR



George K. Morris
Lt., USNR



Edw. W. Overton, Jr.
Lt., USNR



Frank J. Savage
Lt., USNR



Frank R. West
Lt., USNR



Wilford J. Willy
Lt., USN



Wilfred M. Bailey
Lt.(jg), USNR



Rex L. Bantz
Lt.(jg), USNR



Warren J. Clark
Lt.(jg), USNR



Paul P. Cook
Lt.(jg), USNR



Jerome C. Crumley
Lt.(jg), USNR



Alfred M. DeCesaro
Lt.(jg), USNR



Marshal P. Deputy
Lt.(jg), USNR



Walter Fontaine
Lt.(jg), USNR



Harry A. Goodwin
Lt.(jg), USNR



S. M. Holladay, Jr.
Lt.(jg), USNR



Howard D. Jolly
Lt.(jg), USNR



John J. Killiany
Lt.(jg), USNR



Earl F. Lightner
Lt.(jg), USNR



Earl F. Luther, Jr.
Lt.(jg), USNR



Donald McCutcheon
Lt.(jg), USNR



Glenn E. Mellon, Jr.
Lt.(jg), USNR



Leonard G. Muskin
Lt.(jg), USNR



Loren E. Nelson
Lt.(jg), USNR



George P. Oakman
Lt.(jg), USNR



Roy W. Rushing
Lt.(jg), USNR



Jimmy Smyth
Lt.(jg), USNR



John R. Strane
Lt.(jg), USNR



L. R. Timberlake, Jr.
Lt.(jg), USNR



Wendell V. Twelves
Lt.(jg), USNR



Paul J. Ward
Lt.(jg), USNR



G. Prendergast, Jr.
Ens., USNR



Raymond E. Duffee
PhM2c, USNR

NAVY CROSS cont.

with devastating force. When the sub attempted to submerge, he released four bombs from the extremely low altitude of 25 feet, completely destroying the craft before she could escape.

★ Lt. Samuel M. Logan, USN, Owensboro, Ky. (missing in action): While serving aboard the USS *Harder* in the Pacific area he unhesitatingly volunteered to lead a rescue team from his ship to rescue an aviator on a Japanese-held island. Fully aware that circumstances might force abandonment of the entire party, he courageously fought his way through the heavy surf in the face of hostile sniper fire from the beach. Finding the exhausted aviator, he succeeded in bringing him back to the submarine. His valiant conduct throughout this perilous mission and his unselfish efforts on behalf of another at the risk of his life were in keeping with the highest traditions of the naval service. (For fuller story of this incident, see "It Could Be a Trap . . ." in April INFORMATION BULLETIN, p. 16.)

★ Lt. Robert E. McHenry, USNR, Evanston, Ill.: As a pilot with Air Group 20 operating in the Pacific area he pressed home his torpedo attack in the face of intense antiaircraft fire to score a hit which seriously damaged an enemy battleship.

★ Lt. Kenneth R. Miller, USNR, Hutchinson, Kans.: As pilot of a Helldiver in the fast carrier task forces commanded by Vice Admiral Marc A. Mitscher, USN, during the Battle for Leyte Gulf, he scored a direct hit on an enemy aircraft carrier which contributed to its sinking. He led his flight in the attack in the face of continuous and intensive antiaircraft fire.

★ Lt. George K. Morris, USNR, Buffalo, N.Y.: As patrol plane commander during an attack on a submarine off the west coast of Africa he dove to perilously low altitude in bold defiance of the enemy's withering antiaircraft fire, relentlessly pressing home an effective bombing and strafing attack. With his craft seriously damaged by a fierce barrage he remained in the area and, although suffering intense pain from his wounds,

British Honor Admiral For Service in Gilberts

Rear Admiral Charles A. Pownall, USN, Tyronne, Pa., has been awarded honorary membership in the Distinguished Service Order of Great Britain for his part in the Gilbert Islands campaign. As commander of a carrier task group of the Central Pacific Force, he was cited for "outstanding gallantry and leadership" during the campaign. Admiral Pownall also wears the Distinguished Service Medal for action during that period.

protected the convoy from further attack. When relief arrived more than two hours later, he skillfully flew his crippled plane back to base.

★ Lt. Frank J. Savage, USNR, Birmingham, Mich.: Pressing home a torpedo attack from his carrier-based plane through intense antiaircraft fire, he scored a hit on a Japanese carrier which subsequently sank as a result of his and other hits.

★ Lt. George W. Schuncke, USNR, Baltimore, Md. (posthumously): As pilot of an artillery spotting plane during operations in the Marianas on 2 July 1944 he valiantly launched an attack against two Japanese armored cars firing on a U. S. Navy seaplane. Despite the terrific and concentrated antiaircraft fire he flew in low to attack, holding persistently to the heavily armored targets until his plane was hit by antiaircraft fire and crashed behind enemy lines. His courageous initiative and determined aggressiveness were directly instrumental in saving the seaplane from probable destruction and reflect the highest credit on himself and the naval service.

★ Lt. Frank R. West, USNR, Fombell, Pa.: While piloting a divebomber in the vicinity of the Philippine Islands on 25 Oct. 1944 he made a determined attack on an enemy warship in the face of intense antiaircraft fire. He scored a direct hit on a battleship of the *Ise* class.

★ Lt. Wilford J. Willy, USN, Fort Worth, Tex. (posthumously): As copilot of a Liberator on 12 Aug. 1944 he volunteered to participate in an exceptionally hazardous operational mission. Dauntless in the performance of duty and with unwavering confidence in the vital importance of his task he willingly risked his life in the supreme measure of service and, by his great personal valor and fortitude, carried out a perilous undertaking.

★ Lt. (jg) Wilfred M. Bailey, USNR, Wichita Falls, Tex.: During an attack on an enemy carrier off the Philippine coast on 25 Oct. 1944 he scored a direct hit, contributing materially to the sinking of the vessel. He flew his carrier-based divebomber through intense and accurate antiaircraft fire to make the attack.

★ Lt. (jg) Rex L. Bantz, USNR, Chehalis, Wash.: As pilot of a torpedo bomber, he attacked and damaged a large enemy battleship. Braving extremely accurate antiaircraft fire in the vicinity of the Philippine Islands

on 24 Oct. 1944, he dropped his bomb at very close range which caused certain damage.

★ Lt. (jg) Warren J. Clark, USNR, Philadelphia, Pa.: While a pilot in Air Group 15, he flew through highly accurate antiaircraft fire and enemy air opposition to drop a bomb squarely on a Japanese battleship on 25 Oct. 1944.

★ Lt. (jg) Paul P. Cook, USNR, Atlanta, Ga.: While piloting a divebomber off the Philippines he spotted an enemy force of battleships, cruisers and destroyers and made an attack on a Jap battleship, seriously damaging her.

★ Lt. (jg) Jerome C. Crumley, USNR, St. Paul, Minn.: Skillfully piloting his plane through intense and accurate antiaircraft fire during the Battle for Leyte Gulf he made a glide-bombing attack on an enemy battleship, scoring a direct hit which caused serious damage. His devotion to duty and utter disregard for his own safety were in keeping with the highest traditions of the naval service.

★ Lt. (jg) Richard L. Davis, USNR, Kino, Va.: As a pilot of a carrier-based fighter plane in the vicinity of the northern Philippines on 25 Oct. 1944, he made a direct hit on an enemy carrier in the face of intense antiaircraft fire, materially contributing to its sinking.

★ Lt. (jg) Alfred M. De Cesaro, USNR, Pueblo, Colo.: Credited with a direct hit on a Japanese battleship, he braved intense antiaircraft fire to drop a bomb on an enemy warship in the Philippine Islands.

★ Lt. (jg) Marshal P. Deputy Jr., USNR, Downingtown, Pa.: As pilot of a carrier-based torpedo plane at Leyte Gulf on 24 Oct. 1944, he pressed his attack at close range despite extremely intense antiaircraft fire and scored a torpedo hit on an enemy heavy cruiser, causing certain damage.

★ Lt. (jg) Walter Fontaine, USNR, Tacoma, Wash.: While piloting a carrier-based divebomber in the Sibuyan Sea area on 24 Oct. 1944, he pressed home an attack on a battleship, in the face of the antiaircraft fire of the whole enemy formation, obtaining a direct hit.

★ Lt. (jg) Richard E. Fowler Jr., USNR, Houston, Tex.: Although primarily a fighter pilot, he showed great skill in obtaining a direct hit on a Japanese battleship in the northern Philippines on 24 Oct. 1944. Braving intense and accurate enemy fire his action aided in turning back a major force of the enemy fleet.

★ Lt. (jg) Harry A. Goodwin, USNR, Manchester, N.H.: As pilot of a carrier-based torpedo bomber at Leyte Gulf on 25 Oct. 1944, despite intense antiaircraft fire, he made a glide-bombing run on a large enemy carrier which scored a direct hit and contributed to its sinking.

★ Lt. (jg) Samuel M. Holladay Jr., USNR, Long Beach, Calif.: As pilot of a carrier-based torpedo bomber at Leyte Gulf, 24 Oct. 1944, he closed to short range and obtained a torpedo hit on a large enemy battleship.

★ Lt. (jg) Howard D. Jolly, USNR, Santa Barbara, Calif.: As pilot of a carrier-based torpedo bomber during



Gazette (SB, New London, Conn.)

"I think you oughta take Hartley off the periscope, sir!"

the Battle for Leyte Gulf he pressed an attack through airborne opposition and accurate anti-aircraft fire to close range and obtained a damaging torpedo hit on a large enemy battleship.

★ Lt. (jg) John J. Killiany, USNR, Olyphant, Pa.: As a pilot of a carrier-based divebomber he pressed home his attack and scored a direct bombing hit on an enemy battleship of the *Ise* class in surface operations in the vicinity of the Philippines, 25 Oct. 1944.

★ Lt. (jg) Earl F. Lightner, USNR, San Diego, Calif.: While piloting a carrier-based torpedo bomber during the Battle for Leyte Gulf, 24 Oct. 1944, he scored a direct torpedo hit at close range on an enemy cruiser despite intense and accurate anti-aircraft fire.

★ Lt. (jg) Earl F. Luther Jr., USNR, Warren, R.I.: In operations against a large enemy task force while piloting a carrier-based scout bomber in the northeastern Philippine area on 25 Oct. 1944, he scored a direct hit on an enemy aircraft carrier which contributed to its sinking.

★ Lt. (jg) Donald McCutcheon, USNR, Elizabeth, N.J.: As pilot of a carrier-based divebomber at Leyte Gulf on 25 Oct. 1944, he pressed home his attack and obtained a direct hit on an aircraft carrier of the *Shokaku* class in the face of intense anti-aircraft fire from the entire enemy disposition. He contributed materially to the sinking of the enemy ship.

★ Lt. (jg) Glenn E. Mellon Jr., USNR, Wichita, Kans.: While piloting a carrier-based fighter plane during the Battle for Leyte Gulf he made a direct bomb hit on an enemy carrier through intense and accurate anti-aircraft fire and airborne opposition, greatly contributing to its sinking.

★ Lt. (jg) Leonard G. Muskin, USNR, Omaha, Neb.: While piloting a plane during action off the Philippines on 24 Oct. 1944, he scored a direct hit on an enemy battleship which resulted in certain damage to the target.

★ Lt. (jg) Loren E. Nelson, USNR, Washington, D.C.: While piloting a carrier-based divebomber, he braved accurate anti-aircraft fire from the whole enemy formation to obtain a direct hit on a giant enemy warship in the Philippine Islands area.

Four U. S. Naval Officers Win Honors From Britain

Capt. Francis P. Old, USN, Washington, D.C., has received an honorary appointment as a Companion of the Distinguished Service Order of Great Britain and Capt. Charles W. Moses, USN, Bismarck, N.D.; Lt. Comdr. Douglas Fairbanks Jr., USNR, Hot Springs, Va., and Lt. Comdr. Benjamin H. Griswold, USNR, Monkton, Md., have been awarded the Distinguished Service Cross by the British Navy. The award to Capt. Old was made for distinguished service during the invasion of southern France, and those to Capt. Moses, Lt. Comdr. Fairbanks and Lt. Comdr. Griswold for their parts in that operation and in the support of the advance of the Allied armies in Italy.

★ Lt. (jg) George P. Oakman, USNR, Leland, Miss.: As pilot of a carrier-based divebomber in the vicinity of the Philippines on 25 Oct. 1944, he scored a direct hit on a battleship of the *Ise* class, pressing home his attack through intense anti-aircraft fire.

★ Lt. (jg) Roy W. Rushing, USNR, McGehee, Ark.: As pilot of a carrier-based fighter plane operating in the vicinity of the Philippine Islands on 24 Oct. 1944, with the support of his section leader he attacked a formation of 40 enemy fighter planes and shot down six of the enemy planes in flames, probably destroying two others. His action effectively broke up the enemy formation and prevented an attack upon our surface forces.

★ Lt. (jg) Jimmie Smyth, USNR, Floydada, Tex.: As pilot of a carrier-based torpedo bomber in operation against a major enemy carrier force near the northern Philippines during October 1944, he scored a torpedo hit on a large enemy battleship despite intense and accurate anti-aircraft fire.

★ Lt. (jg) John R. Strane, USNR, Duluth, Minn.: While serving as an escort to a strike mission against enemy carrier forces, he attacked and personally destroyed three enemy fighters and probably destroyed a fourth when the mission was attacked by the enemy.

★ Lt. (jg) Lewis R. Timberlake Jr., USNR, Florence, Ala.: As pilot of a carrier-based torpedo bomber operating against a major enemy carrier force in the vicinity of the northern Philippines on 25 Oct. 1944, he pressed home his torpedo attack despite airborne opposition and intense and accurate anti-aircraft fire. He obtained a hit on an enemy carrier, materially contributing to its eventual sinking.

★ Lt. (jg) Wendell V. Twelves, USNR, Spanish Fork, Utah: While piloting a carrier-based plane in the vicinity of the northern Philippines on 25 Oct. 1944, he scored a direct hit on a Japanese carrier, in spite of intense anti-aircraft fire, to contribute materially to the sinking of the vessel.

★ Lt. (jg) Paul J. Ward, USNR, Evanston, Ill.: As a bomber pilot in the Marianas and Philippine areas he hit a large enemy battleship and at-

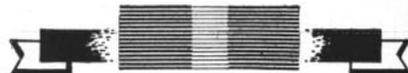
tacked enemy shipping despite intense enemy opposition.

★ Ens. George Prendergast Jr., USNR, Marshall, Tex.: While piloting a divebomber off the Philippines he scored a direct hit on an aircraft carrier. Flying through a hail of intense and accurate anti-aircraft fire, he contributed materially to the eventual sinking of the ship, of the *Shokaku* class.

★ Raymond E. Duffee, PhM2c, USNR, Sacramento, Calif.: While serving with a Marine rifle company during the attack on Tarawa Atoll he waded into bullet-swept waters to rescue the wounded. He made approximately 15 trips to bring helpless men, caught in an intense, steady stream of machine-gun fire, over a coral reef to the cover of a seawall. Twice venturing some 75 yards inland, he administered first aid and changed the dressings of a wounded officer whose evacuation from a shell hole was prevented by the activities of numerous snipers operating in the area. Later, courageously returning with two stretcher bearers under cover of darkness, he succeeded in bringing the officer to safety, despite heavy enemy fire. Duffee's splendid initiative, expert professional skill and fearless devotion to duty undoubtedly saved many lives.

★ Eleuteria J. Marquez, PhM3c, USNR, Tonopah, Nev.: While participating in the invasion of Peleliu Island on 13 Oct. 1944, he painfully dragged himself around despite severe wounds in both of his legs and successfully administered first aid to seven wounded companions. Until his comrades had been evacuated, he would not allow himself to be treated or moved.

★ Robert L. Winters, PhM3c, USNR, Portland, Ore.: As a company aid man of a Marine assault battalion on Tarawa Atoll, 20 Nov. 1943, he went forward with his unit administering medical assistance even though seriously wounded during the approach to the beach. Later, under intense fire, he made his way to a wounded comrade, rendered first aid and dragged him to safety. In organizing a relief party of stretcher bearers he contributed materially to the successful evacuation of at least 20 marines.



DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ Vice Admiral Theodore S. Wilkinson, USN, Arlington, Va.: As commander of a task force in action against enemy forces in the Philippine Islands from 1 Oct. 1944 to 18 Jan. 1945 he was a consistently forceful and efficient administrator. He displayed sound judgment and keen foresight in his effective planning of important combat

Admiral Wilkinson

operations and skillfully directed the Southern Attack Force in the attack on Leyte. He was responsible in large



Ford Islander (NAS, Pearl Harbor, T. H.)

"Boy, I'd sure like to meet that Wave pharmacist's matel!"

DISTINGUISHED SERVICE MEDAL cont.

measure for the expeditious establishment of our forces in the Philippines. On 9 January he again commanded the attack force in the invasion in the Lingayen Gulf, which resulted in the successful landing of our troops on Luzon and assured the recapture of the highly strategic islands. Distinguishing himself by his brilliant tactical ability during this crucial period, Vice Admiral Wilkinson contributed materially to the success of these vital offensive operations.

Gold star in lieu of second award:

★ Vice Admiral John S. McCain, USN, Carrollton, Miss.: As Commander, 2d Carrier Task Force, and commander of a task group from 1 Sept. to 30 Oct. 1944, and as Commander Task Force, 3d Fleet from 1 Nov. 1944 to 26 Jan. 1945, he was assigned the difficult and urgent task of providing support for the landings in the Palaus, on Morotai,



Admiral McCain

on the Halmahera Islands and the Luzon-Visayas-Mindanao areas of the Philippines. He led his units aggressively and with brilliant tactical control in extremely hazardous attacks on these strategic islands, the Nansai Shoto group and Formosa, despite intense, determined air, submarine and surface-force opposition. Subsequently he directed highly effective air strikes against Jap bases in French Indo-China and the Hong Kong, Canton and Hainan areas. Distinguishing himself during these crucial periods by his indomitable courage, sound judgment and inspiring leadership, Vice Admiral McCain contributed essentially to the ultimate conquest of numerous vital Japanese strongholds.



LEGION OF MERIT

Gold star in lieu of third award:

★ Rear Admiral Ernest G. Small, USN, Great Neck, N.Y. (posthumously): Commander of a task force, Pacific area, 27 May-8 Aug. 1944.

Gold star in lieu of second award:

★ Vice Admiral (then Rear Admiral) Olaf M. Hustvedt, USN (Ret), Decatur, Iowa: Action in Truk Island area, 16-17 Feb. 1944, Saipan, Tinian and Guam, 21-22 Feb. 1944.

★ Rear Admiral Louis E. Denfeld, USN, Washington, D.C.: Assistant Chief of Naval Personnel, 2 Jan. 1942-28 March 1945.

★ Commodore (then Capt.) Thomas B. Brittain, USN, Richmond, Ky.: Commander of transports of an amphibious task force, Peleliu Island, August-September 1944.

★ Capt. Marion C. Cheek, USNR, Ripley, Tenn.: On staff of Commander, 3d Fleet, Central and Southwest Pacific amphibious operations, 24 Aug.-22



Navalog (NTS, Newport, R. I.)

"Come on, Schultz! This is no time to worry about the uniform of the day!"

Oct. 1944, 27 Oct. 1944-26 Jan. 1945.
★ Comdr. Liles W. Creighton, USN, Houlton, Maine: CO of the USS *Ludlow*, Salerno.

First award:

★ Vice Admiral (then Rear Admiral) Arthur B. Cook, USN (Ret), Evansville, Ind.: Chief of Naval Air Operational Training, 6 May 1942-23 Aug. 1943.

★ Brig. Gen. Lyle H. Miller, USMC, San Diego, Calif.: Chief of staff of the Samoan Defense Force, 28 April 1942-1 March 1944.

★ Capt. Leonard J. Dow, USN, San Diego, Calif.: Communications officer on staff of Commander, 3d Fleet, Central and Southwest Pacific operations, 15 June-22 Oct. 1944, 27 Oct. 1944-26 Jan. 1945.

★ Capt. James E. Leeper, USN, Dermott, Ark.: Chief of staff, Aircraft, 7th Fleet.

★ Capt. William V. Saunders, USN, Fort Madison, Iowa: Commander of a task group, CO of a warship.

★ Capt. (then Comdr.) Hunter Wood Jr., USN, Hopkinsville, Ky.: Commander, destroyer division, Pacific area.

★ Lt. Comdr. Edward C. Klein Jr., (MC) USNR, East Orange, N.J.: 7th Amphibious Force medical officer, landings in South Pacific.

★ Lt. James W. Short, USNR, Azle, Tex.: Gunnery officer of USS *Niblack*, Anzio, 22-29 Jan. 1944.

★ Edward S. Miner, CBM, USN, McCook, Neb.: Coxswain of a landing boat, invasion of Sicily.

★ Robert C. Wagner, CPhoM, USN, Pensacola, Fla.: Combat photography unit, Attu, 11 May 1943 to occupation of that island.

★ Vincent L. Dallessandro, TM1c, USNR, Cheektowaga, N.Y. (missing in action): Torpedoman in charge of forward torpedo room, USS *Harder*.

★ Daniel J. Gully, Y1c, USNR, (missing in action): Radio operator aboard USS *Harder*.



SILVER STAR MEDAL

Gold star in lieu of second award:

★ Comdr. David Zabriskie Jr., USN, (missing in action): CO of the USS *Herring*.

First award:

★ Commodore Bernard L. Austin, USN, Rock Hill, S.C.: Commander of a destroyer division, Solomon Islands area, 31 Oct.-2 Nov. 1943.

★ Capt. Edward H. Jones, USN, Overbrook, Pa.: Commander of Western Naval Task Force until 1 July 1944.

★ Capt. John Perry, USN, Greenville, S.C.: CO of an aircraft carrier, Battle for Leyte Gulf.

★ Comdr. Robert W. Wood, USN, Washington, D.C.: CO of a warship, Pacific area.

★ Lt. Comdr. Valdemar G. Lambert, USN, Lake Charles, La.: Leader, torpedo squadron, Battle for Leyte Gulf.

★ Lt. Comdr. Rency F. Sewell Jr., USNR, Atlanta, Ga.: CO of the PC 1261, Normandy invasion.

★ Lt. Samuel W. Allison, USCGR, Houston, Tex.: CO of an LCI(L), Normandy invasion.

★ Lt. Joseph R. Ellicott, USNR, Alpine, N.J.: CO of a motor torpedo boat during combat patrols, New Britain, March through December 1943.

★ Lt. Otto P. Estes Jr., USNR, Pica-yune, Miss.: Control officer of an anti-aircraft battery of USS *Niblack*, Anzio, 22-29 Jan. 1944.

★ Lt. Joseph F. Faner, USNR, Arlington, Va.: Diving officer of a submarine.

★ Lt. George A. Gowen, USNR, Ridgefield Park, N.J.: Engineering officer of USS *Chevalier*, Solomons, 6 Oct. 1943.

★ Lt. Samuel M. Logan, USN, Owensboro, Ky. (missing in action): Attached to USS *Harder*, Pacific area.

★ Lt. (jg) Hershel F. Boyd, USNR, Crane, Tex.: CO of a motor torpedo boat, Southwest Pacific area.

★ Lt. (jg) Robert S. Crawford, USNR, Akron, Ohio: Second Beach Battalion, Normandy invasion.

★ Lt. (jg) Hiram D. Hatfield, USN, Sallisaw, Okla. (missing in action): Sound operator of USS *Harder*, Pacific area.

★ Lt. (jg) George O. Walbridge, USNR, New York, N.Y.: Served aboard motor torpedo boats in combat patrol, New Guinea, 15 Aug.-15 Nov. 1943.

★ Gunner Albert C. Hoetzel, USN, Philadelphia, Pa. (posthumously): Aboard USS *Claxton*, Bougainville, 25 Nov. 1943.

★ James H. Yeats, CMoMM, USN, Madill, Okla.: In charge of the engine room of a submarine.

★ R. V. Page, GM1c, USN, Ashland, La.: Helmsman aboard USS *Niblack*, Anzio, 22-29 Jan. 1944.

★ John C. MacMahon, Sp(A)1c, USNR, Rockville, Conn. (missing in action): Special reconnaissance detachment, Pacific area, 11 July-18 Aug. 1944.

★ John Power, BM1c, USNR, Tulsa, Okla.: Aboard USS *LCI(L) 70*, South Pacific area, 5 Nov. 1943.

★ Francis J. Joyce, PhM2c, USNR, Broad Ford, Pa.: Marine rifle company, Guam, July 1944.

★ Gilbert G. Varela, MM2c, USNR, Tuscon, Ariz.: Member of a beach party, USS *President Adams*, Bougainville, 1 Nov. 1943.

★ Richard C. Widmeyer, MM2c, USNR, Cuyahoga Falls, Ohio (posthumously): Aboard a destroyer, Bougainville, 1-2 Nov. 1943.

★ Norman D. Geiken, HA2c, USNR, Milford, Ill.: Invasion of Guam.

★ John S. Gross, S2c, USNR, Trumbull, Conn. (posthumously): USS *LST 178*, invasion of southern France.



DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ Lt. Michael S. Alexatos, USNR, Meadville, Pa.: Carrier-based fighter pilot, Bonin Islands, July 1944.

Gold star in lieu of second award:

★ Comdr. William M. Collins Jr., USN, Chevy Chase, Md.: Leader of fighter sweep in enemy operations, 11 June 1944.

★ Lt. Michael S. Alexatos, USNR, Meadville, Pa.: Carrier-based fighter pilot, Pacific, 20 June 1944.

★ Lt. (jg) Jerome C. Crumley, USNR, St. Paul, Minn.: Carrier-based torpedo bomber pilot, Battle for Leyte Gulf.

★ Lt. (jg) Clayton M. Emery, USNR, North Westport, Mass.: Carrier-based torpedo plane pilot, 25 Oct. 1944.

★ Lt. (jg) Wendell V. Twelves, USNR, Spanish Fork, Utah: Pilot in Fighter Squadron 15, Pacific area, 24 Oct. 1944.

First award:

★ Comdr. William M. Collins Jr., USN, Chevy Chase, Md.: CO of Fighter Squadron 8, Palau Islands, 30-31 March 1944.

★ Lt. Michael S. Alexatos, USNR, Meadville, Pa.: Fighter pilot, Bonin Islands, June 1944.

★ Lt. George R. Crittenden, USNR, New York, N.Y.: Pilot in Air Group 15, northern Philippines, 24 Oct. 1944.

★ Lt. Donald F. Cronin, USNR, Baltimore, Md.: Carrier-based fighter pilot, Formosa, 12 Oct. 1944.

★ Lt. Charles G. Hewitt, USNR, Penns Grove, N.J. (posthumously): Torpedo bomber pilot.

★ Lt. Robert A. Hobbs, USNR, Omaha, Neb.: Fighter pilot, Philippines, 13 Sept. 1944.

★ Lt. Kenneth R. Miller, USNR, Hutchinson, Kans.: Helldiver pilot, Sibuyan Sea, 23 Oct. 1944.

★ Lt. Robert F. Richmond, USNR, West Frankfort, Ill. (posthumously): Torpedo bomber pilot.

★ Lt. Wallace R. Stockard, USNR, Seattle, Wash.: Pilot, Air Group 15, Saipan, 13 June 1944.

★ Lt. (jg) James R. Berry, USNR, Telephone, Tex.: Carrier-based scout bomber pilot, Philippines area.

★ Lt. (jg) Billie B. Duncan, USNR, Wichita Falls, Tex.: Aerial flight against enemy forces, Philippines.

★ Lt. (jg) Clayton M. Emery, USNR, North Westport, Mass.: Carrier-based torpedo plane pilot, 24 Oct. 1944.

★ Lt. (jg) Donald L. Hornberger, USNR, Oakland, Calif. (missing in action): Pilot, Torpedo Squadron 31, Pacific area, 15 Jan.-4 Aug. 1944.

★ Lt. (jg) William E. Miller, USNR, Somerset, Ky.: Section leader, Fighting Squadron 32, Philippine Islands, 21 Sept. 1944.

★ Lt. (jg) Arthur H. Munson, USN, Utica, N.Y.: Participated in a mission near Formosa, October 1944.

★ Lt. (jg) Ernest Roycraft, USNR, Lyndhurst, N.J.: Pilot, Air Group 15, northern Philippines, October 1944.

★ Lt. (jg) Jack H. Stewart, USN, Silver Spring, Md.: Fighter pilot.

★ Lt. (jg) John P. Van Altena, USNR, Hauer, Wis.: Fighter pilot, Air Group 15, Formosa.

★ Lt. (jg) Homer B. Voorhest, USNR, Oyster Bay, N.Y.: Carrier-based fighter pilot, Battle for Leyte Gulf.

★ Ens. Clarence A. Borley, USNR, Yakima, Wash.: Carrier-based fighter pilot, Formosa.

★ Ens. David E. Johnson Jr., USNR, Highland Park, Ill. (posthumously): Pilot, Fighter Squadron 15, Marianas, 19 June 1944.

★ Ens. Dalton W. Smith, USN, Stacy, N.C.: Patrol plane pilot, South Atlantic area.

★ Ens. Bernard J. St. John, USNR, Adams, Mass.: Carrier-based torpedo plane pilot, Philippine Islands.

★ Rudolph Gombach, AMM1c, USNR, Cleveland, Ohio: Gunner in Air Group 15, northern Philippines, 25 Oct. 1944.

★ Jack L. Hooten, ARM1c, USNR, Birmingham, Ala.: Combat aircrewman of a carrier-based divebomber, Air Group 15, Philippine Sea, October 1944.

★ Franklyn B. Patterson, AMM1c, USNR, North Beach, Md.: Turret gunner, Air Group 15, Battle for Leyte Gulf.

★ Donald L. Seig, AMM1c, USNR, Portland, Ore.: Turret gunner in a bombing plane, northern Philippines, 25 Oct. 1944.

★ Nicholas V. Annucci, AMM2c, USNR, Los Angeles, Calif.: Aircrewman, Air Group 20, Pacific.

★ Edward R. Birnbaum, AMM2c, USNR, Brooklyn, N.Y.: Gunner on a carrier-based torpedo bomber, Air Group 15, Battle for Leyte Gulf.

★ Robert F. Bullard, ARM2c, USNR, Boston, Mass.: Tail gunner and radioman in a torpedo bomber, Air Group 15, Battle for Leyte Gulf.

★ Alfred A. Caron, AMM2c, USNR, Methuen, Mass.: Turret gunner on a torpedo bomber, Air Group 15.

★ Wendell H. Coleman, AMM2c, USNR, Memphis, Tenn.: Aircrewman, Air Group 15, northern Philippines, 24-25 Oct. 1944.

★ Douglas M. Corey, ARM2c, USNR, Campbell, N.Y.: Combat aircrewman of carrier-based divebomber, Air Group 15, Philippine Sea, 25 Oct. 1944.

★ George M. Dwyer, ARM2c, USNR, Tampa, Fla.: Combat aircrewman on carrier-based divebomber, Air Group 15, Marianas, Bonins, Carolines and Philippine Islands.

★ George A. Fowler, ARM2c, USNR, Wilmington, N.C.: Combat aircrewman on carrier-based divebomber, Sibuyan Sea, October 1944.

★ Ralph L. Goulette, ARM2c, USNR, Los Angeles, Calif.: Aircrewman, Air Group 20, Pacific.

★ Allan E. Harris, ARM2c, USNR, San Antonio, Tex.: Combat aircrewman of a divebomber, Philippine Sea.

★ Maurice D. Hughes, ARM2c, USNR, Lincoln, Neb.: Crewman in a carrier-based bomber, Air Group 15.

★ Bert R. Hulsebus, AOM2c, USN, Glendale, Calif.: Aircrewman, torpedo plane, Air Group 20, Battle for Leyte Gulf.

★ John R. Ittersagen, AOM2c, USN, Chicago, Ill.: Aircrewman, west of Central Philippines, October 1944.

★ George John, ARM2c, USNR, Ithaca, N.Y.: Combat aircrewman of a divebomber, Battle for Leyte Gulf.

★ Elwood K. Johnson, AOM2c, USNR, Worcester, Mass.: Member of Air Group 15, northern Philippines, 25 Oct. 1944.

★ Gilbert C. Johnson, ARM2c, USNR, West Haven, Conn.: Radioman and tail gunner, Air Group 15, northern Philippines.

★ Raymond E. Kataja, ARM2c, USNR, East Hartford, Conn.: Combat aircrewman, Philippine Sea, October 1944.

★ Llyal V. Knudson, ARM2c, USNR, Holmen, Wis.: Radioman and tail gunner, central and northern Philippines, October 1944.

★ Roger I. Lemieux, ARM2c, USNR, Augusta, Me.: Radioman and gunner, Air Group 15, northern Philippines, 24-25 Oct. 1944.

★ Joseph V. Marquez, ARM2c, USNR, Los Angeles, Calif.: Aircrewman, Air Group 20, Pacific.

★ Winfield S. McCartney, ARM2c, USNR, Bayside, N.Y.: Radioman and tail gunner in a carrier-based torpedo bomber, Battle for Leyte Gulf.

★ Archie McPherson, ARM2c, USNR, Chadbourn, N.C.: Combat aircrewman of a carrier-based divebomber, Air Group 15, Philippine Sea, 25 Oct. 1944.

★ David K. Miller, AMM2c, USN, Hedrick, Iowa: Aircrewman in a torpedo plane, Air Group 15, northern Philippines, 24-25 Oct. 1944.

★ William Platte, AMM2c, USNR, Los Angeles, Calif.: Aircrewman, Air Group 20, Pacific.

★ Elmer F. Rand, ARM2c, USNR, Glendale, Calif.: Radioman aboard carrier-based torpedo plane, Philippines, October 1944.

★ Harold N. Schloss, AMM2c, USN, Richmond, Va.: Turret gunner of a plane, Philippine area, 24-25 Oct. 1944.

★ Edmond L. Sharron, ARM2c, USNR, North Adams, Mass.: Combat aircrewman on a divebomber, Philippines, 25 Oct. 1944.

★ Clarence T. Sup, ARM2c, USNR, Clarkston, Neb.: Radioman and tail gunner in a bomber, Air Group 15, northern Philippines, October 1944.

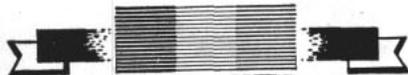


Gazette (SB, New London, Conn.)

"I can't figure out why the skipper always puts me on night lookout."

DISTINGUISHED FLYING CROSS cont.

- ★ Thurman Sutcliffe, ARM2c, USNR, Bronx, N.Y.: Radioman and tail gunner in a carrier-based torpedo bomber, Air Group 15, Battle for Leyte Gulf.
- ★ Albert L. Temple Jr., AOM2c, USNR, Trenton, N.J.: Turret gunner, northern Philippines, October 1944.
- ★ Corbett M. Terrell, ARM2c, USNR, Gainesville, Fla.: Aircrewman on a divebomber, Air Group 15, Sibuyan Sea, 24 Oct. 1944.
- ★ Harry A. Zirbs, AMM2c, USNR, Elkins, W.Va.: Gunner of a carrier-based torpedo plane, central and northern Philippines.
- ★ Lawrence F. Allison, ARM3c, USNR, Bloomington, Ill.: Radioman and tail gunner of a plane in Air Group 15, northern Philippines, 25 Oct. 1944.
- ★ Tribble H. Cranford, ARM3c, USNR, Cheyenne, Wyo.: Radioman and tail gunner, northern Philippines, 25 Oct. 1944.
- ★ Peter J. Trombina, ARM3c, USNR, Brooklyn, N.Y.: Combat aircrewman of a carrier-based divebomber, Air Group 15, Battle for Leyte Gulf.
- ★ Alvin L. Werts, AMM3c, USNR, Dayton, Ohio: Member of Air Group 15, northern Philippines, 25 Oct. 1944.



NAVY AND MARINE CORPS MEDAL

First award:

- ★ Lt. Bernard R. Boylan, (ChC) USNR, Woonsocket, R.I.: Aboard the SS *Calhoun*, Finschhafen, 23 Aug. 1944.
- ★ Lt. Clarence R. Redden, USNR, Dallas, Tex.: OinC of an ordnance investigation unit, 8th Fleet, Monte di Castro, Italy, 18 June 1944.
- ★ Lt. (jg) Woodrow T. Walker, USNR, Centerville, Ala.: Aboard the USS *Schenck*, 23-24 Dec. 1943.
- ★ Ens. Ace J. Riggins, USNR, Lake View, Iowa: Pilot of a scout observation seaplane, 29 Oct. 1944.
- ★ Frank Bertinetti, M1c, USNR, New York, N.Y. (posthumously): New Guinea, 2 Aug. 1944.
- ★ James E. Pickard, EM2c, USNR, Zilwaukee, Mich.: USS *Brownson*, New Britain, 26 Dec. 1943.
- ★ Arthur F. Plucinski, SoM2c, USNR,



Norfolk Seabag (NTS, Norfolk)

Chicago, Ill.: Aircraft carrier, October 1944.

- ★ James A. Repass, BM2c, USNR, McComas, W.Va.: Aboard a tank-landing ship, Solomons, 1 Oct. 1943.
- ★ Charles R. Vanderscoff, EM2c, USCGR, Springfield, Mass.: Machias, Me., 5 May 1944.
- ★ Percy Ferguson Jr., Cox., USN, Anmoore, W. Va.: USS *LCT 125*, Italy, 9 Sept. 1943.
- ★ Charles E. Balcom, S2c, USNR, Lockport, N.Y. (posthumously): USS *Tide*, invasion of Normandy.
- ★ Louis Sangouard, Pfc, USMCR, Los Angeles, Calif.: Pearl Harbor, May 1944.



BRONZE STAR MEDAL

Gold star in lieu of second award:

- ★ Lt. Comdr. John E. Lawrence, USNR, South Hamilton, Mass.: Assistant intelligence officer and air combat intelligence officer on the staff of Commander, 3d Fleet, 15 June-22 Oct. 1944, 27 Oct. 1944-26 Jan. 1945.

First award:

- ★ Brig. Gen. Joseph H. Fellows, USMC, Washington, D.C.: Logistic plans officer on the staff of Commander, Service Squadron, South Pacific Force, 15 June 1942 to 27 Nov. 1943.
- ★ Capt. John G. Cross, USN, Laguna Beach, Calif.: Logistics officer on the staff of Commander, 3d Fleet, Central and Southwest Pacific areas.
- ★ Capt. (then Comdr.) Frederic S. Habecker, USN, Lititz, Pa.: CO of a close-in fire support ship operating in the Pacific area, 15 June to 2 Aug. 1944.
- ★ Capt. Francis J. McKenna, USN, Coronado, Calif.: CO of a vessel, Marianas, 14 June to 1 Aug. 1944.
- ★ Capt. John H. Morrill, USN, Minneapolis, Minn.: Commander of a landing craft flotilla, Palaus.
- ★ Capt. Stanley F. Patten, USN, San Diego, Calif.: CO of a vessel, Pacific operations, January and June 1944.
- ★ Capt. Robert P. Wadell, USN, San Mateo, Calif.: CO of a transport, Pacific area, January-June 1944.
- ★ Capt. Maurice M. Witherspoon, (ChC) USN, Brooklyn, N.Y.: Welfare and recreation officer on the staff of Commander, Alaskan Sector, July 1942 to August 1943.
- ★ Comdr. Joe W. Boulware, USN, Perry, Mo.: CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.
- ★ Comdr. Elliott M. Brown, USN, Salt Lake City, Utah: CO of a destroyer, Pacific area.
- ★ Comdr. Cecil T. Caufield, USN, San Diego, Calif.: Executive officer of a ship, summer of 1944.
- ★ Comdr. Ray R. Conner, USN, Douglas, Ariz.: CO of the USS *Niblack*, October 1944.
- ★ Comdr. Joshua W. Cooper, USN, Salisbury, Md.: CO of a ship, Pacific area, 15 June to 2 Aug. 1944.
- ★ Comdr. David A. Harris, USN, Cordele, Ga.: CO of a destroyer, Pacific area.
- ★ Comdr. Paul L. High, USN, Arlington, Va.: CO of a close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

Quiz for All Hands:

WHAT'S YOUR NAVAL I. Q.?

1. Which of these U. S. CVEs was lost in the Battle off Samar: (a) USS *Liscombe Bay*, (b) USS *Gambier Bay*, (c) USS *Bismarck Sea*?
2. Contrails are: (a) the visible wake of airplanes in flight, (b) gaskets used in airplane manifolds, (c) protective railings on small boats for use of personnel in bad weather.
3. A dead rope is: (a) a rope not lead through a block or sheave, (b) a wet cigar, (c) a rope coiled on the deck, (d) a worn-out line.



4. The plane above is called the: (a) Privateer, (b) Flying Fortress, (c) Liberator.
5. Which of the following engagements was a part of the Battle for Leyte Gulf: (a) Battle off Cape Engano, (b) Battle off Cape St. George, (c) Battle of the Philippine Sea.
6. The type of U. S. Navy ship most completely air-conditioned is: (a) submarine, (b) hospital ship, (c) ammunition ship.
7. Bleeding a bouy means: (a) painting it red, (b) letting the water out, (c) freeing the bottom of barnacles.
8. An aircraft wing is: (a) three or more aircraft, (b) two or more flights, (c) three or more groups.
9. The Japanese year which started on 1 January 1945 is: (a) 1945, (b) 2045, (c) 2605.

10. Which of the following Navy signal flags are red, white and blue: (a) Able (b) Charlie, (c) Tare, (d) William.
11. The British mechanical term "accumulator" refers to what Americans call the: (a) propeller, (b) horizontal stabilizer, (c) battery.
12. "Choke the luff" is the Navy way of saying: (a) stop laughing, (b) jam a block by placing the end of a rope across the sheave, (c) strangle the lieutenant, (d) weave a small rope through the middle of the steps of a Jacob's ladder.
13. When King Ibn Saud recently came aboard a U. S. destroyer, he received a: (a) 21-, (b) 19-, (c) 17-gun salute.
14. A sea painter is: (a) a painter attached to a Seabee Unit, (b) one of ship's company attached to the permanent maintenance crew, (c) a line leading from forward, secured to a forward thwart to permit quick releasing.
15. Which of these anchors are carried by men-of-war of recent design: (a) bower, (b) stream, (c) kedger.

(Answers on Page 75)

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

BATTLE STARS FOR ARMED GUARD CREWS

Full List of Vessels and Dates Released

A listing of merchant ships which have taken part in engagements up to 25 Sept. 1944 warranting the award of battle stars to their naval personnel was announced recently in three letters from BuPers to the COs of Armed Guard centers.

Armed Guardsmen who served aboard any of the vessels listed, at any time within the dates specified, are eligible to wear a bronze star on the appropriate area ribbon. They may obtain authorization certificates from the education officer at any Armed Guard center, and appropriate entries will be made in their records.

As security permits, additional lists of ships taking part in various engagements will be announced.

American Ribbon

3-8 Nov. 1942
 Anne Skakel L. V. Stanford
 Fred W. Weller Olney
 Hahira Tide Water

European-African-Middle Eastern Ribbon

16 Dec. 1941-19 Jan. 1942 Larranaga
 6-28 Feb. 1942 City of Flint
 18-30 March 1942
 Dunboyne Eldena
 Effingham Mormacmar
 8-19 April 1942
 West Cheswald Yaka
 21 March-6 May 1942
 Alcoa Rambler Lancaster
 Bayou Chico Mormacrey
 Capira Mormacri
 Deer Lodge Paul Luckenbach
 Expositor Seattle Spirit
 Francis Scott Key Texas
 Hegira Zebulon B. Vance
 20 May-1 June 1942
 Alamar Mauna Kea
 Alcoa Banner Michigan
 American Robin Minotaur
 City of Joliet Mormacsul
 Exterminator Nemaha
 Hybert Richard Henry Lee
 John Randolph West Nilus
 Massmar
 3-5 July 1942
 Alcoa Ranger John Witherspoon
 Bellingham Olopana
 Benjamin Harrison Pan Atlantic
 Carlton Pan Kraft
 Christopher Newport Peter Kerr
 Daniel Morgan Samuel Chase
 El Capitan Silver Sword
 Fairfield City Trobadour
 Honomu Washington
 Hoosier William Hooper
 Ironclad Winston-Salem
 7-21 Sept. 1942
 Africander Meanticut
 Campfire Nathanael Greene
 Charles R. McCormick Oliver Ellsworth
 Oregonian
 Esek Hopkins Patrick Henry
 Exford Sahale
 Hollywood Schoharie
 John Penn St. Olaf
 Kentucky Virginia Dare
 Lafayette Wacoata
 Macbeth White Clover
 Mary Luckenbach William Moultrie
 29 Oct.-6 Nov. 1942 Richard H. Alvey
 30 Oct.-8 Nov. 1942 John Walker

31 Oct.-4 Nov. 1942 William Clark
 31 Oct.-11 Nov. 1942
 Hugh Williamson John H. B. Latrobe
 8-11 Nov. 1942
 Andrew Hamilton Lewis Morris
 Argentina Luther Martin
 Arizpa Mariposa
 Artemas Ward Mark Twain
 Bayou Chico Matthew P. Deady
 Bernard Carter Reverdy Johnson
 Brazil Richard Henry Lee
 Carter Braxton Santa Elena
 Charles H. Cramp Santa Monica
 Chattanooga City Thomas Hooker
 Contessa Uruguay
 Edward Rutledge Walt Whitman
 Exceller William Floyd
 Horace Binney William Wirt
 John P. Poe Zebulon B. Vance
 John Sergeant
 15 Dec. 1942-3 Jan. 1943
 Beaugard J. L. M. Curry
 Dynastic Oremar
 El Almirante Richard Bassett
 El Oceano Richard Bland
 Gateway City West Gotomska
 Greylock Wind Rush
 22 Dec. 1942-3 Jan. 1943
 Ballot Puerto Rican
 Calobre Ralph Waldo
 Chester Valley Emerson
 Executive Vermont
 Jefferson Myers Yorkmar
 John H. B. Latrobe
 17-29 Jan. 1943
 Cornelius Harnett Guilfing
 Delsud Nicholas Gilman
 El Oriente
 15-27 Feb. 1943
 Artigas Francis Scott Key
 Beaconhill Israel Putnam
 Bering Mobile City
 City of Omaha Thomas Hartley
 21-25 Feb. 1943
 Charles H. Cramp Hastings
 Chattanooga City Jonathan Struges
 El Oceano Pan Maine
 Exilona Pan Maryland
 Expositor Samuel Chase
 Franz Klasen Wind Rush
 Gateway City Winkler
 22-24 Feb. 1943
 Eso Baton Rouge Mobilgas
 Gulf Point Tidewater
 3-10 March 1943
 Alcoa Leader Malantic
 Hollywood
 12-18 March 1943
 Alan-A-Dale John Jay
 Alcoa Voyager John C. Calhoun
 American Robin Joseph T. Robinson
 Anthony Wayne Keystone
 Aztec Lafayette
 Mokihana
 Benjamin Bourne Molly Pitcher
 Benjamin Harrison Oliver Hazard
 Bret Harte Perry
 Calvin Coolidge Paul Hamilton
 Columbian Peter Minuit
 Cornelius Gilliam Richard Jordan
 Delmar Gatling
 Eso Bayway Texas
 Exford Walter Raleigh
 George Shiras Walter E. Ranger
 George Taylor West Nilus
 George Weems Wildwood
 Hegira William Coddington
 Henry B. Brown William Johnson
 Henry W. Longfellow
 16-18 April 1943
 Alcoa Cutter James Jackson
 Atenas John Bidwell
 Axtell J. Byles Jonathan Worth
 Charles Brantley Kentuckian
 Aycock Lena Luckenbach
 Roger Williams
 G. Harrison Smith Sun
 George Handley Wallace E. Pratt
 Good Gulf William D. Pender
 Isaac Sharpless Yemassee
 James Fenimore Cooper

9-15 July 1943
 Alexander Graham Bell
 Alexander Martin
 Borinquen
 Bushrod Washington
 Charles Piez
 Daniel Huger
 Daniel Webster
 David Caldwell
 Edward P. Costigan
 Eleazar Wheelock
 Evangeline
 Ezra Meeker
 Felipe de Neve
 Francis Parkman
 George Matthews
 Harry Lane
 Henry Middleton
 Hugh Williamson
 James Iredell
 James Woodrow
 John B. Hood
 John Howard
 Payne
 John M. Schofield
 John Sergeant
 Jonathan Edwards
 Joseph Pulitzer
 13 Aug. 1943
 Anne Bradstreet
 David Stone
 Elihu Yale
 Ezra Meeker
 Francis Parkman
 Francis W. Pettygrove
 George Davis
 George W. McCrary
 Henry Baldwin
 9-21 Sept. 1943
 Alexander Graham Bell
 Alexander Martin
 Bushrod Washington
 Charles M. Hall
 Charles Piez
 Daniel Webster
 David Caldwell
 Edward P. Costigan
 Edward Rutledge
 Elihu Yale
 Ezra Meeker
 Francis Marion
 Francis Parkman
 George H. Thomas
 George Matthews
 George W. McCrary
 Haym Salomon
 Henry Baldwin
 Henry Barnard
 Hugh Williamson
 James G. Blaine
 James W. Marshall
 6 Nov. 1943
 Argentina Monterey
 Edmund B. Alexander Santa Elena
 Santa Paula
 Hawaiian Shipper Santa Rosa
 Henry Gibbins Sloterdijk
 James Parker Thomas H. Barry
 John Ericsson
 22 Jan.-1 March 1944
 Alexander Martin John Banvard
 Bret Harte John Murray
 Charles Goodyear Forbes
 David S. Terry Lawton B. Evans
 Edward Rutledge Richard Bassett
 Elihu Yale Samuel Ashe
 Elisha Walker Samuel Huntington
 Henry Middleton Tabitha Brown
 Hilary A. Herbert William Mulholland
 James W. Nesmith Zebulon Pike
 James M. Wayne
 1 April 1944
 B. F. Shaw George Bancroft
 E. Kirby Smith George M. Bibb
 Elisha Mitchell George H. Pendleton
 Frederic C. Howe Henry Baldwin
 George Abernethy

THE BULLETIN BOARD

Henry W. Long-fellow
Ignace Paderewski
James McHenry
John Trumbull
Jared Ingersoll
John C. Fremont
Jubal A. Early
K. I. Luckenbach
Kemp P. Battle
Lawrence D. Tyson
Leo J. Duster
Lincoln Steffens
Louis Hennepin
Lucretia Mott
Marion McKinley
Bovard

11-12 April 1944

A. J. Cermak
Amos Kendall
Atenas
Benjamin Chew
Benjamin Lundy
Black Hawk
Bret Harte
Charles Piez
Edward P. Costigan
Gideon Welles
Hamlin Garland
Harry Lane
Henry Ward
Beecher
Heywood Brown
Horace H. Lurton
James E. Howard
James H. Couper
James Jackson
Jesse Billingsley
John C. Breckenridge
John N. Robbins
John Wanamaker
Jose Marti

20 April 1944

Andrew T. Huntington
Cardinal Gibbons
Carrillo
Cartago
Dorothy Luckenbach
Ethan Allen
Fitzhugh Lee
George Chamberlain
Henry Groves
Connor
James Hoban
James Gordon Bennett
John Gorrie

11 May 1944

Abangarez
Abraham Lincoln
Albino Perez
Ben F. Dixon
Benjamin Huntington
Carter Braxton
Charles A. Wickliffe
Clement Clay
Colin P. Kelly Jr
Conrad Weiser
Francis M. Smith
George H. Dern
Grenville M. Dodge
James J. Pettigrew
James M. Gilliss
James W. Fannin
James Whitcomb Riley
Janet Lord Roper
John Banvard

6-25 June 1944

Abraham Clark
A. Frank Lever
Ameriki
Artemas Ward
Audacious
Benjamin H. Bristow
Ballaloide
Benjamin Contee
Benjamin Park
Bernard Carter
Black Rock
Bodie Island
Casimir Pulaski
Charles Morgan
Charles W. Elliot

Nathan B. Forrest
Nathan Clifford
Paul H. Harwood
Robert R. Randall
Silas Weir Mitchell
Sun Yat Sen
Tarleton Brown
Theodoric Bland
Thomas Donaldson
Thomas Heyward
William D. Moseley
William F. Cody
William H. Dall
Woodrow Wilson

Josiah Parker
Louis A. Sengteller
Lewis Emery Jr.
Meyer London
O. Henry
Pere Marquette
Peter Cartwright
Richard Rush
Roger Williams
Sarah J. Hale
Stephen W. Kearny
Susan V. Luckenbach
Thomas G. Masaryk
Thomas Hart Benton
W. H. Libby
Waigstill Avery
Wallace E. Pratt
William M. Meredith
William H. Jackson
Wilson P. Hunt

John Mason
John Sedgwick
John N. Maffitt
Joseph McKenna
Josiah Bartlett
Leslie M. Shaw
Pan Maine
Paul Hamilton
Robert Battley
Robert Newell
Robert Ellis Lewis
Samuel Livermore
Stephen F. Austin
Stephen W. Gambrell
U. S. O.
Willie Jones

John Dickinson
John F. Myers
John Fiske
John Jay
John Stevens
John W. Griffiths
Peter Zenger
Samuel Moody
Stephen A. Douglas
Thomas Nuttall
Thomas L. Clingman
Thomas W. Bickett
Van Lear Black
William B. Giles
William H. Aspinwall
William H. Moody
William Mulholland
William Patterson
Zachary Taylor

Cotton Mather
Courageous
Cyrus H. K. Curtis
David O. Saylor
Eleazar Wheelock
Farallon
Fisher Ames
Flight Command
Francis C. Harrington
Frank R. Stockton
Galveston (m. s.)
Gay Head
George A. Custer
George Durant
George S. Wasson

George W. Woodward
George W. Childs
George Wythe
Great Isaac
Hannibal Hamlin
Henry Austin
Hillsboro Inlet
Horace Gray
Ignatius Donnelly
James E. Haviland
James Iredell
James R. Randall
James W. Marshall
John S. Mosby
John A. Sutter
John E. Sweet
John E. Ward
John Grier Hibben
Joseph A. Brown
Julius Rosenwald
Lee S. Overman
Lucius Q. C. Lamar
Mahlon Pitney
Matt W. Ransom
Moose Peak
Nathaniel Bacon
Olambala
Oliver Wolcott
Omar E. Chapman
Potter

7-25 June 1944

Cyrus McCormick
David Starr Jordan
Elihu Root
George E. Badger
George G. Crawford
George Whitefield
Harry Percy

8-25 June 1944
Dan Beard
Florence Crittendon
G. W. Goethals
Henry M. Rice
Henry S. Lane
H. G. Blasdel
James A. Farrell
James B. Weaver

9-25 June 1944

Arthur Sewall
Belva Lockwood
Edward D. White
Francis Asbury
George Steers
John Merrick

10-25 June 1944

David Caldwell
Edward M. House
Elmer A. Sperry
Francis Drake
George Dewey
J. E. B. Stuart
James I. McKay
James Woodrow

12-25 June 1944

Amos G. Throop
Benjamin Hawkins
Charles C. Jones
Collis P. Huntington
Edwin Abbey
Eugene E. O'Donnell

13-25 June 1944

Abiel Foster
Charles D. Poston
Charles M. Hall
Charles Sumner
Clara Barton

14-25 June 1944

Charles Willson Peale
Edward W. Scripps
Ephriam Brevard
Hellas
17-25 June 1944

15 Aug.-25 Sept. 1944

Abel Stearns
Abbot L. Mills
Aedanus Burke
Albert A. Michelson
Alexander J. Dallis
Ambrose E. Burnside
Andrew Briscoe
Andrew Moore
Andrew Pickens
Benjamin Goodhue
Benjamin H. Latrobe

Robert Henri
Robert Lansing
Robert L. Vann
Sam Houston II
Sankaty Head
Stephen B. Elkins
Thomas B. Robertson
Thomas J. Jarvis
Trinidad Head
Victory Sword
Vitruvius
Walter Hines Page
West Cheswald
West Grama (m. s.)
West Nohno
West Honaker
Will Rogers
William A. Jones
William Carson
William C. Endicott
William H. Prescott
William L. Marcy
William Pepperell
William Phips
William T. Goldsboro
Wilcox

7-25 June 1944
James L. Ackerson
J. D. Ross
Lucien B. Maxwell
Lucy Stone
Pearl Harbor
Thomas Scott
William Tilghman

8-25 June 1944
James Caldwell
Jeremiah O'Brien
John A. Campbell
Louis Marshall
William N. Pendleton
William W. Loring

9-25 June 1944
John R. Park
Joseph E. Johnston
Joseph Pulitzer
Robert Toombs
Stanton H. King

10-25 June 1944
Jane Long
Jim Bridger
John F. Steffen
John G. Whittier
John Henry
Joseph Story
Lou Gehrig
Samuel Colt

12-25 June 1944
Ezra Weston
Jedediah S. Smith
Joshua B. Lippincott
Robert E. Peary
Webb Miller

13-25 June 1944
Clinton Kelly
Enoch Train
George E. Pickett
John Hay
Louis Kossuth

14-25 June 1944
Henry W. Grady
John Steele
Josiah Nelson
Cushing
Thomas Wolfe
Jesse Applegate

15 Aug.-25 Sept. 1944
Bernard N. Baker
Betty Zane
Black Hawk
Bret Harte
Button Gwinnet
Carter Braxton
Charles Goodyear
Charles Keefer
Colin P. Kelly Jr.
Crawford W. Long
Crosby S. Noyes
Cushing Eels
Darien

Dwight Morrow
Daniel Huger
Edward Burleson
Edward Richardson
Edward N. Hurley
Edwin L. Godkin
Elias Boudinot
Elinor Wylie
Ethan Allen
Ethelbert Nevin
Ezra Cornell
Felix Grundy
Felipe de Neve
Francis Marion
F. Marion Crawford
Francis Amasa Walker
Frances E. Willard
Franz Klagen
Furnifold M. Simmons
George Bancroft
George Davis
George Handley
George Leonard
George Heace
George B. McClellan
George W. McCrary
George F. Patten
George Vickers
Grenville M. Dodge
Henry Baldwin
Henry Ward
Beecher
Henry Groves Connor
Henry George
Henry E. Huntington
Henry W. Longfellow
Henry S. Sanford
Howell E. Jackson
Isaac Coles
James Hoban
James Jackson
James McHenry
James McMorland
James Moore
James Parker
James Rumsey
James Turner
Joel Chandler Harris
John C. Breckinridge
John W. Brown
John Cropper
John B. Gordon
John Harvard
John Holmes
John B. Hood
John Lawson
John Milledge
John M. Morehead
John Morton
John S. Pillsbury
John S. Sargent
John Sedgwick
John Sullivan
John Trumbull
Johns Hopkins
Joseph G. Cannon
Joseph H. Nicholson

7-25 June 1944
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Charles Keefer
Colin P. Kelly Jr.
Crawford W. Long
Crosby S. Noyes
Cushing Eels
Darien

Joseph S. Emery
Josiah Bartlett
Kemp P. Battle
Lambert Cadwalader
Laura Keene
Leonidas Polk
Lincoln Steffens
Louis McLane
Louisa M. Alcott
Luchetta Mott
Luther Martin
Marine Robin
Marion McKinley
Bovard
Marshall Elliott
Mary Lyon
Mayo Brothers
Mercy Warren
Michael Pupin
M. M. Guhin
Moses Austin
Paine Wingate
Peter J. McGuire
Peter Minuit
Pierre Laclede
Ponce de Leon
Raouid Amundsen
Richard Basset
Richard K. Call
Richard Rush
Robert T. Hill
Robert Newell
Robert Dale Owen
Robert Treat Paine
Robert F. Stockton
Robert Treat
Roger Williams
Samuel Griffin
Sarah Orne Jewett
Simon Willard
Solomon Juneau
Tabitha Brown
Tarleton Brown
Theodore Foster
Theodoric Bland
Thomas B. Reed
Thomas Hart Benton
Thomas Hill
Thomas Sumter
Thornstein Veblen
Tristram Dalton
Walt Whitman
Ward Hunt
Washington Irving
William Blount
William F. Cody
William Cushing
William M. Eastland
William Eaton
William P. Fessenden
William Floyd
William A. Graham
William Harper
William H. Jackson
William M. Moultrie
William D. Pender
William Rawle
William L. Smith
William Sturgis
William H. Wilmer

Asiatic-Pacific Ribbon

12 Feb. 1943 Island Mail
12 Feb. and 11 March 1943 Alcoa Pennant
12 and 16 Feb. 1943 William Lloyd Garrison
11 March 1943 Peter Silvester
20 March 1943 Lyman Beecher
7 April 1943 William Williams
23 May 1943 Santa Ana
Walter Reed
Nathaniel Currier
Marcus Daly
William Beaumont
Brander Matthews
Philip T. Doddridge

THE BULLETIN BOARD

Enlisted Men with 2 or 3 Years Shore Duty To Be Sent to Sea

All enlisted men, except those in activities and ratings listed below, who have had two years of shore duty in the U. S. and all aviation enlisted men with three years of shore duty in the States, soon will be made subject to assignment by BuPers aboard ships and at overseas bases.

A shore-duty survey will be conducted, under which aviation ratings assigned shore duty prior to 1 Oct. 1942 and other enlisted men prior to 1 Oct. 1943 are to be replaced by 30 Sept. 1945.

Because separate programs to achieve the same purpose are already in effect for them, the following activities, ratings and categories do not come within the scope of the survey:

Navy recruiting and induction service, offices of naval officer procurement, cable censors, naval intelligence activities operating under CNO, Seabee personnel, communication intelligence and communication security personnel operating under Cominch and CNO, instructors at certain schools, instructors at service schools under COTCLant and COTCPac, special projects and individual activities specifically exempted by BuPers.

Also not included and covered by special replacement programs are: specialists, musicians, special artificers (devices), special artificers (instruments) (TR), telegraphers, retired enlisted men, enlisted men with BuPers-approved classification for limited shore duty, and surviving sons, as provided for by BuPers Circ. Ltr. 107-45 (NDB, 15 April, 45-380).

Major departures from provisions previously made in shore duty surveys are:

- Mailmen are subject to interchange beginning 1 July 1945, but fleet interchange may be made prior to that date when mutually agreeable to the commands involved. Immediately after 1 Oct. 1945 provisions will be made for progressive replacement of mailmen with over two years of shore duty in the States.

- Enlisted personnel, other than aviation ratings, attached to assembly and repair departments at naval air activities are subject to the directive and may not be retained in excess of the maximum two years.

- All aviation ratings (including assembly and repair personnel) are to be nominated for fleet interchange after three years on shore. When aviation ratings are available in the fleets for interchange, equivalent ratings on shore are subject to transfer in exchange at any time prior to completion of three years, as may be necessary to provide shore billets for aviation personnel returning from sea or advance base duty. Men who have

been stationed ashore in the U. S. longest will be transferred first.

- Hospital corpsmen are now subject to shore-duty surveys, and BuPers orders are issued to commandants directing transfer of enlisted men in the Hospital Corps to duty outside the U. S. In commands where insufficient BuPers orders are received to take care of the men eligible for overseas duty, the numbers of such ratings are to be reported to BuPers via BuMed.

Telegraphers and all specialist ratings not subject to shore-billet surveys are to be interchanged on a rate-for-rate basis when nominations are made to the shore establishment by fleet administrative commands.

Plans Made to Send to Sea General Service Officers With 12 Months Shore Duty

All shore stations in the U. S. have been advised by BuPers letter that work should be organized so that any individual general-service officer who has been on shore duty in the continental U. S. in excess of 12 months may be released for sea or advanced base duty. Previously, 18 months was the standard period set up in the Navy's shore-to-fleet transfer program.

As stated in the letter, it is expected that BuPers will be able to supply a relief for any officer detached from continental shore stations for duty afloat or overseas. It is not, however, anticipated that contact reliefs can be supplied or will be required. Just as department heads on large ships and COs of all ships are designated by name and contact reliefs are provided, so will BuPers provide specific reliefs for officers occupying key technical billets and highly responsible administrative posts. In the lower echelons the detachment of any general service officer should be anticipated without contact relief or specifically designated relief.

Navy to Return or Retain In U. S. Surviving Sons of Family Losing Two or More

In recognition of the sacrifice and contribution made by a family which has lost two or more sons who were members of the armed forces, consideration will be given to the return to or retention in the U. S. of all remaining members of the immediate family serving in the Navy, Marine Corps or Coast Guard, except when they are engaged in non-hazardous duties overseas.

This policy, announced by BuPers

Circ. Ltr. 107-45 (NDB, 15 April, 45-380), cancels a previous directive which provided for the return to or retention in the U. S. of sole surviving sons of families which had lost two or more sons.

Applications for return to or retention in the U. S. must be filed by the serviceman himself or his immediate family. Requests from service personnel may be submitted via official channels to BuPers; to the Commandant, U. S. Marine Corps, or to the Commandant, U. S. Coast Guard, as appropriate. Applications from families shall be referred to the same sources.

Big-Name Athletes to Get Duty with Overseas Units

So that personnel overseas may have an opportunity to see performances by well-known professional and amateur athletes who are now in the service, BuPers announced a policy last month whereby these men will be widely dispersed and assigned to routine service with active units.

This policy, which puts emphasis on the morale-building value of all-star teams and players in advanced areas, rather than in the States, was announced on 14 March 1945 by the Chief of Naval Personnel to all commandants of continental naval districts and river commands and to the chiefs of air training commands.

As stated in the directive, the Navy "does not favor deliberate concentrations of professionally or publicly known amateur athletes within the continental limits of the United States, for the purpose of exploiting their specialties in athletic team-competition."

As a result of the letter, big-name athletes who are now serving in the Navy as officers or enlisted personnel may not be retained beyond their normal period of duty or training within a particular command or locality for any purpose, and at the same time be permitted to coach, play or be actively concerned with competitive athletics.

SA Men Made Eligible For Additional Schooling

Special assignment personnel now are eligible for training at many advanced aviation and general-service schools provided they are returned upon completion of training to the activity from which they were detached to go to school, according to BuPers Circ. Ltr. 90-45 (NDB, 31 March, 45-322).

SA men are not eligible for new construction duty and therefore advanced-school training of such men is conducted to meet a particular need of a naval activity and not to fill requirements for new construction as in the case of most advanced-school graduates.

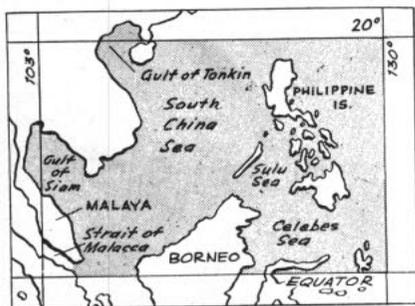
THE BULLETIN BOARD

Eligibility Rules Announced for Wearing Philippine Defense, Liberation Ribbons

Eligibility rules and regulations which govern the wearing of the two ribbons recently issued by the Government of the Commonwealth of the Philippines to commemorate the defense and liberation of the islands have been announced by Alnav 64-45 (NDB, 15 April, 45-349).

The ribbons, which may be worn by members of the Army, Navy, Marine Corps and Coast Guard who are eligible under the following rules, take precedence after the area campaign ribbons. When both Philippine ribbons are worn, the defense decoration is to be worn first.

For purposes of defining "Philippine waters" the following demarcations (shaded area on the map above) have been established: east boundary, from the 20th parallel north latitude south along the 130th meridian east longi-



tude to the equator; west boundary, from the east coast of Asia and crossing the Strait of Malacca on the 103rd meridian east longitude; north boundary, from the 20th parallel north latitude plus the Gulf of Tonking; south boundary, the equator.

The following personnel are eligible to wear the **Philippine Defense Ribbon** pictured at the right:

- Those who participated in any engagement against the enemy on Philippine territory or in Philippine waters, or in the air over the Philippines or over Philippine waters during the period from 8 Dec. 1941 to 15 June 1942.

- Those who were assigned or stationed in Philippine territory or in Philippine waters for not less than 30 days during the period from 8 Dec. 1941 to 15 June 1942.

Personnel eligible under both of the above categories are authorized to wear a $\frac{3}{16}$ " bronze star on the ribbon.

Eligibility based on participation in an engagement is defined by the directive as including any person who was:

(1) a member of a defense garrison of the Bataan peninsula or of the fortified islands at the entrance of Manila Bay; (2) a member of and present with a unit actually under enemy fire or air attack, or who served in a ship which was actually under enemy fire or attack, or who was a crew member or passenger in an airplane which was under enemy aerial or ground fire.

All personnel who are now authorized to wear a bronze star on their Asiatic-Pacific area ribbon for the Philippine Islands operation from 8 Dec. 1941 to 6 May 1942 are considered eligible for the Philippine defense ribbon, on which they are authorized to wear a bronze star measuring $\frac{3}{16}$ " in diameter.

Personnel who consider themselves eligible for the Philippine defense ribbon, but who have no statement of eligibility for the Asiatic-Pacific ribbon in their service record or jacket on which to base their entitlement to wear the ribbon, may submit applications to the Chief of Naval Personnel stating the basis of their eligibility.

Personnel who come within the following rules are eligible to wear the new **Philippine Liberation Ribbon**, shown at the right:

- Those who participated in the initial landing operations on Leyte and adjoining islands from 17 Oct. to 20 Oct. 1944. An individual will be considered as having participated if he landed on Leyte or adjoining islands, was on a ship in Philippine waters, or was a crew member of an airplane which flew over Philippine territory during such period.

- Those who participated in any engagement against the enemy during the campaign, as defined above.

- Those who served in the Philippine islands or on ships in Philippine waters not less than 30 days during the period from 17 Oct. 1944 to a terminal date to be announced later. This is interpreted to include time in flight as well as time spent in the Philippines.

Service personnel eligible to wear the ribbon under any two of the above provisions are authorized to wear one bronze star on their ribbon; those qualifying under all three categories are authorized to wear two bronze stars.

COs are directed by the Alnav to make suitable entries in service records of eligible enlisted personnel and to authorize officers by letter to wear the Philippine liberation ribbon. A copy of this letter is to be sent to BuPers for inclusion in the officer's records.

It should be noted that the defense

ribbon is worn with the single white woven star uppermost, and that the liberation ribbon is worn so that the blue stripe is at the right (inboard) of the white stripe. As neither of the ribbons is to be distributed by the armed forces, they must be purchased by those individuals who are eligible to wear them.

Undeliverable Parcels May Be Distributed To Servicemen Overseas

To save cargo space and to avoid congestion and extra work in fleet post offices in the U. S., the Navy has instituted new methods for disposing of undeliverable parcels addressed to men overseas.

Under the system, explained in a SecNav letter to all ships and stations (NDB, 15 April, 45-339), undeliverable articles are turned over to welfare officers for distribution to servicemen.

Undeliverable articles include those found loose in the mails, contents of ordinary (not insured or registered) parcels undeliverable not bearing return addresses and ordinary parcels bearing the sender's label, "Abandon If Undeliverable."

After receiving undeliverable articles, the welfare officers make additional attempts to effect delivery. Parcels declared undeliverable because of obliteration of addresses and which, upon opening by welfare officers, have duplicate addresses inside, are re-packed and forwarded.

If all delivery attempts fail, articles then are disposed of in accordance with policies established by COs. When contents are of such personal or sentimental value that they are undesirable for distribution, such as pictures, they are destroyed by the welfare officer.

Undeliverable parcels with return addresses, not marked "Abandon If Undeliverable," are returned to senders. Insured and registered parcels will continue to be handled in accordance with postal laws and regulations.

Under former methods, undeliverable articles were returned to fleet post offices in the U. S. and if delivery could not be made, they were distributed to hospital patients in the U. S.

School Requirements Listed For Academy Candidates

To be eligible to take the examinations held on 2 July 1945 for admission to the Naval Academy Preparatory School, Bainbridge, Md., candidates must have completed these scholastic requirements, instead of those listed on p. 75 of the April 1945 INFORMATION BULLETIN: three years of high school or its equivalent, including one year of algebra and one year of geometry.

THE BULLETIN BOARD

Selection Boards to Meet; Time in Rank for Promotion By Alnav to be Lengthened

Selection boards are expected to convene within three months to consider the temporary promotion of aviation and line officers in the ranks of commander in the Naval Reserve and lieutenant commander and lieutenant in the regular Navy and Naval Reserve.

It is also expected that by 1 Aug. 1945, the continuous active service in rank required for promotion of ensigns and lieutenants (junior grade) by Alnav will be lengthened from the present requirement of 15 months to 17 months. This extension of time in rank is considered necessary due to the fact that the Navy can no longer absorb promotions at the rate in effect in the past.

Selection boards due to meet within the next three months will consider the following aviation and line officers:

- Commanders of the Naval Reserve with dates of rank on or before 1 Oct. 1942 who commenced active duty in that rank on or before 15 Dec. 1942.
- Lieutenant commanders of the regular Navy and Naval Reserve with dates of rank and active duty on or before 1 July 1943.
- Lieutenants of the regular Navy and Naval Reserve with dates of rank and active duty on or before 1 Dec. 1942.

Selection boards are being convened this month to consider the temporary promotion of commanders of the Supply Corps and Civil Engineering Corps of the regular Navy and Naval Reserve, with dates of rank from 1 Oct. 1942 who commenced active duty in that rank on or before 15 Dec. 1942.

Selection boards to consider the temporary promotion of commanders in other staff corps of the regular Navy and Naval Reserve and the temporary promotion of lieutenant commanders and lieutenants of the regular Navy and Naval Reserve in all staff corps are expected to be convened in the relatively near future. Dates of rank and active duty dates to be covered by these latter selection boards have not been announced.

Reserve Line Officers Invited to Apply for Training at Academy

Naval Reserve line officers, other than aviators, who are interested in preparing for a postwar career in the regular Navy are invited to apply for advanced training in a general line course to be given at the Postgraduate School of U. S. Naval Academy. The course will include training in navigation, seamanship, communications, ordnance and naval administration and tactics. One-hundred and twenty-five officers will be selected for this train-

ing which convenes 7 Aug. 1945 for approximately 10 months' duration.

Those eligible are: lieutenant commanders, 35 years of age and under, with a minimum of 4 years' sea duty; lieutenants, 30 years of age and under, with a minimum of 2½ years' sea duty, and lieutenants (junior grade), 28 years of age and under, with a minimum of 2 years' sea duty. Sea duty is computed as of 1 July 1945.

Applications may be submitted via official channels to reach BuPers by 15 June 1945. Alnav 56-45 (NDB, 31 March, 45-283) which announced the training, specified that COs indicate by endorsement their opinion of the applicant's ability and personal qualifications for permanent commissioning in the regular Navy.

Naval Dependents Eligible For Transportation to U. S.

Transportation may be furnished dependents of naval personnel from overseas stations to continental U. S. ports (exclusive of Alaska) on government transports or on vessels owned or operated by the War Shipping Administration, according to BuPers Circ. Ltr. No. 72-45 (NDB, 31 March, 45-306). Dependents acquired overseas are included.

Personnel desiring such transportation for their dependents may apply by letter via their commanding officer to the senior naval officer or naval attache in the area in which the dependents are located. Letter should show name of wife, age and sex of children, address, and date travel is desired.

Dependents must comply with the regulations and requirements relative to leaving the country in which they are located. They also must comply with those of the U. S. Immigration and Naturalization Service, the Department of Justice and the Department of State, relative to entry into the U. S. Where head tax applies on non-citizen dependents, it must be paid by them prior to embarking.

Transportation may be furnished at the discretion of the local naval command, if facilities are available, regardless of whether or not orders have been issued for a change of station.



Galphibian (ATB, Galveston, Texas)

"Where's the crow's nest on your ship, Captain?"

Release of Retired Officers On Active Duty Is Speeded

The officer personnel situation throughout the Navy has improved to such an extent that by 1 July 1945 most of the retired officers on active duty, including warrant and commissioned warrant officers, may be considered as available for release to inactive duty, according to BuPers Circ. Ltr. No. 75-45 (NDB, 31 March, 45-309).

The current rate of release of retired officers begun in Dec. 1944 (see INFORMATION BULLETIN, Nov. 1944, p. 70) will be sharply increased until substantially all of the 3,534 retired officers will have been released to inactive duty prior to 1 Jan. 1946. This program will include the 436 retired enlisted men now serving as temporary officers, 1196 serving as commissioned warrant officers and warrant officers, and 171 retired officers of the Medical Corps.

Exceptions will be made in the cases of retired Medical Corps officers who continue fit for active duty and officers in key billets for which suitable reliefs will not be available.

BuPers will provide reliefs for officers detached from key billets where necessary. However, reliefs from outside sources will not be provided in all cases. Commandants and commanding officers will be expected to fleet up officers within their organizations to fill vacancies unless orders to retired officers from BuPers state "when relieved."

Personal Effects to Be Sent Prepaid to Supply Officers

Because of difficulties experienced in the delivery of express shipments which have not been correctly forwarded, the proper procedure is restated in a BuS&A circular letter of 24 March (NDB, 15 April, 45-392).

The letter points out that when personnel are moving from one station to another and wish to send their personal effects ahead by express, the shipments should be sent PREPAID (unless forwarded under Govt. B/L in accordance with Art. 1877-1(c) BuS&A Manual) and consigned directly to the supply officer of the station for ultimate delivery to the owner. They should not be sent collect, since supply officers are in no position to pay for such shipments. Shipments sent under a Government bill of lading should likewise be consigned directly to supply officer for delivery to owner.

As provided for by BuS&A Manual, Art. 1877-1(c), personnel making certain changes of duty station, including those going or returning from overseas, are allowed to ship 500 pounds by express, using S&A Form 34. The manual should be consulted for details before making shipments.

THE BULLETIN BOARD

Navy Gives Repatriates 90 Days Leave, Promotions and Other Considerations

Because repatriated naval personnel have in almost every case encountered and survived extreme hardships and harrowing experiences while in the hands of the enemy or while evading capture in enemy or enemy-held territory, they are to be extended special consideration by the Navy Department upon their return to allied military control.

Under the policy recently announced in a joint BuPers-BuMed letter to all ships and stations (NDB, 15 April, 45-394), repatriates are to be given high priority for transportation to the States, promotions, as much as 90 days rehabilitation leave, and other considerations which will help restore their health and usefulness.

Repatriates who have been out of U. S. control for 60 days or more are to be returned to the U. S., if they so desire, by the earliest available transportation, ahead of all other personnel except those being brought back to the States because of disability or the urgent needs of the naval service. The option of returning or retaining in the field those men and women who have been out of U. S. control less than 60 days is left to the decision of the responsible commander concerned.

While awaiting transportation, repatriates are to be processed as fully as possible, so that they may be put into a leave status as quickly as feasible upon reaching the United States. To facilitate the payment of repatriates, a mobile personnel and settlement unit has been established in the Pacific. This unit will settle the accounts both of those who intend to remain in the Pacific area, and those awaiting transportation home.

The settlement unit, composed of representatives from BuS&A, BuPers, and SECP, has been granted the authority to settle claims, including dependents' benefits, of dependents of naval personnel in those instances in which such dependents reside in liberated areas outside the continental limits of the U. S. However, personnel will not be processed by the unit when it would not be a convenience to them or in accordance with their personal desires.

Upon arriving home, and after a medical officer has certified that they are not in need of immediate hospitalization, repatriates may, after processing, be granted as much as 90 days rehabilitation leave. Upon completion of leave, they will be ordered to the naval hospital nearest their home or leave address for further medical checking to determine their physical fitness for duty.

If on reaching the U. S. repatriates are found to require medical treatment

which can be prescribed and self-administered, this will not be allowed to interfere with their being granted their rehabilitation leave, after completion of which they will return to a naval hospital for further observation and disposition.

Repatriates who require medical treatment or additional screening are to be admitted directly to a continental U. S. naval hospital in the vicinity of the port of debarkation, in accordance with BuPers Circ. Ltr. 296-44 (NDB, July-Dec., 44-1144) which provides that they may be transferred at Government expense to a hospital in their home locality.

Special consideration will be given to the personal wishes of those men and women repatriates who require prolonged hospitalization. For individuals who are to be returned to duty after completion of leave, full use will be made of the facilities for rehabilitation and further professional training. If the individual is to be separated from the service, he is to be extended the complete facilities of the rehabilitation and civil readjustment services.

Enlisted personnel who are physically qualified for limited duty only will be recommended for discharge from the service, if they so desire. Personnel who are physically qualified, but considered unsuited for further duty for other reasons, may be referred to a Board of Medical Survey for disposition.

Every consideration will be given in the reassignment of repatriates, after completion of leave, and every effort

will be made to accommodate their desires as to type of duty and station. BuPers will determine the type of retraining which may be necessary to equip those who are to be retained in the service for further efficient duty.

Prisoners of War Eligible For Promotion on Return To U. S. Jurisdiction

A joint Army-Navy policy on the promotion of returned prisoners of war and personnel who have escaped from enemy hands or evaded capture was recently approved by the Secretaries of War and Navy.

With some exceptions, given below, officers and enlisted personnel who presumably would have been advanced had they not been in enemy hands or evading capture will be considered for immediate promotion of one rank, grade or rating upon their return to the jurisdiction of their service and as soon as they are found to be individually qualified for promotion. Time in grade, position vacancy and billet requirements will be waived in such cases.

Although the directive specifies that officer personnel may be advanced only one grade at a time, provision is made for subsequent promotions in order to advance them when qualified to the position they presumably would have acquired. Time in grade, position vacancy and billet requirements are likewise waived in these cases. The directive, however, places no restriction on the subsequent advancement of enlisted personnel more than one rating at a time.

Placed in a special category are officers of the rank of Navy and Coast Guard captain (colonel in the Army and Marine Corps) and above, commissioned warrant or warrant officers, and enlisted personnel of the first pay grade.

As commissioned warrant officers (chief warrant officers in the Army) and enlisted personnel in the first pay grade do not receive, by virtue of the directive, an opportunity for advancement, it will be the policy of the services involved to give immediate consideration, upon their return to jurisdiction, to the appointment of such personnel to warrant or commissioned officer status, as the case may be.

Promotions above the rank of captain (colonel) are not provided for by the directive since such promotions require nomination by the President and confirmation by the Senate.

The promotional policy applies to personnel in any theater of war. No promotion made under its provisions is to have the effect of conferring increases in pay and allowances prior to date of return to U. S. jurisdiction.



Hoist (NTC, San Diego)

"Really, it's not too cold once you get in."

THE BULLETIN BOARD

Ex-Prisoners May Continue Life Insurance Given Free By U. S. During Internment

Automatic insurance which was granted by the Government to former prisoners of war during their internment must be replaced by premium-paying insurance within six months after their release if they desire to continue the protection, according to BuPers Circ. Ltr. 79-45 (NDB, 31 March, 45-313).

Under the automatic insurance granted, beneficiaries are limited to a widow or widower (while unmarried), child or children or dependent mother and father of the insured in equal shares and in the order named. By applying for replacement as soon as possible after release, personnel concerned will have continuing protection without medical examination and also be able to designate beneficiaries, as permitted under the National Service Life Insurance Act.

Servicemen who were captured or who were besieged or isolated by enemy forces between 7 Dec. 1941 and 20 April 1942 for at least 30 consecutive days and extending beyond 19 April 1942, and who had less than \$5,000 Government life insurance, were automatically issued sufficient insurance to bring the total up to \$5,000.

Former prisoners of war who wish to continue the insurance can arrange to replace it by applying to the Veterans Administration, giving the following information:

Full name, service number, rank and organization; date and place of birth, date of entry into active service, if known; date of capture, siege or isolation and date of release or relief; amount of insurance in force, if any, at the time of capture, siege or isolation (give N or K number of such insurance, if known); full name, address and relationship of beneficiaries, and the amount of insurance for each, and whether premiums will be paid by allotment or by direct remittance.

Extra Money Earned Must Be Reported on Tax Form

Extra compensation paid enlisted personnel for work performed in ship's services or stores, officer or CPO messes, enlisted men's clubs ashore, and ship or station welfare or recreational activities must be reported as income on the federal income tax returns, it has been recently held by the Commissioner of Internal Revenue.

As pointed out in SecNav ltr. of 3 April (NDB, 15 April, 45-337), such money, however, constitutes "wages for services performed as a member of the military or naval forces of the U. S.," and may be included as part of income covered by the \$1,500 deduction from gross income allowed personnel in the armed forces.



Stork (NAF, Port Columbus, Ohio)
They say she has a sweetheart in every porthole!"

No Discharge Reason Put On Notice of Separation

As the primary purpose for providing discharges with a notice of separation (NavPers 553) from the naval service is to aid them in obtaining civilian employment, no mention of the reason for their discharge, such as medical survey, convenience of the Government, unsuitability, etc., is made on the form. Likewise, as provided for in BuPers Circ. Ltr. 74-45 (NDB, 31 March, 45-308), no remarks concerning the discharge, such as not adaptable to military life or unstable behavior, etc., are entered on the form, regardless of the character of discharge. This policy, which was established earlier, has been called to the attention of COs because some forms have been erroneously issued containing the reason for discharge. Personnel who have obtained such certificates may receive corrected copies by writing BuPers and forwarding incorrect certificate.

Information on State Income Taxes Published

Information on the liability of military and naval personnel to file and pay state income taxes has been issued by the Office of the Judge Advocate General in a letter to all ships and stations dated 30 March (NDB, 31 March, 45-290). The letter includes a state-by-state tabulation of who must file returns, due dates for returns and payments, and special provisions affecting service personnel.

Answers to Quiz on Page 68

- | | |
|------------------|-------------------|
| 1. (b). | 8. (c). |
| 2. (a). | 9. (c). |
| 3. (a). | 10. (b), (c) and |
| 4. (a): it's the | (d). |
| Navy's version | 11. (c). |
| of the Army | 12. (b). |
| Liberator. | 13. (a). |
| 5. (a). | 14. (c). |
| 6. (b). | 15. Any or all of |
| 7. (b). | them. |

Pay of Retired Men on Active Duty Counts as Active-Duty Pay in Figuring Income Tax

Because of numerous inquiries from retired personnel now on active duty about the taxable status of their Navy pay, the following clarification has been issued by the Professional Assistant's office of BuS&A:

"Under the provisions of section 113 of the Revenue Act of 1942, amending section 22(b)(5) of the Internal Revenue Code, the retired pay of members of the armed forces who were retired for a physical disability incurred while on active duty, was excluded from gross income for Federal income tax purposes. Shortly after the enactment of the Revenue Act of 1942, the question arose as to whether or not any part of the active duty pay of an officer on the retired list for physical disability, could be excluded from gross income under the above cited provision of law. The matter was taken up informally with the Bureau of Internal Revenue officials and they concluded that while an officer or enlisted man was on active duty he was receiving active duty pay and not retired pay. Accordingly, no part of such active duty pay was excluded from gross income under the provisions of section 22(b)(5) of the Internal Revenue Code, as amended by section 113 of the Revenue Act of 1942.

"In view of the persistency of recent inquiries on the subject, at the request of the Chief of the Bureau of Supplies and Accounts, the Commissioner of Internal Revenue has now formally ruled that in the case of an officer in the U. S. Navy who has been retired from active service under the provisions of section 1453, Revised Statutes (reenacted as section 417, Title 34, USCA) as the result of personal injuries or sickness resulting from active service in the U. S. Navy, the retirement pay and allowances fall within the provisions of section 22(b)(5) of the Internal Revenue Code subsequent to its amendment by section 113 of the Revenue Act of 1942, and are not subject to Federal income taxes for taxable years beginning after 31 December 1941. However, under the provisions of section 115, Title 37, USCA, where such officer is recalled to active duty, he is entitled to full pay and allowances of the grade or rank in which he is serving on such active duty, and no portion of the pay received while on active duty falls within the exclusion from gross income provided by section 22(b)(5) of the Internal Revenue Code, as amended. In other words, the amount which he was entitled to receive during such retirement is merged in his active duty pay and loses its exempt value."

THE BULLETIN BOARD

Training Program Is Reestablished For Aviation Observers (Navigation)

To provide more non-pilot navigators for the multi-engine plane program of the Navy, training for naval aviation observers (navigation) has been reestablished on an expanded basis, according to BuPers Circ. Ltr. 85-45 (NDB, 31 March, 45-317).

Training will consist of a 12-week basic course of ground and flight instruction at the Naval Air Navigation School, Clinton, Okla. For students who have not previously received the navigation training given to student aviators, an additional six-week preparatory course will be conducted.

Eligible for consideration are:

(1) All officers training in grade as student naval aviators, aviation cadets, and other enlisted personnel who may become separated from the standard flight training program at the primary or intermediate stage because of flight failure. They must voluntarily apply for this training and be recommended by their COs, based on the specific recommendation of the aviation training department advisory board that they have the necessary aptitude for navigational training and duties.

(2) Naval aviators and naval aviation pilots who fail to meet required flight standards and who are recommended in accordance with the procedures outlined in BuPers Circ. Ltr. 62-44 (NDB, Jan.-June 1944, 44-299).

(3) Officers, former aviation cadets and other enlisted personnel who have in the past been separated from the standard flight training program in the primary, intermediate or operational stage because of flight failure. They must be less than 27 years of age on date application is submitted, be high-school graduates (or have been attending or accepted for admission to an accredited college or university), be physically qualified and temperamentally adapted for duty involving flying in accordance with the prescribed standards for pilot training and must apply and be recommended on the same basis as group 1 above.

(4) All other commissioned officers of the Navy and Naval Reserve who qualify under the age, physical and recommendation requirements for group 3 above.

Applications should be submitted to BuPers, attention Pers-3631, via COs, accompanied by a flight physical on NMS Aviation Form 1, in duplicate.

Aviation cadets and other enlisted personnel of the Naval Reserve will train in their present rate and classification and upon successful completion will be commissioned as ensigns A(L), USNR. Naval reserve officers selected will train in grade and their classification will be changed to A(L) upon

successful completion. Naval aviators will be reclassified to A(L) prior to assignment to training. Regular Navy enlisted personnel will be trained in grade and upon completion may apply for appointment as ensign A(L), USNR, or be recommended for temporary appointment as ensign, USN.

Accepted applicants will be assigned to training at the earliest practicable date by BuPers in accordance with established quotas.

Officers who do not complete training will be screened and recommended for other types of duty. Aviation cadets and enlisted personnel who do not complete the course successfully will be reclassified and assigned to appropriate duty in enlisted status.

Insignia Authorized

All naval aviation observers (navigation) may wear the new breast insignia authorized by BuPers Circ. Ltr. 88-45 (NDB, 31 March, 45-320) and pictured here. It is worn on the left



breast. If campaign ribbons or ribbons of decorations and medals are worn, the pin is placed immediately above them. Naval aviators and naval aviation observers may not wear the insignia.

Designation of NAOs (Navigation)

Also announced recently, in BuPers Circ. Ltr. 64-45 (NDB, 15 March, 45-259) was a list of 612 general-service officers, including six special-service, aviation-nonflying Wave officers, who have been designated naval aviation observers (navigation).

The letter also specified that commissioned and warrant officers of the regular Navy and Naval Reserve who come within the following categories are eligible for consideration as naval aviation observers (navigation):

(1) Officers who, prior to 15 March 1945, graduated from the Naval Air Navigation School at NAS, Shawnee, Okla., or at Hollywood, Fla., Pan American Navigation School, Coral Gables, Fla., or American Export Airlines Navigation School, LaGuardia Field, N. Y.

(2) Officers who, prior to 15 March 1945, have been under orders to duty involving flying as technical observers while serving as non-pilot navigators or navigation instructors and have successfully completed a course in aerial navigation at CV Navigation

School, NAS, Deland, Fla.; Long Ridge Navigation School, NAS, Banana River, Fla., or Advanced Naval Air Navigation Schools at NAS, N. Y., N. Y.; NATS 8, NAS, Patuxent River, Md., or NATS 6, NAF, Dinner Key, Fla.

(3) Officers who, subsequent to 15 March 1945, graduate from one of the following schools (or such other schools as may hereafter be designated by the Chief of Naval Personnel): Naval Air Navigation School at NAS, Shawnee, Okla., or NAS, Clinton, Okla.; Advanced Naval Air Navigation School, NATS 6, NAF, Dinner Key, Fla.

Officers who have been under duty involving flying as technical observers while serving as non-pilot navigators or navigation instructors and who are not graduates of one of the navigation schools may request orders via channels from BuPers for training to qualify them for the designation as naval aviation observer (navigation).

Bomb or Mine Disposal Men To Be Designated BD or MD

To make possible the ready identification of enlisted personnel specially qualified in bomb or mine disposal, two new designators have been established by BuPers Circ. Ltr. 81-45 (NDB, 31 March, 45-314). Men who have successfully completed the Bomb Disposal School, Washington, D. C., will be designated by (BD) being added to their rating, while graduates of the Mine Disposal School, Washington, D. C., will be identified by (MD).

Designation Established For Expert Lookouts

Enlisted men who are assigned to a topside general quarters or condition watch station and who qualify may now be designated expert lookouts.

The new designation is not a rating and does not entitle a man to extra pay, but he may wear a special distinguishing mark and the fact is entered in his service record. A description of the distinguishing mark will be published as soon as a design is completed and adopted.

Qualifications are in BuPers Circ. Ltr. 91-45 (NDB, 15 April, 45-366).



NAVY NURSES who have been designated naval flight nurses will wear this two-inch, gold-plated pin above the left pocket of working and dress uniforms. If campaign ribbons or ribbons of medals and decorations are worn, the pin is placed immediately above them. The new insignia was announced in BuPers Circ. Ltr. 86-45 (NDB, 31 March, 45-318). Nurses may submit applications for flight nurse duty to BuMed via chief nurse of activity at which they are stationed.

THE BULLETIN BOARD

Rules Issued on Purchase, Refund and Exchange of Reduced Fare Tickets

The following is a summary of pertinent information concerning reduced railroad fares for service personnel traveling on leave and instructions governing the redemption of unused tickets, as issued recently to all ships and stations in BuPers Circ. Ltr. 78-45 (NDB, 31 March 1945, 45-312):

ROUND-TRIP REDUCED FARES. All railroads in the U. S. grant round-trip reduced fares, coach class, at 1½ cents per mile. The principal bus lines of the U. S. also grant round-trip reduced rates. Such tickets may be purchased by armed forces personnel in uniform who are on leave, pass or furlough from any point to any point in the U. S. and return to the original point.

ONE-WAY REDUCED FARES. The Santa Fe, Southern Pacific, Union Pacific and Western Pacific railroads grant one-way special coach-class reduced fares at 1½ cents per mile to all service personnel on leave, pass or furlough from points on the railroads' lines in California, Oregon and Washington to any point in the U. S. via authorized ticketing routes. One-way reduced fare tickets are good for only 15 days after the purchase date.

OPEN-GAP REDUCED FARES. One-way open-gap tickets may be purchased on any railroad at 1½ cents per mile by service personnel in uniform traveling at their own expense on leave, pass or furlough. These tickets are for use only in connection with these port cities:

Annapolis, Md.	Norfolk, Va.
Astoria, Oreg.	Noroton, Conn.
Baltimore, Md.	Oceanside, Calif.
Bath, Me.	Old Point Comfort, Va.
Boston, Mass.	Pensacola, Fla.
Bremerton, Wash.	Philadelphia, Pa.
Brooklyn, N. Y.	Port Arthur, Tex.
Charleston, S. C.	Portland, Me.
Corpus Christi, Tex.	Portland, Oreg.
Galveston, Tex.	Portsmouth, Va.
Jacksonville, Fla.	Port Royal, S. C.
Key West, Fla.	Providence, R. I.
Long Beach, Calif.	San Diego, Calif.
Mare Island, Calif.	San Francisco, Calif.
Miami, Fla.	San Pedro, Calif.
Mobile, Ala.	Savannah, Ga.
New London, Conn.	Seattle, Wash.
New Orleans, La.	Tacoma, Wash.
Newport, R. I.	Washington, D. C.
Newport News, Va.	Wilmington, N. C.
New York, N. Y.	

For instance, a man reporting in at Norfolk who receives orders to report to San Francisco could purchase a one-way open-gap ticket from Norfolk to Denver, where he plans to spend his leave. To do this he would have to present his leave papers indicating that he had arrived from outside the continental limits of the U. S., or that his leave papers were issued on a commissioned ship of the U. S. Government. The ticket agent would give him a receipt for the transportation purchased from Norfolk to Denver. Upon completion of his leave in Denver, he could then present the receipt,

together with his leave papers, and purchase a one-way open-gap ticket to San Francisco, thereby getting the reduced fare for his entire trip.

EXCHANGE OF ROUND-TRIP TICKETS. Round-trip coach-class furlough tickets will be exchanged upon application to ticket agents so as to provide travel via a different route than called for by the ticket whenever satisfactory evidence is presented showing that: (1) the furlough is required, due to delayed trains or no space being available, to take another route either to reach his destination or return to the starting point without undue delay; (2) the furlough must take another route in order to reach his camp, post or station within the time limit of his furlough papers or, (3) because of some other unusual cause, which in the judgment of the carriers would result in undue hardship to the furlougher.

Such tickets may be exchanged without additional cost when the cost of the new ticket is less than or the same price as the ticket being exchanged. If the one-way price for the new ticket is higher, additional charges must be collected. Where the price is less, the agent will supply the traveler with a blank form for presenting a claim to the railroad.

In cases where personnel on leave from ships have purchased round-trip furlough tickets, and while on leave receive orders to return to the ship at a different port, the unused portion of the original ticket may be turned in to the local ticket agent and the value of it applied to the purchase of a new furlough ticket to the port to which the man is directed to report.

REFUND RULES. Totally unused tickets may be redeemed by the original purchaser at the price paid. Unused return portions of furlough tickets are redeemed by the railroad on the basis of charging one-half of the round-trip furlough coach-class fare between the points where the ticket has been used. Application for refunds may be made under the same conditions as stated above for the exchange of tickets, and may be submitted to the office of the passenger agent printed on the face of the ticket.

Hotel Reservation Bureau Established in Boston

A Navy hotel reservation bureau to assist personnel to obtain hotel accommodations has been established in Boston for personnel traveling on orders, those returning from overseas or combat areas and those on leave. This bureau, located at 150 Causeway Street, Boston 14, Mass.; telephone, Capitol 6620, Ext. 381, is in addition to those in Chicago, New York City, San Francisco, Washington, D. C., and Philadelphia, details of which may be found on p. 77, Feb. 1945, INFORMATION BULLETIN.

Trip Must Not Be Delayed For Lack of Pullman Space

Naval personnel traveling on Government transportation requests must follow the schedule outlined by their transportation officer even though the specific accommodations called for are not available, according to BuPers Circ. Ltr. 94-45 (NDB, 15 April, 45-369).

If Pullman space cannot be obtained, personnel should not detrain to await it, but should continue their journey by coach. Failure to obtain Pullman accommodations, or delay in obtaining them, is not acceptable as a reason for reporting late in obedience to orders.

Veterans Urged to Check With USES Office Before Going After Distant Jobs

To save veterans from traveling great distances to find work only to learn that no suitable jobs are available in the locality, War Manpower Commission urges them to check with their local United States Employment Service office and take advantage of the inter-regional facilities USES can offer.

Reports reaching the Veterans Employment Service of USES have shown that veterans attracted by "help wanted" ads in other localities have discovered that the work is not permanent or is only for a few days a week. In a number of cases no housing has been available and veterans have been forced to leave their families behind.

USES offices have labor market information on many areas—the kinds of industries there, employment prospects, changes in employment anticipated, and what the community has to offer in the way of housing, schools, recreation, etc. When a community is overcrowded and work prospects are poor, the USES office can suggest alternative places to which veterans may go and be certain of maximum employment opportunities.



Tadcen Topics (NT&DC, San Diego)

"How stupid of me . . . must have left my money in my pants."

THE BULLETIN BOARD

Authority for Final Action On Rating-Change Requests Given to Field Commands

Final action on requests for changes in rating may now be taken by area, force, type and sea frontier commanders, commandants of naval districts and river commands and chiefs of naval air training commands without reference to BuPers, under a directive issued last month (BuPers Circ. Ltr. 108-45: NDB, 15 April, 45-381).

The directive placed two main limitations on the authority:

(1). Requests for changes from the following cannot be approved: Steward's branch and Hospital Corps ratings; aviation radio technicians and radio technicians who are graduates of an advanced radio material school; aviation radio technicians and radio technicians who are not advanced school graduates but who are qualified to perform the duties of their ratings; radiomen; and service school graduates in ratings for which trained.

(2). Requests for changes to these ratings cannot be approved: Aviation radio technician and radio technician unless sufficient evidence is furnished to indicate that men are fully qualified to perform the highly technical duties required; boatswain's mate A; men to telegrapher (unless they are classified SA); photographer's mate, unless fully qualified in all required duties including aerial photography; musicians; Hospital Corps; specialist ratings; general service personnel to CB and ship-repair ratings; CB personnel to general service ratings; and V-10 personnel to ratings not previously authorized.

Authority to change personnel in CB ratings to other CB ratings was delegated to Commander Service Force Pacific; CO, NCTC, Camp Endicott, Davisville, R. I., and CEOinC, CBRD, Camp Parks, Calif., only.

In general, changes in rating should be restricted to one of the following categories:

- Men qualified for other rating of equal pay grade but definitely not qualified for present rating.
- Men below required standard for present rating and better qualified for other rating. (Decisions in such cases must be based on the relative needs for the rating involved in the Navy as a whole as indicated by BuPers monthly excess and shortage report.)

Typical of requests that should not be approved are those based only on personal desires of the individual, such as greater opportunity for advancement if the change is approved.

COs are not authorized to advance in excess of complement except to those ratings listed in BuPers Circ. Ltr. 297-44, Encl. C:NDB, July-Dec., 44-1145 (INFORMATION BULLETIN, Nov. 1944, p. 25). Administrative commands are not authorized to approve requests



Hoist (NCTC, San Diego)

"Well, what's your excuse for being AOL?"

for advancements in excess of complement except as provided by paragraph 7 of that circular letter.

Because of the necessity for controlling the number of personnel in various rating groups and the proper proportion of petty officers in each pay grade, it is not practicable for BuPers to approve requests for advancement in excess of complement not provided for in BuPers Circ. Ltr. 297-44.

V-12 Program Continued; Eligibility Rules Announced For November Quota

Eligibility rules for selection of enlisted personnel for the V-12 college training program beginning 1 Nov. 1945 were announced last month by BuPers. The directive (BuPers Circ. Ltr. 90-45: NDB, 15 April, 45-374) did not state the number of men to be included; 2,000 men, however, were selected for 1 July.

Also announced was the decision to postpone establishment of additional NROTC units, to which all V-12 students ultimately will be transferred. This will not change the time at which students will begin courses in naval science and tactics but it will postpone for some of them the time at which they are formally enrolled in the NROTC.

On or about 1 July, eligible V-12 students enrolled in the 27 existing NROTC units will be transferred to the NROTC. At the same time, certain V-12 units which do not have NROTC components will be authorized to offer naval science and tactics courses.

Rules governing selection for assignment to V-12 training on 1 Nov. 1945:

- Applicants must be male U. S. citizens on active duty; must be unmarried and agree to remain so unless separated from the program; must be less than 23 years old on 1 Nov. 1945, and must agree to change in rating to apprentice seaman.

- Must be high school graduates or have been granted a war diploma from an accredited high school, or have been in attendance at or accepted for admission by an accredited college

or university. High school or college transcript must show successful completion of courses in elementary algebra and plane geometry; additional courses in mathematics and physics are desirable.

- Must have passed the O'Rourke GCT (given before 15 June 1943) with a score of 88 or above; or the new GCT, Forms 1, 2, 3 or 1s (given after 15 June 1943) with a score of 60 or above. (In the case of an applicant for whom no GCT score is available it is recommended that an appropriate written and/or oral test be given to determine whether he is properly qualified to pursue successfully a college curriculum generally considered to be more exacting and more difficult than a normal course at a liberal arts college.)

- Must be physically qualified for commissioned rank. Requirements are:

Height—minimum 5 ft., 5½ inches; maximum 6 ft., 4 inches.

Vision—18/20 each eye, correctible to 20/20; color perception normal.

Weight—In proportion to age, height and body development.

Teeth—20 vital, serviceable, permanent teeth.

Other physical requirements are prescribed in Chap. II, Sec. I, Art. 1402, Manual of the Medical Department, U. S. Navy. *No waivers can be granted.*

Enlisted men who have completed successfully more than five terms or semesters of college cannot be recommended; men who have successfully completed two or more years of college work are at present eligible for the Reserve Midshipman Program, Class V-7.

Men who have been separated previously from any officer candidate program in either the Army, Navy, Marine Corps or Coast Guard for reasons other than flight failure only must have completed six months of sea duty before applying for consideration for assignment or reassignment to the V-12 program.

Applicants will be permitted to express a preference for the type of duty (Deck, Engineering and Supply Corps only) toward which they wish their training to point. Any student who falls below required officer standards educationally, physically, in conduct or aptitude, will be returned to general duty as an enlisted man and will have his rating changed to that previously held if he is qualified.

Discharged Servicemen Get Extra Shoe Stamps

Returning servicemen will not only have their feet on the ground, but will have shoes on them, under a new ruling recently issued by OPA.

Shoe ration books issued to discharged servicemen hereafter will have two valid shoe stamps instead of the single stamp ordinarily allowed.

THE BULLETIN BOARD

VOTING INFORMATION

Ohio and Virginia are the latest states to have enacted legislation designed to facilitate voting by servicemen in municipal and state elections to be held in 1945. In addition, Oregon will give its servicemen the opportunity of expressing their wishes on two tax measures by absentee ballot in a special statewide referendum.

Distribution of Navy Department Voting Poster-1945 and the revised Navy Voting Manual-1945 has now been completed to all naval establishments ashore and afloat. Servicemen interested in voting should consult their voting officers for latest information regarding elections to be held in states permitting absentee voting by servicemen. The latest available official information on elections at which servicemen will be permitted to vote by state absentee ballot is as follows:

ILLINOIS

A general election for judicial officers will be held throughout Illinois on 4 June 1945. Officers to be elected are: a Justice of the Illinois Supreme Court from the Fifth Supreme Court District comprising the counties of Bureau, Grundy, Henry, Knox, LaSalle, Marshall, Peoria, Putnam, Stark and Woodford; a Justice of the Superior Court of Cook County; and Circuit Court Judges in all Circuit Court Districts throughout the state. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in the above election. Postcard applications for ballots will be accepted from servicemen and will probably be accepted from members of the merchant marine and from certain attached civilians. Applications for ballots will be accepted thirty days in advance of the election, and executed ballots must reach election officials not later than 4 June 1945, to be counted.

MICHIGAN

A municipal primary election will be held in the City of Detroit on 7 August 1945. Candidates to be chosen at this election will be: Mayor, City Clerk, City Treasurer, Councilmen, and Constables. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Postcard applications for ballots (USWBC Form No. 1) will be accepted from such persons beginning 14 May 1945. Ballots will be mailed by local election officials about 29 May 1945. In order to be counted, executed ballots must be received by local election officials on 7 August 1945. Inasmuch as the primary election is a non-partisan election, it will not be necessary for servicemen to fill in Item 6 (choice of party) on USWBC Form No. 1.

NEW JERSEY

State and municipal elections will be held at the following times and places: STATE: Primary elections will be held on 12 June. State officers, including members of the General Assembly in all counties, State Senators in certain counties and county officers will be selected. MUNICIPAL: Local officers will be elected on 8 May in:

Asbury Park	Lyndhurst Township (Bergen County)
Audubon Park	Medford Lakes (Borough)
Bordentown	Millville
Cape May City	Newmouth Beach (Borough)
Clark Township, (Union County)	Newark
Collingswood (Borough)	Sea Isle City
East Millstone	Vineland (Borough)
Hackensack	

Haddonfield (Borough)	West Cape May (Borough)
Jersey City	Wildwood Crest (Borough)
Keanburg (Borough)	

IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

OHIO

A primary election will be held in most cities throughout the State on 31 July 1945. (Certain charter cities will hold elections at other dates to be announced later.) Candidates to be chosen at this election will be municipal officers for cities and villages.

Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and certain attached civilians. Relatives may also apply for ballots to be mailed to servicemen. Applications for ballots will be accepted at any time and will be mailed to servicemen about 1 June 1945. Executed ballots must be received by local election officials on 31 July 1945, to be counted. Ballots may be marked with pen, pencil or any other writing instrument. IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on the postcard).

OREGON

A special statewide referendum will be held throughout the State of Oregon on 22 June 1945, on two tax measures. The two measures to be voted upon are as follows:

(1) Authorization for a five-mill property tax for the next two years to be used for the construction of buildings for state institutions of higher learning, and state institutional buildings and the authorization of the use of surplus income tax revenue to offset this property tax.

(2) Authorization to levy a two cents per package tax on cigars. The money received from this tax is to be used for elementary schools.

Eligible servicemen, members of the merchant marine and certain attached civilians will be permitted to vote on the two tax measures by absentee ballot under a specially adopted state procedure. The postcard application (USWBC Form No. 1) will be accepted by state officials as an application for a ballot and may be mailed at any time. Ballots on the tax measures will be mailed to prospective voters on 28 April 1945, and the executed ballot must be received by 16 June in order to be counted. Prospective voters should indicate on postcard application their desire for a ballot in the special election.

PENNSYLVANIA

A primary election will be held throughout the State on 19 June 1945. Candidates to be chosen at this election will be: Two Judges of the State Superior Court, and municipal and county officials throughout the state.

Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Ballots will not be mailed automatically or on application of a friend or relative, as in the general election of 7 November 1944, but voters must make individual application for a ballot. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and from certain attached civilians. Applications may be mailed at any time. Executed ballots must be received by the County Board of Elections not later than 26 June 1945, in order to be counted. IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

VIRGINIA

A Democratic primary election will be held throughout the State on 7 August 1945. Candidates to be chosen at this primary will be: Governor, Lt. Governor, Attorney General, Members of the House of Delegates, and certain local officers.

Eligible servicemen may vote in this Democratic primary election. Merchant marine and attached civilians serving with the armed forces will not be permitted to vote under the special absentee voting procedure recently enacted by Virginia. Postcard applications for ballots (USWBC Form No. 1) will be accepted from servicemen and will be received at any time. Relatives may also apply for ballots to be mailed to servicemen. Ballots, however, will not be mailed until 21 May 1945. Executed ballots must be received by election officials by 4 August in order to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

Quarterly Statement Shows Big Increase in Loans to Ship's Service Activities

The quarterly statement of the Ship's Service Contingent Fund shows a large increase in the amount of loans to new Ship's Service activities, chiefly afloat. Loans made during the quarter of \$455,465.00 (almost equal to the receipts during the period) were over \$66,000 above those extended during the previous nine months.

The report follows:

RECEIPTS AND DISBURSEMENTS	
Quarter Ended 31 March 1945	
<i>Receipts of Cash and Securities</i>	
Cash and Investments in U. S. Securities (31 December 1944)	\$1,418,601.30
Assessments and Residual Funds Received	491,195.44
Repayments on Loans Advanced	95,539.04
Interest Received on Investments	73.60
Total on Hand and Received	\$2,005,409.38
<i>Disbursements</i>	
Loans Extended	\$455,465.00
Bank Exchange Charges	20.93
Expense in connection with Ship's Service Representative, Army Exchange Service, New York	904.31
Payments to Creditors of Liquidated Ship's Service Departments	4,563.72
Total Disbursements during Quarter	\$460,953.96
Cash and Investments in U. S. Securities on Hand 31 March 1945	\$1,544,455.42
BALANCE SHEET 31 MARCH 1945	
<i>Assets</i>	
Cash and Investments in U. S. Securities	\$1,544,455.42
Loans Outstanding	\$685,216.84
Less Loan Remitted (Casualty of War)	800.00
Net Loans Outstanding	684,416.84
Total Assets	\$2,228,872.26
<i>Liabilities</i>	
Surplus (Reserve for the Purposes of the Fund)	\$2,228,872.26

INDEX FOR MAY 1945 ISSUE



THIS MONTH'S COVERS

● **FRONT COVER** (and above): Previously unpublished camera portrait of Franklin D. Roosevelt made by Lt. Maurice Constant, USNR, in 1939.

● **INSIDE FRONT COVER:** Marine salutes as flag-draped coffin of the late President, escorted by honor guard of Army, Navy, Marine Corps and Coast Guard, passes along a hushed Washington street toward the Capitol (Official U. S. Navy photograph).

● **OPPOSITE PAGE:** A Seabee has a once-in-a-lifetime experience, standing on a third of a million dollars in small change in the hold of a ship. The money went along with other supplies to Yanks in the Pacific (Official U. S. Coast Guard photograph).

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly. Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

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THE INFORMATION BULLETIN IS FOR

ALL HANDS

... PASS THIS ONE ALONG AFTER YOU HAVE READ IT



DREAM BOAT

Print the complete address in plain letters in the panel below, and your return address in the space provided on the right. Use typewriter, dark ink, or dark pencil. Faint or small writing is not suitable for photographing.

To: **MRS. JOHN JAMES ROE**
335 NORTH ELM STREET,
MIDVALE,
VERMONT

From: **WILLIAM LEE ROE, S1/c**
U.S.N.R.,
U.S.S. RANGER
FLEET POST OFFICE
NEW YORK, N.Y.

(Sender's complete address above)



(CENSOR'S STAMP)

See Instruction No. 2

Dear Mom:
After V-E Day they're going to be moving lots of men and lots of supplies to the Pacific. Space is going to be scarce, and ordinary air-mail may be crowded off planes by more important cargo. So if you want to be sure my mail will get through on time, send it V-Mail. There's always room for V-Mail -- and V-Mail always flies!
love,
Bill

FOLD TOP AND BOTTOM IN, THEN FOLD IN CENTER AND SEAL.
NO OTHER ENVELOPE SHOULD BE USED

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

REPLY BY
V...-MAIL

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

16-50143-5 U.S. GOVERNMENT PRINTING OFFICE: 1945

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This is the best V-Mail letter you could send right now!