

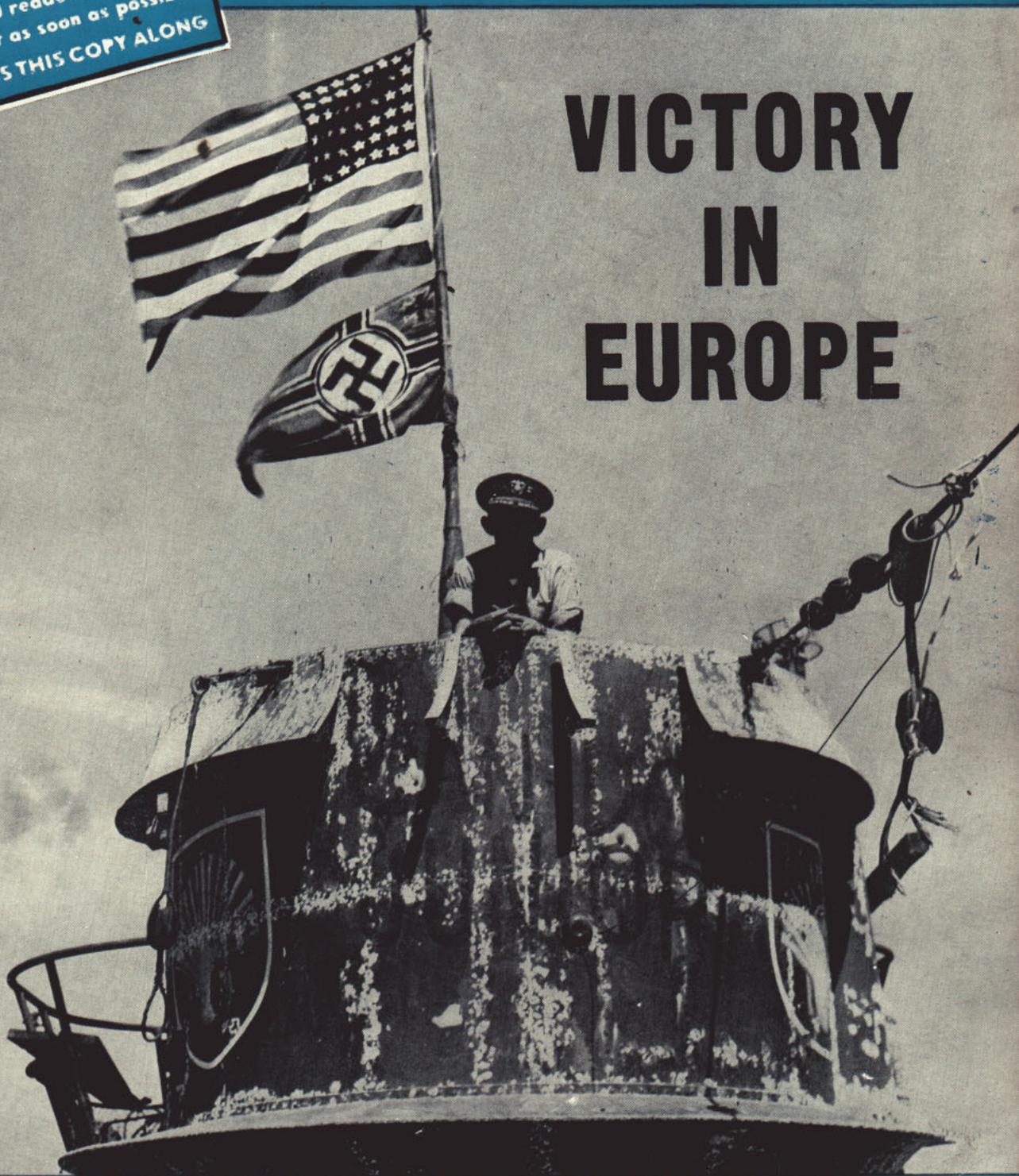
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN
NAVPERS-O

JUNE 1945

This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

VICTORY IN EUROPE



PRIZE OF WAR



ROCKETS FOR BORNEO

References made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, the Bureau of Naval Personnel Information Bulletin.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1945

NAVPERS-O

NUMBER 339

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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PASS THIS COPY ALONG
IT IS FOR 10 READERS

VICTORY IN EUROPE SPEEDS WAR ON JAPS

IF in the middle of a fight, you and your friends had knocked out half the other gang, would you turn to your friends and say:

"Half of you fellows go on home, the rest of us will handle these guys all right. . . ."

Of course you wouldn't. All of you could handle the rest of the other crowd twice as fast and twice as easily.

And if you were Notre Dame's football coach, would you say to the second and third teams:

"You fellows stay on the campus this Saturday. I'm just going to use 11 men against this club. It's a push-over. . . ."

Of course you wouldn't. You could wear the other team down quickly and easily by using three different teams . . . each fresh and eager to outdo the other . . . in short, furious stretches.

And that's the way America feels about this war.

Germany has been knocked out. Half the task seemingly has been done. But we're going to stay on the job with all teams we can possibly use until Japan is crushed. Never again do we want to hear those wincing words of the tragic early war years: "Too little and too late!"

Says Secretary of the Navy James Forrestal: "The greater our strength, the sooner our victory."

Says Fleet Admiral Chester W. Nimitz: "We believe in powerhouse

'Let Us Now Go Forward'

Statement to the men of the United States Navy and Army by the Secretary of the Navy:

You and your Allies have won a great victory. The price was high; it has been won by determination, sacrifice and blood. With this victory you have won something more: the admiration and gratitude of America and the world.

The task has now been half accomplished. Another powerful enemy remains. It will require all our resolution and fortitude to destroy him. Only by so doing can we keep faith with those who have fallen. Let us now go forward to speedy and complete victory in the Pacific.

tactics. We carry along all we have. We want what we undertake to go through."

Powerhouse tactics won in Europe and now, with Germany knocked out, will be used against Japan by both Army and Navy on a bigger scale than ever before. We'll shift to the Pacific every available man and weapon—including most of the Army forces in Europe—that can be moved and used.

Because the war in Europe was mainly an Army job, victory there leaves it with more men—8,300,000, the War Department announced on 5

May—than it can use in the Pacific alone: "Our best judgment is that we can defeat Japan quickly and completely with an Army which a year from now will be 6,968,000." Most of the Navy, on the other hand, already is in the Pacific. And its job there is now even bigger than before: moving greater forces over longer distances, supplying them, blasting open beachheads for them.

Because an infantryman and a boatswain's mate aren't interchangeable, each service separately must adjust its size and make up to its part of the job in the Pacific. While the Army thus can cut down some (p. 48), the Navy cannot—each keeping, or getting, what it needs for its part in making the Japs say: "Uncle . . . Uncle Sam, we've had enough."

That day, despite our continued naval successes, can only come when in the words of Secretary Forrestal, "the arms of decision, the infantry and our mechanized armor, can be deployed against the main strength of the Japanese Army."

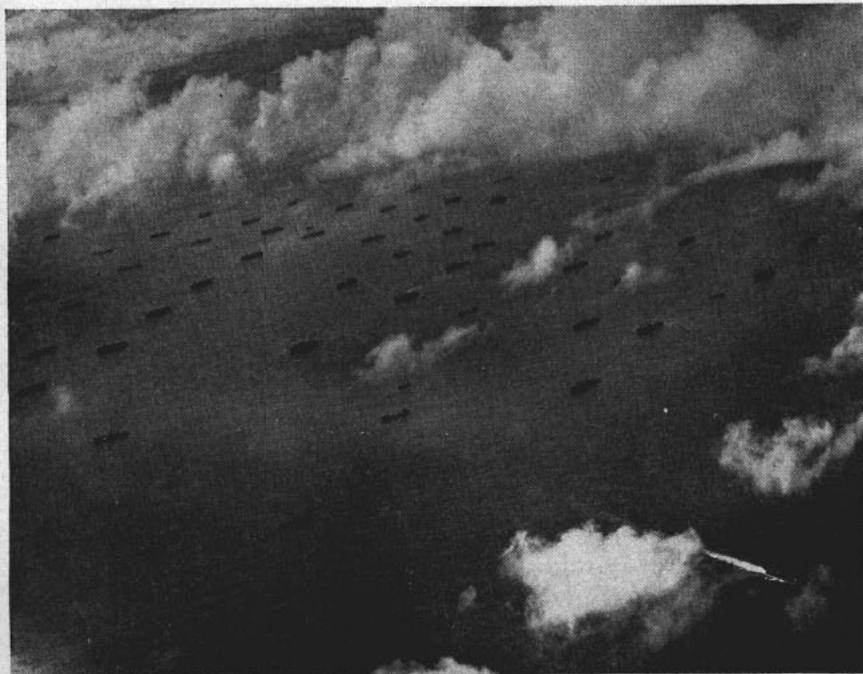
This military migration, just in itself, is reason enough for the Navy to keep every man at his post, according to the Allied High Command. It was the Navy that took them over to Europe and it's the Navy that's got to get them out to the Pacific and to the Asiatic theaters . . . support them there . . . and supply them.

Just the business of getting them there is a sizable job in itself. Fleet Admiral King, in a radio address on V-E Day, said: "The problem of conveying the millions of troops now in Europe halfway around the world to the Far East is one of the most immense any naval force ever faced."

It is not only the biggest moving job in all military history, but the greatest migration of all time. Moving the AEF to Europe in World War I was a taxi ride downtown, in comparison. Even getting GI Joe to Germany in this war was less of a task. That involved transporting men and materiel only about 4,000 miles, with convenient staging areas in England a scant 100 miles across the channel from the French coast. This job is about three times as big; from Europe to Manila, via the Panama Canal, is about 14,000 miles—and there are, as yet, no such nearby assembling points as in the British Isles.

To Keep 'Em Fighting

Moving an army doesn't mean just moving men and the packs they lug on their backs. It takes six tons of shipping to equip a man at the front and it takes another ton every month to keep him up there. First, the soldier has to have the tools of his trade: tanks, machine guns, rifles, artillery, bazookas, parachutes, bombers and fighters. Naturally, these weapons must be maintained, and that means



Official U. S. Navy photograph

POWERHOUSE tactics won for us in Europe and will win in the Pacific. Here's a sample: just part of the 5th Fleet—carriers and supply ships dominate this view—just before moving out of a Pacific anchorage to a battle rendezvous.

portable repair shops and huge stores of spare parts. Next, they must be fed, housed, clothed, which means a thousand and one other things. They must have water, fuel, and land transportation, which means pipelines, storage facilities, jeeps, trucks. They must have recreation and medical care, which adds up to movie theaters, libraries, sports equipment, medicine, bandages, hospitals. And, just in case they should be cut off from the home base, each outfit must have reserves and repair facilities, and that means construction materials for warehouses, roads and docks.

Largest consumer of shipping space is fuel. Practically every drop of oil used in the Pacific has had to come from the U. S. The modern war machine uses up vast amounts of fuel oil, Diesel oil, truck and aviation fuel.

You may get some idea of the job ahead from these figures which were gathered by the Associated Press from War Department sources:

- It takes 75 trains, totaling 2,700 passengers and freight cars, to move a full armored division with its 10,000 men and 3,700 vehicles.
- It takes 29 passenger trains and four freight trains to move the 15,000 men of an infantry division.
- It takes 15 Liberty ships to transport merely the equipment of an armored division.
- It takes about five troop transports to haul an infantry division. (Of course, luxury liners like the *Queen Mary* can carry 15,000 men on a trip, but how many *Queen Marys* are there?)

These figures do not by any manner of means begin to tell the full story of the Navy's job in the big double play: Europe to America to Japan. After getting the men to the Pacific, the Navy then has got to advance them up to the assault beaches . . . and support them there.

Fleet Admiral King has said:

"There are times in the Pacific when troops get beyond the range of naval gun support, but much of the fighting has been, is now and will continue for some time to be on beaches where Army and Navy combine in amphibious operations. Therefore, the essential element of our dominance over the Japanese has been the strength of our fleet. The ability to move troops from island to island, and to put them ashore against opposition is due to the fact that our command of the sea is spreading as Japanese naval strength withers."

The function of the Navy, Fleet Admiral King explains, falls into four main phases during an amphibious operation.

One-Two-Three Punch

"During the 'approach' phase," the Commander-in-Chief says, "the Navy commands passage to the area of landings for the invasion forces, bombards shore batteries, landing beaches and supporting areas, conducts mine-sweeping operations and removes beach obstacles. Frequently the bombing of landing beaches and shore defenses is a joint function of Army and Navy aircraft. In the 'landing' phase, the Navy, by employment of special landing craft, puts the invasion forces and all their equipment

OUR VICTORY IS BUT HALF WON

Following is the text of President Truman's victory announcement as broadcast from the White House at 0900 Washington time, 8 May:

THIS is a solemn but a glorious hour. I only wish that Franklin D. Roosevelt had lived to witness this day. General Eisenhower informs me that the forces of Germany have surrendered to the United Nations. The flags of freedom fly all over Europe.

For this victory we join in offering our thanks to the Providence which has guided and sustained us through the dark days of adversity.

Our rejoicing is sobered and subdued by a supreme consciousness of the terrible price we have paid to rid the world of Hitler and his evil band. Let us not forget, my fellow Americans, the sorrow and the heartache which today abide in the homes of so many of our neighbors—neighbors whose most priceless possession has been rendered as a sacrifice to redeem our liberty.

We can repay the debt which we owe to our God, to our dead and to our children only by work—by ceaseless devotion to the responsibilities which lie ahead of us. If I could give you a single watchword for the coming months, that word is—work, work, and more work.

We must work to finish the war. Our victory is but half won. The West is free, but the East is still in bondage to the treacherous tyranny of the Japanese. When the last Japanese division has surrendered unconditionally, then only will our fighting job be done.

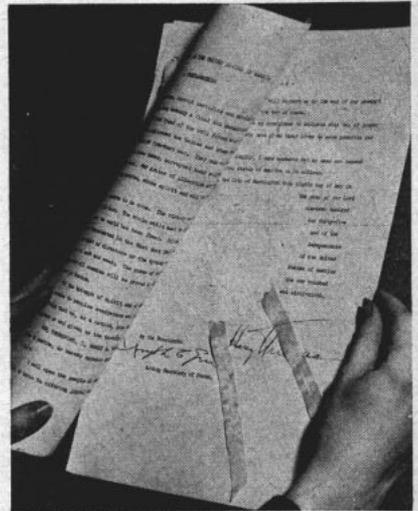
We must work to bind up the wounds of a suffering world—to build an abiding peace, a peace rooted in justice and in law. We can build such a peace only by hard, toil-some, painstaking work—by understanding and working with our Allies in peace as we have in war.

The job ahead is no less important, no less urgent, no less difficult than the task which now happily is done.

I call upon every American to stick to his post until the last battle is won. Until that day, let no man abandon his post or slacken his effort.

And now, I want to read to you my formal proclamation of this occasion:
**BY THE PRESIDENT OF THE UNITED STATES OF AMERICA
A PROCLAMATION**

The Allied armies, through sacrifice and devotion and with God's help, have won from Germany a final and unconditional surrender. The Western World has been freed of the evil forces which for five years and longer have imprisoned the bodies and broken the lives of millions upon millions of free-born men. They have violated their churches, destroyed their homes, corrupted their children and murdered their loved ones. Our armies of liberation have restored freedom to these suffering peoples,



Photograph from Press Association, Inc.

The President's proclamation.

whose spirit and will the oppressors could never enslave.

Much remains to be done. The victory won in the West must now be won in the East. The whole world must be cleansed of the evil from which half the world has been freed. United, the peace-loving nations have demonstrated in the West that their arms are stronger by far than the might of dictators or the tyranny of military cliques that once called us soft and weak. The power of our peoples to defend themselves against all enemies will be proved in the Pacific as it has been proved in Europe.

For the triumph of spirit and of arms which we have won, and for its promise to peoples everywhere who join us in the love of freedom, it is fitting that we, as a nation, give thanks to Almighty God, who has strengthened us and given us the victory.

Now, therefore, I, Harry S. Truman, President of the United States of America, do hereby appoint Sunday, May 13, 1945, to be a day of prayer.

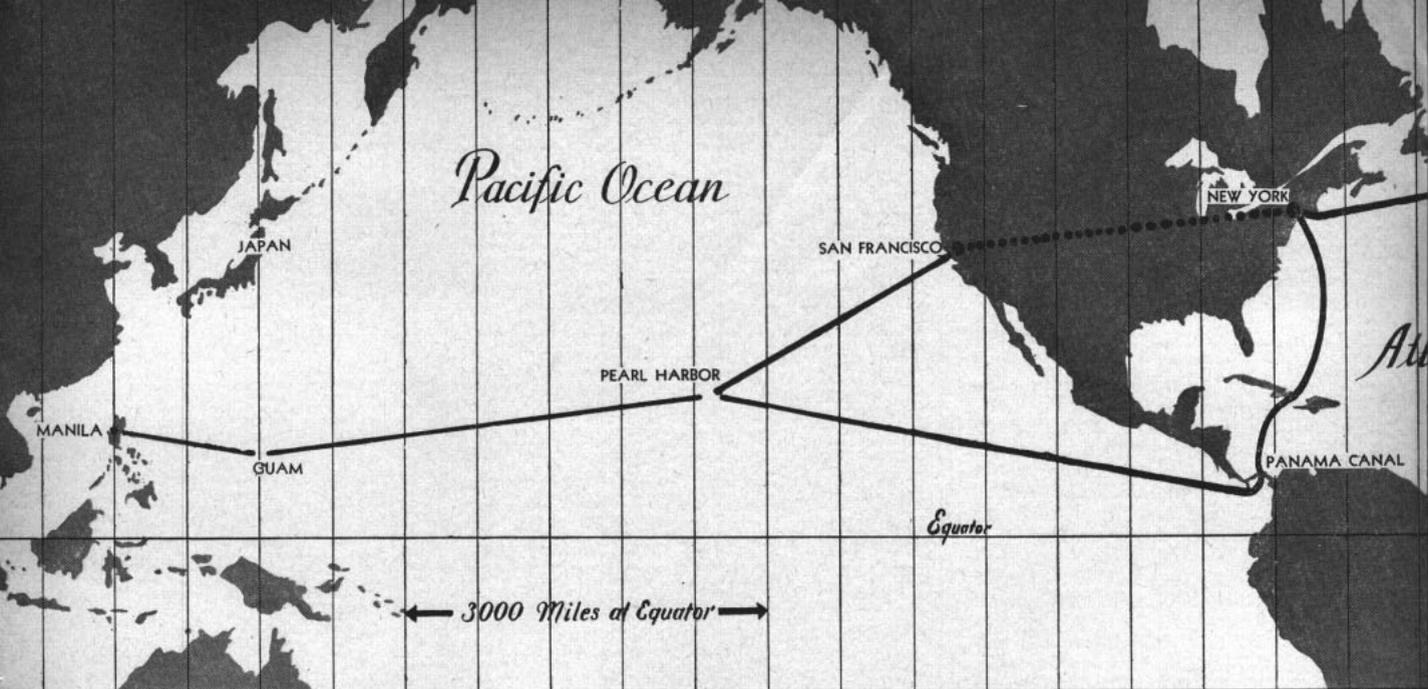
I call upon the people of the United States, whatever their faith, to unite in offering joyful thanks to God for the victory we have won and to pray that He will support us to the end of our present struggle and guide us into the way of peace.

I also call upon my countrymen to dedicate this day of prayer to the memory of those who have given their lives to make possible our victory.

In witness whereof, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

Done at the City of Washington this eighth day of May, in the Year of Our Lord 1945, and of the Independence of the United States of America the 169th.

HARRY S. TRUMAN



GLOBAL SHUTTLE on a grand scale will move American forces east and west from European theater to the Pacific.

ashore, under cover of ships' guns and carrier aircraft. In the 'support' phase, after the consolidation of the beachhead, the Navy continues to provide artillery and air support to the forces ashore for as long a time as they remain within range of ships' guns, and until shore-based aviation can relieve our carriers of the task of air support. In the 'supply' phase, the Navy guarantees the security of the supply lines of the invasion forces and obstructs the enemy's efforts to reinforce his troops by sea."

The extent and varied character of naval participation requires vast quantities of ships and men and supplies.

"Consider, for example," Fleet Admiral King points out, "the Lingayen Gulf landings of 9 January 1945. The naval attack and covering forces for this operation consisted of 1,033 ships, ranging in size from battleships and carriers on down through landing craft. The naval personnel in this force numbered upwards of 273,000. The Army forces put ashore on D day and during the following four days were slightly more than two-thirds of this number."

To further illustrate the immensity of amphibious operations, the Navy Department offers these figures:

IWO JIMA INVASION

- The invasion fleet numbered 800 ships.

- Fuel oil sufficient to fill a train of tank cars of 10,000 gallons each and extending 238 miles was required.

- There was enough gasoline on hand to run 30,730 automobiles for one full year.

- There was enough lubricating oil to give 466,000 automobiles a complete change.

- There was food enough to feed a city of more than 300,000 for a full month.

- And there was enough ammunition to fill 480 freight cars.

MARIANAS

- Two million tons of freight were shipped to the islands.

- Cargo unloaded in the Marianas within 60 days was more than the total put on San Francisco's docks throughout 1940.

- Airfields had to be built to handle air traffic comparable to that of the Washington National Airport.

- Six thousand tons of bombs were dropped.

- Thousands of rockets were fired.

- Millions of rounds of ammunition were expended.

Both of these operations, no doubt, could have been done with less. But that isn't the Navy's way.

"It has been our policy and conduct of the war to date," says Fleet Admiral Nimitz, "to take no chances unless those chances might lead to such great results that the chance would be warranted. Every move we have made, we have gone with plenty of force, and we propose to continue that until we are sure that the remainder of the Japanese fleet can no longer be a threat. At the proper time, we will be able by reason of our superiority in naval forces, to engage in a multiple operation . . . which should have the effect of speeding up the conduct of the war."

To the men who have been waging the war out in the Pacific, the prospect of the vast and veteran European forces joining them is a bright picture. But it will unreel slowly.

It'll Take Time

It is estimated that it will be several months before the full weight of the shift can be brought to bear on the Japs. Troops have to be entrained from battlefronts to ports, and shipped across the Atlantic or Pacific Oceans. New equipment has to be shipped, old equipment has to be rehabilitated and shipped.

The troops in Europe are being divided into four big classes, and they will leave the continent in this order:

- Pacific-bound soldiers, consisting mainly of service units who will build airfields, camps, roads, docks and such for the combat outfits.

- Furloughees, who will be given 30-day leaves in the States before being re-grouped and sent to the Pacific.

- Troops to be demobilized when military needs no longer require their presence in the Army.

- Occupation troops, who will stay on the job as long as needed and in the numbers needed.

Many of the air force service personnel will be flown to the Pacific. But very little of their equipment will be.

Says Fleet Admiral Nimitz:

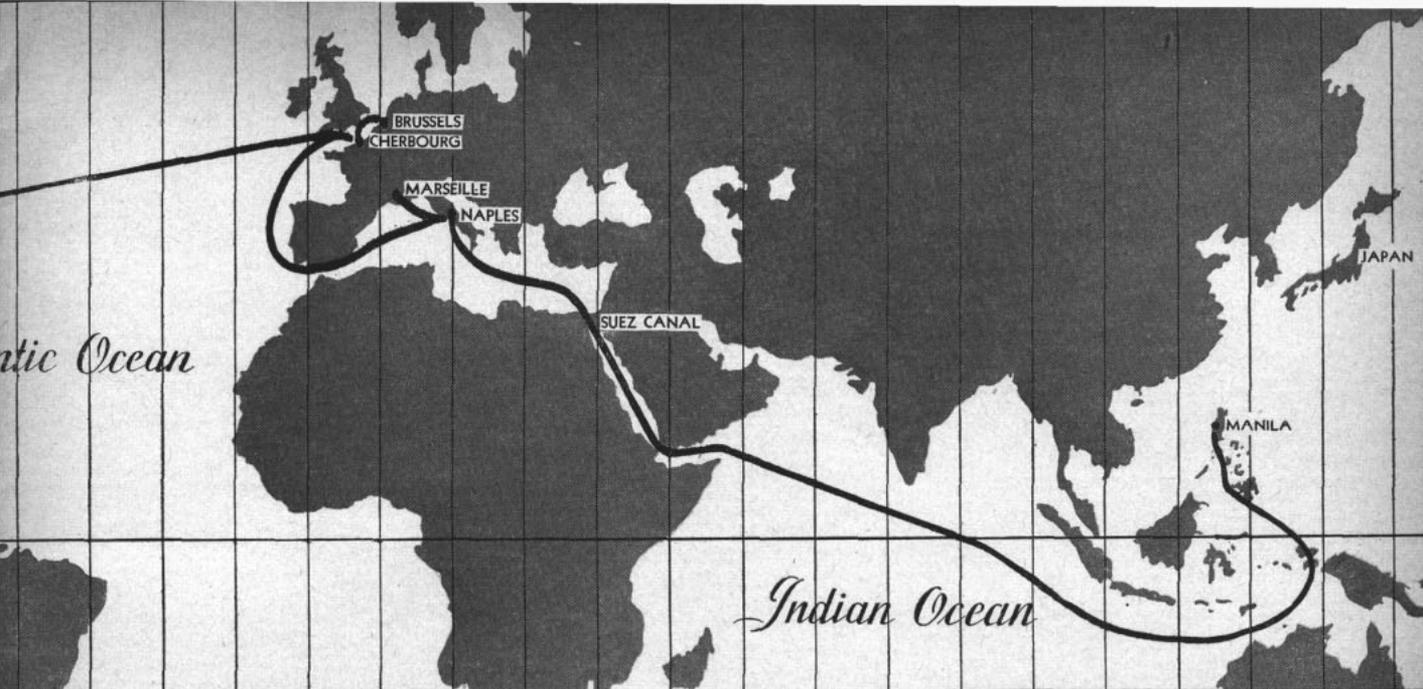
"Great strides have been made in the field of moving freight by air, but it is obviously uneconomical to burn 800 gallons of aviation gas flying 500 gallons to the fighting fronts. So it is inevitable that our forward progress must remain directly related to the availability of shipping."

Long Road to Tokyo

Thus, the Navy will be concerned with the transportation of the vast bulk of these groups and all of their equipment. It will have to escort supply ships across the Atlantic to the occupation troops and it will have to supervise operation of ports in many portions of occupied Europe and to convoy troops leaving Europe.

The majority of troops going direct to the Pacific from Europe will embark from ports of northern and western France, Belgium and Holland. Their ships will proceed across the Atlantic, through the Panama Canal and then head for the Pacific staging areas. Some will leave from Marseille in Southern France and from other Mediterranean ports, voyaging east by way of the Suez Canal.

No U-boat peril exists in the Atlantic or Mediterranean as there was when the Navy shepherded these same troops to Europe. This should make this trip quicker and less complex. However, it must be remembered that most troops will be coming from deep inside Europe. They will be traveling from battlefield to port along railway systems smashed by war. They will



Shown above are general directions of the redeployment rather than exact routes to be followed by sea and land.

be embarking from ports that are cluttered with the wreckage of war that necessarily reduces harbor efficiency. And they will not have full use of all shipping—much of it is needed to keep the Pacific war moving.

These first Pacific-bound units will travel light. They will leave the bulk of their old equipment in Europe and will be completely reequipped at their Pacific base with factory-fresh gear shipped direct from the States. That's the fastest way to get them into action, according to Army experience.

However, those that will follow will bring along their own stuff. About 70% of the supplies now in Europe, according to James F. Byrnes, former War Mobilization Director, will be returned to the States and a goodly portion will be shipped thence to the Pacific. Already, rebuilt French and Belgian factories are at work rehabilitating U. S. equipment. Long after V-E day, Army technicians will be busy at work reconditioning, recrating and reshipping this salvaged war gear from Europe, either for further use in this war or for our peacetime army.

Some Obstacles

Two factors that will delay shipment of equipment from Europe to the Pacific are the differences in battle and climatic conditions. Corrosion and fungi are relentless enemies of machines in the tropical and sub-tropical Pacific areas. Special waterproofing processes must be given to radio equipment and hundreds of delicate precision instruments before they can be transported into the stormy and humid Far East. And, incidentally, radio and its associated instruments are needed even more critically in the Pacific war, flung out as it is over such large areas, than in the comparatively compact European battleground.

The Pacific supply problem is made more complex by the fact that the war out there is largely amphibious. In the conflict with Germany, once the Navy got Johnny Doughboy onto the European continent, he stayed there.

The Navy didn't have to move him from town to town. And he didn't need ship space again until V-E day.

But, in the Pacific, Johnny Doughboy doesn't stay put . . . like a poker chip, he's forever on the move. It's just one beach after another. And with the establishment of each beach-fores progress with giant jumps, head the supply problem becomes more acute. Enemy shore-based gunfire and unfriendly surf take heavy tolls of vehicles, guns and landing craft.

Even after the beachhead has been expanded, the island secured and its port put into operation, the mortality rate in equipment is severe. As our much of the material that was rushed there has got to be left behind rather

than waste the time to reload it and haul it to the next base of operations.

And then, of course, there's the question of mileage. Geography, it has been said, is Japan's greatest ally.

Says Fleet Admiral Nimitz: "The principal obstacle to victory in the Pacific is not the Japs, but distance."

And Rear Admiral DeWitt C. Ramsay, Chief of BuAer, adds:

"To soften up Germany, we had British planes fighting side by side with our bombers and a determined, industrialized England as a base of operations. We have no such base in the Pacific. We must have its equivalent before we can come to grips with the main Japanese armies and cut deeply into Japanese industrial strength. This means more amphibious operations . . . and for every mile we move forward, we add another mile to a supply line that already is the longest in the history of warfare."

Pacific distances are truly staggering. From San Francisco to Guam, Fleet Admiral Nimitz's advance headquarters, it is more than 5,000 miles. From Guam to Okinawa, it is another 1,225 miles; Guam to Manila is 1,380; and Guam to Tokyo is 1,352. Counting turn-around time in port, a slow freighter starting from the West Coast can cover the distance to the Far East no more than two-and-a-half times a year. Shipping from East Coast ports would take longer.

The Pacific Ocean areas over which the U. S. Navy must roam . . . protecting liberated sea lanes, slashing open others . . . cover at least one-third of the earth's surface. In pushing the Japs back to the approaches of their island empire, the Navy has freed over 5,000,000 square miles of water.

Big? Well, even such a proud Texan as Fleet Admiral Nimitz has had to begrudgingly admit:

"If there is one place bigger than Texas, it is the Pacific Ocean. All of us . . . will roam these broad open spaces until our treacherous enemy is roped, tied and properly branded so our descendants may always recognize his true character."

A Hard Job Ahead . . .

Statement to the men of the United States Naval Forces by Fleet Admiral Ernest J. King, USN, Commander in Chief, U. S. Fleet, and Chief of Naval Operations:

Victory over Nazi organized resistance is not only a source of much gratification, but an occasion for congratulations. I wish to commend every officer and man who has served in the Atlantic on the successful termination of a long, tedious and difficult task. In cooperation with our Allies, your operations have embraced the almost total destruction of Hitler's U-boat fleets, the convoying of the endless streams of men and supplies which made the great European land offensives possible, and the mounting of the invasions of North Africa, Sicily, Italy, Normandy and Southern France. Your work was often unspectacular and unheralded, but it was always hard.

Another hard job still lies ahead in the Pacific. However, we are now ready to augment further our already effective forces in that area with battle-tested and victorious units from the Atlantic. With this transfer of fighting strength, the Japanese should be as certain of ultimate defeat as we are of final victory.

LONG ROAD to V-E

Milestones Mark 5 Years, 8 Months, 8 Days From Attack on Poland to German Surrender

1939

- 1 Sept.—Germany invades Poland.
- 3 Sept.—Britain, France, New Zealand, Australia, India declare war on Reich.
- 6 Sept.—Ditto Union of South Africa.
- 7 Sept.—British troops land in France.
- 8 Sept.—President Roosevelt declares limited emergency.
- 10 Sept.—Canada declares war on Germany.
- 17 Sept.—Russia occupies eastern Poland.
- 27 Sept. Warsaw falls to Nazi blitz.
- 30 Nov.—Russia invades Finland.
- 13 Dec.—Nazi battleship *Graf Spee* engages in running battle with British cruisers, flees for Montevideo.
- 17 Dec.—*Graf Spee* blown up by its officers off Montevideo.
- 19 Dec.—32,581-ton Nazi liner *Columbus* scuttled off Cape May, N. J.

1940

- 12 March—Finns, Russians sign peace.
- 9 April—Nazis invade Denmark, Norway.
- 10 May—Nazis invade Low Countries. Churchill succeeds Chamberlain as British Prime Minister.
- 15 May—Dutch Army capitulates.



Official U. S. Army Signal Corps photograph
**FIRST Yanks land in North Ireland.
Irish lads give them "V" greeting.**

- 17 May—Nazis smash Maginot Line; Brussels falls.
- 18 May—Nazis take Antwerp.
- 28 May—King surrenders Belgian army.
- 29-31 May—British evacuate Dunkirk.
- 9 June—Norway surrenders.
- 10 June—Italy declares war on France, Britain.
- 14 June—Nazis march into Paris.
- 22 June—French, German armistice signed.
- 24 June—Ditto French-Italian.
- 5 July—France splits with Britain.
- 19 July—President signs two-ocean Navy bill.
- 8 Aug.—500 Nazi planes open Britain blitz.
- 3 Sept.—Announce transfer of 50 over-age destroyers to Britain.
- 16 Sept.—Selective Service becomes law; 16 Oct. for registration.

- 27 Sept.—Japan joins Axis.
- 28 Oct.—Italy invades Greece.
- 29 Oct.—First draft numbers drawn.
- 5 Nov.—President Roosevelt gets third term.
- 20 Nov.—Hungary joins Axis.
- 23 Nov.—So does Rumania.
- 24 Nov.—And Slovakia, too.

1941

- 1 March—Bulgaria signs Axis pact; Nazis parade in.
- 11 March—Lend-lease becomes law.
- 6 April—Nazis invade Greece, Yugoslavia.
- 9 April—Marines land in Greenland.
- 13 April—Japan, Russia in 5-year neutrality pact.
- 17 April—Yugoslav army capitulates.
- 23 April—Greece surrenders to Axis.
- 27 April—Nazis enter Athens.
- 10 May—Rudolph Hess, No. 3 Nazi, parachutes into Scottish field.
- 21 May—U. S. freighter *Robin Moor* torpedoed off Brazil.
- 27 May—President proclaims unlimited emergency.
- 30 May—German air army takes Crete after 10-day fight.
- 16 June—U. S. orders Nazi consulates closed by 10 July.
- 22 June—Germany, Rumania invade Russia.
- 24 June—President pledges all possible aid to Russia.
- 25 June—Finland declares war on Russia.
- 7 July—Marines, invited, occupy Iceland.
- 14 Aug.—President and Churchill meet at sea aboard USS *Augusta*, promulgate "Atlantic Charter."
- 21 Aug.—Russians lose Gomel.
- 19 Sept.—And Kiev.
- 8 Oct.—Orel, too.
- 17 Oct.—USS *Kearny* torpedoed off Iceland. Odessa falls to Nazis.
- 23 Oct.—Nazis in Kharkov.
- 30 Oct.—Navy tanker *Salinas* torpedoed off Newfoundland.
- 31 Oct.—USS *Reuben James* sunk by torpedo; about 100 lost.
- 1 Nov.—Coast Guard made part of Navy.



Official U. S. Navy photograph
TORPEDOED tanker burns in Atlantic. Nazis counted on U-boats to win.

- 17 Nov.—Part of Neutrality Act repealed to permit arming of merchant ships, passage to belligerent ports.
- 6 Dec.—German blitz stalls outside Moscow.
- 7 Dec.—Axis partner Japan attacks U. S. at Pearl Harbor.
- 11 Dec.—Germany, Italy declare war on U. S.; Congress answers with unanimous declarations; Nicaragua, Cuba, Guatemala, Costa Rica, Dominican Republic join U. S.
- 12 Dec.—Panama, Haiti, Honduras declare war on Germany, Italy.
- 13 Dec.—Russians drive Nazis back from Moscow. El Salvador declares war on Germany, Italy.
- 16 Dec.—Czechoslovakia joins Allies.
- 17 Dec.—Albania declares war on U. S.



Official U. S. Coast Guard photograph
**CAPTURE by Coast Guard spiked
Nazi weather station in Greenland.**

- 30 Dec.—Admiral Ernest J. King assumes post as Cominch.
- 31 Dec.—Venezuela breaks with Axis.

1942

- 14 Jan.—First ship torpedoed off U. S.
- 24 Jan.—Peru ends relations with Axis.
- 25 Jan.—Uruguay also.
- 26 Jan.—First U. S. troops land in northern Ireland.
- 28 Jan.—Paraguay, Brazil end relations with Axis.
- 29 Jan.—So does Ecuador.
- 22 May—Mexico declares war on Axis.
- 30 May—First 1,000-plane RAF raid; 3,000 tons dropped on Cologne.
- 5 June—U. S. declares war on Hungary, Bulgaria, Rumania.
- 10 June—Lidice, Czechoslovakia, wiped out in reprisal for Gestapo slaying.
- 20 June—British lose Tobruk, Libyan port, to Rommel's Afrika Korps.
- 27 June—Arrest of 8 sub-landed saboteurs on Atlantic coast announced.
- 1 July—British check German advance at El Alamein.
- 2 July—Nazis seize Sevastopol after 8-month siege.
- 4 July—U. S. bombers in first raid on western Europe.
- 16 July—U. S., Finland end consular relationships.
- 21 July—President Roosevelt names Admiral Leahy his Chief of Staff.
- 28 July—Rostov falls.
- 30 July—Women's Reserve founded.
- 8 Aug.—6 sub-landed saboteurs executed, one gets life, one 30 years.
- 19 Aug.—Commandos raid Dieppe.
- 22 Aug.—Brazil declares war on Germany, Italy.
- 23 Aug.—Nazis begin siege of Stalin-grad.

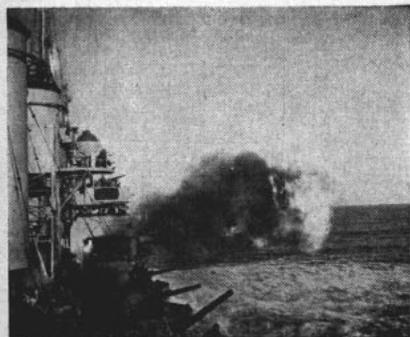
- 9 Sept.—Iran declares war on Germany.
- 24 Oct.—British break through Axis line at El Alamein.
- 4 Nov.—Axis in full retreat from Egypt.
- 8 Nov.—Allies land in North Africa.
- 10 Nov.—Yanks take Oran; Nazi troops enter unoccupied France.
- 11 Nov.—Americans capture Casablanca.
- 15 Nov.—Admiral Darlan assumes control of French Africa.
- 19 Nov.—Red Army launches offensive north of Stalingrad.
- 27 Nov.—French warships scuttled at Toulon.
- 1 Dec.—Ethiopia declares war on Axis.
- 14 Dec.—Abyssinia declares war on Axis.
- 20 Dec.—Russians open offensive in Caucasus.
- 24 Dec.—Darlan assassinated; Gen. Giraud named successor.

1943

- 14 Jan.—President Roosevelt, Churchill meet at Casablanca.
- 18 Jan.—Russians break 17-month siege of Leningrad.
- 20 Jan.—Chile breaks with Axis.
- 27 Jan.—U. S. bombers in first attack on Reich.
- 30 Jan.—British make first daylight raid on Berlin.
- 31 Jan.—Nazi 6th Army destroyed at Stalingrad.
- 2 Feb.—Fighting at Stalingrad ceases. Nazi losses: 330,000.
- 8 Feb.—Russians take Kursk, held by Nazis since Nov. 1941.
- 14 Feb.—Nazis break through U. S. lines in central Tunisia.
- 20 Feb.—Nazis take Kasserine Pass.
- 25 Feb.—U. S. regains Kasserine.
- 7 April—Bolivia declares war on Germany and Italy.
- 7 May—Allies take Bizerte, Tunis.
- 11 May—Nazi resistance in Africa ends.
- 12 May—President, Churchill confer in Washington.
- 16 May—RAF blasts two Ruhr dams.
- 11 June—Pantelleria in Mediterranean surrenders to Allied force.
- 5 July—Nazis launch Russian summer offensive.
- 10 July—Allies invade Sicily.
- 23 July—Americans take Palermo.
- 24 July—Stalin announces Nazi offensive shattered.
- 25 July—Mussolini ousted.



ATTACK AND COUNTERATTACK: Gray areas show farthest Nazi advance. Milestones in Allies' counterassault are indicated by dates (see text for details). Black areas show Nazi positions when U. S. and Russian armies met.



Official U. S. Navy photograph

SICILY was softened by Navy guns for Allied hop across Mediterranean.

- 1 Aug.—175 U. S. Liberators in record low-level bombing of Ploesti refineries.
- 5—Orel, Belgorod taken; Red Army snatches offensive.
- 11-24 Aug.—President, Churchill confer at Quebec.
- 17 Aug.—Navy takes islands of Lipari and Stromboli north of Sicily.
- 3 Sept.—Allies invade Italy across Messina Straits.
- 8 Sept.—Italy surrenders.
- 9 Sept.—Allies land at Salerno.
- 11 Sept.—Five BBs among 53 Italian warships surrendered to Allies.
- 12 Sept.—Mussolini "rescued" by Nazi paratroopers.
- 25 Sept.—Smolensk falls to Russians.
- 1 Oct.—Naples taken by Allies.
- 13 Oct.—Italy declares war on Germany.
- 7 Nov.—Russians retake Kiev.
- 26 Nov.—Colombia declares "state of belligerency" with Germany.
- 28 Nov.—President, Churchill, Stalin begin Teheran conferences.
- 24 Dec.—Eisenhower named Supreme Allied Commander in Europe.
- 25 Dec.—Russians open offensive west of Kiev.
- 26 Dec.—Nazi battleship *Scharnhorst* sunk off Norway by British.
- 30 Dec.—Russians crumble Nazi defense line west of Kiev.

1944

- 6 Jan.—Russians drive into pre-war Poland.
- 9 Jan.—U. S. 5th Army captures San Giusta, Italy.
- 10 Jan.—President announces U-boat toll dropped 60% in 1943.
- 11 Jan.—Ciano, Mussolini's son-in-law, executed for treason.
- 20 Jan.—Germans quit Novgorod.
- 21 Jan.—Leningrad siege lifted; RAF gives Berlin biggest raid.
- 22 Jan.—Allies land in Anzio-Nettuno area.
- 27 Jan.—Liberia declares war on Germany.
- 2 Feb.—Yanks breach Gustav Line in Cassino push.
- 4 Feb.—Navy reveals three Nazi blockade runners sunk in South Atlantic.
- 9 Feb.—Navy announces USS *Ranger*, "sunk" by Nazis 10 months ago, has since destroyed 40,000 tons of German shipping.
- 14 Feb.—Allies bomb, shell Mt. Cassino's ancient Benedictine Abbey.
- 2 March—U. S., Britain stop military shipments to Turkey.
- 5 March—Russians start Ukraine drive.
- 8 March—Heaviest Berlin daylight raid (360,000 bombs).

- 15 March—U. S. bombers level Cas-sino.
- 19 March—Red Army crosses Dnies-ter into Bessarabia.
- 21 March—Navy reveals British get 38 CVEs by lend-lease.
- 27 March—Russians cross Dniester into pre-war Rumania.
- 1 April—Britain's eastern coastal area closed to visitors.
- 3 April—Carrier planes fire *Tirpitz* in Norwegian haven.
- 10 April—Russians recapture Odessa.
- 17 April—Foreign diplomats forbidden to leave England.
- 24 April—Overseas travel banned by British as pre-invasion precaution.
- 28 April—Secretary of Navy Frank Knox dies of heart attack at 70.
- 9 May—Russians retake Sevastopol.
- 11 May—Allies open central Italy of-fensive.
- 17 May—Senate confirms appointment of James Forrestal as SecNav.
- 18 May—Cassino falls to Allies.
- 20 May—6,000 Allied planes bomb 150-mile Brittany-Belgium strip.
- 25 May—Anzio beachhead joined with main U. S. forces.
- 3 June—1,000 U. S. planes bomb Calais, Boulogne areas.
- 4 June—Allies take Rome. Calais, Boulogne areas blasted again.
- 6 June—Allies land in Navy-bom-barded Normandy.



Official U. S. Navy photograph

HUNTED by air and sea, Nazis lost sub war. Supplies got through.

- 7 June—Naval gunfire helps invasion forces push five miles inland.
- 8 June—First robot-bomb attack on London.
- 14 June—Nazis counterattack fiercely in Normandy.
- 17 June—Navy lands French troops on Elba.
- 25 June—Navy bombards Cherbourg.
- 26 June—Cherbourg falls to Yanks.
- 30 June—U. S. severs relations with Finland due to Nazi alliance.
- 6 July—Von Kluge replaces von Rundstedt as Nazi commander in West.
- 9 July—Caen falls to British, Can-adians.
- 18 July—Yanks take St. Lo.
- 20 July—Hitler injured in bomb plot.
- 25 July—Yanks slash through Nazis in Normandy 40-mile front.
- 26 July—Double-size robots hit Lon-don.
- 28 July—Russians take Brest-Litovsk.
- 31 July—Yanks seize Avranches.
- 1 Aug.—Yanks drive into Brittany plains.



Official U. S. Army Air Forces photograph

BIG THREE met for first time at Teheran. They planned second front.

- 2 Aug.—Turkey severs diplomatic, economic relations with Reich.
- 3 Aug.—Russians cross Vistula.
- 4 Aug.—Yank patrols enter Florence.
- 5 Aug.—Yank tanks in Brest, 138-mile advance in four days.
- 7 Aug.—Yanks cut off Brittany.
- 8 Aug.—8 German officers executed in Hitler death plot.
- 11 Aug.—Yanks cross Loire River.
- 12 Aug.—Nazis yield Florence.
- 13 Aug.—Nazis begin Normandy with-drawal.
- 15 Aug.—Allies invade southern France along Riviera.
- 17 Aug.—Russians at Prussian bor-der.
- 19 Aug.—Yank tanks reach Paris suburbs.
- 20 Aug.—Free French enter Toulon.
- 22 Aug.—Yank tanks slash within 150 miles of Germany.
- 23 Aug.—Marseille and Grenoble fall in southern France.
- 25 Aug.—Paris liberated.
- 26 Aug.—Nazis evacuating LeHavre. Rouen under U. S. fire. Yanks be-gin land, sea attack on Brest. 10,000 Nazis near Bordeaux quit.
- 27 Aug.—Allied spearhead reaches Marne.
- 28 Aug.—U. S. 3d marches into Cha-teau-Thierry.
- 29 Aug.—Allies cross Aisne River.
- 30 Aug.—Nazis evacuate Rouen. Rus-sians take Ploesti in Rumania.
- 31 Aug.—British in Amiens, Yanks cross Meuse.
- 1 Sept.—St. Mihiel, Dieppe, Verdun fall.
- 2 Sept.—Yanks in Belgium. U. S. 5th captures Pisa in Italy.



Photograph from Press Association, Inc.

STALINGRAD (above) ended Nazi drive to east as Reds turned tide.

- 4 Sept.—Belgian Yanks reach Reich border. Finns, Russians sign armis-tice.
- 5 Sept.—Russia declares war on Bul-garia.
- 6 Sept.—Allied patrols cross Reich border from Luxembourg to Nancy.
- 7 Sept.—U. S. 1st occupies Sedan.
- 8 Sept.—Yanks take Liege. Russians invade Bulgaria.
- 9 Sept.—Armistice ends four-day Russian-Bulgarian war.
- 10 Sept.—First U. S. shells drop on Reich near Aachen. President, Church-ill meet at Quebec.
- 11 Sept.—U. S. 1st crosses into Ger-many at Trier.
- 12 Sept.—First German town falls to Yanks—Roetgen. Rumania signs arm-istice with United Nations.
- 14 Sept.—Allies cross German border at three points.



Official U. S. Navy photograph

NORMANDY invasion was first hole in Hitler's "impregnable" West Wall.

- 17 Sept.—British airborne troops land near Arnhem in Holland.
- 17-19 Sept.—Allied carrier planes at-tack Crete.
- 20 Sept.—Yanks win Brest after 46-day siege.
- 22 Sept.—Russians in Tallinn, Eston-ian capital.
- 24 Sept.—British airborne forces land in Greece.
- 25-26 Sept.—British trapped at Arn-heim evacuated.
- 27 Sept.—Russians at Gulf of Riga.
- 2 Oct.—U. S. 1st breaches Siegfried Line north of Aachen.
- 6 Oct.—Russians cross into Hungary.
- 9 Oct.—Dumbarton Oaks Conference results in recommendation of inter-national peace organization.
- 10 Oct.—British enter Corinth, Greece.
- 11 Oct.—Coast Guard seizes Nazi ra-dio-weather stations in Greenland.
- 13 Oct.—Russians take Riga, Latvia.
- 15 Oct.—Hungary asks armistice.
- 18 Oct.—Hitler creates Home Army of males between 16 and 60.
- 20 Oct.—Russians take Belgrade. Aachen falls to U. S. 1st.
- 28 Oct.—Bulgaria signs armistice.
- 1 Nov.—British storm Walcheren Is-land, guarding Antwerp.
- 3 Nov.—Port of Antwerp opened.
- 7 Nov.—President Roosevelt reelec-ted for fourth term.
- 9 Nov.—U. S. 3d crosses Moselle.
- 10 Nov.—Churchill reveals V-2 (rocket bomb) attacks.
- 12 Nov.—RAF sinks Nazi battleship *Tirpitz* in Norwegian fjord.

- 16 Nov.—Six Allied armies attack from Holland to Alps.
- 18 Nov.—Nazis quit Tirana, Albania.
- 19 Nov.—Geilenkirchen falls—largest German city taken to date.
- 20 Nov.—Yanks seize Metz.
- 25 Nov.—Allies burst through Huertgen Forest onto Cologne plain.
- 28 Nov.—U. S. 3d surges into Saar.
- 2 Dec.—U. S. 3d enters Sauerlautern.
- 15 Dec.—U. S. 7th penetrates Reich at three places in Palatinate.
- 16 Dec.—Nazis counterattack through Ardennes Forest.
- 17 Dec.—Nazis gain 20 miles in Belgium, reach Stavelot.
- 19 Dec.—Allies recapture Stavelot, Nazis head for Bastogne.
- 20 Dec.—Yanks in Bastogne fight off Nazis.
- 22 Dec.—Russian winter drive opens.
- 23 Dec.—5,000 Allied planes hammer Nazi bulge.
- 24 Dec.—6,500 planes continue battering of Nazis.
- 25-26 Dec.—Nazi bulge reaches Meuse. Russians encircle Budapest.
- 27 Dec.—U. S. armored column relieves Bastogne.
- 28 Dec.—Nazi offensive stalls.

1945

- 8 Jan.—Nazis begin Belgian withdrawal.
- 12 Jan.—Nazis in full retreat from bulge.
- 13 Jan.—2,300 planes rake fleeing Nazis. Russians open Polish drive.
- 17 Jan.—Warsaw falls to Russians.
- 19 Jan.—So do Lodz, Cracow.
- 21 Jan.—Russians invade Silesia.



SIEGFRIED LINE was another hurdle Yank doughboys took in their stride.

- 23 Jan.—Russians reach Oder River.
- 29 Jan.—Yanks break through Ardennes into Reich.
- 2 Feb.—“Big Three” meet at Yalta.
- 6 Feb.—Russians cross Oder.
- 7 Feb.—Yanks attack along 70-mile front in Reich.
- 10 Feb.—Yanks seize main Roer dam.
- 13 Feb.—Budapest falls after 50-day siege.
- 14 Feb.—8,000 Allied planes blast Nazis in Russians’ path.
- 21 Feb.—U. S. planes bomb Berchtesgaden; ignore Hitler’s retreat.
- 23 Feb.—U. S. 1st and 9th cross Roer.
- 2 March—U. S. 9th reaches Rhine opposite Duesseldorf.
- 6 March—Cologne falls to U. S. 1st.
- 7 March—U. S. 1st crosses Ludendorff Bridge, establishes bridgehead across Rhine at Remagen.



BELGIAN BULGE was Nazi's final bolt of lightning war on grand scale.

- 12 March—Kuestrin falls to Russians.
- 15 March—U. S. 7th opens Saar drive.
- 18 March—Coblentz falls to U. S. 3d. Center span of Remagen’s Ludendorff Bridge collapses, but pontoon spans supply bridgehead.
- 20 March—Nazis routed in Saar; Saarbruecken, Mainz, Worms fall.
- 22 March—Ferried in landing craft by specially trained U. S. Navy units, 3d Army crosses Rhine.
- 23-24 March—U. S. 9th, British 2d cross Rhine, ferried by U. S. Navy.
- 25 March—U. S. 3d crosses Main. Russians aim at Vienna.
- 26 March—Seven Allied armies advance through Reich against ragged resistance.
- 27 March—Eisenhower says Nazis on western front “are a whipped army.”
- 30 March—Russians invade Austria, capture Danzig. 1,400 U. S. bombers blast sub bases at Bremen, Wilhelmshaven, Farge, Hamburg.
- 31 March—London says Nazis resuming intensive sub warfare.
- 1 April—Nazis trapped in Ruhr. German radio announces formation of “Werewolves” to wage guerrilla warfare.
- 4 April—British 2d crosses Weser, heads for Bremen.
- 5 April—Russians lay siege to Vienna.
- 7 April—U. S. 3d seizes \$100,000,000 Nazi gold hoard in salt mine.
- 9 April—Russians in Vienna. Allies open new Italian offensive.
- 10 April—U. S. 9th captures Hanover.
- 11 April—U. S. 9th reaches Elbe River.
- 12 April—President Roosevelt dies of cerebral hemorrhage, Vice President Truman sworn in. Yanks cross Elbe. Russians in Berlin drive.



Official U. S. Army Signal Corps photographs

AIR BOMBS cut Germany's supply arteries, tore holes in her industry.

- 13 April—Vienna falls to Russians.
- 16 April—Allies open all-out drive in Italy.
- 17 April—Yanks halt at Elbe. Russians within 18-20 miles of Berlin.
- 18 April—U. S. 3d drives into Czechoslovakia, cuts Germany in two.
- 19 April—Leipzig falls to U. S. 1st. Ruhr pocket wiped out. Nazis report huge tank battle outside Berlin.
- 20 April—Nuernberg falls to U. S. 7th. RAF sinks last Nazi pocket battleship, *Luetzow*, in Baltic port.
- 21 April—Russians inside Berlin. Allies take Bologna in Italy.
- 22 April—Russians hold one-sixth of Berlin. U. S. 1st, 3d, 9th mark time waiting juncture with Red Army.
- 24 April—1st White Russian, 1st Ukrainian Armies join inside Berlin.



NAVY craft ferried Allied armies—and Mr. Churchill—across the Rhine.

- Allies close in on southern redoubt. Allied troops in Italy cross Po; take La Spezia, Modena, Ferrara.
- 25 April—U. S. and Red Armies link fronts at Torgau, on Elbe.
- 26 April—Britain announces V-bomb toll: 2,754 dead, 6,523 seriously injured. Petain surrenders in France.
- 27 April—Genoa entered. Berlin 3/4ths in Russian hands.
- 28 April—Mussolini executed by Italian partisans. President Truman announces no truth to wide-spread surrender reports. U. S. 7th Army crosses Austrian border.
- 29 April—Nazi troops in Italy surrender unconditionally; Milan, Venice taken. 7th Army enters Munich.
- 1 May—Nazi radio announces death of Hitler; Grand Admiral Doenitz named as successor.
- 2 May—Red Army conquers Berlin.
- 3 May—Americans and French mop up Bavarian pocket.
- 4 May—Germans in Holland, Denmark and northern Germany surrender.
- 5 May—German 1st, 19th, 24th Armies surrender, leaving only 7th still fighting in Czechoslovakia. Czech patriots free Prague, ask for Allied help as fighting continues.
- 6 May—Danish patriots clash with pro-Nazis in Copenhagen.
- 7 May—Germany surrenders unconditionally to Allies at 2:41 A. M. in Eisenhower’s headquarters in Reims.
- 8 May—German surrender ratified in Berlin; German resistance ends officially at 2301.

BATTLE OF ATLANTIC



Official U. S. Navy photograph

SAFE ACROSS the Atlantic, a United Nations convoy steams into port. A Navy escort stands watch at left.

BY ADMIRAL JONAS H. INGRAM, USN
Commander-in-Chief, U. S. Atlantic Fleet.

THE Battle of the Atlantic, one of the most decisive campaigns of the war, was a fight to the finish. The Nazis carried on their U-boat warfare to the bitter end.

Only three weeks before the Germans surrendered, a formidable wolf pack of U-boats was intercepted and badly mauled by one of the most powerful forces of carriers and destroyer escorts ever to operate in the mid-Atlantic. From prisoners we learned that this pack had orders to blanket the East Coast from Maine to Florida. We sank five U-boats in this blitz of the Nazis.

We had four carriers and 46 destroyer escorts hounding U-boats in the mid-Atlantic after their presence was discovered.

In addition to this blitz there was considerable U-boat activity along the East Coast. For the first time in more than a year U-boats operated off the East Coast in numbers.

Only 24 hours before Germany surrendered we sank a U-boat in our own back yard, off Block Island. We also got another sub south of Nova Scotia in the middle of April. And we had a probable kill off Cape Hatteras just

two weeks before the surrender.

These U-boat actions undoubtedly were the Nazis' last fanatical attempts to panic us before the collapse. They did manage to torpedo five merchantmen off the East Coast in the last three weeks, all but two reaching port.

We were ready for them. When we disposed our forces several months ago to take into account the possibility of buzz-bomb attacks we closed the gaps. Those precautions paid dividends. Buzz bombs never buzzed but the subs were there and we smashed their attack. We got a total of eight U-boats and kept the others down where they could do no harm.

Since V-E Day the U-boats have been surrendering. Until they are all accounted for and the Atlantic is definitely clear we will maintain our patrols out there.

Fleet Admiral Ernest J. King was Commander-in-Chief of the Atlantic Fleet until 30 Dec. 1941, when he was succeeded by Admiral Royal E. Ingersoll. I relieved Admiral Ingersoll on 15 Nov. 1944.

To Fleet Admiral King and Admiral Ingersoll should go full credit for the splendid organization of the Atlantic Fleet and for the magnificent record established in this bitter silent sea war.

From Cape Cod to Capetown, from Reykjavik to Rio, Atlantic Fleet air and sea groups tracked and destroyed the U-boats. Each kill was a small war of its own. The "unpredictable" incident became routine in this most baffling of all types of warfare.

The success of the antisubmarine warfare groups may be attributed to teamwork. Each group was finely trained to operate together, as a team and not as an individual unit. The efficiency of such a group is probably three or four times greater than if each ship had been trained separately.

Now that the Battle of the Atlantic is over, it is possible to tell of some of the exploits of the boys in blue.

For example, we captured a U-boat intact last June. We refer to it as Yehudi. The story of that capture is one of the most interesting to come out of the Atlantic. Captain D. V.

**Now It Can Be Told: The Story of the Navy's Exploits
In the Campaign That Made Possible Victory in Europe**

Gallery was in command of the *Guadalcanal* and the task group that captured it. He had issued orders to capture the first submarine sighted. Pilots were warned to concentrate their attacks on personnel and not to sink the sub unless absolutely necessary. Destroyer escorts and destroyers were similarly warned. When Yehudi was sighted by planes from the carrier Captain Gallery's orders were followed out strictly. The sub was trapped and the crew was forced to abandon her under the severe strafing attacks. The sub circled dizzily until a boarding party from the *Pillsbury* reached her and got her under partial control only to learn that she was flooding and might sink any moment. Boarding parties from the *Guadalcanal* arriving shortly afterward got the pumps started and prevented her from sinking. The *Guadalcanal* took her in tow and conducted flight operations with the U-boat tagging along astern (see pictures pp. 12-15).

On another occasion aircraft from the *Guadalcanal* sighted a U-boat placidly nursing a rich meal of diesel oil from a huge mother sub. A quick blitz from the air sent both boats to the bottom and two hours later escort ships were fishing water-soaked Nazis out of the brine.

One airman from the *Bogue* added another twist to the U-boat stories. After harassing a U-boat to the surface, the aircraft, now bereft of ammunition, was startled to see the German hoist his white flag. The problem: how to get surface ships, several miles away, to the scene to make the surrender stick. Solution: fast talking to the ships which managed to arrive in time to scoop up another load of live specimens for Uncle Sam's collection of swastika-men. When our ships appeared the Nazis scuttled their sub.

The sub sunk closest to home during the Battle of the Atlantic now rests on the muddy bottom off Block Island. The one most distant was "dunked" off the shores of South Africa. In between these points the battle ranged over 30,000,000 square miles of ocean.

Probably the quickest kill of the war was turned in by a destroyer escort. His orders: "Proceed Halifax to New York, sweeping for possible U-boat enroute." Result: "Sank sub enroute, losing no time underway."

The laurels for brevity in reporting, even beating the famous "sighted sub sank same," went to the *Croatan's* group. One word did the work of four. His orders: "Hunt and destroy U-boat in designated area." With eloquent economy of words the captain replied a few hours later: "Complied." Another sub had found its way to the bottom.

The "brand-newest" ship to sink a sub was the *Gandy*, a destroyer escort. Fresh from shakedown, eighteen hours after departure on her first escort job, she rammed a U-boat and with the help of two sister ships sank it. Trophies for this adventure included eight live Nazis: the captain, two fellow officers and five crewmen.

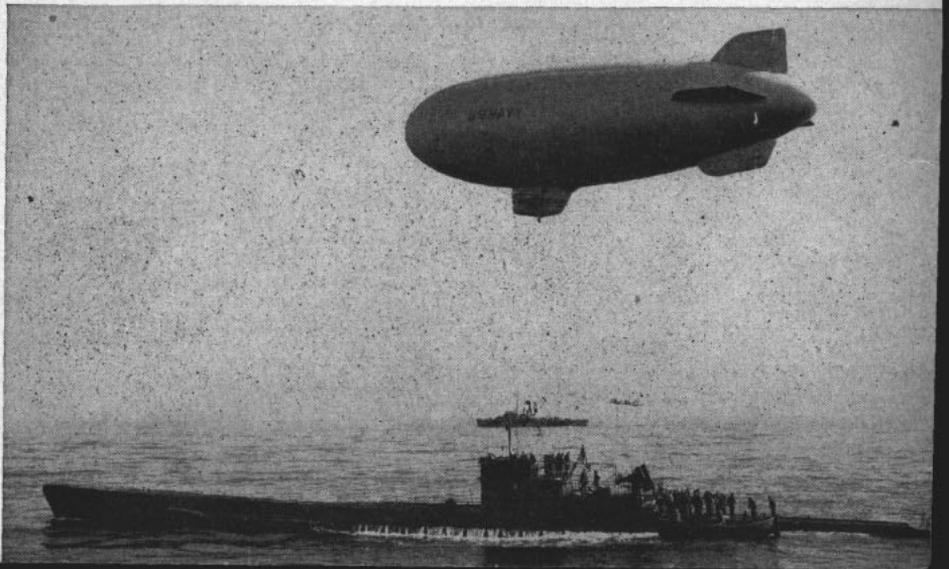
The title of "public enemy number one" so far as the carrier groups were concerned probably went to the U-boat that slipped a "fish" through the



Official U. S. Coast Guard photograph
FINAL KILL in the Atlantic before V-E Day was made on 6 May when three Navy and one Coast Guard ship ganged up on a U-boat off Rhode Island. Coast Guard crew watches surface pattern of blasts that destroyed sub.



Official U. S. Navy photographs
FIRST SURRENDER under terms laid down to Germany was made by a U-boat 700 miles off New England. Two Navy DEs escorted it to a Cape May, N. J., rendezvous where U. S. submarine personnel took over (above and below).





Official U. S. Navy photograph

CAPTURE OF U-BOAT 505

A SECRET the Navy was sitting on for nearly a year—capture off French West Africa on 4 June 1944 of the Nazi U-boat 505—was revealed after Germany's fall. The

screen to sink the *Block Island*. What ensued was not only war but a personal grudge fight that resulted in the sinking of the U-boat four hours later.

One of the most exciting instances of rough-and-tumble free-style sub-fighting developed from an aircraft tip-off to the "lucky" *Buckley*, a destroyer escort. Guided to the scene of the surfaced U-boat by the plane, the *Buckley* and the sub exchanged point-blank surface fire. *Buckley* then rammed and rode over the sub. The battered U-boat got away, the *Buckley* in pursuit. The DE poured lead into the conning tower while the crew heaved coffee cups at the swastika. The U-boat got out of control, crashed into the *Buckley* and sank in 10 minutes leaving 32 members of the master race thrashing around in the bubbles with a few more hanging for dear life to the *Buckley's* forecastle.

Surprise and deadly risk characterized every moment in the lives of the men and the ships hunting the U-boat with the annoying capacity to make itself invisible through submergence. These are only a few of the scores of

battle reports that enliven the logs of the sub-hunters.

Operations against the surface raiders and U-boats in the South Atlantic were just as tense but the hunting was probably more difficult. There weren't as many U-boats in that area. We established a blockade to halt the traffic of vital supplies between Japan and Germany, with the invaluable assistance of Brazil's bases from which to operate. In our famous triple play, we sank three German surface blockade runners in three successive days. I was in command down there at the time.

Long before the trend of victory was apparent—in fact, during the darkest days of the Battle of the Atlantic—the courageous government of Brazil, with the full support and approval of the people of Brazil, threw her weight and full strength to the Allied cause. Throughout the war Brazil exerted every energy to the successful prosecution of the war.

It is common knowledge that we had a close call in the Atlantic in the early days of the war. The U-boats were

capture was made by a task group composed of the escort carrier USS *Guadalcanal* and five destroyer escorts. Commanding the group was the *Guadalcanal's* skipper, Captain Daniel V. Gallery. The submerged U-boat was first detected by the USS *Chatelain's* sound gear. Then it was spotted and fired on by the *Guadal-*

ready. We were not. Admiral Doenitz's U-boat fleet was estimated to consist of 118 subs in January 1941. By December 1941 this figure had increased to 153, according to reliable estimates. By January 1943 the Germans were reported to have 400 U-boats. They maintained around this number, reaching a peak of 450 on 1 March 1945.

During the height of submarine warfare in 1942 and 1943 there were about 150 U-boats on station, preying on the Atlantic shipping. The others were enroute either to their stations or to their home ports or were in port for repairs and relaxation for the crews. These crews were well trained and well paid.

Had the U-boats not been brought under control and finally defeated there is no doubt that the unconditional surrender of the Nazis might never have been accomplished. At least it would have been delayed for some time.

The turning point in the Battle of the Atlantic occurred in the spring of 1943. Prior to that time we were on



Official U. S. Navy photograph

canal's planes, their bullets marking the spot for the surface craft. Depth charges from the *Chatelain* forced the sub to surface right in the middle of the task group. Kept from their deck guns by small-arms fire, the Nazis opened scuttling valves and dove overboard, leaving the sub circling full speed. All the task group's ships sent whale-

boats with boarding parties racing to the sub. The USS Pillsbury's boat won the race. Men leaped aboard the sinking U-boat and down the hatch to shut the scuttling valves. Thus for the first time since 1815 did a Navy boarding party take an enemy warship as prize. (Turn page for more photos of the action and cast of the drama.)

the defensive. With the introduction of specially trained antisubmarine warfare groups, we assumed the offensive.

The Atlantic Fleet's record speaks for itself. Since the declaration of war we have escorted 16,760 ships across the Atlantic. Of these, less than a score were sunk in convoy. It required 3,552 escort trips to do this job. Roughly, the Atlantic Fleet and ships in convoy cruised more than 50,000,000 miles in the battle against the U-boats, to say nothing of the millions of miles flown by our pilots patrolling the vast stretches of the ocean.

From our entry in the war we know definitely that we sank 126 U-boats, most of them far from shore. We probably sank many more than this but in the Atlantic definite proof must be obtained before credit for a "kill" is given. Searching for these U-boats was like looking for a needle in a haystack. For the most part, they were scattered over thousands of square miles of ocean. Apart from the haz-

ards involved and the patience required there was the rugged Atlantic weather to battle.

The number of ships in the usual convoy ranged from 24 to 60 with eight to nine escorts respectively to protect them. The largest convoy consisted of 119 ships plus nine escorts.

Our convoys operated on a schedule. Every five days a convoy departed from the East Coast for the United Kingdom, Iceland or Africa. At any given moment we had at least 450 cargo ships at sea and 75 escorts with them.

The speed of the convoys varied, depending on their cargoes and destinations. Some made only six or seven knots, others 10 knots. Troopship convoys, of course, with their valuable cargo, were heavily escorted and got across as quickly as possible at speeds ranging to upwards of 15 knots.

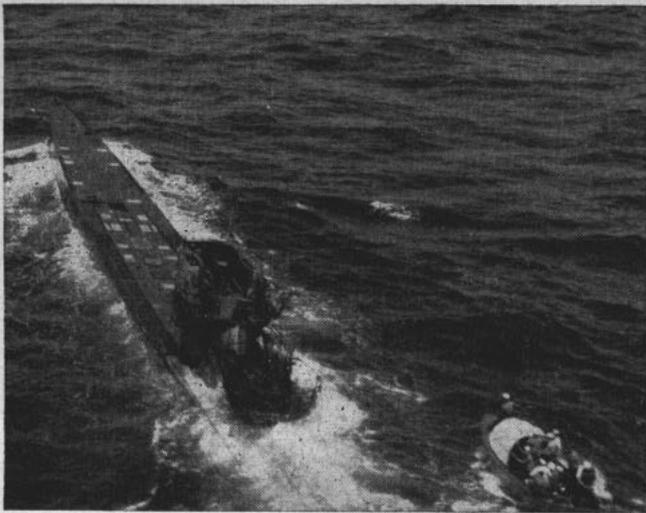
Seeking out and destroying U-boats and keeping the sea lanes open is but one of the many jobs of the Atlantic Fleet. The forces of the Atlantic Fleet conducted the amphibious operations

against the enemy in Morocco, and participated actively in Sicily, Italy, Normandy and southern France.

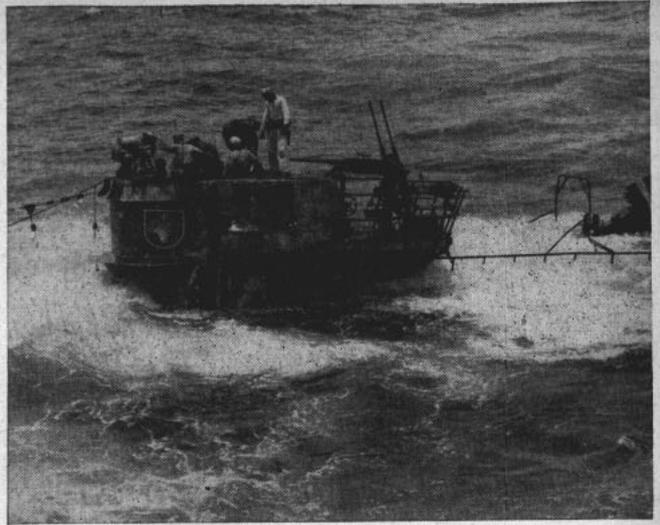
Atlantic Fleet training commands, organized after Pearl Harbor to ready for war the tremendous flow of ships from America's industrial yards, have shaken down upwards of 1,500 combatant and auxiliary types and nearly 3,000 amphibious vessels. Tens of thousands of officers and nearly a million men have been trained by these commands.

These ships and men provided the trained personnel and superior equipment which licked the U-boats and safely escorted American troops and material to Europe and Africa to victory. These newly trained ships and men gallantly and effectively engaged the enemy in battle in the Pacific, some within a matter of weeks after their departure from the Atlantic training area.

Our extensive facilities for pre-commissioning and shakedown training fit new ships for combat. Our "refresher" training keeps the fleet up-to-date and



THE ACTION: Whaleboat from DE Pillsbury bears down on Nazi U-boat from starboard quarter. Boarding party braves death to get the sub, for her sea cocks are open and for all they know she is set to blow up in the cus-



tomary way of Nazi scuttling. Another party from the Guadalcanal boards the foundering sub (above) and goes below to shut the scuttling valves. The men have to be shut up in the hull so seas won't pour down the hatch . . .

allows those getting ready for combat for the first time to profit by the experience of the men from the war zones. We have advanced training in specialties such as antisubmarine, anti-aircraft and amphibious warfare; communications, damage control, and interception of enemy planes. This adds up to continual progress toward final victory.

Since 1 January of this year more than 800 ships trained in the Atlantic have passed through the Panama Canal to join our forces in the Pacific.

For the future, the Atlantic Fleet will train the newly commissioned ships and those returning from the European theatre of operations and will continue to raise the proficiency level of the United States Fleet with refresher and specialty training.

When German heavy ships were at Brest the Atlantic Fleet maintained a task force at sea in readiness to intercept any of these ships that might slip out to raid the Atlantic. Similarly when German heavy ships were stationed in Norway a detachment of the Atlantic Fleet operated with the British Fleet and participated in an attack in Norwegian ports.

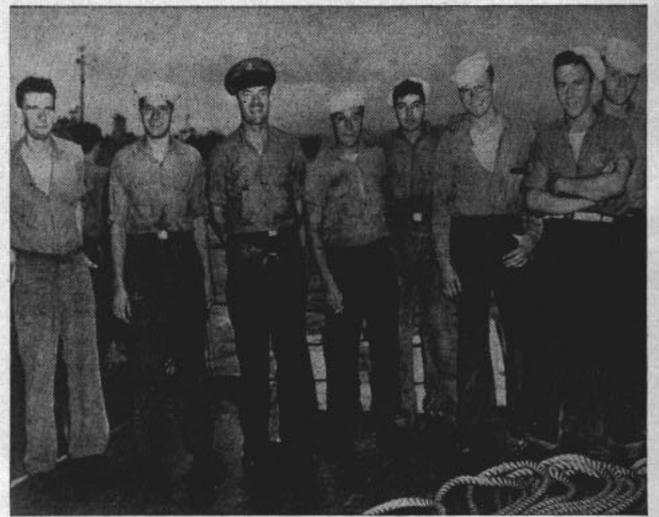
Geographically the Atlantic Fleet's operations are spread out from the North Pole to the Falkland Islands, from the eastern coasts of North and South America to Africa and Europe. Bases for extended operations and training are located not only within the continental limits of the United States but in Argentina (Newfoundland), Iceland, Trinidad, Greenland, Brazil and Bermuda.

At Greenland the Atlantic Fleet has maintained a detachment, largely of Coast Guard vessels. These vessels and aircraft have carried supplies to stations along the Greenland coast and through the ice to inaccessible areas of Greenland and the Atlantic. They have rescued aviators found on the ice cap and performed escort duty between Greenland and North America. The latter services were most important when the importation of cryolite from Greenland was a vital factor in aluminum production.

Realizing the importance of Greenland as a base for weather operations the Nazis made frantic attempts to establish themselves in that area. Last year a small Atlantic Fleet detachment of Coast Guard cutters smashed a Nazi attempt to establish a weather



THE CAST: Capt. Gallery who commanded the Guadalcanal and task group, and Lt. Albert L. David who led Pillsbury's boarding party, were among the show's stars. Other stars were the first boarders—Chester Mocarski,



GM1c; William Riendeau, EM2c; George Jacobson, CMoMM; Zenon Lukosius, MoMM1c; Gordon Hohne, SM2; Wayne Pickles Jr, BM2c; Stanley Wdowiak, RM2c; and Arthur Knispel, TM2 (left to right in photo above).

Official U. S. Navy photographs



... Skipper of the Guadalcanal himself goes below to check for likely boobytraps. Then the boarding party secures a towline on the prow of their prize (above) and the Guadalcanal takes her in tow four days until relieved by

station on the northeast coast of Greenland, capturing another weather station, taking a German radio station and fighting off a twin-motored bomber attack.

Before the war the Atlantic weather patrol was established in connection with the overseas flights of commercial aircraft. Since the war the number of weather stations has been more than quadrupled and the reports of the ships on the weather stations have aided materially in the conduct of operations not only in the Atlantic but in Europe. Atlantic Fleet ships have also served as plane guards for overseas flights.

These far-flung operations of the Fleet in the Atlantic, the United Kingdom and the Mediterranean presented a difficult logistics problem. Supplying the men, material and ships

in this vast area is also a function of the Atlantic Fleet.

At present the Atlantic Fleet is operating an extensive network of beacon and rescue ships to guide and safeguard the planes returning from Europe, to the Pacific. The planes are loaded with casualties and with personnel who are to be readied for duty in the Pacific. The setting up of this network has been quite a complicated undertaking. Ships of the Atlantic Fleet are spotted in the North and South Atlantic and are on the alert to effect rescues should any of these planes be downed.

The Allies made a great team out there in the Atlantic. On numerous occasions we operated jointly with the British. Throughout the war we operated with the Canadians. Nothing was left to be desired in our relationships and mutual understandings of



the fleet tug Abnaki. Navy men set the sub's screws so they recharge her batteries as she is towed at high speed by the CVE (above). With the batteries back in shape, the U-boat's own equipment is used to pump her out.

each other's problems and the methods to be employed in solving them.

The commanders of the Eastern, Caribbean, Gulf and Panama sea frontiers figured prominently in the Battle of the Atlantic. They kept our coastal areas clear. They too, share in the success of the Battle of the Atlantic.

I would not want to let this occasion pass without taking my hat off to the officers and men of the Atlantic Fleet. That goes for regulars and reserves. I make no distinction. We are all in the Navy. Our reserve officers and reserve enlisted men acquitted themselves with honors.

Every officer and every man of the Atlantic Fleet, at bases, training stations, aboard battleships, cruisers, carriers, submarines, destroyers, destroyer escorts, frigates, tugs, in fact, every conceivable type of surface and aircraft did a tough job well.



... Captured Nazis in bow of Chatelain see their scuttling attempt foiled and the U-505 taken in tow by the Guadalcanal, which earlier had dodged the lone torpedo they fired. Prisoners wore dry clothes and smoked cigarets



issued them by the Navy. Final act came last month when Captain Gallery presented the U-505's flag to Admiral Jonas H. Ingram, Commander-in-Chief, Atlantic Fleet. The trophy is destined for Navy's archives at Annapolis.



Cruiser *Sante Fe* moves off from carrier *Franklin*, apparently about to capsize after being bombed off Japan.

'BIG BEN' COMES HOME

A SHIP which the Japanese boasted they had sunk is safely back in New York. The enemy's boast was not entirely unreasonable, for this ship was in such condition as a result of explosions and fire caused by aerial bombing that she should by all accounts have gone to the bottom. That she was saved is due to the superhuman efforts of the survivors of her crew who, with the high courage that is the rule among Navy men at sea, fought a seemingly hopeless battle against searing flame and destructive ammunition blasts within 60 miles of the Japanese coast.

She is not one of the Navy's "hero ships." She had participated, along with many others of her kind, in attacks against the dwindling sea power of the Japanese Empire, carrying her full share of the burden. During her stay in the Pacific area she had no opportunity to win laurels such as have gone to her more battle-experienced

High Courage of Her Crew Saves Carrier *Franklin* After Attack off Japan Causes 1,000 Casualties; Ship Sails 12,000 Miles to New York for Repairs

sister warships. But in her hour of travail, the American men, young and not so young, who comprised her crew wrote another bright paragraph in the long story of naval heroism at sea. The kind of fight they waged to save their ship is typical of what their fellow seamen have frequently done during the Pacific war. Other stories involving ships which were saved by their heroic crews to return to battle after sustaining damage must in many cases remain cloaked by security for some time.

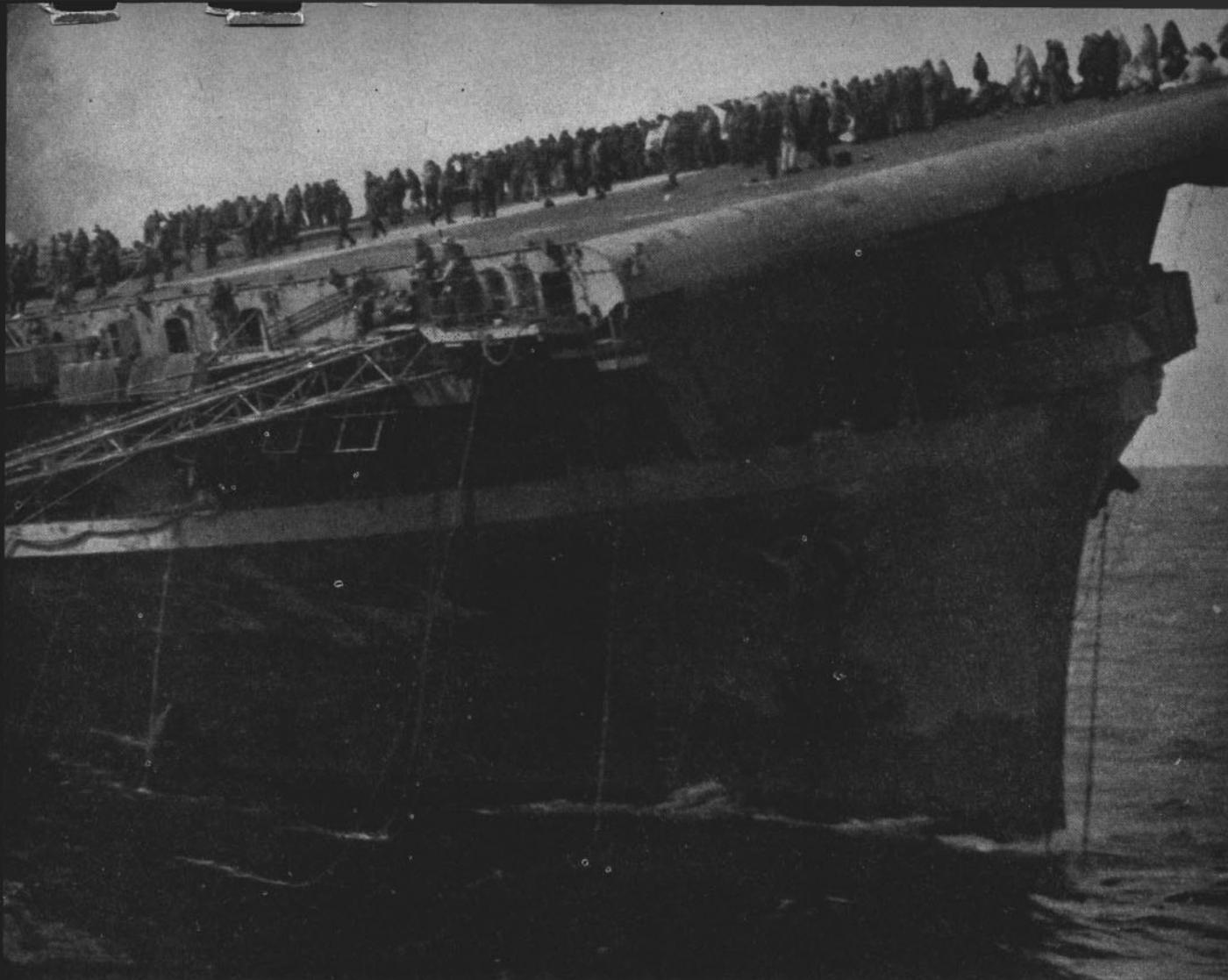
The ship is the USS *Franklin*, 27,000-ton carrier of the *Essex* class. After sailing home more than 12,000 miles, manned by a skeleton crew of survivors, her charred and battered hull rests in the Navy Yard at Brooklyn, New York.

Many of her crew will again go to

the combat area to help deliver the final blows which crush the enemy. But many others of her original complement will never man planes or guns again. Three hundred forty-one lost their lives in the fight to save their ship. Four hundred thirty-one others are missing. More than 300 were wounded.

The ship was operating with the Fast Carrier Task Force on the morning of 19 March in the air strike against remnants of the Japanese Fleet sighted in the Inland Sea. Many of her planes were still on deck, loaded with bombs, rockets and machinegun ammunition, preparing to take off.

Suddenly, a Japanese dive-bombing plane streaked down out of the clouds. He was no suicide pilot. He was doing a straight dive-bombing job. Pulling



Official U. S. Navy photograph

Driven back by flames, crewmen cluster forward on flightdeck as they await assignment to firefighting details.

out of his dive at low altitude, he released two armor-piercing 500-pound bombs. Both scored hits. One detonated beneath the flight deck on which the armed planes were spotted ready for take-off. The second bomb went off on the hangar deck, where other planes, fueled and armed, were waiting to be taken to the flight deck.

Within a minute after the enemy plane had dropped its bombs, it was shot down by pursuing fighters of the carrier's combat air patrol. But the bombs, exploding where they did, had started a train of fires and explosions which for hours were to rend the carrier's frame.

Many major explosions followed the initial blasts. Large bombs exploded and threw men and planes the length of the ship. Smaller bombs, rockets and machinegun ammunition killed dozens of men who had survived the first explosions. Many tons of bombs and ammunition had exploded aboard the carrier and the resulting fires were fed by thousands of gallons of aviation gasoline.

The whole after end of the carrier's flight deck had become a mass of flames and smoke. Airplanes disintegrated, as did their pilots and crewmen. Aviation gasoline poured over

the sides of the hangar deck like a blazing Niagara. Bombs, rockets, bullets, splinters of wood and steel fell all around survivors who hugged the decks for safety. There was no panic.

Saved by a Mattress

This is what it was like aboard the burning *Franklin*, told by Pfc. Julius F. Payak, USMC, Portage, Pa., who was brushing his teeth when the first bomb exploded:

"When I looked up, the mirror in front of me was gone, and I decided it was time for me to go, too. I ran into a compartment, just about 75 feet from where the bomb had hit. . . . The smoke was starting to get me. My mattress was nearby, and it occurred to me that there should be some air in it. I tore off the cover and buried my nose in the mattress. After a while I tried to get out, crawling along the deck, and finally made it to the ammunition-transfer room, where it was possible to get some air because the uptakes were open. When I regained some strength I found a hose and helped to fight the fires."

When many of the ship's regularly assigned damage-control parties were either killed or trapped by flames, volunteer fire fighters took charge. It was not uncommon for a pilot, a mechanic, a ship's officer and a steward's mate to be manning the same hose. Everywhere, the slightly wounded and those who had escaped injury fought desperately in the face of exploding ammunition to bring the fires under control.

One of the persons eminently responsible for organizing the fire fighters was the ship's Catholic Chaplain, Lt. Comdr. Joseph O'Callahan, USNR, of Boston, Mass. The lean, scholarly Jesuit rushed about the horribly exposed slanting flight deck administering last rites to the dying and then led officers and men into the flames, carrying hot bombs and shells to the edge of the deck for jettisoning, inspiring everyone about him with his high spirit. Father O'Callahan personally recruited a damage-control party and led it into one of the main ammunition magazines to wet it down and prevent its exploding. One of the carrier's senior officers pointed out that the Padre had risked his life on at least



Official U. S. Navy photograph

Firefighters scatter and debris flies aloft as one of a series of explosions convulses the crippled Franklin.

10 occasions and called him "the bravest man I ever saw."

Below decks, several hundred men were at breakfast in their messing compartment when the initial explosions shook the ship. Smoke, flame and smashed bulkheads blocked all available exits. When the oxygen began to grow scarce, panic seemed imminent. James E. Russell, SM1c, USNR, Richmond Va., told how the flight surgeon, Lt. Comdr. James L. Fuelling, (MC) USN, Indianapolis, Ind., averted the panic.

"Everybody sit down," the doctor ordered. "We're trapped here for the time being. Stay calm and be quiet. Use as little air as possible. Stay close to the deck and say a prayer."

The men waited, and rescue finally came. Lt. Donald A. Gary, USN, a former enlisted man, from Oakland, Calif., promising the men he would return, left the messing compartment, groped through the suffocating smoke and flames for a way out. When he succeeded in finding an exit, through the ventilation tubing to the flight deck, he returned and made trip after trip, leading survivors to safety. All but one of the trapped men were saved.

A Marine orderly, 19-year-old Cpl. Wallace L. Klimkiewicz, USMCR, Jersey City, N. J., when ordered to abandon ship, requested and obtained permission to man a forward 40-mm. anti-aircraft gun. He stayed at his weapon, as did the crews of the other undamaged guns, in face of repeated determined attacking waves of enemy planes. Although many more bombing runs were attempted, the accuracy of the stricken carrier's remaining guns

turned the enemy back before more hits could be scored.

James P. Odom, MM1c, USNR, Waynesboro, Miss., was standing his watch in a fireroom when the Jap bombs touched off terrific explosions from ready ammunition magazines and ready-boxes. Disregarding his own safety, Odom donned a gas mask, remained at his station and kept steam up in one of the ship's boilers for three hours. Finally, almost overcome by

OVER THE SIDE

Louis A. Vallina, MM1c, USNR, of East St. Louis, Ill., was standing on the fantail of the *Franklin* when she was hit. Twice he started to jump over the side, but both times changed his mind for fear he would be dragged under and drowned.

Then:

"Suddenly, as I stood out on the fantail, a terrific explosion blew me off the ship, and I landed so far out in the water I didn't have to worry about being sucked under."

Vallina, who had no life belt, hung on to a drifting empty powder container until hauled aboard a de-

stroyer. For Edward D. Mesial, SK2c, USNR, of Flushing, N. Y., the journey from flaming carrier to rescue ship was more direct.

"I managed to crawl on my stomach to our carrier's catwalk after being trapped below," he related later. "I could hear people yelling for me to crawl over the side onto a cruiser which was picking up wounded personnel, but my legs wouldn't respond anymore. So I just lay there on the catwalk, hoping my strength would return, when the ship listed heavily to starboard—and I tumbled right onto the cruiser."



Official U. S. Navy photograph

Jets of fire flicker from muzzles of twin cannon as a crown of flames mantles one of carrier's 5-in. gunmounts.

the smoke, he made his way to the charred flight deck and manned a fire hose. Then, the fires under control, Odom volunteered for a rescue party and worked ceaselessly in helping to bring trapped men topside. Over a stretch of five days, the Mississippian slept a total of six hours. He was promoted to chief machinist's mate on the spot for his heroism.

Gerald Smith, F1c, USNR, Oswego, N. Y., risked his life to keep fire hose in operation during the desperate hours in which the ship was threatened by the spreading flames. As the cruiser *Santa Fe* came alongside to take off wounded, one of the fire hoses which had been pumping water on the carrier's flight deck was slashed in two. Smith volunteered to remove the fouled hose and bring a new line into play. Held by the ankles by two of his shipmates, he dangled head down over the deck edge, and unfastened the damaged hose while the *Santa Fe* kept banging up against the gun sponsons on the side of the carrier.

But while heroic survivors were battling to keep the blazing ship afloat, men were dying by the scores. Below decks, a warrant officer was walking along a passageway when a blast

threw him 40 feet against a steel bulkhead. Other men were blown clear of the ship and drowned or were killed outright by the force of the bomb concussions. Hundreds of other survivors were picked up by destroyers assigned to patrol the area. Two destroyers, the *USS Hunt* and *USS Marshall*, rescued more than six hundred of the *Franklin's* crew; the *Hickox* and *Miller* saved others.

In the first hour that followed the attack, the condition of the carrier grew steadily worse. Groups of men were trapped in the stern. Others began to go over the side to escape what seemed to be certain death. But damage-control parties succeeded in flooding some of the magazines below decks.

At about 0930 the light cruiser *Santa Fe* came alongside to remove wounded. The two ships were so close together that gun platforms on the *Franklin's* starboard side were damaged. Scores of wounded were removed from the carrier by makeshift mailbag breeches-buoys, and others were carried out on the carrier's horizontal antennae masts and lowered into the waiting arms of bluejackets on the *Santa Fe's* deck.

The rescue operation had to be interrupted, however, when one of the

carrier's forward 5-in. gun mounts caught fire and threatened to explode. The *Santa Fe* drew away until the danger passed; then she came alongside again to continue for another hour and a half her mission of mercy. When all possible wounded had been taken off, the surviving members of the carrier's air group were ordered to leave the ship.

Early in the afternoon, when the fires had been brought under control, the listing carrier was taken in tow by the heavy cruiser *Pittsburgh*. Overhead, fighters flew a constant protective patrol. By morning of the following day (20 March), one of the carrier's firerooms had resumed operation, adding two knots to the *Pittsburgh's* towing speed, and the severe list had been corrected.

During the day, more boilers were put into operation, and the towline was dropped. But the ship was still in bad shape. She had no electric power and very little food. A small walkie-talkie, powered by batteries, was her only radio equipment. The steering gear was completely wrecked, and it was necessary to control her heading by varying the speed of the main engines.

But the courage and determination of the men who manned the ship pulled



Official U. S. Navy photograph

Streams of water spout from cruiser *Sante Fe* in attempt to extinguish gasoline fires on *Franklin's* hangar deck.

her through. The skeleton crew which had been kept aboard worked day and night to insure that the ship would stay afloat. So well did they do this job that the carrier worked up to 23 knots speed under her own power.

On 21 March the *Franklin* reembarked about 300 of her men from other ships which had picked them up. An offer of additional crewmen, food and equipment was refused. The ship's walkie-talkie radioed back:

"We have plenty of men and food. All we want to do is get the hell out of here."

On 22 March the *Franklin* and a cruiser escort headed for home. She reached New York with her main mast leaning at a sharp angle, her foremast a jagged stump, her steel plates buckled and torn and her flight deck completely destroyed. She had lost a greater number of men and sustained more battle damage than any ship ever to enter New York harbor under her own power.

A tribute to the spirit of the officers and bluejackets who man the Navy's fighting ships, this "Fighting Lady" stayed afloat as others have similarly survived through the heroism of those

who manned them. It is also a high tribute to the skill and devotion of those who design and build these sturdy warships for the Navy's fighting fleets.

The *Franklin* was built by the Newport News Shipbuilding and Dry Dock Company, Newport News, Va. She was launched 14 Oct. 1943 and was commissioned 31 Jan. 1944.

Franklin a Young Veteran Of Action in the Pacific

The *Franklin* had previously been damaged in action against the Japanese and returned to the battle areas only shortly before 19 March, the date on which she was bombed again.

On 14 Oct 1944, a year to the day after she had been christened by Capt. Mildred McAfee, USNR, Director of the Women's Reserve, the *Franklin* was attacked by four Japanese torpedo planes during a two-day strike at Formosa. Previously the carrier had been through the support phase of two invasions and had participated in six carrier strikes against Japanese-held islands.

The Japs attacked at dusk.

They came just as the last of the *Franklin's* planes was preparing to return aboard from sorties that had smashed Japanese installations, sunk and damaged several Japanese merchant ships, accounted for six Japanese planes in the air and 54 on the ground.

They were spotted from the bridge. Barely had the warning, "Torpedo Attack!" been called into the loudspeaker system when anti-aircraft guns on the carrier's island and the port side poured death into two of the Bettys—but they had already launched their lethal load.

One torpedo crossed the *Franklin's* bow. Another slid just below the fantail—missing by a few feet the giant screws. Maneuvering avoided them.

Lt. (jg) Albert J. Pope, USNR, Atlanta, Ga., the pilot of the last of the *Franklin's* planes seeking to land, was waved off. He spotted the attackers as he soared over the deck, zoomed upward, turned, dived on the tail of a Jap about to attack and splashed the Jap with his first burst of machinegun fire.

Another of the enemy planes, hit by the port batteries, skidded in flames across the *Franklin's* flight deck and fell into the sea. It narrowly missed

Lt. Daniel M. Winters, USNR, Brooklyn, N. Y., assistant landing signal officer, who fell flat on the deck. A wing tip ripped out the seat of his trousers.

One man was killed and nine were wounded in the engagement. Comdr. Joe Taylor, USN, Jacksonville, Fla., air officer on the carrier who went through the Battle of the Coral Sea and other engagements without a scratch, sustained his first battle injury—a broken finger.

It was off the Philippines late that October, during the Battle for Leyte Gulf, that the *Franklin* was again attacked by Japanese planes while her own were smashing enemy targets on Luzon. The *Franklin* was moving in formation when a *Jan Zero* scored a direct hit aft on the flight deck. The aerial bomb set fire to the flight deck and a nearby plane and penetrated to the hangar deck, causing additional fires.

The flames were brought under control in less than two hours, and meanwhile the planes of the *Franklin* were taken aboard by nearby carriers. Damage necessitated the *Franklin's* returning to the States for repairs. They were made at the Puget Sound Navy Yard, Bremerton, Wash., and the *Franklin*—called "Big Ben" by her crew—returned to service. Navy Yard civilians and ship-repair unit trainees worked night and day to put the ship back in action in the quickest possible time.

On 16 June 1944 the *Franklin* had left Pearl Harbor for her first engagement with the enemy. Air Group 13 on board, was under command of Comdr. Charles C. Howerton, USN, of Quero, Tex.

The first strike was against the then Japanese-controlled island of Iwo Jima on 4 July. With appropriate fireworks, the island's airfields were temporarily neutralized. Later in July the *Franklin* was part of a task force which supported the invasion of Guam.

Another air smash on the Bonins was made in the first part of August. The air group accounted for three Japanese destroyers and four merchant vessels. The *Franklin* next prepared for the invasion of the Palaus. En route to Peleliu, first of the Palaus to be hit, "Big Ben" made another trip to Iwo Jima. She again neutralized Jap airfield facilities and destroyed 52 planes in the air and one on the ground.

Then followed the titanic blows which the *Franklin*, as part of Admiral William F. Halsey's 3d Fleet, helped pour on the Japanese in their own backyard, hitting first at the Philippines, then entirely enemy-held, and then striking the Ryukyus and Formosa.

During these actions, Air Group 13 was credited with downing 87 Japanese planes and participating in destruction of another. Pilots of the group took part in sinking or damaging 148,500 tons of enemy warships and 275,000 tons of merchant shipping.

JUNE 1945



SURVIVORS, including some of the injured, wander about the *Franklin's* flight deck as they await transfer to the *Santa Fe*, secured alongside. Carrier's casualties included 341 killed, 431 missing and more than 300 wounded.



Official U. S. Navy photograph

WRECKAGE litters deck as *Franklin* heads home for repair. Picture above was taken after she had passed through Panama Canal into the Atlantic. Below men and officers muster topside as she nears New York's Brooklyn Bridge.



BASES LOADED!

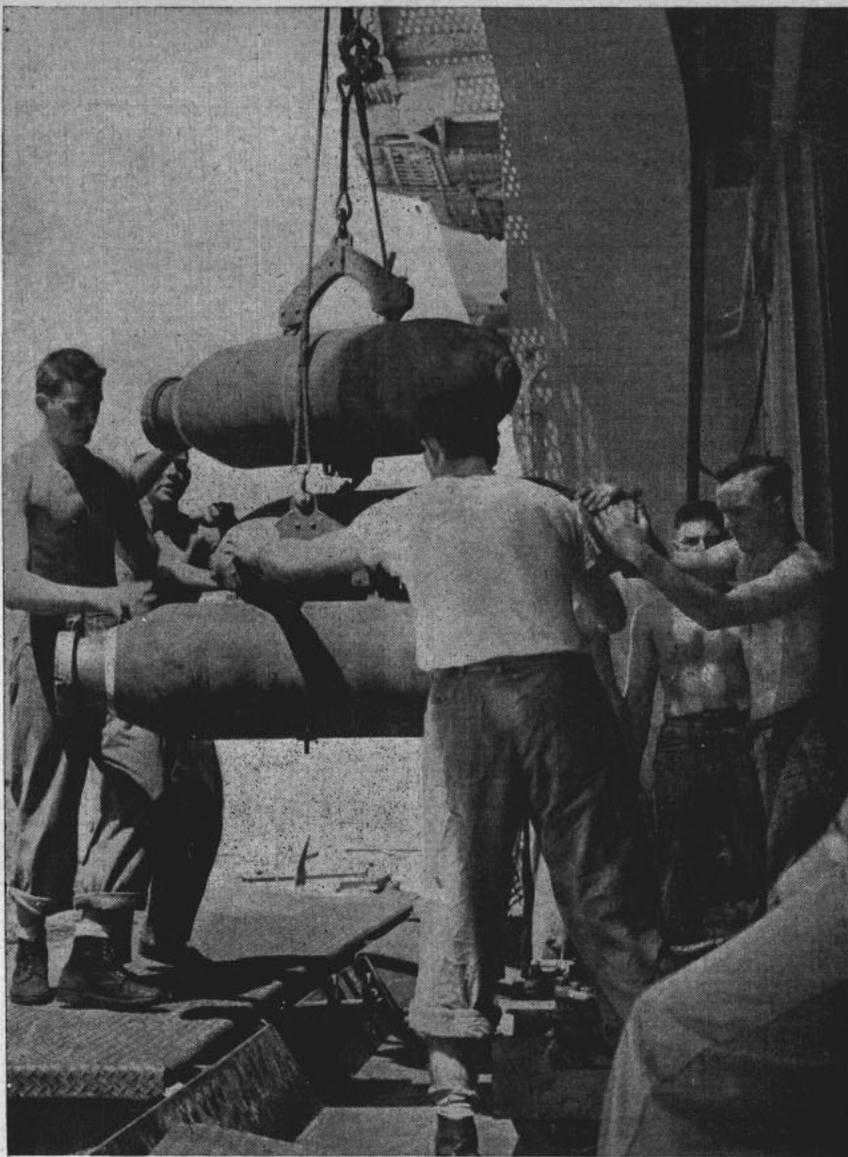
WITH Germany and Italy knocked out of the box, the Navy goes to bat in the last inning of the war with bases loaded. They're advance bases and they're loaded with what it'll take to blow up the last Axis pitcher—Japan. We have 300 of them now, integrated in a global network, and as the giant task of moving our full forces and supplies into the Pacific proceeds, these will undoubtedly be expanded and multiplied.

Advance bases are the Pearl Harbors of supply, repair and manpower that follow the fleet and make possible its advances. More than 100,000 tons of supplies move over the network each day. Five million different items—from corn flakes to drydocks—are delivered where they are wanted when they are wanted, despite the fact that vast Pacific Ocean distances limit supply ships to only three round-trips annually.

Through advance bases is channeled one-fourth of the industrial output of the United States by the various technical bureaus of the Navy Department, all coordinated by the Office of the Chief of Naval Operations, directed by Admiral Frederick J. Horne, USN, Vice Chief of Naval Operations. Actual operation of bases is under theater commanders, but each of the Navy's bureaus is responsible for the procurement and maintenance of items within its sphere.

In the Navy's scheme of advance bases is one of the greatest instruments of naval administration. A cross between Aladdin's lamp and a mail-order catalogue, it's called "Functional Component Catalogue." From its lists a commanding officer can order exactly the size and type advance base needed to supply any operation or any special Navy activity. These can vary from a waterfront fire-protection unit of one man and three tons of materials to an advance base unit of several hundred officers and thousands of men, including Seabees to build the base.

Good example of how the advance base network pays off is the Battle for Leyte Gulf. The Jap fleet steamed out of hiding to do battle because it figured something like this: The U. S. 3d Fleet must be low in ammunition after being away from its base two months and engaging in 16 combat actions; the U. S. 7th Fleet also must be low in ammunition after pouring tons of explosives into Leyte to pave the way for the landings. But the Japs reckoned without the long reach of Navy supply. The fleets of Admiral Halsey and Admiral Kinkaid had powder, guns and guts aplenty, enough at any rate to sink three Jap battleships, four Jap carriers and seven Jap cruisers, and send more than 30 other Jap warships limping off licking grievous wounds. Supplies had gone through—clean through to the Japs.

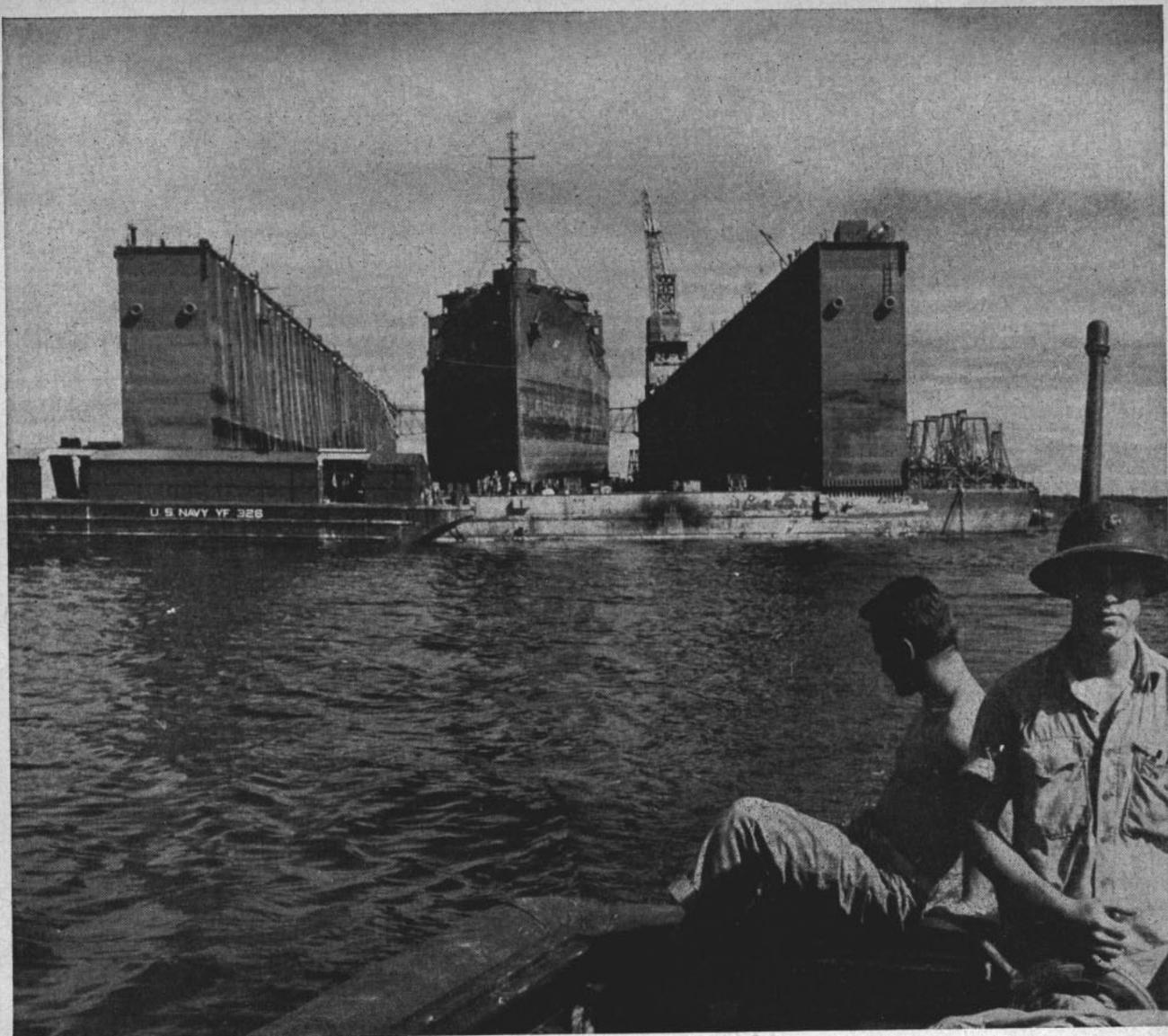


BOMBS are taken aboard a carrier in a far Pacific anchorage. They were relayed to carrier through an advance base. Now they will be relayed to Japs.

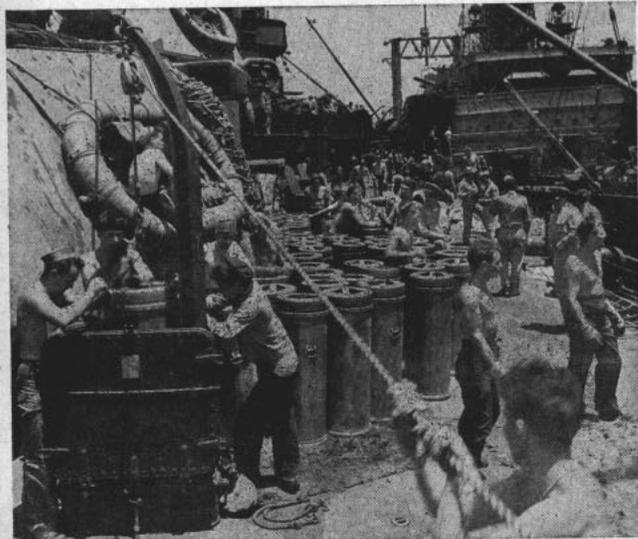


Official U. S. Navy photographs

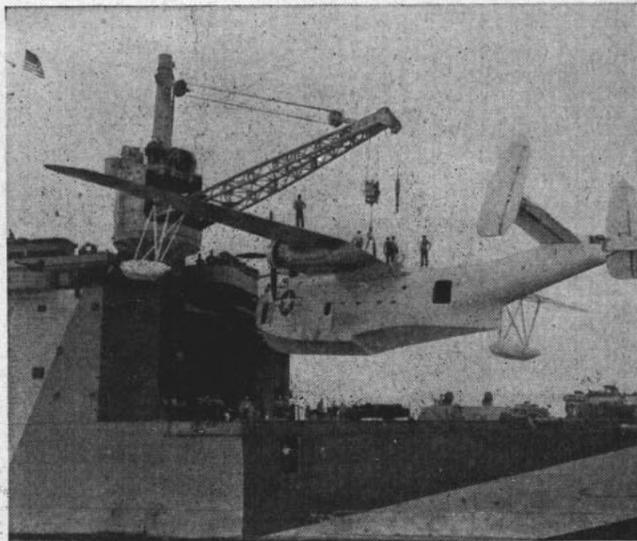
ADVANCE BASE puts supplies and service forces in quick, easy reach of the Fleet. Pacific war acceleration will probably see more and bigger bases.



FLOATING DRYDOCK cradles a ship that has put into an advance base for repairs. The ship will be back in action weeks earlier than if it had to return to mainland for overhaul. Some floating drydocks are sent to bases in sections.



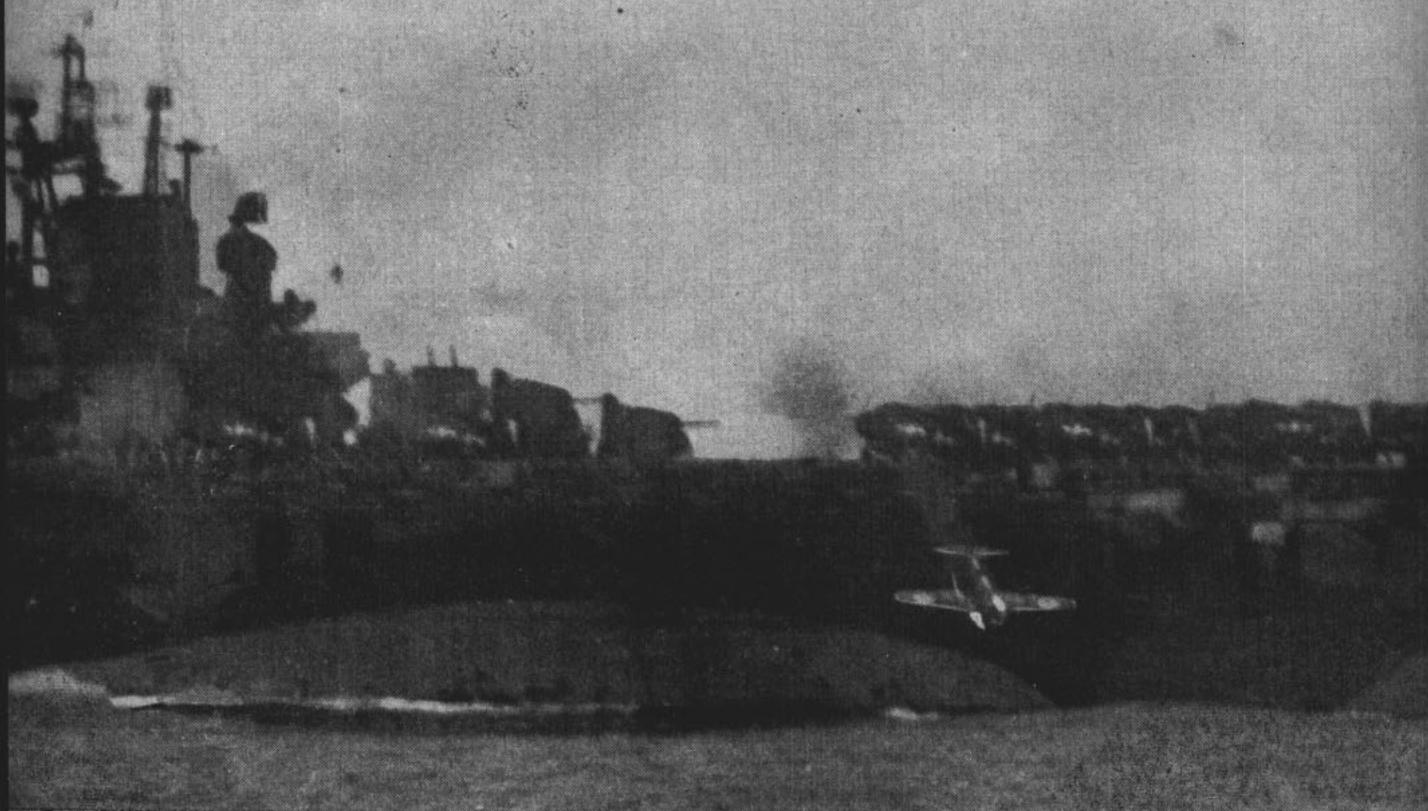
POWDER is taken on a battleship. Supply ship delivering it from advance base is alongside (right background).



SEAPLANE tender hoists aboard a PBM at an advance base. Spot repairs eliminate trips back to main bases.

Official U. S. Navy photographs

HARA-KIRI ON

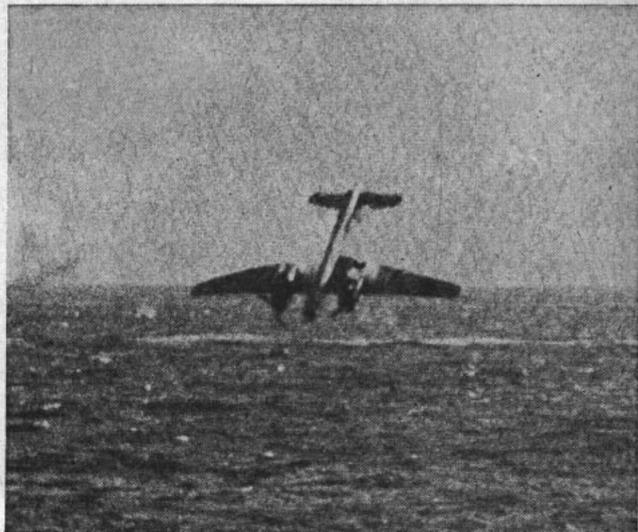


BAT OUT OF HELL: Trailing smoke, a Jap suicide plane overshoots its target, an Essex-class carrier, by less than

Official U. S. Navy photographs
20 feet and dives into the Pacific. Japs have expended large numbers of planes in attempts to crash on our ships,



LAME DUCK: Jap pilot tries to get his limping Zero on a U. S. warship's deck. Instead, he plunged into the sea.



DEAD PIGEON: Both engines burning, this Jap bomber nosedives into the sea. A carrier's AA guns got her.

WINGS



without seriously impeding our operations. But in nearly all cases they have achieved one aim: Hara-kiri.

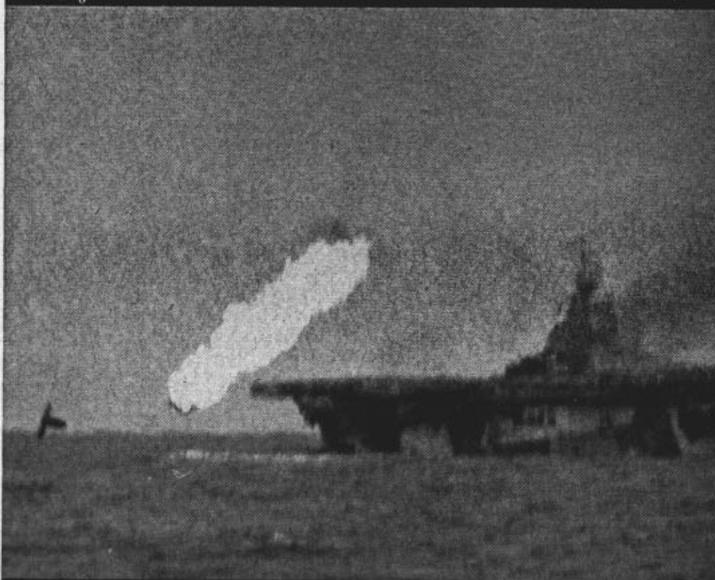


COOKED GOOSE: All the fight is burned out of this suicide plane as it whizzes astern of its intended victim.

JUNE 1945



1 Wreathed in AA guns' smoke, Essex class carrier tags suicide plane attacking on starboard.



2 Blazing Jap continues his dive, swishing comet-like over carrier. Piece of plane sails off to left.



3 Plane and its bomb load blow up in water. Carrier, unit of Task Force 58 off Kyushu, sails on.

OLD

FAITHFUL



BUILT-IN GEYSER made the Birmingham unique among ships after Bougainville battle, when deck was cut to relieve pressure of water being shipped through hole in hull. Resulting geyser earned ship name of "Old Faithful."

EXPLOSION of the light carrier USS *Princeton* off the Philippines last October resulted in another ship's suffering one of the most devastating moments in naval warfare in the Pacific—with 229 officers and men meeting instant death and 420 injured.

These 649 casualties, more than three times the *Princeton's* own, were aboard the light cruiser USS *Birmingham* which for five hours had battled stubborn fires raging throughout the flattop, victim of a Jap divebomber.

In releasing the story of the tragedy last month the Navy Department announced that the *Birmingham*, veteran of numerous combat actions in both European and Pacific waters since her commissioning in January 1943, had returned to service after being repaired and modernized at the Mare Island Navy Yard.

Jap Divebomber Scores

Both vessels assisted in operations in support of General of the Army MacArthur's first landing in the Philippines. Earlier, raids had been made to knock out Japanese airpower; but by D+4, 24 October, the enemy recovered sufficiently to organize counterattacks directed in part at the 3d Fleet under command of Admiral William F. Halsey Jr., USN.

At 0940 a single Japanese plane which had concealed itself above the

overcast made a sudden divebomb run on the *Princeton* and dropped a bomb in the center of her flight deck. There was an explosion and the *Princeton* dropped out of formation to fight the fire that ensued. The cruiser USS *Reno*

and four destroyers, *Irwin*, *Morrison*, *Gatling* and *Cassin Young*, were ordered to stand by.

About 20 minutes later there were two violent internal explosions, possibly from bombs or gasoline, on the *Princeton*. She lost all motive power and was dead in the water, flames leaping from her deck to the overcast. The *Birmingham* then was ordered to reinforce the other ships at the scene and she undertook direction of the salvage operation.

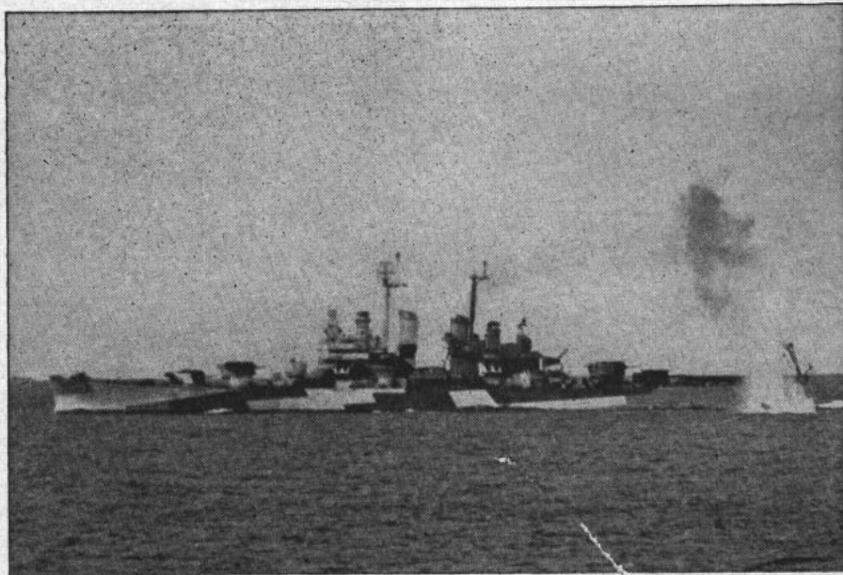
Meanwhile, the abandon ship order was given aboard the *Princeton* and hundreds of men soon were in the water being picked up by the lighter vessels present. Her captain and a party of men remained aboard the *Princeton* in an effort to help save her.

Capt. Thomas B. Inglis, USN, of Houghton Lake, Mich., was CO of the *Birmingham*. As SOP and skipper of the vessel best equipped to fight fires, he determined to use a daring maneuver. To obtain the most efficient use of the *Birmingham's* fire-fighting capacity he ordered her run close alongside the *Princeton* on the windward side. The *Reno* meantime circled at a distance to give protection against possible plane or submarine attack.

Birmingham Fights Flames

"The entire ship aft the bridge was in flames and heavy clouds of smoke," Capt. Inglis said. "Minor-caliber ammunition was continuously exploding like strings of firecrackers inside the *Princeton*. There were occasional heavier explosions. There was some danger in keeping the ships alongside, but I was somewhat reassured by the innocuous effects of the internal explosions and soon we made good progress against the flames."

The first half-hour of fire-fighting



NEAR MISS was scored on the Birmingham a year ago at Saipan. Except for two men injured and a 20-mm. gun damaged, the ship escaped unscathed.

Official U. S. Navy photographs

gave promise of success in the battle to save the carrier. Also, a checkup showed there were no more men from the *Princeton* in the water.

By 1330 only a small fire was burning far aft and complete success seemed only minutes away when Japanese air raiders were reported approaching and one of the two destroyers made what appeared to be a submarine contact. Under the circumstances it was imprudent for the *Birmingham* to lay dead in the water moored alongside the disabled carrier so lines were cast off and she moved out and joined the circling screen to repel air attack.

The submarine contact proved false but it was an hour before the planes were turned back and the *Birmingham* could once again approach the *Princeton*. Everything was made ready to wind up the job. Men manned the fire hose, readied the tow lines and the mooring lines, formed the volunteer details and stood by their duty stations for the many other topside chores — manning the antiaircraft guns, signaling and maneuvering.

Magazine Explodes

The *Birmingham* had approached to within 50 feet of the carrier when the latter's magazine blew up. Men on bridges of the other ships saw the stricken vessels leap apart from the force of the explosion. The *Princeton* was enveloped in orange flames. Columns of acrid smoke poured out.

The decks of the *Birmingham* presented a scene of horror and agony. Blood ran so freely that sand had to be scattered for safe walking. Her topside structures were pierced by the spray of torn fragments of the *Princeton*. The stacks, deckhouse and anti-aircraft guns and mounts were considerably damaged.

Capt. Inglis gave much credit to the only surviving medical officer aboard (the senior medical officer earlier had gone to another ship to perform an emergency operation), Lt. James H. MacArt, (MC) USNR, of South Orange, N. J., for organizing every possible aid for the stricken men and cutting the loss of life among the wounded. Additional medical help was obtained in a few hours.

Skipper Wounded

Capt. Inglis remained at the con to move the *Birmingham* from the danger of further explosions, although he was suffering from severe burns and a broken arm. There also was imminent danger from nearby enemy airfields and the executive officer, Comdr. Winston P. Folk, USN, of Franklin, Tenn., despite painful shrapnel wounds, hurried about the ship reorganizing gun crews and speeding first aid. He took command of the ship when Capt. Inglis was forced to relinquish it because of his injuries.

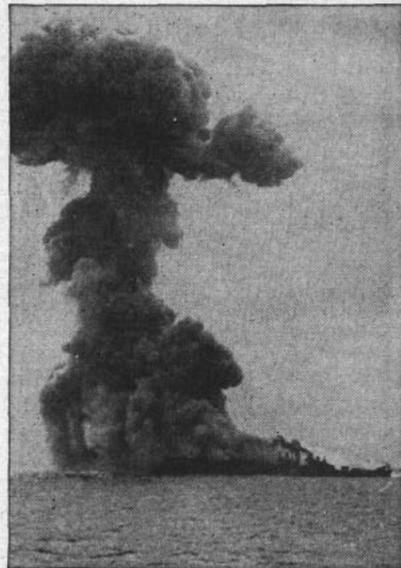
"The behavior of the crew," said Capt. Inglis later, "was magnificent . . . beyond my ability to describe. Where confusion and hysteria might have been there was nothing but order, coolness and selfless devotion to duty, ship and shipmates.

"Our steel ships also are served by iron men."

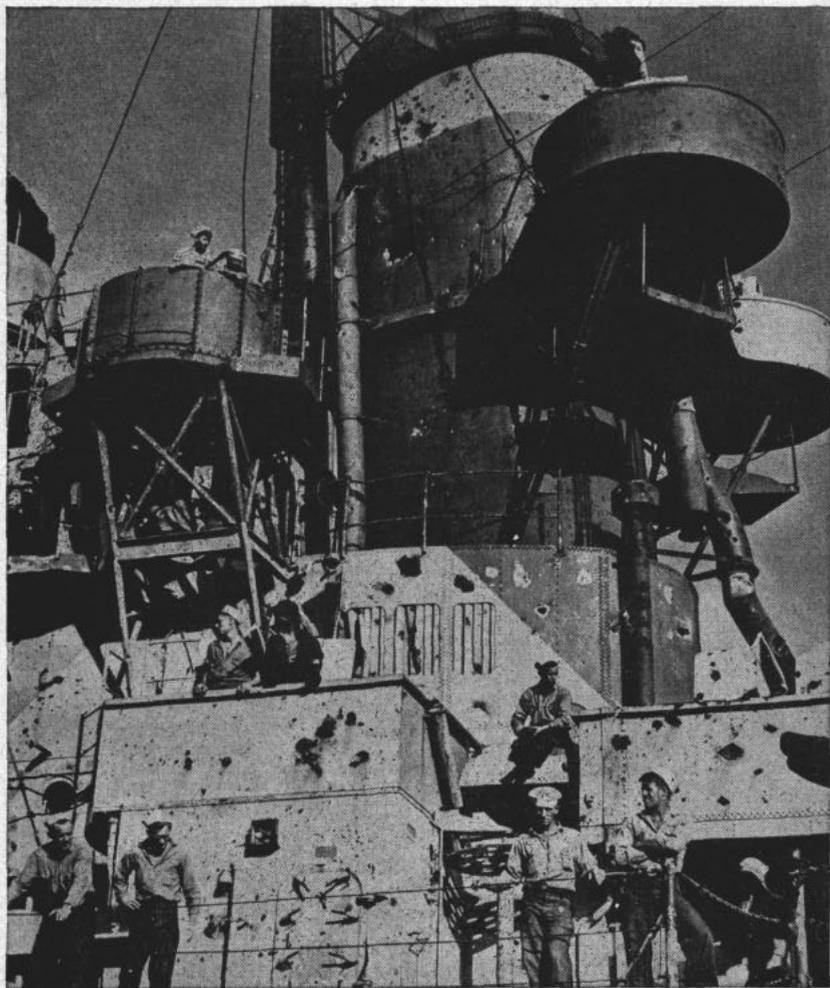
... A STEEL SHIP WITH IRON MEN



1 Birmingham crew break out fire hoses to aid burning Princeton.



2 Cruiser loses out to fire as the Princeton's magazine blows up.



3 Riddled by a rain of steel from the explosion, the Birmingham looks more like a sieve than a cruiser, but was able to steam to a U. S. port.

Official U. S. Navy photographs



Benefit Banzai

The Japs aren't such bad little fellows at that. Did you know, for instance, that they put on a benefit event for the Navy Relief Society on Corregidor? 'Safact . . . they staged a banzai charge for the NRS.

It was this way. During the early hours of the second day of the assault on the Manila Bay fortress, the Japs came squealing out of their caves in a banzai charge near the beach. A radio call was sent to the destroyer *Converse*, standing offshore, requesting one star shell per minute over the area from which the attack was coming.

The *Converse's* gunners went into action before you could say "Hiro-hito." Star shells splashed the black sky into Broadway brightness. The screaming, onrushing Japs were silhouetted sharply . . . and promptly eliminated.

Gratefully, the next day, the men on the beach sent souvenirs to the *Converse's* crew. There were Jap rifles, spears, helmets and cigars. The souvenirs were raffled off among the crew . . . and the proceeds donated to the Navy Relief Society.

The Plans of Men . . .

This is the story of a case of canned white crabmeat, and its travels . . .

Once upon a time, some cans of the toothsome morsels were packed by Japanese workers and shipped to the British Officers' Club in Singapore.

Came the war, and the Japs captured Singapore and the British Officers' Club and, so sorry, please, the crabmeat. They sent the honorable spoils to their honorable officers' club on honorable Saipan.

Came the Marines, and they captured Saipan and the Japanese Off-

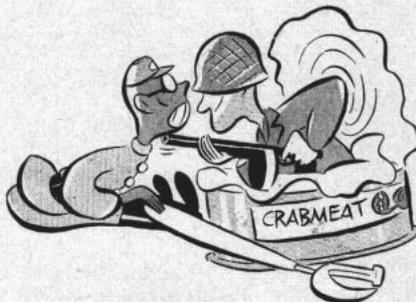
cers' Club, and, so happy, thanks, the crabmeat. They presented the delicacy to Lt. (jg) William N. Trull, USNR, for an officers' mess in Service Squadron Ten.

The other day came word from the Pacific:

"The crabmeat story can go no further . . . we have eaten it all!"

Squeeze Play

The *USS Menominee*, chunky little fleet tug, has been out in the Pacific two years. In her good samaritan role, she has saved 12 ships and pulled 20 others off reefs. But if you ask her crew they'll probably tell you that her



most unusual rescue operation concerned not a ship but a man. . . .

It happened one night when the tug was resting peacefully in a harbor. From a nearby cruiser came an urgent call: A radioman was trapped in a flooded compartment. He had been caught in an emergency radio room in the outboard corner of a larger compartment which had been flooded when the cruiser was hit the preceding day. The room was inaccessible from two sides because the larger compartment was flooded with oil. Rescuers could not get to him through the outboard side because it was below water level, and no rescue could be effected from overhead because the compartment above was flooded with 18 inches of oil. It all meant that the only approach to the trapped man was through the forward bulkhead of heavy armor-steel.

At first, the cruiser's engineers hesitated at cutting through that, thus possibly weakening a mainstay of the dangerously damaged ship.

However, the rescue party from the

ROAD TO TOKYO

tug decided that saving a life was worth the risk. They set to work with an acetylene torch to cut a hole large enough to free the radioman. Fumes and heat from the torch became unbearable in the little radio room and the trapped man felt himself losing consciousness. So the rescue party quickly cut a small hole in the steel bulkhead and slipped a drinking hose through it to provide fresh air while the larger hole was being cut. And, in time, the radio man squeezed through to safety.

“... Into My Parlor ...”

And now comes the story of an air-fight in which a Jap plane was chased and destroyed without a shot fired!

On routine patrol over Luzon, a PB4Y spotted a Jap Jake below, about five miles ahead. The huge four-engined Navy search plane, piloted by Lt. (jg) Sheldon L. Sutton, USNR, Maiden, Ill., gave chase. The enemy seaplane's pilot spied the big craft whooshing down and, nosing over, made a bee-line for the island of Luzon. Over the beach and across the island, the planes flew. Each time the Jap tried to turn away, the search plane “cut the corner,” forcing him further inland and closing the distance between them. The Jap, in his desperate attempt to escape, slipped lower and lower until he was only 25 feet off the ground and the pursuer merely 50 feet higher.

With the big Navy plane continually closing the range, the chase roared into a valley. There the Jap found himself in a pretty mess, hemmed on each side and in front by hills and in the rear by the PB4Y. Frantically the Nip, still just beyond reach of the PB4Y's guns, tried to wheel and wing over one of the hills. But his turn was both too little and too late . . . and he crashed in flames.

On the other hand, the PB4Y made a successful 180-degree turn, skimmed over the hill and headed back home.

Grinding a Meat Ball

1st Lt. Robert R. Klingman, Marine Corsair pilot, also believes in doing things the hard way, apparently. At least, he believes in doing them at all costs. He couldn't use his guns, and he didn't have any convenient cliff to chase his Jap against, but it was his first crack at a Nippo and he was determined not to let him escape. So, quite methodically, he chopped the Nip plane's controlling mechanism to pieces with his propeller and sent the craft plummeting earthward. . .

It happened over Jap-held Amami Island north of Okinawa. Flying at 10,000 feet, the 28-year-old Binger, Okla., aviator saw vapor trails of a Jap reconnaissance plane far above. Climbing to 45,000 feet, he got on the tail of a Nick, new Jap twin-engined bomber, only to find that the high altitude's low temperature had frozen his guns.

Nevertheless, Lt. Klingman hung on. Fortunately, the Jap's rear gunner was also unable to fire and fight off the Marine's swoop. The Corsair's first charge slashed off about two feet of the tail. On his second pass, Lt. Klingman rammed his plane into the rear gunner's cockpit. Then he attacked for the third time and cut the rudder completely off, chopped up the horizontal stabilizer and elevator . . . and down went the Nip plane in a violent spin, carrying its crew toward certain death.

Lt. Klingman, short of gas and his engine damaged, glided most of the way home and made a deadstick landing just 10 feet short of the newly won runway on Okinawa.

D (for Debate) Day

How his navigation officer lost one debate before abandoning ship and another before being plucked from the Pacific is told by Capt. J. L. Pratt, USN, skipper of the USS *Bismarck Sea*. The CVE was mortally wounded off Iwo Jima. . .



“The third explosion reminded us that we had better get over the side quickly,” Capt. Pratt relates. “All the men had already gone, so I told the navigator to go down the line and he said, ‘Oh, no, after you, sir!’ And I said, ‘No, you'd better get down there now.’ And he came back and said, ‘Oh, I'd much prefer that you go first.’ Well, it was necessary for me to remind him that I was supposed to be the last one off the ship . . . whereby, under orders, the navigator went down the line first. . .”

End of debate No. 1: The loser—the navigator.

“When he got into the water,” the captain continues, “he was buffeted about quite a bit and when he arrived alongside the destroyer, he was suffering from fatigue. He was not a strong man physically, but he had indomitable courage. He missed the cargo net alongside and as he went by he called to a man on deck and said, ‘You up there, throw me a line because I'm very weak.’ The man on deck said, ‘All right, we'll get a line to you.’ The navigator said, ‘Well, please get a line right away because I'm sure I'm drowning.’ He was. But the man on deck said, ‘Oh, no, you won't drown.’ And the navigator said, ‘Oh, yes, I will. You must throw me a line im-

mediately. Drop that line to me.’ So the man on deck threw the line down and the navigator grasped it. . .”

End of debate No. 2: The loser—the navigator: He didn't drown.

Invasion: Tokyo Style

Two days before the Marines slugged their way ashore at Iwo Jima, a lone, tiny YMS, flagship of a minesweeper group, chugged boldly to within 1,200 yards of the beach. Unconcernedly, she went about the task of surveying the assigned area for mines, and then turned seaward to rendezvous with her flotilla.

Just then, the Japs opened up with 3-inch and heavy automatic anti-aircraft guns. As the little ship ploughed back to the flotilla, Jap shells churned the water all around her. . .

The next day Tokyo's radio squawked forth the news that “the enemy attempted landings” and “our defense garrison promptly repulsed same.”

Out-of-Lion's-Mouth Dept.

His plane crippled in a mid-air collision with another divebomber, Lt. (jg) Ronald L. Somerville, USNR, Chillicothe, Mo., had to bail out. He landed smack into the middle of Kagoshima Bay, three miles off Kyushu, one of the Japanese home islands.

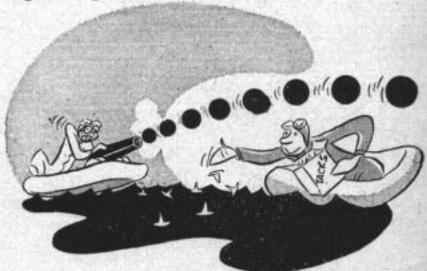
Struggling out of his parachute, the flyer climbed exhaustedly into his raft. Overhead, four Hellcats hovered. . . “I knew they were there to help me,” he related. “Two were flying low, two more were higher up. Then I saw the Japs. Eight of them, Zekes, flying south. One must have spotted my dye marker in the water, for he peeled off and started toward me. I thought: Well, I got out of the last tough spot, but maybe this is the real one.”

Before the Zeke could do anything, however, the four Hellcats swirled into action. Five Japs were shot down in the very first few minutes. One of the Jap pilots parachuted and floated down toward Lt. (jg) Somerville.

“I figured,” Lt. (jg) Somerville said, “this'll beat all: a naval engagement, raft to raft, between me and a one-man Jap task force right there in the middle of Kagoshima Bay.”

The U. S. flyer grasped his pistol in readiness for the Battle of the Rafts, but the wind carried the Jap down the bay and “I never saw him after he splashed into the water.” Just then, the remaining Jap planes, seeing their 2-1 advantage gone, fled.

Minutes later, shepherded by other fighter planes, two seaplanes swooped



onto the water near Lt. (jg) Somerville, picked up him and a second American flyer who had been downed in the whirlwind air battle and whisked them home to their carrier.

MEDICAL CARE FOR DEPENDENTS

Answers to Questions Summarize Services Available to Families of Naval Personnel

IN response to numerous inquiries received from service personnel who have asked: "What medical care and hospitalization are my dependents eligible for from the Navy?" the following information has been compiled. It is based on the most recent instructions issued by BuMed to all Navy and Marine Corps activities, and applies to men and women in the Navy and Marine Corps, and to the Coast Guard while it is operating as a part of the Navy.

Whom does the Navy define as a "dependent"?

To be entitled to medical care and hospitalization dependents must be: a lawful wife, unmarried dependent children, adopted children or stepchildren less than 21 years of age, or dependent mothers and fathers.

Whose dependents are eligible?

Dependents of the following officers and enlisted personnel are eligible to receive hospitalization or medical care: (1) Of regular Navy, Marine Corps and Coast Guard personnel on active duty; (2) Of retired personnel of the regular Navy, Marine Corps and Coast Guard whether on active duty or not; (3) Of personnel on active duty with the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve (other than reservists on training duty only); (4) Of personnel of the Naval Reserve, Marine Corps Reserve and Coast Guard Reserve who are retired with pay but not on active duty; (5) Of personnel transferred to the Fleet Reserve or Fleet Marine Corps Reserve after 16 or more years of service.

Are dependents of deceased personnel eligible?

The only dependents eligible are: (1) Widows of personnel who, when death occurs, are on active duty or on the retired list of the regular Navy, Marine Corps or Coast Guard; (2) Widows of personnel who, when death occurs, are on active duty of a permanent nature in the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve; (3) Widows of personnel in the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve who die on active duty during war or national emergency; (4) Widows of personnel of the Naval Reserve, Marine Corps Reserve or Coast Guard Reserve, who die while retired with pay but not on active duty; (5) Widows of personnel who, when death occurs, are not on active duty, but are members of the Fleet Reserve or Fleet Marine Corps Reserve, having been transferred thereto after 16 or more years of service.

Are children of deceased servicemen and women eligible?

No.

Are dependents of reservists called to active duty for short periods of training eligible?

Dependents of personnel in the Fleet Reserve or Fleet Marine Corps Reserve are eligible even though called

to duty for a short period of training. However, dependents of other reservists called up for similar training periods are not eligible.

Are husbands of women in the service eligible?

No.

Are dependents of personnel confined by court-martial eligible?

Yes, except for dependents of prisoners whose sentences of dismissal from the service have been accomplished or whose enlistments expire during their confinement.

What proof of dependency is required?

Proof of relationship and dependency are best established if the dependent of an enlisted man or woman is currently receiving a family allowance from the Government, or in the case of an officer (or enlisted man in the top three pay grades who is drawing MAQ), if the dependent is receiving a dependency allotment of a substantial amount. In the absence of an allowance or dependency allotment, other convincing proof of relationship and dependency is required, such as a

sworn statement from the serviceman or anything which would help establish that the food and lodging for the dependent was being provided for by the serviceman.

What evidence is the dependent given to certify that the dependency has been established?

After dependency and relationship have been established, the dependent is given a Dependent's Identification Card. This card is honored for one year from the date of issuance (at which time it may be renewed if dependency still exists). It is recognized by all naval dispensaries and hospitals having facilities for treating dependents during the time they are eligible to receive such medical care or hospitalization.

Who issues these ID cards?

Any naval dispensary or hospital where treatment is available.

What is "out-patient" care?

This is treatment given by a naval dispensary or hospital where the patient is not hospitalized, or when treatment is given at home, in cases of emergency. This latter service, however, is available only at certain stations.

What is "in-patient" care?

In-patient treatment refers to the admission of dependents for hospitalization in a naval hospital or dispensary. With the approval of the Secretary of the Navy, the Surgeon General designates those hospitals and dispensaries where patients may be admitted for in-patient (hospitalization) treatment under the following conditions: (1) where civilian hospitals are inadequate; (2) where the naval hospitals or dispensaries have adequate facilities, and (3) where such service can be accomplished by the personnel attached to the hospital or dispensary.

Who decides whether a dependent requires in-patient or out-patient treatment?

The medical officer in command of the hospital or the medical officer in charge of the dispensary where the dependent applies for treatment will make the necessary decisions. Hospitalization can naturally be provided only when suitable accommodations are available, and when the hospital or dispensary has adequate staff and facilities to treat dependents in addition to the service patient personnel.

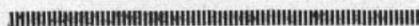


BUMBOATS

Contrary to their name (and this picture) bumboats are not the Chris-Crafts of the hobo world but small boats for



conveying provisions, fruit, trinkets, etc. for sale to vessels in port or offshore. They are a familiar sight wherever merchant ships and ships of the Navy have dropped their hook. In the small Pacific islands, natives swarm out in them to bring their wares of handwoven baskets, mats, thread and bracelets to swap for American coins, novelties and household wares. The name for the boat seems to have come from "boomboat"—meaning, a boat permitted to lie at the boom. An early Low German spelling was "Bumboot" and in earlier times they were also scavenger boats for removing refuse from ships. Originally carved from trees, they are generally of crude design. To globe-trotting sailors, they are the Fuller Brush men of the fleet.



What types of cases are admitted for in-patient treatment?

All acute cases requiring intensive medical or surgical care are eligible for hospitalization. Treatment for minor ailments is provided at out-patient clinics. Nervous, mental or contagious cases, or patients suffering from chronic diseases which require prolonged treatment or care are not eligible for hospitalization.

Is there any charge for in-patient treatment?

When a dependent is admitted for hospitalization in a naval hospital or dispensary a charge of \$1.75 per day is made. A sum sufficient to cover the probable number of days of hospitalization is payable upon admission to the hospital or dispensary.

Is dental care provided?

No, except where the patient is hospitalized and requires dental care to alleviate his or her condition. For instance, if a patient is admitted for hospitalization with an infected jaw which requires dental surgery in order to alleviate the condition, the dental treatment would be given. The fact that a patient is admitted to a hospital with a broken leg does not, however, mean that he may have his teeth repaired while in the hospital.

Are artificial limbs, glass eyes, false teeth, etc., provided?

No, these may not be provided dependents at Government expense.

If treatment by a civilian specialist is required, will the Navy furnish it?

No, the services of such specialists would have to be paid for by the dependent.

Are dependents entitled to the use of all naval hospital facilities and services?

Yes, when hospitalization is authorized all facilities and services are available for the care and treatment of dependents, including laboratory work, operating room facilities, medicines, nursing care, blood transfusions, etc.

Does the Navy provide free ambulance service?

As a general rule, transportation is not provided for patients either to or from the hospital. However, at some stations, ambulance service may be available for emergency cases.

Are prescriptions filled?

Yes, items listed in the supply catalogue and supplemental supply catalogue which are carried in stock are provided without cost to dependents when the prescriptions have been written by Navy medical officers. Prescriptions written by civilian doctors may not be filled at Navy dispensaries or hospitals.

Will the Navy pay expenses at a civilian hospital?

No, the Navy may not authorize, pay for, or assume any financial responsibility in connection with medical, dental or hospital care obtained by or for dependents from civilian physicians, dentists or other practitioners in civilian hospitals and clinics, or in hospitals or medical facilities of

HOW DID IT START?

Saluting the Quarterdeck

Chances are when you go aboard a ship and render a salute to the quarterdeck you never think, "This is a hangover from an old Roman custom." But back in the days when the Greeks and the Romans ruled the sea, the pagan altar was placed aft and all men boarding a ship genuflected to it. Later, when early Christians went to sea, similar tribute was paid to the Shrine of the Virgin, which was set up in about the same place. The shrines were later replaced by the flags of the sovereigns, who ruled by "divine right." The custom of paying respect to the quarterdeck still survives, and today the colors have become the central object of respect.



branches of the Government other than the Navy.

Is maternity care available?

In-patient maternity care is available at some naval hospitals and dispensaries, dependent upon the availability of beds and other facilities—and adequate staff personnel. Where maternity cases are admitted, a charge of \$1.75 per day is made. Where naval hospitals are not available with facilities to admit maternity cases, but doctors are available, the Navy will provide the doctors without charge to the dependent. The Navy may not, however, assume hospital expenses for a dependent who is treated by a Navy doctor in a civilian hospital.

Is any other maternity care available?

Yes, under the Emergency Maternity and Infant Care (EMIC) program 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, to receive free medical, nursing and hospital maternity service throughout pregnancy, childbirth, and until the child is one year of age.

This service is available in every state, Hawaii, Alaska, Puerto Rico and the District of Columbia. The wife may have free choice of all types of available facilities and services, including private physicians, clinics, hospitals and other health activities which meet the standards established under a state plan. The physician and hospital selected must, however, agree to accept payment only from the state health agency, which may not be supplemented by payments from the man

or his wife. All payments are made from federal funds. Although the EMIC plan is not intended for those who wish to pay for luxury accommodations, the standards have been set at a level which insures excellent care for the mother and child.

How does one apply for EMIC?

Requests for application blanks and for information may be addressed to the State Health Department of the state in which the wife resides.

How does the wife establish eligibility for EMIC?

A letter, family allowance check or any other official document carrying the husband's service number and rating and dated within two months of her application is considered satisfactory evidence to establish her entitlement to receive EMIC. If the wife moves to another state, while receiving care, she may continue to receive such care by making application in the state to which she has moved.

Does she continue eligible if her husband is meanwhile promoted above PO3c or is discharged?

Yes, even though the husband is meanwhile promoted out of the eligible pay grade or discharged from the service, she is entitled to receive any care for which she has already applied until such treatment has been completed. The requirement that the enlisted man be on active duty has recently been held not to prevent the dependents of court-martial prisoners from receiving EMIC. The wives of men who are missing in action, prisoners of war, or of deceased personnel are also eligible, provided the application for maternity care is received within 10 months of the date on which the husband died or was declared to be missing in action or a prisoner of war. A child born under such conditions would also be entitled to the same care as any other infant. An illegitimate child under one year of age may receive care if paternity is acknowledged by the enlisted man. However, the unwed mother would not be eligible.

Are records kept on medical attention given dependents?

Yes, complete records are forwarded to BuMed by the hospital or dispensary where the patient is treated.

Is other aid available?

Where naval dispensaries and hospitals are not available within a reasonable distance of the dependent's home, and where financial hardship is involved, service personnel or their dependents may make application to the Navy Relief Society for aid. Personnel may address their appeals to any of the Navy Relief Society auxiliary offices located all over the country or to Headquarters, Navy Relief Society, 2118 Massachusetts Avenue, Washington 25, D. C.

Where is out-patient service available?

Out-patient treatment is available at almost all naval dispensaries or hospitals. The location of the nearest one may be obtained either by asking

the Benefits and Insurance Officer at your station, or by writing to the commandant of the naval district in which the dependent lives.

Where is in-patient care given?

A list of naval hospitals and dispensaries authorized to furnish hospitalization for dependents follows. Admission to these hospitals is naturally restricted to beds being available, and in some instances, certain types of cases cannot be accommodated because of lack of available facilities for such work.

ARKANSAS

Naval Dispensary, Marine Corps Air Facility, Walnut Ridge.

BERMUDA

Naval Dispensary, NAS, NOB.

CALIFORNIA

Naval Hospital, Mare Island.
Naval Hospital, Oakland.
Naval Hospital, Oceanside.
Naval Hospital, San Diego.
Naval Hospital, Shoemaker.
Naval Dispensary, Navy Ordnance Test Station, Inyokern.

Naval Dispensary, NAS, San Diego.
Naval Dispensary, Advanced Base Receiving Barracks, Fort Hueneme.

FLORIDA

Naval Dispensary, NAS, Banana River.
Naval Dispensary, NATB, Fort Pierce.

Naval Hospital, Key West.
Naval Hospital, Jacksonville.
Naval Dispensary, Miami Beach.
Naval Hospital, Pensacola.

GEORGIA

Naval Hospital, Dublin.
Naval Dispensary, NAS, Gordon Airport, Atlanta.

Naval Dispensary, NAS, Glynco.

IDAHO

Naval Hospital, Farragut.
Naval Hospital, Sun Valley.

KANSAS

Naval Dispensary, NAS, Olathe.

MARYLAND

Naval Hospital, Annapolis.
Naval Hospital, Bainbridge.
Naval Hospital, Bethesda.
Naval Dispensary, NAS, Patuxent River.

MASSACHUSETTS

Navy Central Dispensary, 230 The Fenway, Boston.
Naval Hospital, Chelsea.

MISSISSIPPI

Naval Dispensary, NTC, Gulfport.

MISSOURI

Naval Dispensary, NAS, St. Louis.

NEVADA

Naval Dispensary, Naval Ammunition Depot, Hawthorne.

NEW HAMPSHIRE

Naval Hospital, Portsmouth.

NEW JERSEY

Naval Dispensary, NAS, Cape May.
Naval Dispensary, NAS, Lakehurst.

NEW YORK

Naval Hospital, Brooklyn.
Naval Hospital, Sampson.

NORTH CAROLINA

Naval Hospital, Camp Lejeune.
Naval Dispensary, NAS (LTA), Weeksville, Elizabeth City.

OKLAHOMA

Naval Hospital, Norman.

OREGON

Naval Hospital, Astoria.
Naval Dispensary, Marine Corps Barracks, Klamath Falls.

SOUTH CAROLINA

Naval Dispensary, NAS, Beaufort.
Naval Hospital, Charleston.
Naval Hospital, Parris Island.

TEXAS

Naval Dispensary, NAAS, Chase Field, Beeville.
Naval Hospital, Corpus Christi.
Naval Dispensary, MCAS, Eagle Mountain Lake.
Naval Dispensary, NAAS, Kingsville.

UTAH

Naval Dispensary, Naval Supply Depot, Clearfield.

VIRGINIA

Naval Hospital, Fort Eustis, Lee Hall.
Naval Hospital, NOB, Norfolk.
Naval Hospital, Portsmouth.

WASHINGTON

Naval Hospital, Puget Sound.
Naval Dispensary, NAS, Whidbey Island.



WORLD'S LARGEST plane, the Mars skims gracefully back to her home waters at NAS, Patuxent River, Md.



Official U. S. Navy photographs

BACK from the wars are these crewmen of the Mars. Full crew is 16.

MARS HOME WITH LOG FULL OF WORLD RECORDS

Seventeen months and 300,000 miles after she took off on her first war mission—a record 4,375-mile freight haul to Natal, Brazil—the *Mars*, world's largest airplane, has returned home to train crews for 20 new *Mars*-type flying boats now under construction.

From Hawaii the *Mars* winged into Patuxent River Naval Air Station in Maryland, the stretch of water from which she took off with a 12,000-pound cargo on 30 Nov. 1943 on her first of many record-smashing hops. Although NATS research men wanted to delve deeper into her potentialities as a cargo carrier, her tremendous capacity was greatly needed in the Pacific. She was rushed into the San Francisco-Hawaii service soon after her first trip.

From 18 Jan. 1944 until she returned home for good 30 April 1945, the *Mars* made 136 regular trips, hauled more than 2,500,000 pounds of cargo, carried more than 2,000 passengers and flew

approximately 300,000 miles. During March 1945 she cracked all previous trans-ocean records by toting over 400,000 pounds of cargo and 473 priority passengers. In addition to proving invaluable as a fast transport for emergency war goods, the *Mars* earlier served as an aerial testing laboratory for aircraft engines. Her four huge Wright engines are the same type which were later used to power the B-29 Superfortresses in their devastating attacks on the Japanese homeland.

Eight of her crew remained with the *Mars* from the time she was built until her return to Patuxent. They were Lt. Comdr. William E. Coney, USNR, her skipper; Lt. Comdr. Joseph A. Baker, USNR; Lt. L. H. Witherspoon, USNR; Lt. Ronald A. Dumont, USNR; Lt.(jg) Albert H. Geck, USN; Warrant Carpenter Donald J. Malles, USN; Jesse R. Jenkins, ACMM, USN; and Howard C. Bowman, ACRM, USN.

OFFICER PROMOTIONS

Tracing the Steps Going Up in Rank

Nature has endowed all normal men with a certain amount of self-esteem, and civilization has given most of them some appreciation of the beauties of a balanced bank account. Those twin wellsprings of commendable ambition may explain why, sooner or later, much wardroom talk eventually drifts to a subject close to the naval officer's heart—promotions.

Is the Alnav procedure the fairest possible promotion system? Why aren't lieutenants promoted by Alnavs? Doesn't the Alnav promote the slow-witted along with the competent? Do reservists sit on selection boards? Does each selection board have a "black list" of men who have gotten into scrapes? Are all names which go before selection boards studied with equal care? What happens to the man passed over by the selection board? Isn't it true that of two equally good men of similar training and experience, one may be promoted and the other passed over?

All these questions—and many more—bounce hard and fast off the bulkheads of wardrooms around the world. The following is an attempt to answer briefly and simply some of these questions. It is also an attempt to climb, step by step, up the promotion ladder with an average officer, explaining the speed—or slowness—of the climb, and the reasons therefor.

Before starting up the promotion ladder with Joe G., it is necessary to hammer down one fact. The keystone of all Navy promotions is to be found in a five-word phrase in the temporary promotion law of 24 July 1941. These words are "The needs of the service." Spelled out, the law authorized the President to effect the temporary promotions of naval officers "... in such numbers as the President may determine the needs of the service may require, and in such manner and under such regulations as he was prescribe."

Briefly, then, the approach is: Does the Navy need 5,000 more j.g.'s and 2,500 more lieutenant commanders? If so, promotions are made. If not, no promotions are forthcoming—because Navy promotions are made not for recognition of merit or length of service only: the needs of the service must govern.

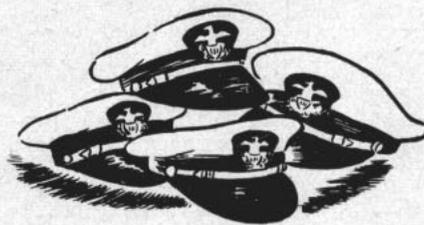
Now, for our man Joe. When the war broke out, he was 21. He was just out of college and hoped to have a career in law. Instead, he turned up as a midshipman at Columbia University, in New York City. He graduated from midshipmen's school, was commissioned an ensign and ordered to general duty aboard a destroyer. Or he may have made ensign from the ranks on recommendation of his CO.

Frankly, BuPers was not intimately acquainted with Joe. Paperwise, it knew of his existence—and, in a gen-

eral way, of his qualifications and training. It could place a finger on him at a minute's notice. And it could whip him across the country—or world—at the drop of a carbon copy. But the fact remains: he was merely one of tens of thousands of able-bodied young ensigns whose mental, moral and physical qualifications were known to be sound. BuPers did not know whether he was more competent than his midshipmen classmates, or whether he had greater aptitude in handling men.

On his destroyer, Joe proved a steady hand. He studied hard, learned from the veterans on board. He lived—all this time—in his relatively small world of routine drills, watches, study, and occasional leaves.

Meanwhile, without specific reference to him, the tides of war were running strong—sometimes favorably, sometimes not. Up at the top where the grand concept and strategy of war



was being planned, it was decided to build "x" battleship, "y" new carriers and "z" new cruisers. New ships meant new men. New men meant new officers.

But even at this point no one thought of Joe by name—Joe, the individual, who like thousands of other junior officers was doing a routine shipboard job. To BuPers he was still merely one of several thousand sound ensigns who were fast becoming imbued with a knowledge of the Navy and its customs.

In BuPers' Division of Officer Personnel promotions section, however, steps were being taken which were to move toward Joe, the individual. Following the decision of the high command to build and man more ships, the promotions section was directed to start a flow of j.g.'s into the Navy's channels. This flow was to be regulated by simple arithmetic.

It worked out this way: There were available to the Navy "x" number of ensigns whose active duty date was 1 Jan. 1942, "y" number of ensigns whose active duty date was 2 Jan. 1942—and so on. By running a pencil down the list of dates and the number of men marked against each date, the promotions section could regulate the even flow of ensigns to j.g. by simply adjusting the size of the bracket with an active duty date at each end. If it wanted to include more men, it widened the bracket. If it needed less, it narrowed the bracket.

Thus, when Joe's name came along within one of the pay-off date brackets, he was promoted. He was one of the 10,000 or so ensigns promoted "en

bloc"—promoted, that is, unless his CO withheld the promotion for reasons of physical disability—or professional incompetence.

In back of this mass promotion of 10,000 officers at one whack were some assumptions in the collective mind that goes to make up BuPers. It was known that Joe was good enough (1) to gain admission to midshipmen's school and (2) to graduate. In other words, good enough to make ensign. Had he been a problem-child, BuPers had good reason to assume he would have been washed out of midshipman's school. In any event, it was on the books that he had made ensign and served in that grade the required number of months.

Obviously, BuPers would like to know more about Joe. What sort of boat officer is he? Does he see spots before his eyes when he gets excited? How alert is he on watch? Is he sharp on mooring-board problems? How well does he control himself under pressure? How does he get on with his men? And many more questions besides.

But at this point, BuPers runs smack into one plain fact: 10,000 ensigns are a lot of ensigns. A war is going on and that war makes demands which outweigh the individual study of ensigns. Moreover, because their naval careers have been brief, these ensigns have necessarily skimpy performance records and so the study wouldn't prove too much anyhow.

So, once again, the promotions section has to lean on another reasonable assumption—that the average ensign has turned into neither a disciplinary problem nor an incompetent. And, lacking the manpower and sufficiently detailed records to process the whole lot to j.g. as individuals, the entire field of 10,000 is promoted to j.g., except those whose promotions are withheld by their COs. This, incidentally, offers a vivid contrast with the more leisurely days of peace when the Navy had time to promote j.g.'s by selection board.

Does this "en bloc" system let some "gold bricks" through to j.g.? It does. Would BuPers like to keep them back and let only the meritorious through to the coveted extra half-stripe? It would. But the pressures of war confront the Navy with a need for 10,000 j.g.'s in a hurry. So it passes the entire group through, authorizing the promotion of a scattering of mediocre ones along with the worthies. But the CO on the spot, who knows the ensign better than the Bureau, need not promote the unworthy one. All BuPers did was authorize the promotion, not order it.

Before we take Joe up the ladder any higher, let's backtrack a bit and consider the case of the older ex-civilian who is clambering up the promotion ladder with him. Usually, this older man was commissioned direct from his civilian job. When he came into the Navy he was given a rank which was determined according to his

age and the amount of skill and responsibility he had developed in his civilian calling.

If he was in his twenties, he probably started as an ensign. If in his early thirties and making good in some civilian occupation, he probably went in as a j.g. If in his mid-thirties or older, he usually started as a full lieutenant or lieutenant commander. Gradations in rank also took account of the degree of success a man had as a civilian. And sometimes, if he had reached a particularly eminent position as some sort of expert, this too was taken into consideration. In the background of all decisions stood the constant yardstick: "The needs of the service."

Older men frequently were assigned to their specialties. Merchandising men went into the Supply Corps. Teachers found themselves lecturing on newly acquired Navy subjects. Writers were put to work writing. And so on. Nevertheless there were many exceptions. Almost all men sooner or later found themselves in some type of training school. As time went on, many an accountant found himself standing deck watches alongside his younger colleague who had come in through the midshipman route. And many a lawyer found himself a gunnery officer. Yet, so far as promotions went, they all moved up the promotion ladder at about the same pace and in the same way as Joe, the former midshipman.

But to return to Joe, who has just made j.g. He is no smarter as a j.g. than he was the day before when he had only one stripe. Yet, with that added half-stripe, he has automatically taken on additional value to the Navy. He can now assume new duties more or less closed to him as an ensign. He can give certain orders to a new crop of ensigns crowding up from the bottom. So he goes along as a j.g. Months pass. He learns new duties. He takes more courses. Slowly he continues to increase his usefulness to the Navy.

Meanwhile, the high command again decides it needs "x" new battleships and "y" new 45,000-ton carriers, as well as many other ships. This, in turn, means a need for 10,000 new lieutenants. Here again, Joe is not thought of by name. But he is needed by the Navy—this time as a lieutenant. The same process which lifted him from ensign to j.g., now hoists him from j.g. to lieutenant. More training follows: more duties, more experience, and more responsibilities. And, sooner or later, there comes a call for a few thousand lieutenant commanders.

This time, the arithmetic bearing on "the needs of the service" calls for only 4,200 lieutenant commanders. The records show that 6,500 men are available for promotion on the basis of their date of rank and continuous duty in rank. These requirements apply



equally to regular, reserve and retired officers, both line and staff.

Here a new thing happens. The Bureau now takes steps to get to know Joe better. So, for the first time in his Navy career, he is put closely under the lens.

This scrutiny is done by a selection board appointed by the Secretary of the Navy. If records of 6,500 men are to be studied it is likely the board may have as many as 19 men. If a much smaller number of men is to be considered, a smaller board is appointed. This contrasts with the former Alnav system (like that for ensigns and j.g.'s) which—up to 1 July 1943—was used by the Navy in its urgent need to get enough lieutenant commanders.

All line selection boards must have at least nine members. Staff boards must have at least five members of the staff corps under consideration. At least one-third of the members of boards considering reserve officers are reserves.

For equipment the board has four things: a large room with desks for each man, a big table around which all the members can sit in a body, a precept and a president. The precept directs the board to pick the 4,200 men found to be the best fitted for promotion. It gives the number of affirmative votes a man must have to be promoted—12 in the case of a 19-man board. Attached to the precept is the list of men to be considered and their precedence order.

A typical session will open in the morning. Each member of the board is assigned a desk and a certain number of jackets to study. He analyzes each man's fitness reports and correspondence. Important points he jots down carefully on a specially prepared white blank. Marks, comments, letters of commendation or reprimand are closely noted. Reports and comments of reporting seniors are compared for consistency. The Navy is now really taking a close look at Joe.

In the afternoon, the Board sits down as a body around the big table. Each member in turn makes a verbal report to the entire board, summarizing what he has found. Over several days or week every last name on the entire list of 6,500 is given the same close study. These proceedings are presided over by the board's president, a man chosen for fairness and judicious temperament.

Sometimes the member making the individual analysis will read aloud a

letter which he thinks has a bearing on the situation. As in the instance of a certain lieutenant who ran his ship aground. This lieutenant wrote somewhat as follows: "I was a lawyer before the war. I had never been at sea before in my life. I did run the ship aground—but not wilfully." He was promoted.

Under study in these sessions is not only the man reported upon, but also the officer reporting. Often the reporting senior is known to members of the board. It is known whether he is a tough marker who wouldn't say a kind word about his own mother. Or whether he is an easy marker who passes out uniformly good reports for all.

The touchstone to promotion, all things considered, is the fitness report. The one thing looked for first is: did the man's CO recommend him for promotion? If he did, his chances are good. If not—his chances are diminished, regardless of any favorable comment under "remarks." The entire fitness report is studied, however, in terms of all available data such as commendations and awards, or their opposites. Every effort is made to arrive at a comprehensive appraisal of the officer's fitness for promotion.

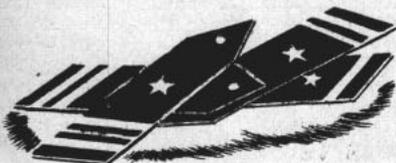
Apart from the fitness report and the correspondence file the board has no other written material to guide it. There is no "black list" of men who have got into scrapes. No minutes of the sessions are kept. The Bureau itself retains no record of why a man was promoted or passed over. Only the final results of each vote are noted. In the case of close votes all are reconsidered.

Board members are pledged to secrecy and may not disclose any fact relative to any individual that went on inside the room. Furthermore, BuPers keeps secret the membership of boards. This is to prevent well-meaning but unwanted advice and influence from outside. It also serves to keep people out of the hair of board members.

All these considerations bring up a tough question: does the Bureau have a gilt-edged assurance that the 4,200 men selected are absolutely the best 4,200 of the 6,500 available? The answer is "probably not," the human factor being hard to weigh. The precept says: consider 6,500 lieutenants for promotion; pick the 4,200 best fit for promotion. The selection board does it to the best of its ability.

This leaves 2,300 who have been passed over not recommended for promotion. Does this mean that all of the 2,300 passed over are not as good men as some of those selected? Absolutely not. It is perfectly possible that of two shipmates with equal qualifications, experience and training, one may have made the grade while the other was passed over.

Statistically, the fact probably is that of any group of 6,500 men there is a small percentage of first-rate men at the top and a small percentage of obvious incompetents at the bottom. Between these two extremes are the large bulk of men, all of them general-



ly more or less fit for promotion. It is in the lower part of this large middle bracket that the job of selection is toughest. The board simply does the best it humanly can.

What about the 2,300 who were passed over? They are once more put back into the next pool of available men who come up for promotion. Even then it is possible for a good man to be passed over. And again because of the enormous difficulty of measuring all the elusive qualities that go to make an officer "fit for promotion."

Once our Joe has made lieutenant commander his promotions from then on continue in the hands of selection boards. As he climbs higher the professional qualifications become tougher, but the procedure remains generally the same. The boards pick the best available men.

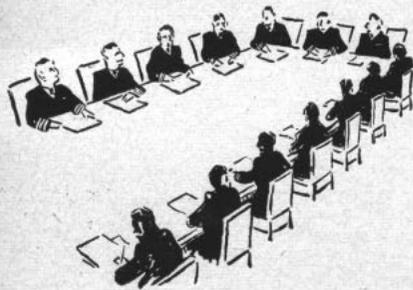
Those officers who are promoted from captain to flag rank are selected by a group of senior flag officers who constitute a panel. These senior officers do not meet as a board or committee, but receive individually a list of eligible captains, and each member of the panel selects from this list those officers who, in his opinion, are best fitted for promotion to flag rank. The recommendations are made directly to the Secretary of the Navy.

The Secretary then consults with the Commander-in-Chief and other senior officers, and makes up from those receiving recommendations from a majority of the panel a list of eligibles. This list is approved by the President.

From this list officers are promoted to flag rank as necessary to fill billets.

"Spot" or out-of-line promotions constitute a very small percentage of promotions but have been the subject of much talk and some misunderstanding. These are initiated by specific recommendations. The recommendations, in turn, must make it plain that the promotion would be according to "the needs of the service." Each recommendation must have the unanimous approval of a board of high-ranking officers appointed by the Secretary of the Navy.

For a time, the use of spot promotions was fairly frequent in the amphibious corps. In this respect the "spot" promotion was helpful in



quickly ironing out situations where younger officers were suddenly shot into positions of heavy responsibility.

For the most part Joe can disregard the "spot" as the chances are he will go up the ladder in the manner here described, and according to "the needs of the service."

NEW BOOKS IN SHIPS' LIBRARIES

Understanding the East

When the war in the Pacific is over, a new era in our Far Eastern relations will begin, and we shall be concerned as never before with our stake in this vital area. Many books have appeared this season on various phases of our Far Eastern relations.

Of these, T. A. Bisson's "America's Far Eastern Policy" is one of the most important. A Research Associate of the Institute of Pacific Relations, he was commissioned by the Institute to write his book in order to provide an impartial and constructive analysis of the situation in the Far East, with a view to indicating the major issues.

Much of his book is devoted to an historical survey with particular emphasis on the decade before Pearl Harbor. It is an important and valuable book, and an imperative one for everyone interested in the Far East.

Of Owen Lattimore's stimulating book, "Solution in Asia," it has been said that it will have a direct effect on the war and the peace, since it will be read in Foreign Offices throughout the world. He looks toward coming events that will shape the broad aspects of international policy. He sees the "politics of attraction" as contributing to a new and more powerful role for the U.S.S.R. in postwar Asia, but feels the United States has at present the clearest power of attraction for all Asia. He warns us that to use this power wisely we must have an objective. He suggests that our power must be used to extend and strengthen the freedom bloc in Asia that will be initially constituted by China, Outer Mongolia, Korea, the Philippines and Thailand.

Harrison Forman was one of the few journalists whom the Kuomintang permitted to visit the unknown, mysterious Communist area of North China in 1944. His book, "Report from Red China," is a simple, straightforward account of what he saw in the six months' trip through the Communist-controlled territory where he saw the Chinese Reds and their peasant partisans fighting the Japanese occupying forces. Mr. Forman's conclusion is that the Chinese Communists form a free and independent body without subservience to Moscow and that they are interested, not in acting as agents for a foreign government, or even in collectivizing China, but in bringing about a unified democratic nation and fighting the Japanese. At a time when it has been claimed that in saying kind words for the Chinese Communists, we are assisting a group that is bent on selling China out to Russia, Mr. Forman's observations are especially important.

David Nelson Rowe's book, "China Among the Powers," makes another important contribution to our understanding of the Far East. China cannot be independent as a military power because of her lack of steel, coal, lumber and petroleum; nor financially independent because so high a percentage of her population now lives at starvation level; nor industrially independent because of her lack of engi-

neers and skilled workmen. He wants us to know and understand these facts in order that China's place among the powers can be changed from an expression of wishful thinking into a truly meaningful expression of international fact. His conclusion is that China will be completely dependent upon foreign aid for any program of modernization after the war.

Trio from Texas

Jimmie, Eddie and Mike were as lovable ne'er-do-wells as ever flowed from the pen of an author. Always thirsty, and always broke, they still managed to live from the fat of the land with a minimum of effort. They were occasionally threatened with an honest day's labor, but a convenient detour usually was found. "Walls rise up out of the earth to protect the pure in heart," was Jimmie's philosophy.

Comfortably settled in a Brazos River shanty, deep down in Texas, this trio of George Sessions Perry's book, "Walls Rise Up," coasted along on the edge of the law, taking advantage of their neighbors' weaknesses—to say nothing of their corn and chickens.

Bald-headed Jimmie was the idea man. He dreamed up the tric's hare-brained schemes, and dressed up their somewhat doubtful morals in beautiful rationalizations. In return he commanded the devotion of the others.

Their lives were eased considerably by the advent of Oof, whose contribution was a monumental strength and a pigmy intelligence. By dint of a tactful approach he could be persuaded to display his muscle in the digging of wells and thus keep his friends in liquor, with an occasional slab of bacon thrown in. When a life of ease and security became too dull, there was nothing they found so refreshing as a little well-timed debauchery.

Mr. Perry's novel, first published several years ago and now reissued, is a lustrous combination of dead-pan humor and good straight story-telling.

Asbestos Covers?

"You'll have to bind it in asbestos," said J. Edgar Hoover when he heard that the Last of the Red-Hot Mamas was about to tell her story. You can greet it with one of those expressive street-corner whistles that says so much without the use of words. Actually, it rates a whistle of admiration.

For Sophie Tucker has turned out, in "Some of These Days," a warm human book—a glittering story of the theater world and her rise to stardom.

The outline is familiar—the American success story. But it is new when Sophie Tucker tells it. It is frank. It is humorous. It is healthily vulgar. It has zing—like Sophie Tucker's songs.

THE books reviewed here are among those distributed by BuPers to ship and shore station libraries. A complete list of titles available will appear regularly in a new journal of Welfare activities, scheduled to appear shortly.

MAGAZINE DIGEST

Excerpts from current articles of interest to naval personnel

Japan's "Home Arsenals"

Let's call this Japanese family the Hiroshugi. There are five of them, the husband, his wife, two children and a pauper relative from the country. They exist and work in some 10 square feet of space in the old section of Tokyo. . . . They work from dawn until far into the night, their busy hands never still. In days of peace, Hiroshugi's family produced wooden toys, typical "Made in Japan" gadgets that used to cause us to wonder how people could work for so little. But Hiroshugi's family isn't making toys now.

Out of his rat-warren habitation comes a stream of ammunition boxes. He cuts and sizes the wood, his wife nails the butts, the relative screws on the hinges, and the children stencil and paint the finished product. They work with feverish intensity because a district supervisor has given them a scroll for excellence and they now strive even harder to be worthy of this high honor.

There are some 50,000 families working on war production in this manner in the Tokyo area alone. There are hundreds of thousands in other key cities. . . . These individual trickles of war material become a gushing torrent of shells and bullets, guns and planes.

Consequently, any plan of strategic bombing to destroy Japan's capacity to make war—particularly her aircraft industry—must include the destruction of these thousands of family factories.

So it can be seen that when Radio Tokyo declared that all of Japan is mobilized either to fight or to provide munitions and food it stated the literal and positive fact. Boys and girls of high school age work in shipyards, munitions plants or home factories. Grammar schools have rooms set aside where children volunteer so many hours a day to make aircraft parts. One school in January turned out a thousand nuts for the Nissan Motor Company and in March made 4,000. A school for the deaf and dumb that once made knitted goods now makes parts for the Fukikura aircraft industry. Even sixth grade children did such splendid work making gauges that 92% of their product passed final inspection. . . . The handicraft effort has invaded Japanese religious institutions. One temple proudly describes itself as the "Kooya Temple Machinery Corporation" and makes airplane parts. . . .

The bombing of large city areas causes tremendous damage to home industries. It prevents millions of workers from getting to their jobs. . . . They must fight fire, clean up rubble, give first aid to the injured and help in reconstructing the bombed-out area. The Jap war industry loses millions of man-months of labor that can never be replaced. . . . We are making war on the enemy's means of production, of which the handicraft industry is most vital. . . . The enemy knows we shall not

fail.—From "Why We Must Bomb Japanese Cities," by Frederick C. Panton, in *Reader's Digest* for May.

Germany in Defeat

Shoestore in Aichach. We drove into Aichach, some 30 miles south of the Danube, just as the last snipers were being cleared from the far end of town by troops of the 42d Division. At our end a captain of Military Police was telling his men, "We will set up the information booth on this corner." As we drove down the street we met about 15 Belgians who had not been liberated more than 30 minutes. All of them were carrying boxes of shoes. A little farther a small riot was going on in and around the town's main shoestore. We crowded our way in to find the whole store had been stripped almost completely of its stock while the frantic Germans ran around wailing and wringing their hands.

The proprietor, a middle-sized German about 40, was especially frantic and was outraged that the Americans would permit such things. We asked him if he had not heard that the German Army itself did such things in France, Belgium, Greece, etc., etc. He drew himself up proudly and said, "Sir! The German Army would never stoop to such things!" We asked him mildly how he knew, and he said, "I was a soldier myself." Still mildly we asked to see his *Soldbuch*—the little service-record book all German soldiers must carry. This was most interesting; it showed that he had been discharged from the Army that very morning, Sunday, April 29. He had gone to his commanding officer, told him that he was in his own home town and that the war was over and that he wanted to go back into the shoe business. This seemed sound to his CO, who discharged him honorably. He had then changed clothes and played his violin for the first time in several years, getting ready for Monday's shoe trade. We escorted him outside to the lone GI who had arrived to guard the place and the GI took him off to the prisoner-of-war cage.

Soft Peace vs. Hard Peace. The conflict now seething within American soldiers between their hatred of Germans and Germany and Nazism, and their natural Christian upbringing and kindness and susceptibility to beautiful children and attractive women and poor old ladies, is one of the great stories of today. The same doughboys who went through Dachau's incredible horrors were the very next day being kissed and wreathed in flowers by the German women of Munich. Some doughboys say they hate all the Germans, and they obviously do; and yet others who have been through just as much bitter fighting and obvious trickery will tell you that they hate only the Nazis and they like many Germans. I heard one say, "I even want

to shoot all the pregnant women because I know that what's in their bellies will some day be shooting at my children." His buddy was giving candy to a little German girl while he was speaking.

The Job of Unlearning. Few Germans in the ruined great cities . . . can yet realize the place of Germany at the bottom of the list of civilized nations. They learn with shock and shame of the American nonfraternization policy. Many of them simply cannot understand it. They thought they were fighting in an honorable war. When parents realize that they lost all their sons in a cause unspeakably dirty they are filled with a despair that will mark the rest of their lives. Of course they should have realized it years ago when they were heiling the Fuhrer. But they lived two lives, they say, one of exaltation at his great political promises of the wonderful new Germany to come, and one of terror that the Gestapo might knock on their door that night. And yet it is clear that Josef Paul Goebbels did the job he set out to do all too diabolically well. But the overall, inescapable fact is that the German people are so solidly, thoroughly indoctrinated with so much of the Nazi ideology that the facts merely bounce off their numbed skulls. It will take years, perhaps generations, to undo the work that Adolf Hitler and his henchmen did.—From "Defeated Land," by Sidney Olson, in *Life*, 14 May.

Birthday Party

The big transport, outbound, shivered and plunged in a heavy swell. Her ports were tightly closed to maintain blackout, and it was hotter than blazes there below decks. The air of the casual officers' chow hall was thick with greasy cigar smoke, and into the midst of the murk plunged the chef, bearing a pink-and-blue birthday cake in each fat hairy hand.

This was the most poignant party I ever attended—a birthday party for two babies who, for all their fathers knew, were not even born. The fathers, Marine second lieutenants bound for some undefined island in the Southwest Pacific, had shoved off a couple of weeks before the kids were due. Estimating that both babies were scheduled for the same day, the two harried papas—smooth-faced kids hardly out of their teens—had paced the decks all day, fretting themselves sick. To divert them, their fellow passengers had



Liberty

"I keep getting the busy signal."

tossed a party for the two new babies, some 6,000 miles away in the United States.

One section of the mess had been laid out lavishly, with a white tablecloth on the splintery plank tables and much cutlery and glassware. There were big bowls of green salad (we had stopped off in Panama), cold cuts, olives, celery and apples. The steward had broken out two boxes of powder-dry cigars, and there were a couple of big jugs of lemonade. Most of the ship's company was there, in addition to a dozen or so transient officers.

The chef, hardened by too many months of frying and boiling, still had managed a very creditable pair of cakes. Instead of candles, each cake bore a paste zero in the center—one pink, one blue. Each carried the pastry message: "Don't worry, Pop—Junior," and "All my love," signed with the name of each man's wife.

It was very corny, of course. It was very corny when the lieutenants got up and stammered "Unaccustomed as I am to public fatherhood" speeches, and fumblingly opened the silly presents their buddies had brought. It was corny until the chaplain got up, took the cigar out of his kisser, and offered a short prayer.

Very simply, the Holy Joe asked for protection and consolation for the two scared young mothers back home. He asked that the new babies be granted a chance to see their fathers some day in the future. And then he said he hoped the babies never would have to repeat their parents' experience — of being separated by war at the one time when men and women most need to be together.

Maybe that was corny, too. But it didn't seem so then, and it doesn't seem so now.—From "We Remember This," by Lt. Robert C. Ruark, USNR, in *Liberty* for 19 May.

"Thinking Up" Weapons

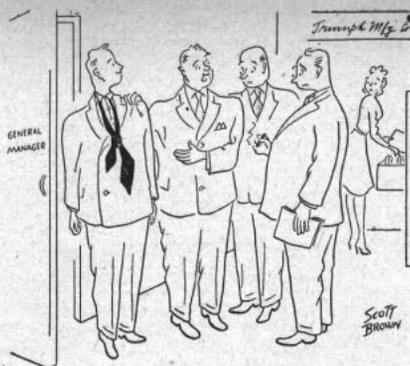
During the past two or three decades science has become the servant rather than the master of warfare. . . . Now, with recent advances in science and in industrial mass production methods, the military analyst can first devise tactical methods to fit certain situations, and then design new weapons and machines to fit the new tactics. . . . (Here are) some possible developments which might improve or accelerate our siege technique:

- Portable steel gun turrets for rapid installation of infantry weapons and direct-fire guns with overhead cover in front-line areas.

- Footstep markers, preferably luminous, for rapid marking of numerous safe lanes through forward mined areas without waiting to find or remove the mines themselves.

- Night photographic equipment for picking up night activity in hostile front lines from forward observation posts.

- Power gliders, each carrying a squad or half-squad, to transport infiltration and assault troops at high speed across front-line obstacles and land them among and behind the hos-



"I'd like you gentlemen to meet Mr. Wicker, my new assistant. Mr. Wicker has been honorably discharged by the Navy."

tile defense positions . . . saving assault infantry hours of crawling forward under fire, through mines and wire.

- A small-caliber light machine gun firing incendiary bullets to replace, or at least supplement, the present flame thrower as a weapon for neutralizing hostile gun emplacements at close range. . . . It could fire continuously for a much longer period than the flame thrower, and it could more accurately concentrate all of its fire in the firing aperture of the enemy gun position.

- Armored trailers for infantry when accompanying tanks. Each trailer should have armor comparable to that of a medium tank and should be able to carry a squad of riflemen complete with weapons and equipment.—From "New Weapons for New Tactics," by Lt. Col. Fred L. Walker Jr., in *Infantry Journal* for May.

The Enemy Is Ready

Some long, weary months may elapse before our power drive can get rolling in the invasion of the Japanese homeland. There will be bombing raids, hundreds of them, but they'll be the same strategic raids we've seen over Germany these past three years. Then, too, the activities of our Air Force will be limited in the Pacific by the number of runways we have within striking distance of Japan. There aren't too many. Your maps will tell you that. Our carrier-based planes will be very active, but their bomb loads are limited. The chances are that it will be the same old infantry again. Only ground troops can take ground. That's how it has always been, and it won't be a soft touch.

Let's take a look at Japan's strength. To begin with, we must face the fact that, so far, we haven't met Japan's first-line troops. . . .

When we go into Japan, and possibly China, we'll find some six million Japanese troops spoiling for a fight. Right now they have four million men, but, in addition, they have one million Manchurians and Chinese puppets organized as auxiliary military units. And during the past few months the Japanese have accelerated their con-

scription process and are training an additional one million young men. They'll be ready for us.

Japan has a fine, untouched reserve strength. She still has one million men of military age that she had not thought it necessary to conscript. Then there are an additional million lads of 17 and 18 not yet subject to the draft. They have all had preliminary training along the lines of the Hitler Youth and they can be transformed very quickly into good defensive units. All of this adds up to why we can't move immediately against Japan once victory is won in Europe. We are going to have to overwhelm Japan with superior forces, and it will take months to get those superior forces ready to attack.—From "Transfer to the East," by Quentin Reynolds, in *Collier's* for 5 May.

Iwo on the Dot

An hour before H-hour it shook and winced as it took what was being dished out to it. In fact, the whole surface of the island was in motion as its soil was churned by our shells and by the bombs from the carrier planes that were swooping down across its back. Every ship was firing with a rising tempo, salvo after salvo, with no more waiting for the shellburst to subside. Finally Iwo Jima was concealing itself in its own debris and dust. The haze of battle had become palpable, and the island was temporarily lost in a gray fog.

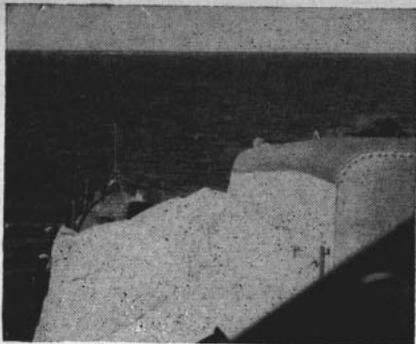
"The LSTs are letting down the ramps," someone said. . . .

The LSTs had let down their ramps and the amphibious vehicles which they had carried were splashing through the water, like machines from a production line. Watching them, I found myself speaking to a chief petty officer who was standing next to me.

"It's like all the cats in the world having kittens," I said, and the idea appeared to interest him. . . .

The amphibious vehicles, churning up the sea into foaming circles, organized themselves in lines, each line following its leader. Then the leaders moved out to the floating flags, around which they gathered in circling groups, waiting for their signal to move ashore. The gray landing craft with the Marines had left the transports some time before for their own fixed areas and they also were circling like runners testing their muscles before the race. The barrage which had been working over the beach area had lifted, and the beach, with the smoldering terraces above it, was visible again. . . .

Suddenly a group of the barges broke loose from its circle, following its leader in a dash toward shore. Close to land the leader turned parallel to the beach, and kept on until the whole line was parallel. Then the boats turned individually and made a dash for it. The Navy had landed the first wave on Iwo Jima—at nine o'clock on the dot—or, at least, not more than a few seconds after nine.—From "Iwo Jima Before H-hour," by John P. Marquand, in *Harper's* for May.



Official U. S. Navy photograph

UNION JACK

SIR: In your April 1945 issue, in the article "Mission to Arabia," p. 3, a photograph shows the DD "X" as "she moves up the Red Sea." The Union Jack is flying from the jackstaff.

However, on p. 57 under the feature "What's in a Name?" you state that the Union Jack "is flown from the jackstaff on a Navy ship at anchor."

Is there some special rule that altered this custom in the case of the DD?—T. C. M., Lt., (SC) USNR.

• According to the information that came with the photograph, the DD was shown as she "moves through the Red Sea." Since the jack is not flown while under way, however, it seems fair to assume that, while the photograph was taken during the DD's journey up the Red Sea, she was, at the moment, anchored. This assumption is supported by the lack of any visible bow wave—and what looks like a reef dead ahead.—ED.

RETENTION OF ID CARDS

SIR: (1) Are enlisted personnel who are honorably discharged or who are placed on the retired list allowed to retain their identification cards? (2) Are officers who resign, are retired or placed in an inactive status allowed to keep them?—C. T., CRM.

• (1) No. (2) No. BuPers Manual, Art. A-4007 (4), states in part: "When officer or enlisted personnel are separated from an active duty status by reason of being discharged, placed on inactive duty, or any other form of separation, the identification card shall be collected and destroyed by the commanding officer of the activity executing the separation."—ED.

RATING FOR INTERPRETER

SIR: As I read, write and speak fluent German, I have been assigned full-time duty as an interpreter for the German prisoners of war at this camp. Having been a seaman for nearly 20 months, I am wondering if there is any rate for which an interpreter can qualify.—C. N. Z., Sic.

• Interpreters are eligible for rating as Sp(X), which must be made within station complement.—ED.

TRANSPORTATION PERSONNEL

SIR: I've heard scuttlebutt that transportation personnel may be rated Sp(X). Would you please publish details?—B. R. C., Sic, USNR.

• Such key personnel in continental U. S. passenger transportation offices as meet these requirements are considered by BuPers for change of rating to Sp(X):

A minimum of 18 months duty, subsequent to 1 Jan. 1941, in a billet requiring technical knowledge of passenger rail transportation, U. S. Navy Travel Instructions and Navy Department directives concerning passenger rail transportation, or

A minimum of six months duty, subsequent to 1 Jan. 1941, in a billet as described above and, in addition, not less than two years experience in the passenger department of a Class 1 railroad.

One complement is established for each naval district, air training command and river command regardless of the geographical location of personnel concerned within the command. Requests for change in rating to specialist (X) are forwarded to BuPers by the above commands and include a statement as to transportation experience, qualifications and assigned duties.—ED.

JUNE 1945

MEDAL OF HONOR WINNERS

SIR: How many men in the Navy, Marine Corps and Coast Guard have been awarded the Congressional Medal of Honor during this war? If any enlisted personnel who received the medal are still living, what rate or rank do they hold?—J. C. F., SKD1c.

• Sixty-three men have been awarded the Congressional Medal of Honor in the Navy, Marine Corps or Coast Guard, as follows:

	Dead	Living	Missing	Total
NAVY				
Officers	14	12	0	26
Enlisted	8	1	0	9
MARINE CORPS				
Officers	6	10	1	17
Enlisted	8	2	0	10
COAST GUARD				
Officers	0	0	0	0
Enlisted	1	0	0	1

Only three enlisted men who have received the award are now living. They are: John W. Finn, ACOM (now Lt.), USN; Mitchell Paige, P1Sgt. (now Capt.), USMCR, and Richard K. Sorenson, Pvt., USMCR.—ED.

CHANGE IN DESIGNATORS

SIR: Your answer to a letter in the Dec. 1944 ALL HANDS, p. 39, clarifying Alnav 110-44 (advancements in rating) is still not quite clear, and I would appreciate your filling in the answers to these questions—A. D. R., CY(T), USNR.

Questions	Answers
A is a CBM(PA) on 1 June 1944. His rating designator on 1 July 1944 is:	CBM
B is a CBM(AA) on 1 June 1944. He is not qualified for change in status to pay grade 1 on 1 July 1944. His rating designator on 1 July 1944 is:	CBM(AA)
C is a CBM(AA) on 1 June 1944. He is changed in status to pay grade 1 on 1 July 1944. His rating designator on 1 July 1944 is:	CBM(T)
D is a BM1c on 1 June 1944. He is changed in status to pay grade 1A on 1 July 1944. His rating designator on 1 July 1944 is:	CBM(AA) (T) —ED.

MUSICAL PROTOCOL

SIR: I noticed in a magazine recently that the Army had quite a time deciding how many musical ruffles and flourishes to give its new five-star generals. Army Regs, I understand, provide that a general be accorded one ruffle and flourish for each star, and that the President receive four. The problem apparently was whether or not a five-star general could thus outruffle and out-flourish the President. Finally the leader of the Army band decided that a five-star general could have only four ruffles and flourishes.

Has this question of musical protocol come up in the Navy, and if so, how was it decided?—T. U. N., Mus3c.

• Navy Regs, Art. 232, says the President rates four ruffles and flourishes plus the national anthem, whereas Art. 238 provides that an admiral, a general, an admiral of the Navy (a rank not now in existence) and a general of the armies (a

MARINE CORPS LOSSES

SIR: Would you please publish the Marine Corps casualties for the Tarawa, Saipan, Peleliu and Iwo Jima campaigns?—R. G. L., PhM2c.

• The Marine Corps casualties for the four campaigns were announced by the Navy Department on 16 March 1945 as follows:

	Tarawa	Saipan	Peleliu	Iwo Jima
Overall engaged	17,075	47,634	24,788	61,000
Wounded	2,191	8,910	4,974	15,308
Killed in action	984	2,337	1,198	4,189
Total casualties	3,175	11,247	6,172	19,938*
Percentage of those engaged who were:				
Wounded in action	12.8	18.7	20.1	25.8
Killed in action	5.8	4.9	4.8	6.8
Casualties	18.6	23.6	24.9	32.6
Wounded fully recovered	1,674	6,809	3,801**

• Includes 441 missing in action; ** figures not yet available.—ED.

rank held only by General Pershing) are entitled to four ruffles and flourishes plus the "Admiral's March." The Navy has decided, as announced in a CNO letter to all ships and stations (NDB, 30 April, 41-423), to extend these latter honors—with a 17-gun salute on arrival and on departure—to the five-star fleet admirals and generals of the army. The President is entitled to a 21-gun salute on arrival and on departure.—ED.

WRONG VANCOUVER

SIRS: On page 16 of the May 1945 issue, your chart shows Vancouver, B. C., as a stop-off of the LST #60 instead of Vancouver, Wash., as mentioned in the story. Vancouver, Wash., is just a few miles from Portland, Ore. Tch, Tch, and all that, Hydrographic Office—G. S. G., Lt., USNR.

• You're right. The chart should have shown Vancouver, Wash. But the slip-up was entirely ours, not the Hydrographic Office's.—ED.

PROMOTION TO WARRANT

SIR: Are chief specialists (A) eligible for any warrant specialty?—J. C. W. C., CSP (A).

• A CSP(A) may be recommended to BuPers for appointment to warrant grade in the category for which he is considered qualified by his CO. A review of his recommendation and qualifications by Bu-

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 ALL HANDS, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

Pers will determine whether he is selected for the recommended classification. Such recommendations, however, are reviewed for possible appointment to any classification that is open to procurement and for which the individual may be qualified.—ED.

NINE FLAG

SIR: Your answer to question 11 of "What Is Your Naval I. Q.?" (ALL HANDS, April 1945, p. 69), states ". . . the NINE flag is the only numerical flag which does not have a special use assigned to it." That is incorrect. The NINE flag does have a special use; see Plate 4-7, Communications Instructions, U. S. Navy, 1944.—R. W. M., SM2c.

• You are right; that use was adopted about a year ago.—ED.

"GRASSHOPPER AIR FORCE"

SIR: Does the Navy have a "Grasshopper Air Force" similar to the Army's Artillery Liaison Force?—G. C. M., S2c.

• No, but the Marine Corps has artillery observation squadrons (VMO squadrons) which use light aircraft (Stinson OYs and Piper Cubs) in spotting artillery fire. The VMO squadrons are attached to and operate under the tactical control of Marine infantry organizations.—ED.

ALL HANDS

THE BUYPERS INFORMATION BULLETIN

Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

JUNE 1945 NAVPERS-O NUMBER 339

All dates used are local time at scene of action unless otherwise indicated.

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.

NOTE ON A NEW NAME

Although the name of this magazine has been the *Bulletin* for more than 20 years—first the Bureau of Navigation News Bulletin and finally the Bureau of Naval Personnel Information Bulletin—with this issue it is being changed to ALL HANDS.

There is a simple little story behind this change of name.

In September 1943, to make as explicit as possible the fact that this magazine is intended for all naval personnel—for all hands—a little box of blue was placed on the cover with a prominent statement to that effect. Readers understood. This was a magazine they had come to consider their own, to differentiate from the countless "bulletins" which cover official matters or specific reader groups. This was their common, comprehensive source of news and information—not official but authoritative—and it was, as the announcement said, for all hands. And so, they changed the name among themselves and actually began calling the Information Bulletin by a new name: ALL HANDS.

One cannot ask more of a name for a magazine than that it reflect its purpose and content and that it be something spontaneously acceptable. Accordingly, in the interest of even greater service for the magazine, the Bureau is pleased to follow the nomination of Navy men and women:

ALL HANDS it is.

QUOTES OF THE MONTH

● *Gen. of the Army Eisenhower*, in V-E day proclamation: "The only repayment that can be made to them [men under his command] is the deep appreciation and lasting gratitude of all the free citizens of the United Nations."

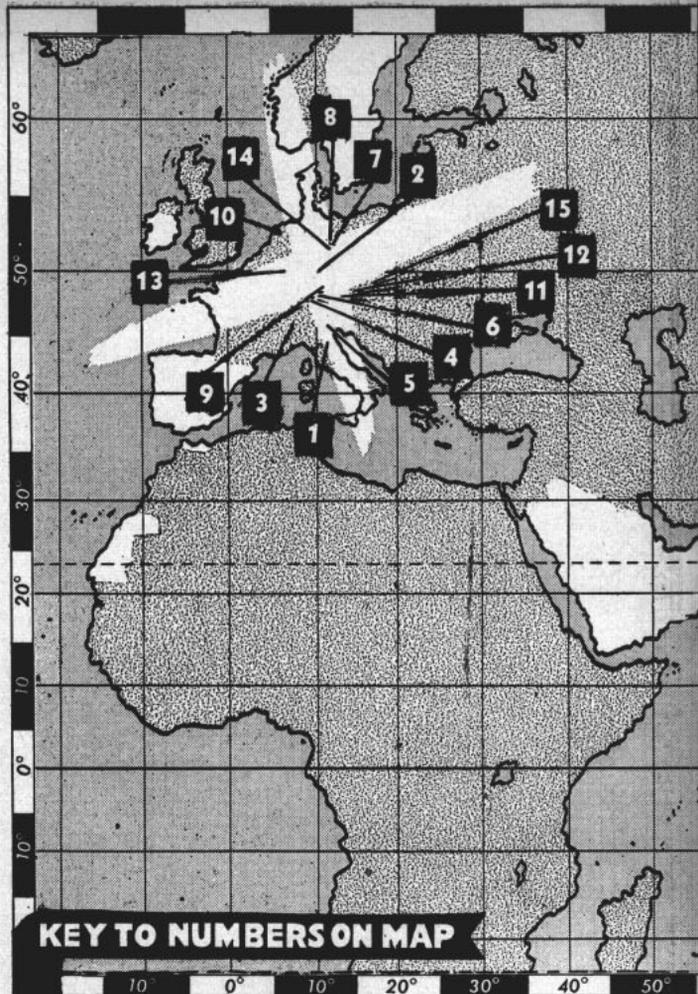
● *Four beleaguered Japs* on Iwo Jima, in a note found with their bodies: "To Enemy: We have fortified this island for a year, but we cannot win this war with just the Yamato spirit. We cannot match your quantity. There is no other road for us to follow but to die."

● *Admiral Halsey*: "It would be criminal not to fight this war through to a successful conclusion that will leave the Japanese nation too weak to wage another war."

● *Pfc. Leo Kasinsky*, Brooklynite who hitchhiked to the U. S.-Russian link-up in Germany: "They gave us a wonderful meal and we had about 60 toasts. Boy, they don't even drink like that in Brooklyn."

● *Geneva (Switzerland) Tribune* headline in the last days of Germany: "Events Seem to be Succeeding One Another with Great Rapidity."

● *U. S. Navy minesweeper* off Okinawa in radio message to flagship: "We have been hit twice in attacks by two aircraft but we splashed the third. . . . We are now taking a damaged destroyer in tow."

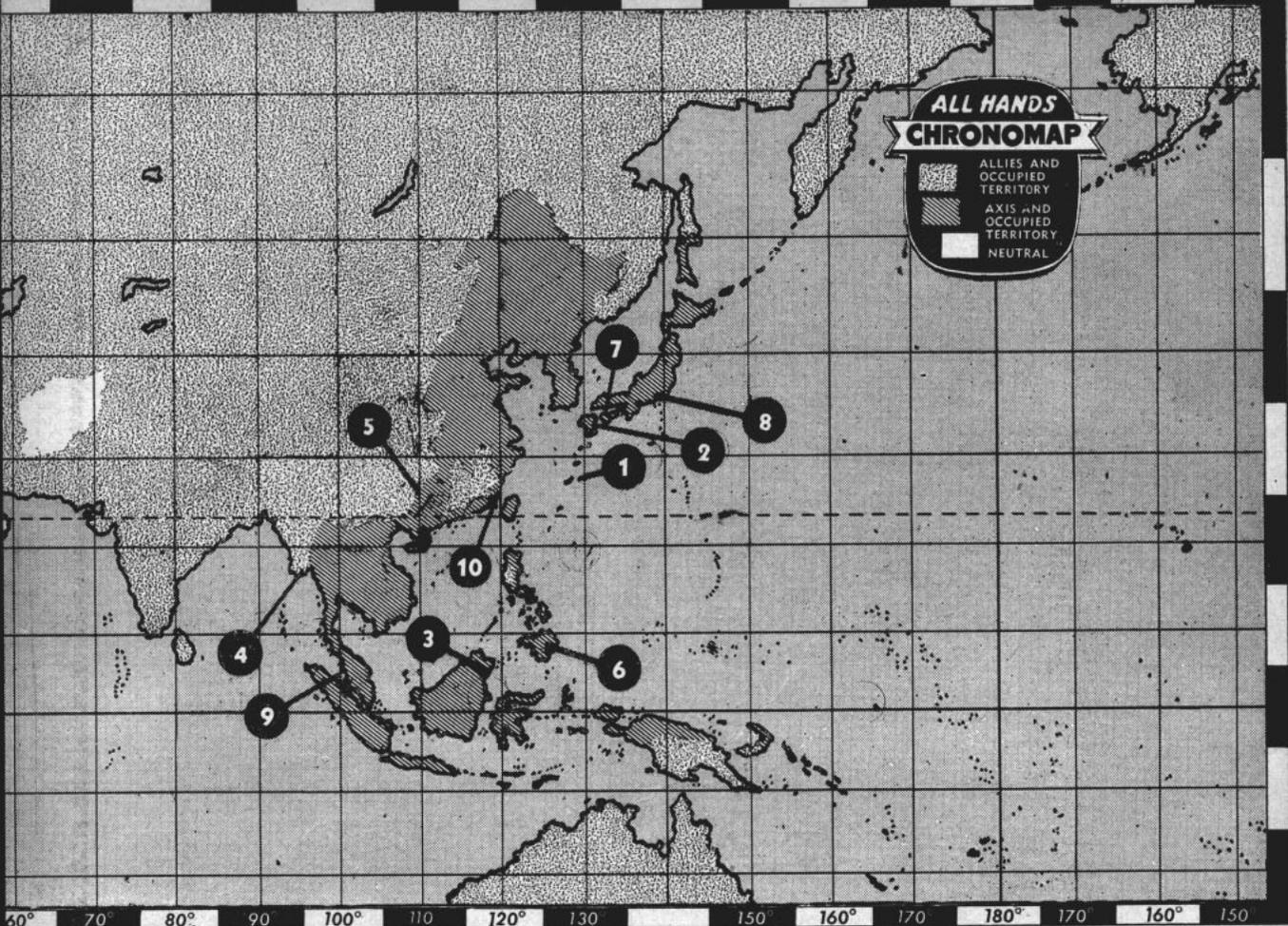


Europe

1. Allies take Bologna, in northern Italy (21 April).
2. U. S., Red armies meet at Torgau, on Elbe (25 April).
3. Benito Mussolini executed by partisans (28 April).
4. U. S. 7th Army crosses Austrian border (28 April).
5. Nazi and Italian Fascist troops in northern Italy surrender unconditionally (29 April).
6. Munich captured by U. S. 7th Army (29 April).
7. German radio reports death of Hitler in Berlin and his choice of Admiral Doenitz as new Fuhrer (1 May).
8. Berlin falls to Russians after 16-day siege (2 May).
9. U. S. French troops mop up Bavaria (3 May).
10. 1,000,000 Germans in Holland, Denmark and northern Germany surrender to British, Canadians (4 May).
11. German 1st, 19th, 24th Armies surrender in Austria and Czechoslovakia (5 May).
12. U. S. 3d Army sweeps into Czechoslovakia (6 May).
13. Germans sign unconditional surrender at Gen. Eisenhower's headquarters, Reims, France (7 May).
14. Surrender ratified in Berlin; war ends (8 May).
15. Last Germans surrender to Russians (13 May).

Pacific

1. Jap suicide planes sink U. S. ships off Okinawa (23 April, 4-5 May). Marines enter Naha (18 May).
2. Jap air bases raided by B-29s (21, 26-30 April, 3-5, 7, 8, 10, 11 May) and carrier aircraft (14 May).
3. Australian troops land on Tarakan (30 April).
4. Rangoon falls to British troops in Burma (3 May).
5. Chinese halt Jap drive on Chihkiang (5 May).
6. Davao falls (6 May); new Mindanao landing (12 May).
7. Operation to blockade Japan with aerial mines announced by 20th Air Force (12 May).
8. B-29s fire Nagoya in two huge raids (14, 17 May).
9. British fleet sinks 10,000-ton Jap cruiser (16 May).
10. Chinese capture Foochow, China coast port (18 May).



THE MONTH'S NEWS

PERIOD 21 APRIL THROUGH 20 MAY

**Allies Win Complete Victory
In Europe, Shift to Pacific,
Press Drives Against Japs**

Unconditional Surrender

There was nothing else they could do. Crushed in the north and south, split asunder in the center, their cities and industries leveled by air attack, their military fleeing by land and sea, their stolen empire torn from them by the greatest armies mankind had ever known, the Germans surrendered unconditionally five years, eight months and seven days after they started the European war.

Scene of the official surrender was a grimy, red-brick school building in Reims. The atmosphere was strained, the signatories worn with fatigue. Allied leaders were tired of the efforts made by the Germans to delay the proceedings. First the Nazis requested permission to evacuate women and children from Czechoslovakia where battles were still raging. Then they stated that there could be no guarantee that German armies in the field would obey orders to surrender. Bluntly the Allies told the Nazis to sign or suffer the consequences of resumed operations.

Col. Gen. Gustav Jodl, representing Field Marshal Gen. Wilhelm Keitel, Chief of the High Command, signed

the articles of capitulation (p. 42) at 0241, 7 May 1945. Cessation of hostilities was slated for 2301 on 8 May. Nazi troops were to lay down their arms or be treated as guerrillas. No ships or planes were to be scuttled.

Allied approval was given by the signatures of Lt. Gen. Walter Bedell Smith, Gen. Eisenhower's chief of staff; Maj. Gen. Ivan Susloparov, chief of the Russian mission to France, and French Maj. Gen. Francois Sevez.

The end was no surprise to the world. It came as an anticlimax to

two weeks jammed with such dramatic news as the link-up of U. S. and Russian forces, Mussolini's death and the report of Hitler's, mass surrenders of more than 2,000,000 enemy troops in Italy and northern Europe, and a spate of rumors of peace offers and capitulations (see separate sections on succeeding pages.)

But it officially ended the greatest military conflict of all time, finished it in the most complete victory ever won by force of arms. The statistics of the war were prodigious.

LAST JULY



Seventeen days of bombardment by U. S. ships and carrier planes cleared the way for our invasion and reconquest of Guam, first American territory taken by the Japs. Our forces also secured Saipan, moved over to Tinian and, in the Southwest Pacific, drove on toward the Philippines.

JULY 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	31	*	*	*	*

What will we do this year?



Photographs from Press Association, Inc.

SURRENDER was signed at Supreme Headquarters in a Reims school. German and Allied delegates met and . . .

Some 25,000,000 men were engaged in the fighting when hostilities ceased. Casualty figures varied. U. S. losses in killed, wounded, missing and prisoners approximated 800,000. British, including 144,000 civilians, numbered 1,305,000. Estimates of Russian losses, never officially announced, ranged from 10,000,000 to 20,000,000. Enemy troops killed or captured on the Eastern Front alone, Moscow said, totaled 12,770,000.

When V-E day came the American outlay for defense and war amounted to \$275,703,000,000, of which probably two-thirds had been spent on the European conflict. In addition, lend-lease to Russia cost \$8,225,000,000; to Great Britain, \$11,332,000,000. British war costs amounted to \$107,000,000,000. No figure was available for Russia's.

Prisoners of war presented a tremendous problem. The Western Allies held between six and seven

million. Two million had been captured by the Red Army. Another 11,000,000 displaced persons had to be removed from Germany to their homelands.

The announcement of V-E day throughout the world was made a day ahead of the official announcement by Edward Kennedy, chief of the Associated Press Western Front staff. It was the world's greatest newspaper beat, but for breaking the pledge of secrecy to which he and other correspondents had been sworn, Kennedy was suspended as a correspondent by Allied Headquarters. (A. P. later expressed "profound regret" for having distributed the report.) After attending the surrender conference Kennedy telephoned his story to London where it cleared through censorship without difficulty. American papers plastered it in huge headlines on their front pages. By previous arrangement V-E day was to have been announced simultaneously by the leaders of the Big Three. But their announcements followed by several hours the newspapers' publication of Kennedy's dispatch and a German radio report of the surrender.

At 0900 (Washington time) on 8 May President Truman and Prime Minister Churchill spoke from their respective capitals. The President praised the forces which had won the victory but warned that the nation's watchword must be "work, work, and more work" to rid the entire world of war (p. 3). Churchill expressed similar sentiments, emphasizing the job of the British people and armed forces in their war with Japan.

Premier Stalin postponed his official pronouncement of victory until after a formal ratification of the articles in the ruins of Berlin on 8 May. There, a document similar to the one approved at Reims was signed by representatives of the United States, Russia, Great Britain, France and Germany. Stalin called the surrender "no empty scrap of paper" and added that "the period of war in Europe has ended."

The triple announcement unleashed

Text of the German Surrender

Following is the text of "An Act of Military Surrender" which ended the European War:

1. We, the undersigned, acting by authority of the German High Command, hereby surrender unconditionally to the Supreme Commander, Allied Expeditionary Force, and simultaneously to the Soviet High Command, all forces on land, sea, and in the air who are at this date under German control.

2. The German High Command will at once issue orders to all German military, naval and air authorities and to all forces under German control to cease active operations at 2301 hours Central European Time on Eight May and to remain in the positions occupied at the time. No ship, vessel or aircraft is to be scuttled, or any damage done to their hull, machinery or equipment.

3. The German High Command will at once issue to the appropriate commanders, and ensure the carrying out of any further orders issued by the Supreme Commander, Allied Expeditionary Force, and by the Soviet High Command.

4. This Act of Military Surrender is without prejudice to, and will be superseded by, any general instrument of surrender imposed by, or on behalf of the United Nations and applicable to Germany and the German Armed Forces as a whole.

5. In the event of the German High Command or any of the forces under their control failing to act in accordance with this Act of Surrender, the Supreme Commander, Allied Expeditionary Force, and the Soviet High Command will take such punitive or other action as they deem appropriate.

Signed at Reims, France, at 0241 hours on the seventh day of May, 1945.

On behalf of the German High Command—Jodl.

In the presence of:

On behalf of the Supreme Commander,
Allied Expeditionary Force—W. B. Smith

On behalf of the Soviet High
Command—Ivan Susloparov

On behalf of the French—F. Sevez.

(The Act of Surrender signed in Berlin the next day was virtually identical with the Reims document. It was dated 8 May 1945, Berlin, and signed, "In the name of the German High Command: Keitel, Friedeberg, Stumpf," Marshal of the Soviet Union Zhukov signed on behalf of the Supreme Commander-in-Chief of the Red Army, and Air Chief Marshal Tedder on behalf of Gen. Eisenhower. Witnesses were Gen. Spaatz, commander of U. S. Strategic Air Forces in Europe, and Gen. Delattre, Commander-in-chief of the French Army.)



... General Jodl, Nazi chief of staff, signed unconditionally. General of the Army Eisenhower got the pens.

Official U. S. Army Signal Corps photographs

a flood of celebrations all over the world—except on the battlefronts, in Germany and Japan. Gaiety in cities of the United States varied from a lukewarm observance to wild joy (p. 56) but most of the cities of Europe just plain raised hell.

London, which suffered more from Axis air attacks than any other city, went hilariously, madly wild with joy and relief. Bonfires burned throughout the city; floodlights glared on public buildings, dark for so many years; the King and Queen and Churchill were called repeatedly to appear before milling uproarious throngs who cheered them for hours.

In Paris, 100,000 American soldiers helped Parisians celebrate the end. Sirens wailed and cannon boomed all over the town. Confetti showered from the buildings and main streets were packed solidly with people.

The citizens of Moscow heard the loudest and longest salute ever to fire from the Kremlin's walls. After Stalin's order of the day, 1,000 Red Army guns fired 30 rounds each while rockets soared, twisted and glittered overhead. People cheered, wept and laughed on the streets which were as crowded as those of Paris.

Nearly everywhere it was like that. In the cities of Denmark, Norway, France, Holland, Belgium, and even in far-off South America, millions jammed public squares and took advantage of legal half or full holidays. In Halifax, Nova Scotia, mobs went so wild that they wound up setting fires, battling police and looting shops. Damage was estimated at hundreds of thousands of dollars.

On fighting fronts most of the men were too weary to do much. In Germany, U. S. troops said only: "Where do we go from here?" At Okinawa every shore and ship battery was trained on Jap positions and precisely at midnight a huge mass salvo was fired.

German civilians, beaten and battered in the last great onslaught of Allied arms, muttered only, "Thank God."

Victory in the Field

In the days just before its surrender the Nazi Wehrmacht was dead on its feet. It fought, sporadically and in widely scattered areas, like an automaton in a dream. Most of the Hitlerite empire was now held by Allied forces. Only last-stand enemy pockets, isolated by swift Allied armored columns, held out against inevitable defeat.

Politically, Germany was equally confused. From neutral countries flowed a stream of unconfirmed reports—the Vaterland was torn by revolt; it was eager to surrender; it was swapping the Nazi government for a "peace" regime; it was struggling in a fog of plain and fancy chicanery.

As American, British and Russian forces cut into the pockets, collecting prisoners by the hundreds of thousands, the internal picture cleared. There was only one thought in the minds of the beaten men. They wanted to surrender Germany. But only to the Western Allies, not Russia. The long drumming of Goebbels' propaganda had had its effect; the German people were terrified of Russia.

The first false peace report came on 28 April from San Francisco where, Senator Tom Connolly, delegate to the United Nations Conference, told a reporter that Germany had surrendered. Immediate denial came from authentic sources.

Then came an official report that Allied demands had been placed in the hands of Heinrich Himmler, chief of the Gestapo, by Count Folke Bernadotte of Sweden acting as an intermediary. Himmler offered to surrender unconditionally to the U. S., Great Britain and France—but not to Russia. The Allies turned him down.

On the same day that Acting Secretary of State Joseph C. Grew disclosed the Himmler proposal, Hamburg radio announced that Hitler was dead, that he had fallen with his men in the defense of Berlin. Grand Admiral Karl Doenitz, the man who plotted and directed Germany's U-boat war, assumed control of the tottering Reich, allegedly on direct orders from the dying Hitler.

Doenitz immediately pledged continuance of the war but he underestimated the power massed against him. American and Russian forces had already met in the heart of Germany. Italy collapsed and a million Nazi troops there and in southern Austria surrendered. The day after Doenitz assumed the title of "Der Fuhrer," Berlin fell.

Gen. George Patton's U. S. 3d Army veered suddenly to the south, crashed through Czechoslovakia, Austria and the Bavarian redoubt where the Nazis were supposed to make their last stand. The U. S. 7th dashed across the Danube at Dillingen, overcame heavy resistance, then raced on to capture Munich and, later, several notorious prison camps, among them Dachau.

French 1st Army forces pounded along the Swiss border, cutting up another pocket in the Black Forest and Baden areas and eventually plunging into Italy, then Austria.

In the north the British were moving like wildfire. They captured Bremen and headed for Hamburg, bypassed that city and pushed on to the Baltic.

The Russians switched their assault from the Berlin area to the south where they ripped into the last strongly resisting German pocket in Czechoslovakia.

The capping blow fell on 4 May. Doenitz had moved his government to Copenhagen the day before, evidently in a flash of the old Nazi intuition. Unable to withstand the pounding of the British and Canadians, the remaining 500,000 Germans in the Netherlands, Denmark and northwestern Germany surrendered to Field Marshal Sir Bernard Montgomery and threw down their arms. Their capitulation raised British captives to over 1,000,000 in 48 hours.

On 5 May three more German armies threw down their arms as the piecemeal breakup of the Wehrmacht continued. Two armies, numbering between 200,000 and 400,000 men, surrendered to the U. S. 7th and French 1st Armies. The French 1st also took another broken Nazi army. Only one

German army, the 7th, opposed the Allies and it was hemmed in by the U. S. 3d and the Russians. In addition there were several hundred thousand men in pockets scattered around the outer edges of Europe.

Unknown to a waiting world the Germans were already taking steps to surrender their forces on that 5 May. Two days later the negotiations were completed. Nazi representatives signed the articles of surrender in Reims. Fighting was to cease the following day.

Nearly everywhere it did. Germans crept out of their pockets on the Bay of Biscay coast in France. Those in Norway and Yugoslavia quit. The prolonged siege of Dunkirk ended.

But there were still some Germans who believed in the old Nazi ideas. German saboteurs flooded Berlin subways and set fires throughout the remains of the city. Four members of Quisling's Norwegian Nazi party held out in a bunker redoubt in a suburb of Oslo. A few Nazi planes bombed Prague and two other liberated Czech cities. Drunken German soldiers opened fire with concealed machine guns on Amsterdam crowds celebrating their liberation.

Russia had the toughest cleanup job of all. The Red Army had to slash and batter its way through thousands of Nazi diehards in the remaining resistance pocket in Czechoslovakia and Austria. Not until five days after the surrender had to have been effective did the last 360,000 German troops give in.

Victory on the Sea

Never a first-class threat on the surface but always a dangerous, ubiquitous menace beneath the seas, remaining units of the German Navy last month surrendered to occupying ground forces or sailed cautiously into British, American and Canadian ports.

More than once during the nearly six years of war, German U-boats seriously threatened Britain's only lifeline, its sea lanes to America. There were times when British merchant ships—and later American convoys—had to struggle through hordes of the determined enemy, first operating individually, then in wolf packs.

Combined American and British courage and ingenuity eventually whipped the U-boats (see Admiral Ingram's account on p. 10). The convoy system was used from the start of the war. Then, as ship production was increased, scores of DEs from the U. S. and corvettes from Britain circled the convoys and sharply reduced losses. Then light escort carriers covered the merchant ships with umbrellas of planes and sinkings were reduced to a minimum.

Germany's lack of surface power more than once has been declared an important reason why she lost the war. Her heavy fleet units—battleships, pocket battleships and heavy cruisers—had some small successes in the early days of the war but intelligent counter-action employed by the Allied navies slowly reduced their effectiveness and numbers. Throughout the entire war the British Home Fleet—for a time reinforced by U. S. vessels including *USS Washington*—remained in Scapa Flow as a constant



Official U. S. Army Signal Corps photograph

LINK-UP of American and Russian troops on the Elbe put the final crimp in the Nazi army. U. S. General Reinhardt and Red Army general walk at right.

threat to German ships attempting to escape from the Baltic or Norwegian fjords.

Graf Spee, 10,000-ton heavily armed pocket battleship, was the first major loss to the Germans. Trapped by British cruisers off South America, she fought a losing battle, then raced into Montevideo harbor where her crew scuttled her. Three cruisers, *Blucher*, *Karlsruhe* and *Koenigsberg*, and 11 destroyers were sunk in the 1st and 2d Battles of Narvik, Norway, in April 1940. Next the 45,000-ton battleship *Bismarck* went to the bottom after a long chase by Royal Navy fleet vessels.

The Allies scored a double victory during the Christmas season of 1943. U. S. Navy search Liberators located a squadron of destroyers in the Bay of Biscay. They attacked and directed British cruisers to the scene. Four of the destroyers were sunk, the others scattered and damaged. Three days later the 26,000-ton *Scharnhorst* was sunk off North Cape in the North Sea after a running battle with British cruisers, destroyers and a battleship.

Harassed for months by Navy and land-based bombers which hit it more than once, the last remaining large unit of the German fleet, the 41,000-ton *Tirpitz*, was sunk by RAF bombers with earthquake bombs in Tromsø Fjord, Norway, on 12 Nov. 1944. And just as the Reich was splitting to bits, the 10,000-ton cruisers *Admiral Scheer* and *Luetow* were sunk by RAF bombers in Baltic ports.

When British and American troops moved in on north German and Danish ports following the Reich's surrender, they discovered some 480 ships, 110 of them naval vessels ranging from cruisers to gunboats. Only two cruisers, *Prinz Eugen* and *Nuernberg*, were in seagoing condition. They were found in Copenhagen along with three destroyers and two torpedo boats. Found in other ports were:

Kiel: cruisers *Admiral Hipper* and *Emden*, both aground; *Wilhelmshaven*: cruiser *Kolen*, sunk; *Oabenaar* (Den-

mark): cruiser *Leipzig*, damaged; Swinemünde: pocket battleship *Luetow*, on bottom, and battleship *Schlesien*, sunk; Stettin: 25,000-ton aircraft carrier *Graf Zeppelin*, damaged and uncompleted; Gdynia: pocket battleship *Gneisenau*, sunk as blockship, and old battleship *Schleswig-Holstein*, scuttled or used as blockship; Koenigsberg: cruiser *Seydlitz*, blown up.

Germany's most intense naval surface war raged along the coasts of western Europe, through the English Channel and the North Sea, where her E-boats, R-boats, trawlers, flak-ships and light destroyers were almost constantly engaged by light British craft. Sorties across the Channel and North Sea by fast, heavily armed small craft were common and the "little ships" engaged in some of the hottest fighting of the war. The invariable objectives of each side were coastal convoys carrying raw materials from port to port.

The German *Unterseebooten* fought until the final hours of the war. Twenty-seven hours before Germany surrendered an American collier and a tanker were torpedoed and sunk off the New England coast. The last sinking by U. S. Navy forces followed. A destroyer, two DEs and a frigate attacked and sank the U-boat in shallow water 10 miles off the coast.

In response to the Allies' orders to surrender at the nearest ports, U-boats turned up first off the British Isles. Later others radioed to the U. S. and surrendered to the Navy off the Atlantic seaboard. Of the 75 to 100 U-boats reported at sea at the time of surrender all but 10 or 20 of these had surrendered at last report.

Total U-boat sinkings by the Allies during the war were put at approximately 550, British naval circles reported. They also disclosed the use by Germany of midget submarine packs which attempted to blockade supply lines to the continent during the closing months of the war.

In the Air: Good Hunting

In the final, fading days of Germany there was no place where the Wehrmacht, the German Navy or the Luftwaffe could hide from the avenging might of the combined American and British air forces. Escaping Germans were hunted down ruthlessly by fighters, attack bombers and heavy bombers whose job of knocking out Germany's war production ended when ground forces overran most industrial areas.

None of the last air assaults were strategic in nature although some were directed at cities still in enemy hands. Wave after wave of heavies struck Bremen, turning it into a raging inferno, as British troops smashed through its outer defenses.

Adolf Hitler's mountain-top retreat and chalet at Berchtesgaden were battered with 6-ton bombs by the RAF. Troops and motor transport attempting to reinforce both besieged Berlin and Hamburg were strafed and bombed by fighters and light bombers.

RAF jet fighters and USAAF fighters shot up German airfields and disrupted rail traffic as Germans attempted to flee to Denmark. Ninth Air Force planes by the hundred ripped up German defenses in advance of the sweeping 3d Army.

Other bombers reported field days in the Baltic where German ships were attempting to evacuate refugees and soldiers to Norway. In one day the RAF knocked out 74 ships with rockets, cannon and bombs. Troopships, submarines and other vessels were destroyed in the final hectic assaults.

Bombers also flew over Europe on errands of mercy as well as destruction. Starving Dutch were cheered when 250 RAF Lancasters swooped low over the Netherlands and dropped 600 tons of food to happy, waving throngs.

In a final tabulation released at the end of the European war, the 8th Air Force announced its planes had dropped 4,628,687 bombs on the continent and destroyed 15,439 enemy aircraft since its activation in July 1942. The last assault was made on the Skoda munitions works in Pilsen, Czechoslovakia, 25 April.

Germany's unconditional surrender also brought relief to Britain after nearly five years of every kind of bombing the Germans could conceive. In the last type of attack, the V-2 rocket bomb, a total of 1,050 landed in Britain, killing 2,754 persons and seriously injuring 6,523. The damage to property has not been calculated.

The Beginning of the End

Resistance to the Allies in Italy, in whose Balcony Empire Fascist dictatorship was spawned 22 years ago, collapsed like a deflated balloon on May 2. Military opposition was routed by American and British steamrollers; the people were roused to revolt against German divisions in the north; the once powerful Duce was executed, his mangled body made the

U. S. CASUALTIES IN EUROPE

Preliminary estimates of casualties for the Navy, Marine Corps, Coast Guard and Army in the European and Italian-African campaigns totaled 696,833. The figures given below are through 28 April for the Navy; 10 April for the Marine Corps; 5 May for the Coast Guard, and 31 March for the Army.

	Dead	Missing	Wounded	POW	Totals
U. S. NAVY					
Atlantic-European	6,415	594	3,612	29	10,650
Mediterranean	1,930	78	1,689	0	3,697
Totals	8,345	672	5,301	29	14,347
U. S. MARINE CORPS					
Atlantic-European	32	1	1	3	37
Mediterranean	2	0	0	0	2
Totals	34	1	1	3	39
U. S. COAST GUARD*					
	508	508
U. S. ARMY (ground and air)					
Europe	96,890	55,873	330,505	31,597	514,865
Mediterranean	35,167	11,094	100,882	19,931	167,074
Totals	132,057	66,967	431,387	51,528	681,939

* Coast Guard keeps no breakdown by theaters for casualties other than dead.

butt of insults and indignities in Milan's public square.

Benito Mussolini, whom Adolf Hitler imitated in the early days of his rise to power, died at the hands of his own people three days before the German radio said that Hitler, too, had been killed.

The capitulation of all German and Italian forces still fighting in northern Italy and southern Austria came at noon on 2 May, ending a grueling 20-month campaign which started when American forces jumped the Straits of Messina from Sicily in 1943.

It took the American 5th Army and the British 8th Army just 21 days after they began their spring offensive to subdue the remnants of 22 German and six Italian Fascist divisions left in

Italy. From the time Allied troops stormed up to the south banks of the Po River on 22 April and crossed it the next day, the Axis armies fled like frightened deer for the north. In no one place did the enemy make a determined stand. La Spezia, Ferrara, Verona, Genoa, Milan and Venice fell to the Allies while partisans rising in Turin seized the city and later turned it over to the 5th.

The start of the spring campaign unleashed a wave of uprisings all through occupied Italy which resulted in violence, bloodshed and the capture of Mussolini, Marshal Rodolfo, Graziani, "the butcher of Ethiopia," and others.

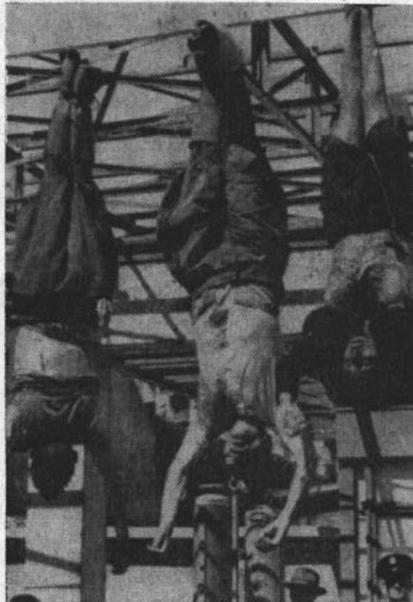
When captured, Mussolini was running for safety in Switzerland, harried by partisans and the fear of the death which was his eventual fate. Captured at Nesso on Lake Como on 28 April as he was about to start the last lap of his frantic flight, he was given a quick trial by partisans and executed by shooting through the head. Clara Petacci, his mistress, and several other Fascists died with him. In a moving van his body, along with those of his mistress and the others, was taken to Milan, birthplace of Fascism, where it was piled on the outskirts of the pile of dead which covered the Piazza Loreto.

Then the mob which formed in the square began to vent its long pent-up wrath. Young partisans kicked Mussolini's head. Others spat upon his body, kicked it, cursed it. Later his body and that of his mistress were hung by the ankles in a nearby service station.

In a potter's field outside Milan, Mussolini, his girl friend and Achille Starace, former secretary-general of the Fascist party, were buried in plain wooden caskets in unmarked graves.

West Meets East

They had come a long way, Joe and Ivan, so it was fitting that their meeting should be celebrated with wine and speeches and backslapping. The wine had been captured from the



Official U. S. Army Air Forces photograph

IL DUCE made his last public appearance hanging head down between his mistress and henchman Starace in Milan.

enemy. At first neither understood the other's speeches. But the slaps on the back were easily understood—they were the international gestures of praise, congratulations and good will of two great armies which had battered their respective ways back from humiliating defeat against what once had been the greatest military force in history.

Thus did American and Russian GIs meet at Torgau on the Elbe River, 28 miles northeast of Leipzig at 1640 on 25 April. The juncture split the disorganized German Wehrmacht into two pockets and led eventually to the capitulation of the remnants of the Reich's once mighty war machine.

From the bomb-pitted beaches of Normandy had come the 1st Army's 273d Regiment of the 69th Infantry division, a 650-mile journey interrupted by a score of major battles, hundreds of minor ones. The 1st Ukrainian Army's 283d Regiment of

suspicious Russians fired a few anti-tank shells. Undeterred, Robertson and his men walked into the open, down a road to a half-demolished bridge. They scrambled out on the twisted girders and two Russian officers came out from the eastern end. They met mid-way. "Hello, tovarisch! Put it there!" said Robertson.

Then the celebrations began.

The juncture might well have been made earlier by the 9th Army to the north had not Gen. Eisenhower ordered it to stop on the Elbe. Footsloggers of the 9th expected to go on into Berlin and meet the Russians there, but the Supreme Commander ordered the halt at the line which would later mark the eastern limits of American-occupied Germany.

After the first meeting, link-ups were frequent. Patrols would meet and greet each other almost every day. On 30 April elements of the 9th Army connected with the Russians in Appol-

Russians Take Ruined Berlin

Beneath the blazing, crackling wreckage of Adolf Hitler's once proud chancellery, representatives of the remnants of 343,000 desperate Wehrmacht troops humbly surrendered the greatest city of continental Europe to a victorious Red Army. It was the end of Berlin, symbolical end of Nazism, and virtually the end of Germany.

For 16 days since the 1st White Russian and 1st Ukrainian armies had jumped off from their Oder River bridgehead, the Germans fought furiously, yet hopelessly, to defend their already battered capital which once had housed 4,335,000 people. But in four days the Russians reached the outskirts of Berlin and drove relentlessly on against resistance that, at times, resembled their own at Stalingrad.

While wave after wave of Stormo-



IN NAZI HORROR CAMPS at Buchenwald (left) and Ohrdurf (right) U. S. troops found scenes like these. . .

the 58th Guards Division had crawled from under the piled rubble of Stalingrad to drive 1,400 miles from near defeat to overwhelming victory.

The first meeting was unscheduled and unofficial. A two-man jeep patrol set out to round up German prisoners. A radio message ordering them not to go more than five miles beyond the Mulde River never reached them. They kept on, and 25 miles farther they met the Russians. Lt. Albert Krevetcrew walked toward the Russians and thrust out his hand. A Red Army soldier shook it. Krevetcrew radioed the news back to his battalion commander.

At Torgau the official link-up was made by 2d Lt. William D. Robertson of Los Angeles and three enlisted men in a jeep. Across the Elbe the Russians sent up colored recognition flares, but Robertson had no flares. With mercurochrome and blue ink from a pharmacy, he converted a white bedsheet into a rough replica of an American flag and waved it from the tower of an ancient castle. The

lensdorf, a tiny agricultural village southeast of Wittenberg. By 3 May British and American troops formed an almost solid junction with the Red Army along a 65-mile front south from the Baltic Sea. Next day the Germans collapsed.

Announcement of the original link-up was made simultaneously from Washington, Moscow and London. Said President Truman in disclosing the meeting:

"The union of our arms in the heart of Germany has a meaning which the world will not miss. It means . . . that the last faint, desperate hope of Hitler and his gangster government has been extinguished. . . (It) signalizes to ourselves and to the world that the collaboration of our nations . . . can surmount the greatest difficulties of the most extensive campaign in military history and succeed. . . This great triumph of Allied arms and Allied strategy is such a tribute to the courage and determination of Franklin Roosevelt as no words could ever speak."

viks wheeled and dived overhead, Russian tanks, infantry and artillery pounded steadily through outlying districts and then the suburbs against hundreds of snipers, massed self-propelled guns and tanks, heavily fortified pillboxes.

At first the Germans managed to rush reinforcements in from the north, through a rapidly narrowing gap. Propaganda Minister Joseph Goebbels exhorted the defenders to hold out and promised more troops to aid the garrison.

But on 25 April the two Red armies closed their pincers northwest of Potsdam and the fate of the city was sealed. Still the Germans fought on. For several days they employed the great subway system to strike at the Russian rear. They piled into trains and swept beneath the front lines to emerge at a point which the Russians believed they had cleared. They would rush from the stations in assaults similar to Jap "Banzai" charges, only to be cut down by alert Russian gunners. Many times Red Army men

descended into the tunnels with artillery field pieces and fired point-blank at trains and German infantry prowling the underground.

In attempts to forestall the Russian advance, the Germans used every conceivable trick to prevent capture. Spies dressed as priests carried walkie-talkie radios under their robes and tried to lure Red units into artillery traps. Armored trains rolled down the few remaining miles of the city's railroad network, blasting away at the advancing Russians.

Gradually the besiegers advanced. More white flags fluttered in place of swastikas. Tempelhof airdrome, last air escape field for high Nazis, was captured. The end neared as Russians swarmed through the center of the city on May day, capturing the gutted German Reichstag, Brandenburg Gate and the Ministry of Interior.

The last pocket of resistance was in the fortified Tiergarten area near the

ment, Jews, foreigners, mental and physical delinquents, and prisoners of war. Customary methods of disposal of these people, both men and women, whom the Nazis considered undesirable in their new world of "supermen," were similar in almost all camps: gas chambers, strangulation, starvation, disease—followed by mass cremation. As American and British tank columns dashed close to some camps, the commanders eliminated most operations and simply burned their prisoners alive.

Other camps packed emaciated living skeletons, so systematically starved that they could no longer work and therefore considered by their guards fit only for death, into execution chambers, gassed them to death. GIs who discovered another camp reported that prisoners were forced to lie in rows on top of cordwood. They were shot. The next batch of the condemned piled a layer of cordwood on the layer of bodies. Then they, too, were forced to

Stormtroopers, thousands more died of starvation, typhus, typhoid and tuberculosis.

Dachau was captured by Americans who first had to kill the guards in a furious battle. On a siding near the camp, the liberators discovered a train of 39 cars containing wasted bodies, some of them still alive. Not far away along a roadside were bodies of others who were murdered when they tried to escape from their brutal guards. In the camp itself were 32,000 men and 350 women, most of them starving.

Questioning of released prisoners brought forth information about other camps. At Auschwitz-Birkenau, for instance, 2,000 Jews were gassed monthly in the Terezin Jewish Extermination Camp. Still others were thrown alive into red hot trenches to die. In almost every camp gold teeth and fillings were extracted from the bodies after death. Jewelry was re-



Official U. S. Army Signal Corps photographs

... Yanks held by the Germans as prisoners of war became living skeletons in as little as six months after capture.

Chancellery. On 2 May that also fell.

Russian troops immediately set about searching the ruins for the bodies of Hitler, Goebbels and other top-ranking Nazis reported by German radio to have died in defense of the city.

Life and Death in Nazi Germany

There will be no doubts after this war, as there were after the last, that the Germans were guilty of heinous crimes in the treatment of political and war prisoners. Almost unbelievable evidence of the sadistic infamy of SS troops was uncovered with every mile of Germany captured by advancing Allied troops. Mutilated, shrunken bodies, some still alive, were discovered by the thousands in disease-ridden concentration camps where mass graves, cremation furnaces, torture chambers and official records testified to the greatest mass slaughter of human beings in history.

Victims of Nazi brutality were Germans opposed to Hitler and his govern-

submit to execution. When the stack was big enough it was drenched with gasoline and set afire.

At the annihilation institute at Kiev, 110,000 to 140,000 people were put to death in nine months. Source of the report was a calloused German doctor, Gustav Wilhelm Schuebbe, who calmly admitted to his American captors that he personally killed 21,000 people by injecting them with morphine tartrate. Each doctor on the staff "processed" 100 people a day.

Worst of the camps as described by the American and British troops who liberated the barely living survivors were Buchenwald and Dachau in Germany. At Buchenwald records disclosed that 32,705 people died between July 1937 and April 1945. Some were tortured to death, others flogged. Still others were strangled and more were drained of their blood and left to die. In freezing winter weather men were taken outdoors and stood under a hose for half an hour. Many froze to death. Aside from those killed outright by

factories. Hair was cut off and sent to

An official report on Buchenwald atrocities made by members of the Prisoner of War and Displaced Persons Division, U. S. Group Control Council, stated that prisoners received only 500 to 700 calories of food a day as against 3,000 to 3,600 needed for adult health. The wife of one SS officer started a fad by collecting tattooed skin. Suitable victims were murdered and their skin made into lamp shades, wall pictures and bookends. Some 40 examples of this were found.

To make sure that German civilians knew what their government representatives had condoned, residents of nearby towns were forced to tour some of the camps, smell the stench of rotting bodies, view the torture, gas and cremation chambers and look upon the grim horror of the living who were almost indistinguishable from the dead.



Official U. S. Army Signal Corps photograph

SMALL FRY commander of the German atrocity camp at Altendorn is marched off to internment.

Rat Trap Snaps Shut

Some were murderers, some thieves. Others were sadists or torturers. Still others were traitors or collaborationists, Gestapomen or stormtroopers, or just plain Nazis or Fascists. Many of them were two, three or even four of these criminal types. In a few brief days, as Germany collapsed, most were either dead or prisoners. A few were still missing.

Millions of just plain Nazis crammed the PW pens all over Europe but the real criminals, whose crimes had been underlined by the recent liberation of prisoner and concentration camps, trickled in under special guards to be turned over to courts which will try them for their crimes.

Adolf Hitler, the man who started it all, was reported to have fallen in his Berlin Chancellery during fighting for the capital . . . to have committed suicide . . . to have died of a cerebral hemorrhage. Mussolini, first Hitler's teacher then his stooge, was executed by partisans in northern Italy.

Russians said the body of Paul Joseph Goebbels, der Fuhrer's fanatical little mouthpiece, was discovered in an underground city beneath the Chancellery in Berlin.

The only other high Nazis whose deaths were confirmed were Konrad Henlein, gauleiter of the Sudetenland; Josef Terboven, German commissioner for Norway, and Edward Waiter, head of the Dachau death camp. All three killed themselves.

Rumor, conflicting statements and even official acceptance surrounded the alleged death of Hitler. First Heinrich Himmler, Gestapo chief who apparently had control of the Reich a few days before Admiral Doenitz took over, announced that Hitler was dying of a cerebral hemorrhage. On 1 May the German radio announced the Fuhrer had been killed while fighting with

his troops in defense of Berlin. Three days later, Goebbel's chief assistant, Hans Fritsche, captured in Berlin, contended that Hitler had committed suicide.

Coinciding with reports of Hitler's death were others involving Himmler and Martin Bormann, Nazi party secretary. Himmler's wife, found in a chalet in the Italian Tyrol, said she believed her husband was dead. Other reports had him hiding in Bavaria or Austria, or turned over to the Allies by Admiral Doenitz. A body alleged to be Bormann's was found in Berlin.

Once No. 2 Nazi, fat, loquacious Hermann Goering, chief of the extinct Luftwaffe, was the biggest (in size and importance) live prize captured by the Americans. Like other party leaders, Goering immediately began to berate his former associates, stating that Hitler was "narrow and ignorant"; that Joachim von Ribbentrop, missing former Reich Foreign Minister, was "a scoundrel"; that Rudolph Hess, who flew to England in 1941, was an unpredictable eccentric.

Other Nazis or Nazi-collaborators taken included Vidkun Quisling, puppet premier of Norway who, the Norwegians said, would be tried as a common criminal; Sepp Dietrich, notorious SS general; Joseph Darnand, chief of Vichy's militia; Admiral Horthy, regent of Hungary; Marshal Henri-Phillippe Petain, former Vichy premier; Lt. Gen. Andrei A. Vlasso, Russian traitor who fought with the Germans; Wilhelm Frick, "protector" of Bohemia and Moravia; Dr. Arthur Seyss-Inquart, Netherlands gauleiter; Dr. Robert Ley, Labor Minister and alleged mastermind behind the German werewolf movement, and Dr. Alfred Rosenberg, Nazi mystic-philosopher and leader of the anti-Russian crusade.

Military leaders captured included Field Marshal von Rundstedt, Lt. Gen. Karl Dittmar, Field Marshall Gen. Albert Kesselring, last supreme commander of German armies of the west; Field Marshal Ewald von Kleist, and Lt. Gen. Ernest Kaltenbrunner, the man who designed mass slaughter methods for political prisoners.

Pierre Laval, former Vichy Premier, flew to Spain seeking refuge but was jailed on orders of Franco.

Occupation of Germany

The people of Germany were beginning to understand in a small way last month what had been imposed on the conquered peoples of Europe for the past five years. Under Allied Military Government, set up to control the conquered Reich, there was no leniency, only rigid, uncompromising rule tempered slightly by common humanity.

Civilians had begun already to feel the food shortage. They will get only 1,007 calories each a day. They cannot telephone nor mail letters. They cannot travel except by foot or bicycle. Except on the farms few of them can work; only food shops are open. Queues for food are growing longer and slower. Curfews are strictly enforced. Occupation troops are conforming strictly to the non-fraternization rule.

In command of the occupation of the American zone, as yet unspecified, is General of the Army Eisenhower with

Lt. Gen. Lucius D. Clay as his deputy. Vice Admiral Robert L. Ghormley, USN, is commander, U. S. naval ports and bases.

Their plan is based on a "tough" administration and "ruthless . . . denazification" program which includes the sifting of 4,000,000 to 6,000,000 suspected war criminals from the population, according to Secretary of War Henry L. Stimson. A U. S. Group Control Council, coordinated with the over-all Control Council in Germany, will operate the zones occupied by U. S. forces. Under it will be 12 divisions including Army, Navy and Air, transport, economy, finance, legal and prisoners of war and misplaced persons.

The latter group already presents one of the greatest problems of the occupation. Thousands of people, liberated from labor camps, are roaming the highways and woods, undecided what to do with their new freedom. Some have been looting farms and stores for food and clothing. Many of them, starved and crippled from hard forced labor, thought first of revenge and attacked German civilians.

Germany's only major contribution to her own internal economy for some time will be the farms which have been planted already despite the delay caused by military operations. Manpower is shorter than ever before because all the slaves have been freed and a high percentage of German men are prisoners.

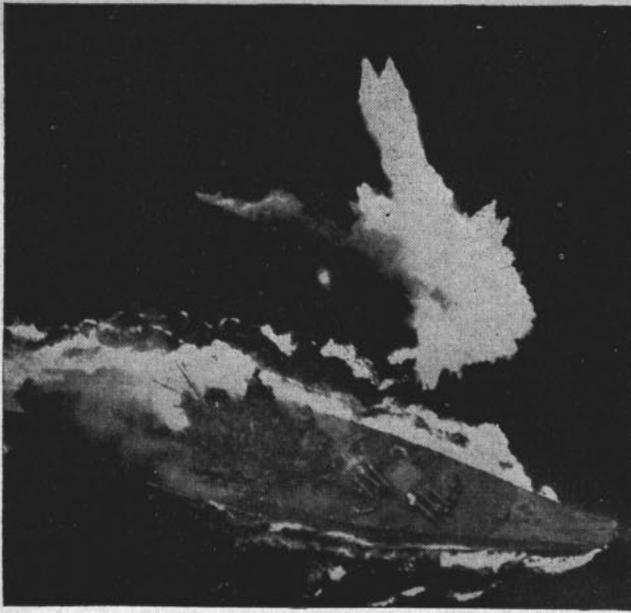
Shift to the Pacific

The greatest moving job in all history—the shift of millions of American men and their fighting equipment from Europe to the Pacific—had already begun when peace came to Europe last month. But the Army estimated it will take almost a year to return 3,100,000 men to the U. S. or



Photograph from Press Association, Inc.

BIG FRY Hermann Goering was without his medals as he checked into 7th Army prisoner of war camp.



Official U. S. Navy photographs

NO ESCAPE could the Jap 40,000-ton battleship Yamato (left, above) and the Agano class cruiser (right) find when U. S. carrier planes caught them 50 miles south of Kyushu. Also sunk were another cruiser and three destroyers.

transport them to the Far East (see p. 2).

Both combat and service troops serving in Italy had started for the Pacific before the cessation of hostilities, while some air and ground crews from France and the United Kingdom were also on their way.

Meanwhile the Army's post V-E day demobilization program went into effect. On 12 May 2,500 soldiers, first batch of some 1,300,000 men to be discharged, returned to civilian life. Each of them qualified under a plan giving credit for parenthood, length of service, overseas service and combat awards. About half of the men to be demobilized are now in Europe and about one-third in the Pacific. Most of the rest are in the U. S., having returned under rotation after serving overseas.

The plan will not affect naval personnel. Said Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel:

"The end of the war in Europe finds only about 3% of all naval personnel on duty in the European theater. Some personnel now in Europe must stay there to carry on necessary but reduced naval activities. But the majority can now be reassigned where they will do the most good in the war against Japan. Wherever possible, personnel transferred from the European theater to duty in the Pacific will be given leave at home during the period of redeployment."

"Victory in Europe means additional duties for the Navy. We will have to convoy troops moving out of that theater. The haul by sea from the United States to Europe is very short compared with the haul from Europe to the far Pacific. . . . Our need for men . . . is not reduced by the end of the war in Europe. We have more work to do . . . not less."

Provided soldiers are not members of essential units or engaged in essential Army jobs, they may be dis-

charged after they have accumulated a "critical score" exceeding 85 points. One point is allowed for each month's service since 16 Sept. 1940, one for each month's overseas service, five points for each combat decoration and bronze campaign star, and 12 points for each child, up to three, under 18 years old.

But for most of the 48 infantry divisions, 15 armored divisions and three airborne divisions in Europe and Italy, service in the Pacific is indicated. Although many thousands of troops will go directly to the East via the Mediterranean and India, the majority will return through the U. S., where they will be granted a 30-day leave before retraining for the Pacific type of war.

Only exception to the separation by point system will be made for recipients of the Congressional Medal of Honor. The 82 Army officers and men who have received the decoration will be discharged on their own request. Gen. Eisenhower assured Army veterans of both the African and European fighting that they would not have to fight in the Pacific; those who haven't enough points for discharge now, he said, would be retained on other duty until qualified.

To speed the transfer of armament, Army ordnance experts began reconditioning and packing heavy guns, tanks, trucks, small arms and other fighting equipment before the war's end. Seventy percent of the equipment in Europe will be sent to the Pacific. The remaining 30 percent represents equipment worn beyond possible use in combat, and material to be used by the Army of Occupation, the 15th Army.

First big mass movement of troops was made from the Persian Gulf area to China. Troops stationed in the Iranian desert, where they helped supply the Red Army, moved 6,000 miles in a huge truck convoy, by sea, rail and road to Kunming, where they are now assisting troops in China.

PACIFIC

Bitter Battle for Okinawa

Yard by yard, often foot by foot, American marines and soldiers struggled forward through fierce hand-to-hand and grenade fighting in the bitterest battle of the Pacific last month in attempts to crack fanatical Jap resistance on Okinawa while the Navy maintained its supply lines and fire support off the vital island in the face of increased heavy attacks by Jap suicide planes.

Vicious enemy counterattacks often hurled the Americans back from previously won positions. Battles for single small hills raged for days; they were taken, lost and retaken many times. Naha, the deserted, rubble capital, was entered by Marine patrols who found it a city of dead Japs.

Enemy resistance was not confined to the ground. Almost daily waves of Jap planes from Kyushu and Shokoku, southernmost enemy home islands, swept in over the fleet standing off Okinawa. Some, mere pinpoints high in the sky, dived on ships, hitting some, sinking some, but mostly missing. Others roared in low, just above the surface, through converging streams of antiaircraft fire. Their losses were tremendous.

First sign of change on land came on 25 April when Ishin, a strategic village on the eastern end of the almost impregnable Naha line, fell to Army troops. That same day Marine units occupied Yagahi Island, north of Motobu Peninsula, and Kouri and Heianza Islands off the east coast of Okinawa.

Although the process was slow and costly, it continued. Kakuzu, on the left flank, fell to the infantry. Then troops hammered through to Machinato, two miles from Naha, and ripped



Official U. S. Coast Guard photograph

JAP HUTS BURN as soldiers of 77th Division mop up on Ie Shima. Fighting was hot too on nearby Okinawa last month as Yanks gouged way into Naha.

Machinato airfield from its stubborn defenders. A 1,400-yard gain placed the troops within a mile of Yonabaru.

Meanwhile, small Jap landing parties were attempting to disrupt operations in the rear. In almost every case they were destroyed by Marine artillery before landing. Some managed to make shore but were quickly mopped up.

Jap counterattacks were frequent but seldom succeeded. On 6 May the largest one yet launched was broken up by troops who then launched an offensive of their own.

All during the murderous assaults, planes from carriers and rebuilt Okinawa bases hammered Jap emplacements in coordination with fleet guns standing off the island. One general advance was made after naval bombardment had stunned the enemy.

Even human bombs were used by the Japs on infantry lines. On 12 May the Americans fought off numerous counterattacks and gained half a mile, then began shelling Shuri, key point in the Jap defense system.

Conical Hill, dominating Shuri and Yonabaru, was captured by two infantry companies after nearly a day of Jap counterattacks, and Yonabaru airfield was taken.

Marines on the right flank smashed into the outskirts of Naha on 16 May and, after a five-day battle, captured Chocolate Drop Hill. Japs even placed their artillery in hitherto inviolable tombs and raked advancing American troops.

Entry of Marines into Naha took place on 18 May. The following day the infantry continued its assault on Shuri against new reserves thrown in by the Japs.

The results of the sustained American attack began to show on 21 May. Elements of three American divisions were enveloping the Shuri fortress and pushing into the deep network of defenses. The 77th division held firmly 900 yards northeast of Shuri.

Despite heavy American air attacks on Jap airfields, planes continued to damage and, occasionally, sink fleet units off Okinawa. There an American warship was sunk on 23 April. On 30 April a clearly marked Navy hospital ship off the island was attacked by a Jap plane which killed 29 and injured 33. That day some 200 enemy planes attacked, damaging some light units, but 104 of the planes were destroyed.

On 4 May two light naval craft were sunk and five more went down the following day. The Japs lost 150 aircraft. The attacks continued and, on 15 May, 25 out of 35 attacking planes were shot down and one of our major fleet units was damaged.

The severity of the fighting is indicated by casualty figures. By 15 May the Japs had lost 46,505 dead and 1,038 prisoners. Admiral Nimitz reported 4,322 10th Army soldiers and marines killed or missing through 18 May. Navy killed or missing totaled 3,978.

Army, Navy Planes Raid Japan

U. S. air power massed in increasing strength over Jap homeland cities and southern island air bases last month, destroying huge sections of industrial Nagoya in flaming incendiary raids and hampering enemy attempts to launch heavier suicide attacks against American shipping off Okinawa.

Great fleets of B-29 Superfortresses opened a campaign of sea mining which may have far reaching effects on Japan's attempt to supply both her homeland and outlying bases. On 11 May the 20th AAF announced that 19 operations sowing mines in Japan's Inland Sea and all major ports had been accomplished with the assistance of the Navy. The program, a long-range one which must be maintained to be effective, was planned with the help of Navy mine experts. Navy mines are used.

Although Superfortresses were diverted to attacks on Kyushu air fields, there seemed no let-up in their attacks on Jap industry. Heaviest assaults were made on Nagoya, industrial city on Honshu. In two massive raids, 14 and 17 May, the B-29s wiped out huge sections of the city and left raging fires sweeping through industrial areas. Targets included the Mitsubishi aircraft plant and the dock areas. Other major targets included Tokyo, Tachikawa, near Tokyo, where the Hitachi plane plant and an army air depot are located; an aircraft plant at Fukae, near Kobe, and a naval fueling station and synthetic fuel plant at Tokuyama on the Inland Sea.

Cooperating with the forces fighting on Okinawa, the B-29s made 14 separate attacks on the chain of enemy air bases on Kyushu and Shikoku Islands, 350 miles from the Ryukyus. Although some cities were bombed, the Superfortresses concentrated on the air fields from which enemy planes were attacking units near Okinawa.

Navy carrier aircraft launched their biggest raid since 18 March against Jap home islands when they plastered 17 enemy airfields on Kyushu and two more on Shokoku with bombs and bullets. While destroying 284 Jap planes, the carrier aircraft shot up railroads, airport installations and storage dumps.

Earlier in the month, the carriers sent planes winging wide over the Ryukyus, damaging airfield installations on Sakishima Islands, southernmost of the Ryukyus, and Amami and northern Ryukyus islands. They shot down 26 Jap planes.

Twice during the month land-based Army Mustang fighters swept over Honshu, strafing and bombing airfields and destroying 91 Jap planes.

Navy and Marine Corps pilots raised their total of destroyed enemy planes since the start of the war to 11,601, the Navy Department announced. During the first three months of 1945, naval aircraft destroyed at least 1,782 enemy planes for a loss of 188, a victory ratio of 9.4 to 1, almost double the percentage results for 1944. Nearly 800 of the first three months' total were shot out of the air.

Meanwhile, the Tokyo radio admitted that 3,140,000 persons in the industrial cities of Tokyo, Osaka, Nagoya and Kobe had become "disaster victims" due to American air attacks and that 770,000 homes had been destroyed.

Enemy Hit from Below

Japanese combat shipping losses to U. S. submarines since the start of the war total 400,000 tons, Vice Admiral Charles A. Lockwood, USN, commander of the Pacific Fleet's submarine forces, disclosed last month at a press conference in Washington.

The naval vessels sunk by American raiders include 4 aircraft carriers, 17 cruisers, 53 destroyers, 3 tenders and 49 others. In addition, Pacific submarines have destroyed 4,000,000 tons of merchant shipping.

A good "bag" for one cruise by a single sub is three or four enemy ships although eight or 10 was not unusual. Sinkings have decreased somewhat, however, because of the decline of Jap naval and merchant power.

Discussing undersea operations, a rare occurrence for the "silent service," Admiral Lockwood expressed the opinion that the Jap merchant losses comprised at least half of what was available to the enemy at the peak of his power.

Among the daring jobs assigned to submarines, he said, have been reconnaissance, gun-running to guerrillas in the Philippines and operating in the vicinity of islands or coasts to be taken from the Japs to prevent supplies or reinforcements from getting there.

During the month the Navy Department announced that our submarines have sunk an additional 30 enemy ships. Those sunk include 2 destroyers, 3 escort vessels, 2 patrol vessels, 2 large tankers, 13 medium cargo vessels, 4 small cargo vessels, 1 destroyer transport, 1 medium tanker and 2 medium cargo transports.

In the same period the USS *Swordfish*, a submarine, was reported overdue and presumed lost. Also lost were the *LCS(L) (3) 26* and the *YMS 71*.

Reclaiming Japs' Stolen Empire

While pressing vigorously their cleanup in the Philippines, General of the Army MacArthur's forces last month also leaped to the Netherlands Indies by landing under naval cover on the important oil-producing island of Tarakan.

A third landing by American forces on Mindanao, second largest island in the Philippines, surprised the Jap defenders who were girded to meet the approaching 31st Infantry Division pushing up the central highway from the south. The landing at the head of the Macajalar Bay on the northern coast by strong forces of the 40th Division was apparently part of a plan to catch the enemy still holding out in the center of the island in a vise.

CASUALTY FIGURES

Casualty figures among naval personnel through 20 May totaled 107,275. Totals since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	26,602	15,908	9,607	2,369	54,486
U. S. Marine Corps..	14,591	34,303	909	1,879	51,682
U. S. Coast Guard..	793	210	104		1,107
Total	41,986	50,421	10,620	4,248	107,275

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

On 3 May, Gen. MacArthur confirmed the previous day's Australian announcement that Tarakan Island, east of Borneo in the Netherlands East Indies, had been invaded by Australian forces, supported by Allied naval units.

On Luzon, the Ipo Dam, source of one-third of Manila's diminishing water supply, was captured intact. In the southern Philippines an amphibious operation engulfed the island of Samal, off Davao, on 10 May.

By 16 May, more than 90% of Mindanao Island had been captured by the Americans and more than 95% of the population liberated.

On Tarakan, Allied forces captured Tarakan City with tanks and flame-throwers and took full possession of the airfield by 8 May and were within one and one-half miles of the eastern shore. By 19 May, the campaign was virtually completed with General MacArthur reporting "all major installations and objectives are now secured."

On New Guinea, Australian troops were two miles past Wewak, one-time Jap stronghold. Air raids continued on by-passed, Jap-occupied islands including those in the Carolines and Marshalls, and on others which have long since been secured, Japs still were being ferreted out and killed or captured.

Victory in Burma, Gains in China

On the other side of the giant pincers gradually clamping around Japan's shrinking empire, a "forgotten war" was almost over. The grueling battle for Burma, fought through stifling jungles and sun-scorched rocky hills for more than three years, collapsed into minor pockets when Rangoon, the capital, fell swiftly to paratroops, amphibious soldiers who landed south of the city, and the British 14th Army pushing down from the north.

The men who fought it—British, Indian, Chinese and U.S. troops—received little recognition for their difficult plodding efforts during the first two years as Japs pushed from Thailand up through central Burma and eventually into India.

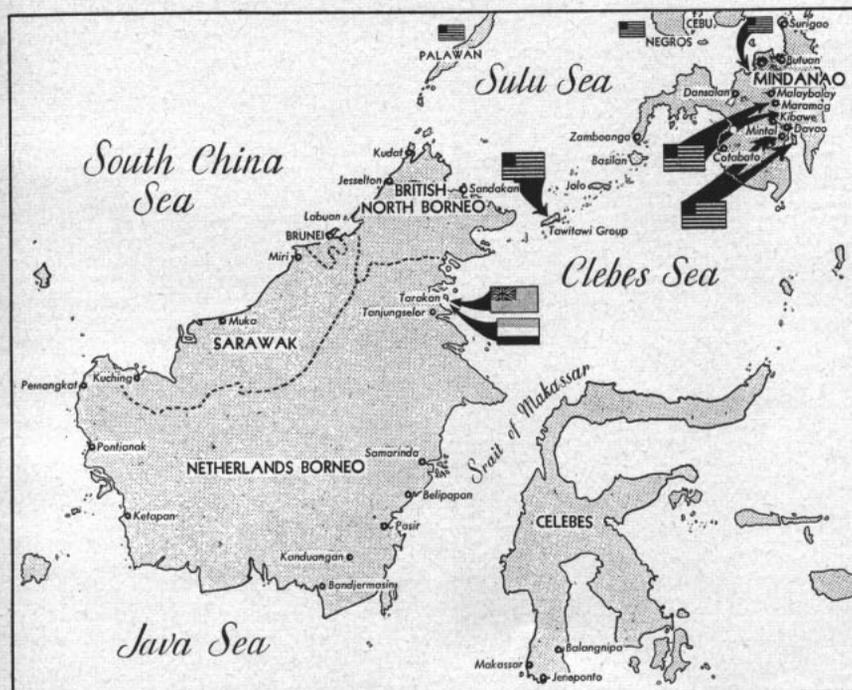
Turning point in the bitter campaign came last July when British forces recaptured Lashio and then drove the Japs out of India back into Burma. In the next nine months the Allied forces advanced a thousand miles, sometimes in spurts but often only mile by hard-fought mile.

The capture last month of Taungup, vital Jap supply port on the Bay of Bengal, set the stage for the final collapse. From Taungup the British raced south and east, linking up with other units driving through the center. Then strong forces, protected by warships, landed on both sides of the mouth of the Rangoon River and swept virtually unopposed into Rangoon.

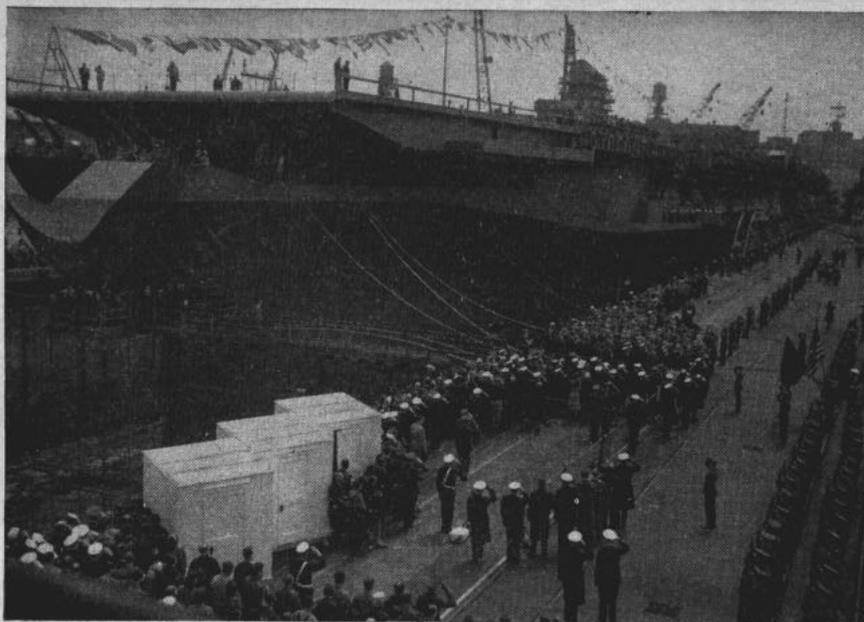
Chinese troops in several provinces also scored great gains last month in a general counter offensive aimed at key Jap positions. A major Jap attack which had been threatening the important American air base at Chihkiang, 250 miles southeast of Chungking, was smashed and the foe driven back in one of the most important victories of the Asiatic war.

The Chinese counter offensive began along a 100-mile front. By 24 April the Japs' drive had been completely halted and, in some sectors, routed. By 11 May, with U.S. planes in support, the Chinese had cut through main Jap lines in a general advance.

Along the China coast, in Fukien province, other Chinese troops crashed into the port city of Foochow and captured an airfield to the south on 14 May. Although they were driven out after five days of bitter street fighting, the Chinese doggedly moved back into Foochow on 18 May, giving China its first important eastern seaboard port in many years. There were indications that the Japs might be pulling out of the whole coastal region.



BORNEO became a new stepping stone in the Allies' Pacific drive as Australian and Dutch troops landed at Tarakan. A preliminary to Tarakan was Yank landing in Tawitawi group. Yanks made new gains on Mindanao.



USS FRANKLIN D. ROOSEVELT, named for late President, was launched 29 April at New York Navy Yard. She and sister ship Midway are biggest carriers.

NAVY NEWS

• USS *Franklin D. Roosevelt*, second of the Navy's mighty 45,000-ton armored aircraft carriers, was christened 29 April at the New York Navy Yard. The \$90,000,000 warship, one of the two biggest ships ever built in America, was floated in the drydock in which she was built as Mrs. John H. Towers, wife of Vice Admiral John H. Towers, USN, Deputy CincPac, christened her with champagne. Sister ship to USS *Midway*, launched at Newport News, Va., in March, the *Franklin D. Roosevelt* was 17 months in building. It will carry 80 planes of a type so new they have not yet been in combat. Mrs. Franklin D. Roosevelt, wife of the late President, attended the launching and expressed her gratitude that the Navy had given her husband's name to the new carrier. Said Secretary of the Navy Forrester, the principal speaker: "It is appropriate that the Navy, which the late President loved and served so well, should make this ceremony one of reverent recollection of his memory."

Secretary Forrester disclosed the combat strength of the Navy's major warships today as contrasted with the fleet of February 1942. His comparison:

	1942	1945
Aircraft carriers	4	26
Escort carriers	0	65
Battleships	16	23
Cruisers	38	67
Destroyers	173	386
Destroyer escorts	0	368
Submarines	112	240
Total	343	1175

The contrast, Secretary Forrester added, "may be of interest to Premier Suzuki and Admiral Mitsumasa Yonai, Minister of the Japanese Navy."

Four new aircraft carriers are to be named for famous battles of this war. Largest is the 45,000-ton USS *Coral Sea*, named after the first major sea-air battle of the war. USS *Franklin D. Roosevelt*, a sister ship, was to have carried the name *Coral Sea*, but was renamed following the death of the late President. Two new *Essex*-type carriers will be named USS *Iwo Jima*, after the famous Volcano Island fight, and USS *Leyte*, after the Battle for Leyte Gulf, while the fourth carrier is the USS *Lingayen*, an escort carrier, which received its name from the landings in Lingayen Gulf.



Official U. S. Navy photographs

WOUNDED Captain Dixie Kiefer gives a fighting talk to his crew before transfer from his CV to hospital ship. He had 65 shrapnel wounds.

• To help level out the heavy load of Christmas mail and to conserve shipping space, the Navy has announced to the home front that, unlike last year, "Christmas" packages may be mailed at any time during the year and may be insured.

The Navy also revealed to the folks back home that extensive surveys have shown that Navy personnel overseas prefer the following as gifts (in the order named): pictures, canned luxury foods (olives, nuts, sardines, etc.), books, writing portfolios, service watches, pipes, pens, engraved identification tags, waterproof wallets and cigaret lighters.

Overseas men and women do not want cakes, soft candies and cookies, which don't stand travel well, the surveys revealed, nor such items as cigarets, soaps, shaving creams, shaving kits, sewing kits, hair tonics, shampoos, lotions, lipsticks, cosmetics, etc., which are on sale at Navy stores ashore and afloat. Worst of all is any sort of food or material which, if its container becomes crushed or broken, will damage the rest of the mail in the sack.

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

To be rear admiral:

Carl F. Holden, USN.
Clyde E. Camerer, (MC) USN, to be a medical director while serving as district medical officer of the 14th ND.

To be commodore:

William W. Warlick, USN, while serving on staff (logistics) of CincPac and CincPac.

Ruthven E. Libby, USN, while serving as senior naval member of Joint War Plans Committee.

Edwin T. Short, USN, while serving as commander of a transport squadron.

Samuel P. Jenkins, USN, while serving as commander of a transport squadron.

Alexander S. Wotherspoon, USN, while serving as commander of a transport squadron.

Harvey E. Overesch, USN, while serving as chief of staff to commander, Hawaiian Sea Frontier.

Richard W. Bates, USN, while serving as commander, motor torpedo boat squadrons, U. S. Pacific Fleet.

• Johnny Doughboy is getting a quick ride to a heaven of white sheets, good food and tender nurses if he is wounded in Pacific fighting. Typical case: Recently a soldier was injured by Jap mortar fire on Okinawa. Forty-five minutes later he was in a Naval Air Transport Service Command VRE-1 Skymaster headed for a base hospital on Guam. During the seven-hour flight, Navy flight nurses and hospital corpsmen dressed his wounds. At Guam he was given hot coffee, ice cream and cigarettes. Thirty-eight minutes later he was at a base hospital receiving advanced treatment. Since the formation of the NATS Air Evacuation Squadron, 745 patients have been flown to Guam from Okinawa in 29 trips. After emergency treatment at Guam the men are taken to base hospitals.

• President Truman has a new naval aide, Capt. James K. Vardaman, USNR, 50-year old son of the late Senator James K. Vardaman of Mississippi. Capt. Vardaman replaces Vice Admiral Wilson Brown, USN (Ret), aide to the late President Roosevelt, whose new assignment has not been disclosed.



Photograph from Press Association, Inc.

The President and his new naval aide.

A president and vice president of several Missouri banks and regional director of RFC in St. Louis before the war, Capt. Vardaman saw action in the North African and Sicilian campaigns. In the latter invasion he was injured by a shell explosion while leading a reconnaissance party ashore. For exceptionally meritorious conduct in the Sicily operation he received the Legion of Merit.

• Approximately 4,500,000 charts were distributed by the Navy's Hydrographic Office at Suitland, Md., during March, it was announced by Rear Admiral G. S. Bryan, USN (Ret), Hydrographer. It was the greatest volume in the history of the office, an increase of 63% over the average monthly total for the previous 12 months. Cartographers also compiled 91 new charts during the month. Prewar average was 60 a year.

• Twenty-five additional colleges and universities at which Naval Reserve Officer Training Corps units will be established have been selected. NROTC training at the new schools will begin on or about 1 Nov. 1945. Provided for by recent legislation (see March 1945 issue, pp. 57 and 73), the 25 are in addition to the 27 NROTC units in operation now. The new units are:

- Alabama Polytechnic Institute, Auburn, Ala.
- Case School of Applied Science, Cleveland, Ohio.
- Columbia University, New York, N. Y.
- Cornell University, Ithaca, N. Y.
- Dartmouth College, Hanover, N. H.
- Iowa State College of Agriculture and Mechanic Arts, Ames, Iowa.
- Illinois Institute of Technology, Chicago, Ill.
- Miami University, Oxford, Ohio.
- Oregon State College, Corvallis, Ore.
- Pennsylvania State College, State College, Pa.
- Princeton University, Princeton, N. J.
- Purdue University, West Lafayette, Ind.
- Stanford University, Stanford University, Calif.
- University of Idaho, Moscow, Idaho.
- University of Illinois, Urbana, Ill.
- University of Kansas, Lawrence, Kan.
- University of Louisville, Louisville, Ky.
- University of Mississippi, University, Miss.
- University of Missouri, Columbia, Mo.
- University of Nebraska, Lincoln, Neb.
- University of Rochester, Rochester, N. Y.
- University of Utah, Salt Lake City, Utah.
- University of Wisconsin, Madison, Wis.

Vanderbilt University, Nashville, Tenn.
Villanova College, Villanova, Pa.

The 27 schools where NROTC units are already in operation are:

- Brown University, Providence, R. I.
- College of the Holy Cross, Worcester, Mass.
- Duke University, Durham, N. C.
- Georgia School of Technology, Atlanta, Ga.
- Harvard University, Cambridge, Mass.
- Marquette University, Milwaukee, Wis.
- Northwestern University, Evanston, Ill.
- Rensselaer Polytechnic Institute, Troy, N. Y.
- Rice Institute, Houston, Texas.
- Tufts College, Medford, Mass.
- Tulane University of Louisiana, New Orleans, La.
- University of California, Berkeley, Calif.
- University of California at Los Angeles, Los Angeles, Calif.
- University of Colorado, Boulder, Col.
- University of Michigan, Ann Arbor, Mich.
- University of Minnesota, Minneapolis, Minn.
- University of New Mexico, Albuquerque, N. M.
- University of North Carolina, Chapel Hill, N. C.
- University of Notre Dame, Notre Dame, Ind.
- University of Oklahoma, Norman, Okla.
- University of Pennsylvania, Philadelphia, Pa.
- University of South Carolina, Columbia, S. C.
- University of Southern California, Los Angeles, Calif.
- University of Texas, Austin, Tex.
- University of Virginia, Charlottesville, Va.
- University of Washington, Seattle, Wash.
- Yale University, New Haven, Conn.

• Recruiting quotas for enlisted Waves have been increased to 2,000 a month in order to fill the needs of the Hospital Corps and other branches of the service. Although 13,000 women already are on duty in the Corps, additional thousands are needed. All recruits will receive eight weeks training at NTS, (WR), the Bronx, New York. Hospital Corpsmen will receive additional training before assignment to duty.

• Recently provided for by Public Law 50 (79th Congress) was the creation of the U. S. Naval Academy Centennial Commission to plan for the 100th anniversary of the Naval Academy on or about 10 Oct. 1945. The commission is to be composed of: the President, three members of the Senate, three members of the House of Representatives, the Governor of Maryland, the Secretary of the Navy, the Superintendent of the U. S. Naval Academy and five other persons to be appointed by the President.

• The following are additional naval personnel liberated from war prisons, as reported to BuPers and Marine Corps Headquarters through 15 May:

ASIATIC

- Fassoth, William J. Jr., S1c, Bataan, P. I.
- Quinlan, Joseph M., CEM, Rochester, N. Y.
- Whiteley, John W., Pfc, USMC, Brownwood, Tex.
- Williamson, Henry G., CSk, Manila, P. I.

ATLANTIC

- Bolleau, Louis D., S1c, St. Paul, Kans.
- Fowler, Gunter E., CSp(P), Greenbelt, Md.
- Geir, Theodore K., RM3c, Edinburg, N. D.
- Hatcher, Emer V., S1c, Council Bluffs, Iowa.
- Miller, Lloyd E., S2c, Ranger, Tex.
- Moore, John L., S2c, Richmond, Tex.
- Mulchy, Charles T., GM3c, Utica, N. Y.
- Page, John L., RdM3c, North Dartmouth, Mass.
- Paulsen, Otto M., S2c, Copenhagen, Denmark.
- Peck, George T., Ens., Cambridge, Mass.
- Strand, Fredrik A., Lt., Cristobal, C. Z.
- Thompson, Carl R., S2c, Pritchard, W. Va.
- Vaughan, Richard, S2c, Cleveland, Ohio.
- Vroman, John M., S2c, Metamora, Mich.
- Williams, William W. III, SM3c, Centerville, Mass.
- Winters, Troy T., S2c, Chattanooga, Tenn.

• Any man under 19 years of age who is drafted into the armed forces can count on six months training before being ordered to combat duty, under a provision in Public Law 54 (79th Congress). This does not, however, as stated in the law, prevent the assignment of Navy or Coast Guard enlisted men to duty for training aboard combat vessels or at naval bases beyond U. S. continental limits.



Photograph from Press Association, Inc.

PRESIDENT and survivors of Iwo flag-raising view war bond poster.

Iwo Flag-Raising Survivors Aid in 7th War Loan Drive

Survivors of the group that staged the immortal flag-raising on Iwo Jima began a bond-selling tour last month of U. S. cities in connection with the 7th U. S. War Loan drive. Symbol of the drive is the famous AP photograph of the Mt. Suribachi flag-raising (see cover, April 1945 issue). In Washington, D. C., as a preliminary to the tour, the same colors used on Iwo were raised over the Capitol by the survivors. They also viewed a statue of the famous scene, sculptured from the photograph by Felix G. W. de Weldon (at left in picture below), Austrian-born sculptor now a Pfc in the Navy. Survivors (with de Weldon below, left to right) are Pfc. Rene A. Gagnon, USMC, of Manchester, N. H.; Pfc. Ira H. "Chief" Hayes, USMC, a Pima Indian, of Bapchule, Ariz., and John H. Bradley, PhM2c, USNR, of Appleton, Wis. Their comrades on Mt. Suribachi who later were killed in the fierce fighting on the island, were Sgt. Henry O. Hansen, USMC, of Somerville, Mass.; Sgt. Michael Strank, USMC, of Johnstown, Pa., and Pfc. Franklin R. Sousley, USMC, of Ewing, Ky.



Official U. S. Marine Corps photograph

SCULPTOR and survivors of Iwo flag-raising view model for statue.



HELL BROKE LOOSE (left, above) on the USS Hancock when a bomb in an incoming plane exploded. The bomb armed itself as the plane rolled in. Crewmen tried to adjust it but it blew up. Then they fought fire (above) . . .

SHIPS & STATIONS

• Civilian workers who have built thousands of landing vessels for the Navy's amphibious forces will get an opportunity to see one result of their labors when *LST 512*, a veteran of the Normandy invasion, tours America's inland waterways presenting a series of amphibious warfare demonstrations entitled "Hit the Beach." The exhibit-packed *512*, which transported thousands of American, British and Canadian troops and equipment across the English Channel to France before being damaged in a storm, will carry Navy, Marine Corps and Coast Guard personnel, equipped with full battle array for a landing. The exhibit will open at Detroit on 6 June, anniversary of the Normandy landings, and continue to Buffalo, Rochester, Erie, Cleveland, Toledo and Bay City, Mich. Next it will move into Lake Superior and put in at Duluth and then return to Milwaukee, Racine, Wis., Muskegon, Mich., Chicago and Gary, Ind. Later it will go down the Ohio and Mississippi Rivers. Wherever an adequate "beachhead" is available, marines will put on a demonstration of invasion maneuvers.

• Two Marine lieutenants planned and constructed an open-air motion picture theater somewhere in the Marianas Islands in four days and named it "The Roosevelt Memorial Theater" in honor of their late Commander-in-Chief. First Lts. Tyrone Power, former film star and now Commando pilot, and Charles E. Church made seats out of empty incendiary bomb crates from a nearby B-29 base and fashioned a screen of beaverboard and unbleached muslin. For a projection booth they used scrap lumber and tin. A western played to 300 marines on opening night, four days after the President's death. Lts. Power and Church expect to enlarge the seating capacity to 2,000.

• Just as the Navy has taken its air strips to sea on carriers, the Army Air

Force has put its aircraft repair units afloat in order to keep pace with the fast-moving island-hopping war in the Pacific. On a fleet of specially fitted Liberty ships manned by merchant marine crews with both Navy and Army armed guard crews, trained mechanics employ machine-tool equipment to repair and salvage Superfortresses and other aircraft damaged in Pacific action. Rather than spend months setting up shore repair bases, the Army dispatches the ships wherever they are needed, ready to handle any plane-repair job. Much of their equipment is mobile and may be taken ashore aboard their own craft. On a special flight deck each ship carries a helicopter to spot downed planes and rescue crews. Other equipment includes deep-sea diving units. Among the shops on board each vessel are

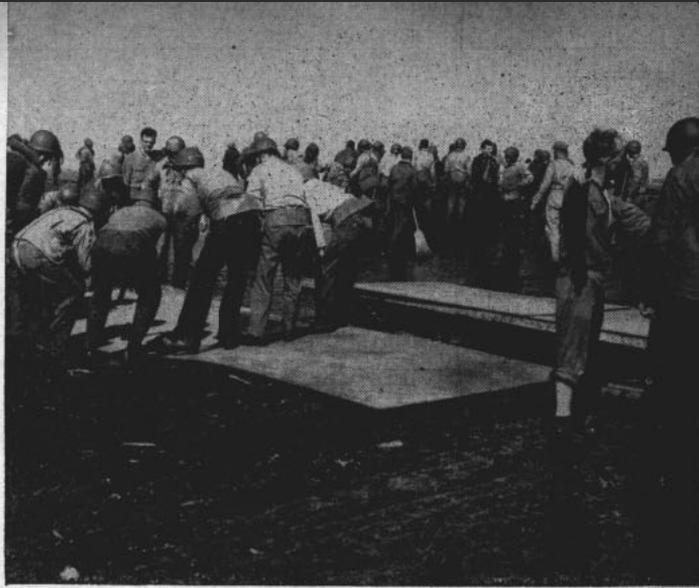
electroplating, ordnance, turret, electrical, woodwork, instrument, bomb-sight, parachute rigging and a special plant for generation of pilots' breathing oxygen.

• American citizenship recently was granted to five Navy enlisted men, immigrants from as many foreign lands, in a ceremony at 15th Naval District headquarters, Canal Zone. The new citizens are Johannes Heusevelt, 30, MM1c, a native of Holland; Francisco Aviles, 27, S2c, from Todos Santos, Mexico; Jose Lasiste, 47, CCK, born on Samar Island, Philippines, a veteran of 26 years naval service; Robert San Martin, 23, CM3c, a native Cuban, and Joseph Anthony Urbanowicz, 38, S1c, former Russian-born Polish citizen. The men obtained citizenship through a regulation permitting naturalization after three months



Official U. S. Navy photographs

TOP BILLING in the Pacific theatre of operations was given stage-screen star Gertrude Lawrence when she visited Guam and signed short-snorters for men.



... As wounded were taken below on the outboard elevator (left, above) to the hangar deck, water cascaded down from the burning flight deck. The fire was put out, the wrecked plane jettisoned and the deck repaired (above).

honorably military or naval service.

- A U. S. Navy destroyer to be named after three brothers lost in action is being built at Todd Pacific Shipyards, Inc., Seattle. A 2,200-ton vessel, the destroyer will be christened USS *Hollister*, in memory of the three sons of Mr. and Mrs. Howard J. Hollister, North Robbinsdale, Minn. The eldest, Lyle Eugene Hollister, RM2c, USN, was announced as missing in action after the destroyer USS *Plunkett*, on which he had served since 1942, engaged enemy aircraft off the Anzio beachhead in January 1944. His twin brothers, Richard Jerome Hollister, S2c, USNR, and William Howard Hollister, S2c, USNR, were members of the crew of the USS *Liscome Bay*, escort carrier sunk in the Gilbert Islands operation 24 Nov. 1943. William died of wounds received in action that day. Richard was listed as missing in action.

- Orders to attend a conference at which the leaders of three great nations meet to shape the destiny of the world are rare things in the Navy. Walter F. Clamp, CM1c, USNR, naturally lost no time in carrying out his. Clamp had charge of a group of American servicemen sent to Yalta to prepare a castle for occupancy by the late President Roosevelt and his aides during the Crimean conference with Prime Minister Churchill and Premier Stalin. They built conference tables, hung mirrors, revised rooms and set up about 25 offices. But it wasn't all work. The Russians provided all-out service for the conference guests. "We had about ten pieces of silver at each plate, and hills of food," recalls Clamp. "They treated the least of us like a prince. Never ate so much so happily in my life." His estimate of the results: "I'm betting on the prospects of a lasting peace."



W. F. Clamp

- Repair of battle-damaged fleet units in Navy Yards in the United States has been speeded as much as 25% through the use of microfilm reproduction of blueprints flown to the yard while the vessel is still en route from the scene of action. First use of the new method was made in the repair of the escort carrier USS *Kalinin Bay* which was seriously damaged in the Battle for Leyte Gulf. With 25 shell holes in her hull she patched and limping carrier headed for Los Angeles harbor for repairs at Terminal Island yards. At that time BuShips was developing the microfilm process but was not completely ready for such a job. Photographing the carrier's thousands of plans was rushed and the four small reels of film on which they were duplicated flown to the Pacific Coast. Meanwhile photographs of battle damage were flown from the Pacific. By the time the *Kalinin Bay* reached port fabricated plates were ready to be substituted for damaged ones. Six weeks later the carrier put to sea again. Cost of the reproduction process was slashed tremendously. The microfilm process cost only \$21 as compared with \$1,500 for a full set of duplicated blueprints. In size the reels occupied one cubic foot. Blueprints would have half filled a 12' by 18' room. To duplicate blueprints of a battleship for the seven major Navy Yards, the cost would be \$12,000; on microfilm only \$500. There is no need for sorting because the films are reeled serially and can be viewed on a projector.

- America's first Liberty ship, the *Patrick Henry*, launched at Baltimore, 27 Sept. 1941, is still plying the seas, hauling important war cargo to men on the fighting fronts, it was revealed last month. First of 2,700 such ships, the *Patrick Henry* has been subjected to numerous air and undersea attacks while voyaging to Russia, Great Britain, Italy, North, South and West Africa and other parts of the world. In 90,000 miles of sea travel she has carried 110,000 tons of war cargo and

been to every war theater but the Asiatic.

- A group of Waves bound for Pearl Harbor on an attack transport recently got a real taste of life at sea. Because the regular crew was swamped by extra reports and changes in records made necessary by recent overhauling and addition of equipment, Wave yeomen and storekeepers voluntarily pitched in on payrolls and disbursing manuals. They also worked in the personnel office and pharmacists' mates helped in sick bay.

- Washington's staid Navy Department switchboard, which handles more than 60,000 calls a day, has suddenly turned as salty as a talker on a battlewagon's bridge. No longer will operators answer with, "I'll get your number, Sir," or even just plain, "Yes, Sir." From now on it's "Aye, aye, Sir."

- Chief petty officers in the Waves are rare enough but Chief Radioman Virginia Scott Potter is unique in her field. A Kansas City girl who has her own short-wave operator's license, CPO Potter enlisted in the Waves in 1942 and, through arduous study and practical experience, became the first Wave chief radioman. Her present duty is supervisor of sending and receiving of messages in the communications department at NAS, Floyd Bennett Field, New York. When she enlisted in the Waves as an apprentice seaman, her three brothers—two sailors and a soldier—expressed doubts as to her success. Now she out-rates two of them and takes no orders from the third who is a chief storekeeper. CPO Potter is one of the few Waves to wear the dark blue ribbon of expert pistol shot and she is now trying to win a place on the Floyd Bennett Field skeet team.



CPO Potter

REPORT FROM HOME

V-E . . . And the Job Ahead

Maybe it was because of many premature peace reports, which made the actual event an anti-climax. Or maybe it was because of the scowling, bare-faced fact that Japan still has to be beaten, which meant the story was only half told. And maybe it was a little of both. In any event, V-E day caused hardly a ripple in the States. There were few celebrations, and these were short-lived.

In some cities, department stores closed. In some factories, workers dashed out to celebrate. In New York, many of the citizens, always eager for such eruptions, indulged in one of their well-known ticker-tape-tossing tantrums.

But, generally speaking, America accepted V-E day the way a Washington, D. C., cabbie did. He snapped off his dashboard radio upon conclusion of President Truman's proclamation on the morning of 8 May and said:

"There's still the Pacific. I've got a brother out there."

Some wartime restrictions were lifted immediately by the Government. First to go by the boards was the "brownout" of non-essential lighting. Simultaneously with President Truman's V-E proclamation, broadcast over all networks, WPB allowed America to switch on all its lights again. That night, for the first time since early 1942, New York's Statue of Liberty and Washington's Capitol building were ablaze with light.

Soon after, the War Manpower Commission thawed out job-freezing in some areas where war-essential industries are not located, but this affected few workers.

Some cutbacks in war production were announced by the Army, notably in aircraft manufacture, where the overall requirements are calculated to be reduced from the current monthly level of 7,000 to a year-end figure of 5,000. Army production chiefs also announced the Army will have eliminated \$3,500,000,000 in expenditures from its procurement program in about 90 days after V-E day. But the Navy procurement program will go on uninterrupted and undiminished.

V-E plus 8 brought good news to motorists: High WPB officials announced that production of at least 200,000 new passenger cars by the end of this year and 400,000 more in the first three months of 1946 can be reasonably expected on the basis of current supplies of materials and parts. At the same time, officials of the Petroleum Administration for War and oil industry leaders met to consider the question of increasing gas allotments to "A" card holders. Observers freely predicted gas allowances would be increased during June.

First break in the cigaret shortage occurred when one of the leading manufacturers announced a 50% increase in allotments of its brands to jobbers beginning 1 June. The National Association of Tobacco Distri-

butors said the situation would ease during the remainder of the year, but that civilians would still have to stand in line. Meanwhile, the Army and Navy announced that cigarets would be rationed to Stateside personnel beginning 3 June (see p. 75).

Sharp reminder that the war and most of its attendant shortages were by no means things of the past was given by OWI, which revealed on behalf of OPA and WFA that domestic sugar reserves are at rock bottom and sharp reduction in rations of all classes were immediately necessary. New stamp rulings had the effect of reducing each family's anticipated supply for the year from 160 pounds to 120.

Indeed, civilians faced a further tightening of the national belt in connection with food rationing generally. In a 19-page report to the President entitled "The War: Phase Two," War Mobilization Director Vinson offered no hope for a lessening of food rationing regulations. Supplies are expected to be lower and the demand for both the armed forces and liberated countries will be greater. Some officials estimated that a 10% hitch will have to be taken in the belt.

Other prospects for civilians in the one-front war:

- *Travel*: ODT plans no relaxing of transportation restrictions. Convention ban still stands. World Series, if held, must be between teams of same city like last year's all-St. Louis Browns vs. Cardinals affair.

- *Draft*: Calls will continue large.

- *Manpower*: Strict control maintained.

- *Salvage*: Saving of fats, paper and tin cans must not stop.

- *Clothing*: General scarcity will continue, but low-cost items should soon be more plentiful.

- *Forty-eight-hour week*: Continues in war plants, dropped gradually elsewhere.

Unity for Peace

When delegates to the United Nations Conference began to gather at San Francisco late in April, there were three outstanding questions: (1) Would the great powers put their full weight behind the conference? (2) Would the great powers accept amendments of Dumbarton Oaks proposals? (3) Would side issues bog down the conference, or would it develop the unity necessary for setting up a world security organization?

All these questions last month were being answered satisfactorily. The Big Four—U. S., Britain, Russia, China—agreed to 24 amendments, in the words of Russian Foreign Commissar Molotov, with the "unanimity . . . essential for the success of the conference." And, although some bitterly contested side issues developed, the conference never once lost sight of its basic purpose: world peace.

In fulfillment of the Yalta agreement, Russia's request for seats for the Ukraine and White Russia was granted and then, after some objection from Moscow, Argentina was admitted. At the end of four weeks, however, no agreement had been reached on the recognition of a Polish government from which to admit delegates.

As the month drew to a close, principal questions before the conference were the nature of trusteeships over conquered colonies and islands and a proposal by 21 American republics to permit them to band together in self-defense in case of attack on any one of their number without jeopardizing the over-all peace-keeping authority of a new world organization.



Photographs from Press Association, Inc.

LIGHTS AGAIN lit the Capitol dome on V-E day for the first time since Pearl Harbor. The Capital took news of victory in Europe quietly and soberly.



GI JILL, who shortwaves chatter and recordings to men overseas, in May started broadcasting for home consumption. She's Martha Wilkerson, 26.

• Solid proof that there is to be no letup on the home front in the one-front war was given a few days after V-E day when Secretary of the Treasury Morgenthau opened the 7th War Loan Drive over a nationwide radio hookup. The Secretary urged Americans to prove their awareness that the war was only half won and to "demonstrate to the world again that free men—of their own volition—possess the self-discipline to shoulder their responsibilities." Early reports indicated that the "Mighty Seventh" would pass its \$14,000,000,000 goal.

• *Dots and flashes:* Fritz Kuhn, once leader of the German-American Bund, has been ordered deported to Germany as an undesirable alien by the Department of Justice and will be turned over to American military authorities in an area under occupation by our armed forces. . . About 50,000 "useless" Nazi prisoners of war in U. S. camps will be shipped back to Germany this summer, while 300,000 others in essential jobs will be kept here "as long as it suits America's convenience," the Army Service Forces announced. . . The Office of Civilian Defense, organized in May 1941 to plan protection for civilians in case of bombing or invasion of the U. S., will pass out of existence on the 30th of this month. In announcing its discontinuance, President Truman erased a \$369,000 proposed budget for the agency for 1945-46.

President Truman made two appointments and took one during the month: He appointed Robert E. Hannegan, chairman of the Democratic National Committee, as Postmaster General after Frank C. Walker had resigned, effective 30 June, and named Edward D. McKim, who served in the battery he commanded in World War I, as his chief administrative assistant. The appointment accepted by the Presi-



TWO IN HAND: They're baby skunks, born in Philly and named Hitler and Mussolini. Philadelphians protested, on behalf of the skunks.

dent was the honorary chairmanship of the planning committee of the Roosevelt National Memorial Committee which is considering a suitable national memorial for the late President.

A mid-May snowstorm—worst in more than 25 years—caused about \$1,000,000 damage in New England. . . A blue-white flash and a series of explosions and tremors that terrified hundreds of thousands of citizens along the mid-Atlantic seaboard were identified by Philadelphia scientists as a bolide—large type of meteor. . . The Red Cross announced that all records were broken in its 1945 War Fund Appeal, with the objective of \$200,000,000 being oversubscribed by \$24,013,000. . . A C-4 military-type cargo ship will be named in honor of Ernie Pyle, the noted war correspondent who died on Ie Shima, the Mari-time Commission announced.

ENTERTAINMENT

Broadway's sun-dodgers blinked in blazing light last month. Lifting of the national brownout restrictions allowed all the lights to go on again and the Great White Way was its brilliant, tinsel self once again. . . Humphrey (The Scowl) Bogart and Lauren (The Look) Bacall got hitched after Bogart's third wife divorced him 10 May. . . Van Heflin, 1942 Academy Award winner for a supporting role, is getting a medical discharge from the Army after two tours of duty overseas with the 6th and 9th Armies and will be on the screen soon. . . Harvard's monthly listed the 10 worst movies of 1944 as: "Kismet," "A Song to Remember," "Frenchman's Creek," "Tonight and Every Night," "Mrs. Skeffington," "Hollywood Canteen," "Follow the Boys," "Till We Meet Again,"

"As Thousands Cheer," and "Winged Victory." . . Paulette Goddard has gone blonde.

"Candy" is in the top spot among song hits. . . "Bell-Bottom Trousers," an oldie somewhat rinsed out, is getting a big play in the juke league. . . Bing Crosby has asked the Andrews Sisters to accompany him on his next overseas tour. . . Paramount has renewed Bob Hope's contract for seven years; one of his first pictures will be "Monsieur Beaucaire," in which Rudolph Valentino once starred. . . Mae West, now on tour with "Catherine Was Great," is going to revive "Diamond Lil" in the fall. . . Mary Martin, who left Hollywood two years ago vowing never to return, will be starred in the film version of "One Touch of Venus," in which she made such a hit on Broadway. . .

Both Gilbert Miller and the Theater Guild are interested in a script "Age of Romance," based on the life of Franz Liszt and written by Janos Kovacs with Basil Rathbone, the authoress' husband, in the starring role. . . Vinton Freedley, supervisor of the musical comedy "Memphis Bound," which just opened on Broadway, believes producers of musicals will be compelled ere long to charge \$9 for their best seats. . . Hollywood is readying a cycle of films about postwar problems.

SPORTS

Of Men and Horses: It's hard to separate Kentucky men from horses (no offense intended, suh!) and so it was quite natural that they shared the sports spotlight during the past month.

One gentleman from Kentucky—U. S. Senator Albert B. (Happy) Chandler—accepted the post of commissioner of organized baseball, succeeding the late Judge Kenesaw Mountain Landis who died in November 1944; and the horses, reined in these many months by wartime restrictions, were allowed to run again when another gentleman from Kentucky, Fred M. Vinson, Director of War Mobilization and Reconversion, lifted the ban against horse and dog racing.

Senator Chandler, who will retain his Senate seat for a while at least, was selected by representatives of the 16 major league clubs at a closing meeting in Cleveland. He will serve seven years at \$50,000 per year (of which at current rates, about \$26,000 will go to Uncle Sam for income taxes).

Appointment of the senator from Kentucky's Blue Grass horse country immediately set observers to wondering if old Judge Landis' strict rule against race-track visits by baseball players would prevail. The new commissioner quickly answered the question: "I have some honored friends in the horse-breeding business, but I can't let the bars down for that consideration. Baseball players cannot be allowed to associate with bookmakers and other gamblers or I may have trouble." Turfmen scowled and squabbled at what the Daily Racing Form called a "smear campaign."

The new commissioner is 46, loves chocolate ice cream, coached unde-

feated high school basketball teams, starred in collegiate basketball and football and played bush-league baseball. He has been in politics since 1929, from state senator to lieutenant governor to governor to senator.

Off to the Races: Once Mr. Vinson lifted the racing ban, turfmen broke away from the gate fast. Two tracks opened 12 May (Sportsman's Park in Illinois and Narragansett in Massachusetts), one 15 May (Santa Anita in California), and two 16 May (Keeneland in Kentucky and Pimlico in Maryland). For Santa Anita, it was the first racing in four years and 31,250 turned out for the inaugural, feeding \$1,300,000 into the mutuels. In Kentucky, plans immediately went ahead for holding the hallowed Derby at Churchill Downs this month.

Diamond Data: Featuring the major league pennant races were the whirlwind getaway of Mel Ott's Giants and the 11-game winning streak of the Brooklyn Dodgers in the National League, and the closeness of the American League with only seven games separating the eight clubs.

Pacing the Giants was their manager-outfielder, Mel Ott. The perennial juvenile, now at 36 years of age, in his 20th season, was battling for the league leadership in batting and in homers as June approached. During May, he passed Lou Gehrig's homer total of 495 by banging his 496th. Only two other players have hit more four-baggers: Jimmy Foxx with 527 and Babe Ruth with 714.

In the American League, the White Sox, who finished seventh last year, were off to a good start and holding a slim lead after the first four weeks. The Chisox rise was attributed to the hitting of Tony Cuccinello and Johnny Dickshot, the hustle of Oris Hockett and Mike Tresh, and the surprising showing of two newcomers, Bill Hagel and Cass Michaels.



HAPPY Chandler, U. S. Senator from Kentucky, got late Judge Landis' job of baseball czar at \$50,000 a year.

VETERANS

- A recorded radio program, "What's the Deal?" is now being sent abroad so that servicemen interested in taking up apprentice training after their discharge may be fully informed of the War Manpower Commission's program before they embark for home. The recordings will be played over 450 outlets of the Armed Forces Radio Service, as well as short-wave stations in New York and San Francisco.

In addition to describing WMC's Apprentice Training Program, and outlining the additional financial as-

sistance available during training under the GI Bill of Rights, the recording also names the special courses covering most of the apprenticeable trades which are offered by the U. S. Armed Forces Institute. Some of these courses are on special trade subjects and others are of high school or college level. Information on the courses may be obtained from educational services officers.

- More than three-fourths of all the men now in the Army worked for an employer before, and more than two-thirds plan to take jobs as employees after their discharge, according to an Army survey of troops' postwar plans.

The survey points out that probably more than three-fourths of the men actually will become employees again, since many who are tentatively considering other ideas such as self-employment are likely to take jobs as employees in Government or private industry after the war.

Among former employees, only about one-half of the white and one third of the negro enlisted men plan to do the same type of work they performed in civilian life. About two-fifths plan to go back to their former employer, which means some 2,500,000 men will exercise their rights to their old jobs under the Selective Service act. More than a million Army men are definitely planning to be self-employed after the war.

- Veterans of the last war who hold 3% Adjusted Service Bonds of 1945 were recently reminded by the Veterans Administration that the bonds mature on 15 June 1945 and will not draw interest after that date.

These bonds were special \$50 bonds issued by the Treasury Department to veterans of World War I in settlement of their Adjusted Service Certificates, or "bonus." Face value of the bonds now outstanding, plus accrued interest, is approximately \$275,000,000. The bonds may be presented by the owners at any U. S. postoffice or Federal Reserve Bank or branch, or may be mailed to the Treasurer of the United States, Washington, D. C., after the request for payment on the back of the bond has been properly executed.

- If men now in the service keep up their Government insurance after they get out, they'll be a well-insured group. Up to 4 May, Veterans Administration had received 17,328,500 applications for National Service Life Insurance totaling \$133,955,310,000.

Average policy was \$9,205.55. Insurance awarded to beneficiaries totaled \$1,728,479,705.

- An estimated 3,500,000 men and women—about 25% of the probable total of all members of the armed forces during the war—have definite plans for pursuing some form of education or technical training after the war, with about a million of them going in for full-time courses.

The estimate comes from the U. S. Office of Education, which concludes that, "With financial aid, the veterans are expected to make up considerable of the educational deficit the nation has experienced because of the war."

The survey also estimates that 90% of veterans 25 and under expect to return to schools and colleges.



Photographs from Press Association, Inc.

SLIDE around the back of Philadelphia Blue Jays' Gus Mancuso, standing on the plate with ball (arrow), brought Boston Braves' Dick Culler in safe at home. Culler was making good a double steal with Butch Nieman at Boston.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Medal of Honor Awarded to Two Marines Who Gave Their Lives for Their Buddies

The Congressional Medal of Honor has been awarded posthumously to a marine who threw himself on a hand grenade to save the lives of his two foxhole companions and to another who sacrificed his life in a desperate battle with an overwhelming number of Japs so that his tank crew might escape.

Corp. Anthony P. Damato, USMC, Shenandoah, Pa., lay in a foxhole on Engebi Island, Eniwetok Atoll, on the night of 19-20 Feb. 1944 with two other members of his company. The foxhole was in a defense perimeter which had been dangerously thinned by the forced withdrawal of nearly half the available men and subject to sudden attacks by small, fanatical bands of Japs. When one of the enemy approached undetected and threw in a hand grenade, Damato desperately groped for it in the darkness. Realizing the imminent peril to all three Americans and the consequences of the act to himself, he unhesitatingly flung himself on the grenade and saved the lives of his two companions.

On Saipan, while serving as platoon sergeant of Co. A, 4th Tank Battalion, 4th Marine Division on 16 June 1944, GSgt. Robert H. McCard, USMC, Centralia, Ill., and members of his tank crew were ambushed by a battery of 77-mm. guns. Although their tank was put out of action and cut off from others in the battalion, McCard carried on resolutely, bringing all tank weapons to bear on the Jap guns, only 50 feet away.

When the hostile fire increased in severity, McCard ordered his crew out of the escape hatch, exposing himself to fire by throwing hand grenades to cover their withdrawal. Seriously wounded and with his supply of grenades exhausted, McCard then dismantled one of the machine guns from the tank and vigorously fired at the enemy positions. When the Japs began

running toward him, he killed 16 of them before he himself was killed.

Damato's medal was presented to his mother, Mrs. Frances Damato, by Brig. Gen. Maurice C. Gregory, USMC, in Shenandoah. Vice Admiral Arthur S. Carpenter, USN, Commandant of the 9th Naval District, presented McCard's medal to his widow in Centralia.

Six Anti-sub Groups Get Unit Citations

Six antisubmarine task groups, including 14 ships and five composite squadrons, which operated with the escort carrier USS *Bogue* as flagship, have been awarded the Presidential Unit Citation for extraordinary heroism in action against enemy subs in the Atlantic area in 1943 and 1944.

Carrying out powerful and sustained offensive action during a period of heavy German undersea concentrations which threatened our flow of supplies to the European theater of operations, these antisub groups tracked the packs relentlessly and sank a notable number of U-boats. The gallantry and superb teamwork of officers and men were largely instrumental in forcing the complete withdrawal of enemy submarines from supply routes essential to the maintenance of our military supremacy.

Since the award was made to the task groups and not to the individual ships, only the men who served as members of the respective task groups during specified periods are entitled to wear the Presidential Unit Citation ribbon (with star). They will be individually notified by BuPers of the award.

In addition to the *Bogue*, the units in the task group were the destroyers *Dupont*, *George E. Badger* and *Lea*; the destroyer escorts *Francis M. Robinson*, *Haverfield*, *Janssen*, *Swenning*, *Wilhoite* and *Willis*; the destroyer-minesweeper *Hobson*; the destroyer-transport *Belknap*, *Clemson*, *Greene* and *Osmond Ingram*, and *VCs* 9, 19, 42, 69 and 95.

1st Marine Brigade Wins Navy Unit Commendation

The 1st Provisional Marine Brigade recently became the first Marine Corps unit to receive the Unit Commendation when it was commended by the Secretary of the Navy for outstanding hero-

ism during the invasion of Guam. Now known as the 6th Marine Division, having added one other combat team, the brigade was under the command of Maj. Gen. Lemuel C. Shepherd Jr., USMC, at the time of the cited action.

Functioning as a combat unit for the first time, the 1st Provisional Marine Brigade forced a landing on Guam against strong and well-camouflaged defenses. Advancing steadily under the relentless fury of the enemy's heavy artillery, mortar and small-arms fire, it secured a firm beachhead by nightfall.

Executing a difficult movement to the north, the unit fought its way yard by yard through swamps, dense jungles and over cliffs. Although terrifically reduced in strength, its men hunted the Japs in caves, pillboxes and foxholes, and exterminated them. By their acts of gallantry and indomitable fighting teamwork throughout a bitter and costly struggle, they aided immeasurably in the restoration of Guam to our sovereignty.



NAVY CROSS

Gold star in lieu of third award:

★ MCKINNEY, Eugene B., Comdr., USN, Eugene, Oreg.: As CO of a submarine in the Pacific war area, he exercised superb seamanship and brilliant tactical ability in directing the operation of his ship on extremely dangerous missions.

Gold star in lieu of second award:

★ STACY, Ray J., Lt. (jg), USNR, Ponca City, Okla.: While serving as pilot of a carrier-based torpedo plane he skillfully piloted his aircraft in an attack on a major unit of the Japanese fleet. Despite intense anti-aircraft fire, he pressed home his attack to close range and secured a direct torpedo hit on a heavy cruiser.

First award:

★ BLEDSOE, Albert M., Capt., USN, San Antonio, Tex.: As CO of the cruiser USS *Denver* when that vessel supported the landings of our forces on Dinagat, Suluan and Leyte Islands and on 24 October participated in the defense of Leyte Gulf, which resulted in the sinking of at least one enemy battleship, a cruiser and six destroyers, he distinguished himself by extraordinary heroism. Through his professional skill and capable leadership, his vessel performed all missions assigned to her in a highly efficient manner and contributed materially to our success.



Corp. Damato



GSgt. McCard

WINNERS OF THE NAVY CROSS



Albert M. Bledsoe
Capt., USN



David C. Caldwell
Lt. Comdr., USN



William W. Colgan
PhM2c, USNR



Richard E. Fowler Jr.
Lt. (jg), USNR



Ronald P. Giff
Lt., USNR



John M. Hoskins
Capt., USN



Thomas B. Inglis
Capt., USN



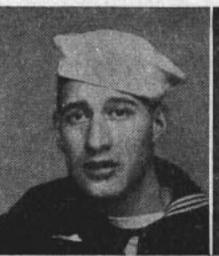
Warren Kruck
Ens., USNR



William A. Kuder
Lt. (jg), USNR



John D. Lamade
Comdr., USN



Eleuterio J. Marquez
PhM3c, USNR



Francis J. McKenna
Capt., USN



Eugene B. McKinney
Comdr., USN



Henry G. Munson
Comdr., USN



Ralph H. Niehaus
2d Lt., USMC



William B. Nutter
Lt. (jg), USNR



Ralph A. Ofstie
Rear Admiral, USN



Calvin Platt
Lt. (jg), USNR



Ralph A. Rhodes
Lt., USNR



Maurice H. Rindsopf
Lt. Comdr., USN



George W. Schuncke
Lt., USNR



Ray J. Stacy
Lt. (jg), USNR



John T. Walker
Brig. Gen., USMC



Whitney Wright
Lt. Comdr., USN

Report of citation of Lt. Comdr. Wright appeared in March issue, p. 59, those of Lts. Fowler and Schuncke and Pharmacist's Mate Marquez in May issue, pp. 64, 65.

★ CALDWELL, David C., Lt. Comdr., USN, Kailua, T. H.: While serving as leader of a flight of carrier-based bombing planes on 26 Oct. 1944, he spotted an enemy heavy cruiser on the Sulu Sea, directed an attack and scored direct hits. In spite of intense antiaircraft fire, he attacked with such coolness, daring and judgment that not only he but the majority of his flight hit the enemy cruiser and left it sinking and burning.

★ COLGAN, William W., PhM2c, USNR, Carteret, N. J. (posthumously): While serving with the 3d Battalion, 7th Marines, 1st Marine Division, during action at Peleliu on 4 Oct. 1944, he

unhesitatingly proceeded far in front of his own lines in order to administer first aid to casualties. When our troops were forced to withdraw from untenable positions, he courageously exposed himself to a withering barrage from Jap guns and directed the men to take cover until a protective smoke screen could be lowered. Then he skillfully supervised evacuation of the wounded until he was fatally struck by Jap fire. His daring initiative and great personal valor in the face of grave peril were in keeping with the highest traditions of the naval service.

★ GIFF, Ronald P., Lt., USNR, Mar-

lette, Mich.: As leader of a division of torpedo planes in an attack on 20 June 1944 in the vicinity of the Marianas, he pressed his attack with coolness and disregard of extreme personal danger. The attack was carried to a low level despite intense antiaircraft fire from many heavily armed units of the enemy fleet, and resulted in 12 hits and 4 near misses on a Jap carrier. He was responsible for three hits. Due to his skill, determination and leadership, his division and many other planes were able to return safely a distance of 300 miles after dark and through unfavorable weather to their carriers.

★**HOSKINS, John M., Capt., USN, Brookeville, Md.:** When the USS *Princeton* was hit by a bomb from an enemy aircraft during the Battle for Leyte Gulf, Capt. Hoskins, who was scheduled to take over her command, remained on board despite suggestions from the commanding officer that he leave with all personnel not members of the salvage party. Until severely wounded, he assisted in fighting fires despite continuous, violent explosions. During one of the blasts, Capt. Hoskins' right foot was severed from his leg. (See story on page 26.)

★**INGLIS, Thomas B., Capt., USN, Chevy Chase, Md.:** As CO of the USS *Birmingham* while participating in the salvage and rescue operations in the face of enemy attack on 24 Oct. 1944, he skillfully placed his vessel alongside the aircraft carrier. If his ship had not been forced to leave the carrier's side to repel an air attack, the carrier would have been brought under control. During the second determined attempt to furnish aid to the carrier, heavy casualties were inflicted upon personnel of the cruiser by a tremendous explosion in the carrier. Because of his courageous and determined bearing and his calm and efficient handling of a difficult situation he inspired his officers and men to heroic and tireless efforts to save the carrier in the face of extremely grave danger. (See story on page 26.)

★**KRUCK, Warren, Ens., USNR, Boone, Iowa:** When his escort carrier group was threatened with annihilation during the Battle off Samar, he skillfully and resolutely made an attack on an enemy battleship, part of a greatly superior enemy force. He displayed utter disregard for his own safety and was without assistance from other aircraft. Although the concentrated fire of the enemy force seriously damaged his plane, he persisted in his run and scored a hit.

★**KUDER, William A., Lt. (jg), USNR, Virginia Beach, Va.:** As pilot in a flight of carrier-based bombing planes on 26 Oct. 1944, he distinguished himself by sighting an enemy heavy cruiser in the Sulu Sea, and in spite of intense enemy antiaircraft fire he pressed home his attack and scored a direct hit which inflicted serious damage. His utter disregard of his own safety, his courage and skill were in keeping with the traditions of the naval service.

★**LAMADE, John D., Comdr., USN, Seattle, Wash.:** As the leader of a carrier-based aircraft strike against the Japanese Fleet in the Philippine Islands area on 25 Oct. 1944, he organized and directed his forces in a manner resulting in major damage to the enemy. After his own aircraft had been seriously damaged, he courageously made an attack on an enemy battleship.

★**MCKENNA, Francis J., Capt., USN, Coronado, Calif.:** As CO of the USS *St. Lo* during the Battle for Leyte Gulf, with a superb display of seamanship he maneuvered his ship to avoid crippling blows from the constant gunfire of a rapidly advancing enemy, superior in numbers, armor,

British Honor Admiral Stone for Work in Italy

In recognition of his services as chief commissioner of the Allied Commission in Italy, Rear Admiral Ellery W. Stone, USNR, has received an honorary appointment as Commander of the British Empire. As chief commissioner, Admiral Stone was charged with maintaining law and order, transportation and communications in the liberated portion of Italy.

firepower and speed. Having survived this crucial ordeal, his ship shortly afterwards was hit and destroyed by the determined attack of an enemy plane. He was the last man to leave his doomed ship, and his extraordinary courage and magnificent fighting spirit will live forever in the minds of the officers and men who served with him that day.

★**MUNSON, Henry G., Comdr., USN, Waukegan, Ill.:** As CO of a submarine on patrol in enemy-controlled waters, he relentlessly sought out the enemy during this prolonged period of hazardous undersea operations. He took advantage of every favorable attack opportunity and, fighting his ship with determined aggressiveness, succeeded in sinking or damaging an important amount of vital hostile shipping.

★**NIEHAUS, Ralph H., 2d Lt., USMC, Lockland, Ohio.:** As leader of his platoon and two squads during the occupation of Guam, he fought a savage night attack against a superior enemy force. By the use of grenades and bayonets he and his men killed a large number of the enemy and drove the remainder out of their position. Although wounded he returned to his men under heavy fire and carried the last of them to safety before he lost consciousness from loss of blood.

★**NUTTER, William B., Lt. (jg.), USNR, Bakers Field, Calif.:** As pilot in a flight of carrier-based bombing planes on 26 Oct. 1944, he sighted an enemy heavy cruiser in the Sulu Sea and

pressed home his attack despite intense antiaircraft fire, scoring a direct hit which inflicted serious damage to the enemy.

★**OFSTIE, Ralph A., Rear Admiral, USN, Everett, Wash.:** In an engagement unique in naval history, a small task unit of escort carriers and screening ships, of which, as an escort carrier division commander, he was second in command, turned back a vastly superior enemy force sorely crippled by our guns, torpedoes and aircraft. His sound judgment and timely advice were of inestimable value. By his superb courage and unflinching determination against terrific odds, he was an inspiration to the officers and men of his unit.

★**PLATT, Calvin, Lt. (jg), USNR, Summerfield, Fla.:** As pilot of a carrier-based divebomber he pressed home an attack and obtained a direct hit upon a battleship of the *Yamato* class in the face of intense and accurate antiaircraft fire.

★**RHODES, Ralph A., Lt., USNR, Pelham, N. Y.:** While serving as leader of a flight of carrier-based bombing planes on 25 Oct. 1944, he flew to extreme range from his carrier against major units of the enemy fleet off Samar and pressed home his attack despite intense antiaircraft fire. With complete disregard of his own safety he scored a direct hit on an enemy battleship.

★**RINDSKOPF, Maurice H., Lt. Comdr., USN, New London, Conn.:** As CO of a submarine during a Pacific war patrol, through his daring, aggressive spirit and tenacity, he skillfully launched well-planned and smartly executed attacks which resulted in the sinking of enemy ships totaling over 24,000 tons and in damaging additional vessels totaling over 8,000 tons.

★**WALKER, John T., Brig. Gen. (then Col.), USMC, Azle, Tex.:** As CO of the 22d Marines, Reinforced, during the assault against Eniwetok Atoll, Marshall Islands, Feb. 1944, he placed his command in action against determined and desperate resistance. He led the assault on the island of Engebi on 18 February, and in the fierce hand-to-hand fighting that followed the 22d

French Government Decorates 16 U. S. Naval Officers

The French government has presented the Legion d'Honneur to 16 U. S. naval officers for services in the European Theater of Operations. Those awarded are:

Degree of Commandeur: Admiral Henry K. Hewitt, USN, Hackensack, N. J.

Degree of Officier: Vice Admiral Alan G. Kirk, USN, Niantic, Conn.; Rear Admiral A. C. Bennett, USN, Portsmouth, Ohio; Rear Admiral Arthur D. Struble, USN, Portland, Ore.; Rear Admiral Lylal A. Davidson, USN, Washington, D. C.; Rear Admiral Carelton F. Bryant, USN, Searsport, Maine; Rear Admiral Morton L. Deyo, USN, Washington, D. C.; Rear Admiral Bertram J. Rodgers, USN, Pittsburgh, Pa.; Rear Admiral Don

P. Moon, USN, Arlington, Va. (posthumously).

Degree of Chevalier: Capt. Francis P. Old, USN, Portsmouth, Va.; Capt. Robert A. J. English, USN, San Diego, Calif.; Capt. Lyman A. Thackrey, USN, National City, Calif.; Lt. Comdr. Paul F. Brine, USNR, Brookline, Mass.; Lt. Comdr. Douglas E. Fairbanks Jr., USNR, Hot Springs, Va.; Lt. Comdr. John D. Lodge, USNR, Westport, Conn.; Lt. Comdr. Bernard Steele, USNR, New York, N. Y.

Lt. Comdr. Fairbanks was also awarded the Croix de Guerre with palm for his part in landing operations on Elba and in southern France.

NAVY CROSS cont.

Marines killed the defending garrison of approximately 1,000 Japanese. The island was captured in about 6 hours as a result of this intense action. Four days later under his command the regiment invaded Parry Island, destroying over 1,000 defenders in close-in fighting and capturing the island on which the Eniwetok headquarters of the Japanese Army were based. His gallantry in action, his extraordinary courage and leadership were in keeping with the highest traditions of the naval service.



DISTINGUISHED SERVICE MEDAL

★ **DAVISON, Ralph**, Rear Admiral, USN, Pensacola, Fla.:



Admiral Davison

While serving as commander of a task group assigned to duty with a carrier task force of the Pacific Fleet from 1 Sept. to 26 Nov. 1944, he successfully carried out all missions assigned to his group. These included the support of landings on Peleliu and Angaur in the Palau group, air strikes against the Bonins, Mindanao, the Visayas and Luzon in the Philippines, and also against Loochow Islands and Formosa in support of our landings on Leyte. In the face of determined enemy opposition, he consistently distinguished himself by great professional skill, high courage and inspiring leadership.

★ **FORT, George H.**, Rear Admiral, USN, Annapolis, Md.:



Admiral Fort

As commander of a task force prior to and during the capture of Peleliu and Angaur in the Palau group from July to October 1944, he was a master of amphibious warfare, conducting the operations of his command with keen foresight and superb tactical ability. Admiral Fort organized the component elements of his group for a determined offensive and, concentrating his units at the objectives, hurled the full strength of his firepower in a smashing, sustained bombardment which effectively reduced the enemy's formidable coastal defenses. Landing the ground forces with a minimum of loss, he directed his troops and supporting elements in their relentless sweep across the islands as they stormed the strong hostile garrisons and waged the bitter campaign which resulted in the capture of these strategically important bases. Throughout this period of intensive operations, he distinguished

himself by his indomitable leadership, decisive combat tactics and cool courage.

★ **SMITH, Edward H.**, Rear Admiral, USCG, Winchester, Mass.:



Admiral Smith

As commander of the Greenland Patrol and later as commander of a task force in the Atlantic Fleet from December 1941 to November 1944 he performed exceptionally meritorious service in a duty of great responsibility. During the critical years of 1942 and 1943 he planned, built, organized and efficiently administered the naval bases and stations in Greenland and in the Arctic for the support of the Army in those areas and naval control of the North Atlantic. Under extremely hazardous conditions, the forces of his command successfully operated patrols and escorts, maintained a system of weather stations and provided full logistic and tactical support for the Army. As commander of a task force in these strategic waters, he skillfully directed vital weather, patrol and escort services which were of inestimable assistance in connection with the ferrying of aircraft and the operation of transport planes to and from the European theaters of war and effectively protected valuable convoys.



LEGION OF MERIT

Gold star in lieu of second award:

★ **FRITZSCHE, Edward H.**, Capt., USCG, Oakland, Calif.:

Admiral Fechteler Gets Army DSM for Service In Philippine Operations

The Army's Distinguished Service Medal has been presented to Rear Admiral William M. Fechteler, USN, Washington, D. C., now the Assistant Chief of Naval Personnel, for his part as an attack group commander in the occupation of Morotai and the landings at Leyte, Lingayen and Palawan. "By his thorough planning, careful preparation and splendid execution, and by his fine sense of coordination in integrating his force with those of the Army, he made a distinct contribution to the success of these operations," the Army citation stated. Admiral Fechteler's outstanding ability, judgment and leadership in command of a major force were cited as exemplifying the finest traditions of the services. The presentation was made by Maj. Gen. James A. Ulio, the Adjutant General of the Army.

Navy Enlisted Man Wins High British Decoration

Gerald M. Gray, QM2c, USNR, Falconer, N. Y., has been awarded



Gray, QM2c
considerable damage to enemy shipping.

the Distinguished Service Medal by the British government. The award was made for gallantry, skill and devotion to duty shown by Gray in actions off the west coast of Italy which resulted in considerable damage to enemy shipping.

★ **HURFF, Jack E.**, Capt., USN, Evanston, Ill.:

★ **MERRILL, A. Stanton**, Rear Admiral, USN, Natchez, Miss.:

★ **MILLER, Harold B.**, Rear Admiral, (then Capt.), USN, Newton, Iowa:

★ **OFSTIE, Ralph A.**, Rear Admiral, USN, Everett, Wash.:

★ **WHITEHEAD, Richard F.**, Capt., USN, Lake Forest, Ill.:

★ **YOUNG, William B.**, Rear Admiral, USN, Chevy Chase, Md.:

First award:

★ **AINSWORTH, Walden L.**, Rear Admiral, USN, Wonalancet, N. H.:

★ **BANNER, Roger H.**, Lt., USCG, Fairlington, Va.:

★ **CALLAWAY, Raymond R.**, Comdr., (MC) USNR, Birmingham, Ala.:

★ **CONY, Charles E.**, Capt., USN, Savannah, Ga.:

★ **FRITZSCHE, Edward H.**, Capt., USCG, Oakland, Calif.:

★ **GRIGGS, Gale E.**, Capt. (then Comdr.), USN, Omaha, Neb.:

★ **JACKSON, Thomas H.**, Lt. (jg) USNR, Baton Rouge, La.:

★ **JACOBS, Joshua, Lt.**, USNR, New York, N. Y.:

★ **JAMISON, John W.**, Capt., USN, Blairsville, Pa.:

Islands, and the Philippine Islands.
 ★ LAIRD, Oberlin C., Capt., USN, Newport, R. I.: CO, cruiser, Kurils, 13, 26 June 1944; Paramushiru, 26 June 1944.

★ LEVY, Harold, Ens., (then CPhM), USCGR, Washington, D. C.: Aboard USS *Menges*, Mediterranean.

★ LONGSTAFF, John B., Capt., USN, New Orleans, La.: Commander, submarine squadron.

★ MAYFIELD, Irving H., Commodore, USN, Washington, D. C.: Assistant chief of staff, war plans, ComSoPac and SoPacFor, 27 July 1943-11 Feb. 1944.

★ MILLER, Wallace J., Capt., USN, Annapolis, Md.: Commander, destroyer division, Palau and Philippine landings, strikes against Philippines, Okinawa and Formosa, 30 Aug. to 11 Nov. 1944.

★ MOEBUS, Lucian A., Capt., USN, Lima, Ohio: Chief of staff for Commander, Aircraft, South Pacific Force, 16 Jan.-18 Nov. 1943.

★ MOORE, Frederick T. Jr., Lt. Comdr., USN, West Roxbury, Mass.: Commander, air group, Pacific area, 15 March-28 Nov. 1944.

★ TURVILLE, William H. H., Capt., (MC) USN, Revere, Mass.: Medical officer in command, fleet hospital, Solomons, 4 April 1943-15 May 1944.

★ WIEDMAN, W. A., Capt., USNR, Summit, N. J.: CO ship, invasion of southern France.

★ COLLARD, Joseph H., HA2c, USNR, Oklahoma City, Okla. (posthumously): 1st Battalion, 21st Marines, 3d Marine Division, Guam, 27 July 1944.

★ DIETZ, Arlo T., Lt. (jg), USNR, Cogswell, N. D.: Boat officer, *LST 211*, invasion of southern France.

★ DUNSKI, Michael, Sgt., USMC, North Chicago, Ill.: Section leader, mortar platoon, Guam, 21-26 July 1944.

★ FUETSCH, Bernhart A., Comdr., USN, Arlington, Va.: CO, destroyer, Battle of Philippine Sea.

★ FUHRMAN, Albert S., Lt. Comdr., USN, Fort Thomas, Ky.: Aboard ship, Pacific area.

★ GILMAN, Edward L., CMM, USN, Manchester, N. H.: Aboard submarine, Pacific area.

★ HUNNICUTT, James A., QM1c, USNR, Sacramento, Calif.: Aboard aircraft carrier, Philippine Islands, 24 Oct. 1944.

★ JOHNSON, Edwin C., Sgt., USMC, Chicago, Ill.: Commander of a tank, Guam, 21 July 1944.

★ KEISELBACH, Arthur E., CRM, USN, Jersey City, N. J.: Radio operator and soundman aboard submarine, Pacific area.

★ KIPPEN, Russell F., Lt., USNR, Gloucester, Mass. (missing in action): Torpedo bomber pilot, Formosa, 22 Jan. 1945.

★ KOZOL, Solomon M., Lt., (DC) USNR, Roxbury, Mass.: Dental officer, Marine Corps infantry regiment, Saipan.

★ LARGE, James M., Lt. Comdr., USNR, Strafford, Pa.: Air operations and division officer, USS *Princeton*, Battle for Leyte Gulf.

★ LINTHICUM, Adrian P., CTM, USN, San Diego, Calif.: Aboard submarine, Pacific area.

★ LONG, Orrin, Lt. (jg), USNR, Joliet, Ill.: CO, PT boat.

★ MASCHKE, Arthur W., Lt. (jg) USNR, Temperance, Mich.: Aboard *PT 344*, 30 Aug. 1944.

★ MCGOWAN, Richard, Comdr., USN, Alexandria, Va. (missing in action):

Navy Honors General For Joint Buying Plan

Brig. Gen. William H. Draper Jr., General Staff Corps, USA, has been awarded a gold star in lieu of a second Legion of Merit by the Navy for outstanding services in connection with the coordination of procurement by the Army and Navy.

As a result of his reports on a special study last fall, procedures have been placed in effect for joint Army-Navy procurement involving the expenditure of several billion dollars a year.

Brig. Gen. Draper earned his first Legion of Merit from the Army in recognition of his services in the establishment of the national Selective Service System while he was serving as executive officer to Maj. Gen. Lewis B. Hershey, USA.

Squadron commander, USS *Lexington*, Nansei Islands, 10 Oct. 1944.

★ MCGURL, Daniel M., Capt., USN, Minersville, Pa.: Commander, unit of cruisers, 13 Oct. 1944, Pacific area.

★ ROEDER, Howard L., CGM, USNR, La Mesa, Calif. (missing in action): Special reconnaissance detachment, Pacific, 11 July-18 Aug. 1944.

★ RIEBER, Theodore G., CBM, USN, Dayton, Ohio: Aboard a cruiser, 14, 16 Oct. 1944.

★ ROBINSON, Edward R., Cpl., USMC, Richmond, Ind.: Member of an assault platoon, Guam, 5 Aug. 1944.

★ ROBINSON, Paul, CPhM, USN, Napa, Calif.: Aboard aircraft carrier, Philippines, 24 Oct. 1944.

★ ROGERS, Joe G., EM2c, USN, Denison, Tex.: Aboard USS *Lexington*, Pacific area, 4 Dec. 1943.

★ ROGGI, Leon E., Pfc., USMC, Chicago, Ill.: Assault rifle company, Guam, 21 July 1944.

★ SCALAN, Bernard E., Lt. Comdr., USCG, Edwardsville, Ill.: Boat group commander, Sicily invasion.

★ SHAW, James J. Jr., MoMM2c, USNR, St. Louis, Mo. (posthumously): Aboard *PT 495*, Pacific, 31 July 1944.

★ SHELTON, William A., GM2c, USN, Santa Clara, Calif.: Aboard submarine, Pacific area.

★ SIMON, Steve K., Pfc., USMC, Bolivar, Ohio: Machine gunner, Guam, 22-26 July 1944.

★ SMITH, Arthur G., TM1c, USNR, Clinton, S. C.: Aboard submarine, Pacific area.

★ ST. CLAIR, Miller, CEM, USN, Bremerton, Wash.: In charge, electrical department of a submarine.

★ STEBBINS, Harry E. Jr., Lt. Comdr., USNR, Grand Rapids, Mich.: First lieutenant, USS *Princeton*, Battle for Leyte Gulf.

★ THURBER, Harry R., Capt., USN, Hocuam, Wash.: CO, cruiser, Pacific area.

★ WALSH, Patrick J., Lt. (jg) USNR, New York, N. Y. (posthumously): CO, Armed Guard aboard SS *Patrick J. Hurley*, 12 Sept. 1942.

★ WARBRODT, Frederick L., PhM3c, USNR, Johnsonburg, Pa. (posthumously): Marine division, Saipan, 15-18 June 1944.



SILVER STAR MEDAL

Gold star in lieu of third award:

★ POST, William S. Jr., Comdr., USN, Palo Alto, Calif.: CO, USS *Gudgeon*, Pacific area.

Gold star in lieu of second award:

★ FRITSCH, William H., CEM, USN, New Haven, Conn.: Crew member, submarine, Pacific area.

★ HOGAN, Thomas W., Comdr., USN, Canton, Ga.: CO, submarine.

★ RHEA, Powell M., Capt., USN, Washington, D. C.: CO, USS *Nevada*, invasion of southern France.

★ TOMPKINS, Benjamin F., Capt., USN, Silver Spring, Md.: CO, destroyer, Battle of Philippine Sea.

First award:

★ BAEHR, Herbert A., Lt. (jg) USN, Flint, Mich. (missing in action): Plotting officer, USS *Flier*.

★ BUKOWSKI, Thaddeus, CRM, USN, Clifton, N. J. (missing in action): Sound operator, submarine, Pacific area.

★ BURKS, Vesper E., CMoMM, USN, Stockton, Calif.: Chief of the engine room, submarine, Pacific area.

★ CARRUTHERS, Elmer I. Jr., CCM, USNR, Charlottesville, Va. (posthumously): Naval construction battalion, Bougainville, November 1943.

★ CASE, Frank D., Ens., USNR, Buffalo, N. Y.: Aboard ship, operations against the enemy.

★ CASEY, John E., Lt., USN, Philadelphia, Pa. (missing in action): Fire-control officer, USS *Flier*, Pacific area.



Official U. S. Navy photograph

HONORED BY ARMY: Charles Claybourn, EM3c, USN, of Albuquerque, N.M., receives Army's Distinguished Service Cross from Col. J. C. Shouvin, chief of Cincinnati Ordnance Dist., as Capt. G. H. Bowman, USN (Ret), Inspector of Naval Material, Cincinnati, looks on. Claybourn, a prisoner of Japs in Philippines for 29 months, was decorated for heroism in leading many Americans to safety from unmarked prison ship carrying them toward Japan when sunk by U.S. submarine off Mindanao 7 Sept. 1944.

SILVER STAR MEDAL cont.

- ★ WOOD, Hamilton H., Lt. USNR, Brookline, Mass.: Commander, Motor Torpedo Squadron 9, New Guinea.
- ★ WOOD, Ens. Walter A. Jr., USNR, Grand Rapids, Mich. (posthumously): Fighter pilot, Pacific, 15 Oct. 1944.
- ★ WOODS, Dale E., QM1c, USN, Wheelersburg, Ohio: Crew member, USS *Lexington*, Pacific, 4 Dec. 1943.



DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

- ★ BEAUCHAMP, Ernest M., Lt., USNR, Los Angeles, Calif.: Fighter pilot, aboard a carrier.
- ★ WINNER, William H., Lt., USNR, Topeka, Kans. (missing in action): Division leader, torpedo squadron, USS *Hornet*, Philippines, 19 Oct. 1944.

First award:

- ★ ANDERSON, Robert A., AMM2c, USNR, Boone, Iowa (missing in action): Turret gunner of a carrier-based bomber, Pacific area, 15 Jan. to 4 Aug. 1944.
- ★ BARRETT, Guy J. Jr., Lt. (jg), USNR, Loganville, Ga. (posthumously): Pilot in Fighting Squadron 26, Palau, New Guinea, Moluccas, and Philippine Islands area, Cebu Island, 21 Oct. 1944.
- ★ BIRDSALL, Douglas M., Lt., USNR, Ontario, Calif.: Patrol plane commander, Aleutians to Kurils, 20 Jan. 1944.
- ★ BOWEN, Russell E., Lt., USNR, Sioux Falls, S. D. (missing in action): Pilot of Liberator bomber, Pacific war area, 22 Oct. 1944.
- ★ BOYLES, Ellis G., Lt. (jg), USNR, Sudan, Tex.: Pilot, South Pacific.
- ★ CHANDLER, Murray L., Lt. (jg), USN, Dallas, Tex.: Fighter squadron aboard a carrier, Philippine Islands area.
- ★ CLARK, Charles H., Lt. Comdr., USN, Eastport, Md.: Squadron commander of a Liberator photographic reconnaissance squadron, Central Pacific campaign, 22 May to 15 Nov. 1944.
- ★ COMPTON, James R., Comdr., USN, Clayton, Mo.: Commander of a PB4Y, Green, Wakde, and Owi Islands, 23 April to 19 Aug. 1944.
- ★ DRAKE, John H. Jr., Lt. (jg), USNR, Dallas, Tex.: Pilot of a carrier-based fighter plane, Philippine Sea, 25 Oct. 1944.
- ★ FLINN, Kenneth A., Lt. (jg), USNR, Berkeley, Calif. (missing in action): Pilot, Fighting Squadron 15, USS *Essex*, Nansei Islands area, 10 Oct. 1944.
- ★ GARNER, William W., Lt., USNR, Spur, Tex. (missing in action): Leader of a fighter section, Composite Squadron 21, Philippines, 25 Oct. 1944.
- ★ GIBSON, George D., Lt. Comdr., USNR, Niota, Ill. (missing in action): Pilot in a bombing squadron, USS *Enterprise*, Palau, 10 Sept. 1944.
- ★ GRINSTEAD, Morris C., ACRM, USN, Letts, Iowa: Radioman of a torpedo bomber.
- ★ HARTY, Edward P., CRM, USN, Mandon, N. D.: Aircrewman on a

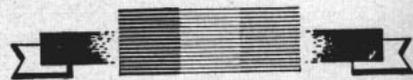
- patrol bomber, Iwo Jima, 12 Oct. 1944.
- ★ HILDEBRANDT, Carlos K., Lt., USNR, San Francisco, Calif.: Pilot and division leader of Fighting Squadron 33, Solomons area, 31 Aug. 1943 to 10 Jan. 1944.
- ★ JACKSON, Henry S., Lt. Comdr., USN, Melrose, Mass.: Pilot and CO of a torpedo bombing squadron, Solomon Islands, 12 Sept. 1943 to 12 Nov. 1943; 15 Dec. 1943 to 25 Jan. 1944.
- ★ JOHNSON, Norman D., Lt. Comdr., USN, Newport, R. I.: Pilot of a torpedo plane from the USS *Fanshaw Bay*, Battle for Leyte Gulf.
- ★ KINSELLA, James J., Lt., USNR, San Diego, Calif.: Pilot, Solomon Islands area, February to November 1943.
- ★ LAXTON, John P., Lt., USNR, Mobile, Ala. (missing in action): Division leader and pilot of a fighter plane, Air Group 20, Formosa-Philippine Islands area, 12 Oct. 1944.
- ★ LONG, Frank T., Lt. (jg), USNR, Red Bank, N. J.: Pilot, torpedo squadron, aboard a carrier.
- ★ MACGREGOR, Robert A., Lt., USNR, Kings, Ill.: Patrol plane commander, Aleutians to Kurils, 20 Jan. 1944.
- ★ MANOWN, J. Ross, Lt., USNR, Morgantown, W. Va. (missing in action): Executive officer of a torpedo squadron, USS *Enterprise*, Palau, 10 Sept. 1944.
- ★ MCFADDEN, Joe M., Lt. (jg), USNR, Denton, Tex.: Pilot, Formosa, 13 Oct. 1944.
- ★ MCKELVEY, Thomas R. Jr., Lt., USNR, Moncks Corner, S. C.: Patrol plane commander, Kurils, 20 Jan. 1944.
- ★ PICKEN, Harvey P., Lt., USNR, Minot, N. D.: Fighter pilot, 21 Sept. 1944.
- ★ POHL, Kenneth J., ARM2c, USNR, Grand Rapids, Mich. (missing in action): Radioman, carrier-based torpedo bomber, Pacific area, 15 Jan. to 4 Aug. 1944.
- ★ REEVES, Columbus D., Lt. (jg), USNR, Fort Worth, Tex.: Plane commander of a seaplane, Philippines, Borneo, and Celebes areas.
- ★ SAILOR, Warren J., Lt. (jg), USNR, Pampa, Tex. (missing in action): Pilot in a bombing squadron, USS *Hornet*, Luzon, 19 Oct. 1944.
- ★ SCHENCK, John P., Lt., USNR, Narberth, Pa. (missing in action): Patrol plane, Darvel Bay.
- ★ THOMPSON, Thorolf E., Lt. (jg), USNR, Ames, Iowa (missing in action): Pilot in Fighting Squadron 15, USS *Essex*, Philippines, 27 Oct. 1944.



Tadcen Topics (NT&DC, Camp Elliott, San Diego)

"Oh, I'm not very good at it yet—
'st'll have to hunt and peck."

- ★ TURNER, Gaines B., Lt., USNR, Fort Worth, Tex.: Pilot of a carrier-based fighter plane, Philippines, 25 Oct. 1944.
- ★ VANDERFORD, Gordon J., Lt., USNR, Lynwood, Calif.: Commander of a patrol plane, Patrol Squadron 71, Fenro and Shortland Islands, 30 Oct. 1943.
- ★ VAN FLEET, Donald E., Ens., USNR, Findlay, Ohio (posthumously): Pilot of a plane, USS *Jacinto*, Pacific, 12 Oct. 1944.
- ★ VIVIAN, John P. Jr., Lt., USNR, New Rochelle, N. Y.: Patrol plane commander, Ventura bomber, Kurils, 10 June 1944.
- ★ WRIGHT, Robert F., Lt. (jg), USNR, Athens, Ga. (missing in action): Pilot of a carrier-based plane, Hong Kong and Canton, 16 Jan. 1945.



NAVY AND MARINE CORPS MEDAL

- ★ ANDERSON, Carlton F., CMM, USCG, South Portland, Maine: Coast Guard rescue flotilla, coast of France, 30 June 1944.
- ★ BENTON, DeWitt, S. Jr., QM2c, USN, Monroe, La.: *LCT 125*, Salerno, 9 Sept. 1943.
- ★ BETZ, George C., MoMM2c, USCG, Allegheny, Pa.: Aboard a cutter, European theater, 7 Aug. 1944.
- ★ BINGHAM, Fenton W., S1c, USNR, Klamath Falls, Ore.: Philippine Islands, 24 Oct. 1944.
- ★ BOLL, Howard M., MM2c, USN, Elgin, Ill.: Philippine Islands, 24 Oct. 1944.
- ★ BRANTLY, Neill D., Capt., USN, Villanova, Pa.: Commander of the boat control and mine sweeping group, Cape Gloucester, 26 Dec. 1943.
- ★ BREWER, Charles E., CMM, USN, Danielsville, Ga. (posthumously): USS *Corey*, Normandy invasion.
- ★ CARR, Donald C., GM1c, USNR, Madison, Tenn.: With a demolition unit.
- ★ CASTLE, Eugene M., CMM, USNR, Washington, D. C.: 41st CB, 19 Dec. 1943.
- ★ CLARK, David D., SoM2c, USCGR, Canton, Ohio: Coast of France, 8 June 1944.
- ★ COOK, Carl D., AEM3c, USNR, Shellbyville, Tenn.: Philippine Islands, 24 Oct. 1944.
- ★ DEIST, John E., S1c, USNR, Boswell, Pa.: Acting coxswain of a utility boat, 25 Dec. 1944.
- ★ DONNELLY, William E., CPhM, USN, Cheyenne, Wyo.: Pharmacist's mate aboard a submarine.
- ★ FISHER, Victor E., GM1c, USNR, Fort Worth, Tex.: English Channel, 24 Dec. 1944.
- ★ GRIFFITH, Gibson, BM1c, USN, Brandon, Vt.: USS *Hornet*, Santa Cruz Islands, 26 Oct. 1942.
- ★ HARVEY, Gordon G., TM3c, USNR, Daly City, Calif.: Philippine Islands, 24 Oct. 1944.
- ★ HILL, Walter F., SK1c, USCGR, Lawrence, Mass.: Coast of France, 30 June 1944.
- ★ JOHN, Fred S., TM1c, USNR, Chicago, Ill.: Aboard a destroyer, Central Pacific and New Guinea areas, January and August 1944.
- ★ KELLEY, Willis D., MM1c, USN, Harrisburg, Pa.: (posthumously): Aboard the USS *Rowan*, 7 Feb. 1943.

★ **LOFTON**, John H., S1c, USCGR, Pineville, La.: Crew of USS *Mayfield*, 13 June 1944.

★ **MESSERSMITH**, James E., Cox., USN, Fort Dodge, Iowa: Pearl Harbor, 7 Dec. 1941.

★ **NORTON**, Russell B., AMM2c, Saugus, Mass.: Philippine Islands area, 24 Oct. 1944.

★ **OVERMAN**, Leroy A. Jr., S2c, USNR, Indianapolis, Ind.: Philippine Islands, 24 Oct. 1944.

★ **PAYNE**, Ernest W., Lt., USCG, West Annapolis, Md.: Executive officer of a Coast Guard cutter, 25 Oct. 1944.

★ **RAYMER**, Edward C., CM, USN, Riverside, Calif.: Pearl Harbor, 7 Dec. 1941.

★ **RINN**, William J., S2c, USNR, New York, N. Y.: Philippines, 24 Oct. 1944.

★ **ROGERS**, Robert C., S2c, USNR, Knoxville, Tenn., Philippine Islands, 24 Oct. 1944.

★ **SCHAFF**, William R., BM2c, USN, Brooklyn, N. Y.: Aboard a destroyer, Central Pacific and New Guinea areas, January to August 1944.

★ **SELVAGGI**, Lawrence E., S1c, USN, Detroit, Mich.: Pearl Harbor, 7 Dec. 1941.

★ **SEMBER**, Andrew T., TM2c, USNR, Williamsport, Pa.: Aboard a destroyer, Central Pacific and New Guinea areas, January to August 1944.

★ **TUMK**, Andrew A., MM1c, USNR, Newark, N. J.: Pearl Harbor, 7 Dec. 1941.

★ **WALTERS**, Robert L., Pfc., USMC, Youngstown, Ohio: British Solomon Islands.

★ **WATTS**, Edwin B., BM2c, USN, Baltimore, Md.: Aboard the USS *Moffett*.

★ **WHITENACK**, William T., QM3c, USNR, East Orange, N. J.: Rescued George R. Tweed, Guam, 10 July 1944.

★ **YOUNG**, Charles J., CBM, USN, Grand Rapids, Mich.: Pearl Harbor, 7 Dec. 1941.

Navy Decorates Army Officer on Fleet Commander's Staff

The Navy's Bronze Star Medal has been awarded Col. Theodore J. Dayharsh, USA, Atlanta, Ga., for distinguishing himself as assistant war plans officer on the staff of Commander, 3d Fleet, during attacks on the western Carolines, the Bonins, Nansei Shoto, Formosa, the Philippines, French Indochina bases and the Hong Kong-Canton-Hainan areas from 15 June 1944 to 26 Jan. 1945. His knowledge and experience contributed materially to the preparation and consummation of operations of the 3d Fleet against the Palaus and Ulithi atoll. His sound advice in matters affecting the Army components greatly assisted the Commander, 3d Fleet, in over-all planning of operations.

★ **ARNHART**, Alvis D., Ens., USCGR, Lonoke, Ark.: CO of a Coast Guard cutter, Normandy invasion.

★ **AUGUSTIN**, James H., SF1c, USNR, Barrington, N. J.: Member of a salvage harbor clearance unit, southern France, September and October 1944.

★ **BAILEY**, Vincent R., Lt., USNR, Weston, Mass.: Diving officer of a submarine, Pacific area.

★ **BALCERZAK**, Frank, Lt., USNR, South Milwaukee, Wis.: CO of Armed Guard aboard the ss *Howard L. Gibson*, 14 Oct. 1944.

★ **BASILO**, Jack J., MM1c, USN, Fairview, N. J.: Aboard destroyer, Marianas, 7 June to 6 Aug. 1944.

★ **BEATTY**, Frank E., Rear Admiral (then Capt.), USN, Belvedere, Calif.: CO of a cruiser, British Solomon Islands, 29 June 1943.

★ **BENTINCK-SMITH**, William, Lt., USNR, Groton, Conn.: Assistant communications officer on staff of commander of a battleship division and of Commander, Battleships, Pacific Fleet, October 1942 to November 1944.

★ **BENTRUP**, Lloyd T., S1c, USN, St. Joseph, Mo. (posthumously): Member of gun crew of a ship, 24 July 1944.

★ **BERGER**, N. L. A., Lt. Comdr. USNR, Sioux City, Iowa: Aide and flag lieutenant, assistant air officer on staff of Commander, Western Naval Task Force, Normandy invasion.

★ **BILLIET**, Leopold Jr., S1c, USNR, Elmont, N. Y.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ **BODINE**, Marc W., Capt., (MC) USNR, Williamsport, Pa.: Chief of surgery, fleet hospital, South Pacific area, 4 April 1943-8 Dec. 1944.

★ **BONDESON**, Erle G., SF3c, USN, Somers, Mont.: Aboard USS *Phelps*, Pacific.

★ **BRAKEFIELD**, Wymon O., CFC, USN, Birmingham, Ala.: Assistant torpedo data computer operator, submarine, Pacific.

★ **BRANTLY**, Neill D., Capt., USN, Villanova, Pa.: Operations of 7th Amphibious Force, control officer for landings at Saidor, Cape Gloucester, Tanagerah, Morotai and Leyte.

★ **BROWN**, William D., Capt. (then Comdr.), USN, Jacksonville, Fla.: Chief of staff and operations officer of task group, Kolombangara, Shortland and Bougainville, British Solomon Islands.

★ **BULGER**, William R., Pfc, USMC, Elgin, Ill.: Guadalcanal, Tarawa, Saipan, August 1942-July 1944.

★ **BULL**, Calvin A., RM2c, USNR, Millard, Neb. (missing in action): Sound operator, USS *Harder*.

★ **BUTTERFIELD**, Wyartt B., Ex-S1c, USN, Irwin, Pa.: Action after the sinking of the USS *Juneau*; San Cristobal, 13 Nov. 1942.

★ **CARNEY**, Robert B., Rear Admiral (then Capt.), USN, Coronado, Calif.: CO of a cruiser, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

★ **CARROLL**, Harold L., WT1c, USN, Braddock, Pa.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ **CARROLL**, Malcolm D., CMO MM, USN, Oberlin, La. (missing in action): In charge of the main propulsion plant of a submarine.

★ **CHAFFEE**, Frank L., Jr., HA1c, USN, Camarillo, Calif.: Saipan, 15 June to 9 July 1944.

★ **CHAMBERLIN**, Joseph W., Lt., USNR, Burlingame, Calif.: Fighter director aboard an aircraft carrier, Marianas, June 1944.

★ **CHAPPELL**, William B., Lt., USNR, Mt. Kisco, N.Y.: Communications officer on staff, 7th Amphibious Force.

★ **CHILLINGWORTH**, Charles F. Jr., Capt. (then Comdr.) USN, Honolulu, T. H.: Commander, destroyer division; commander, destroyer squadron of Task Force 58, 16 Jan. to 30 June 1944.

★ **CLAIBORNE**, Charles D., Lt., USCGR, New Orleans, La.: Operations officer, Coast Guard flotilla, Normandy invasion.

★ **COLIHAN**, John P., Boatswain, USN, New York, N.Y.: Leader of a repair party, Atlantic area.

★ **CONNOLLY**, Walter B., Lt. (jg), USNR, Detroit, Mich.: 4th Beach Battalion, invasion of southern France.

★ **CONTI**, Edward P., Cox., USCGR, Bloomfield, Pa.: Action during the Normandy invasion.

★ **COOKE**, William R. Jr., Capt., USN, Llanerch, Pa.: CO of mining detach-



BRONZE STAR MEDAL

Gold star in lieu of third award:

★ **CHILLINGWORTH**, Charles F. Jr., Capt. (then Comdr.), USN, Honolulu, T. H.: CO of a destroyer, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

Gold star in lieu of second award:

★ **CHILLINGWORTH**, Charles F. Jr., Capt. (then Comdr.), USN, Honolulu, T. H.: CO of USS *Dewey*, Bougainville, 20 Feb. 1942; Salamaua and Lae, 10 March 1942; Coral Sea, 4-8 May 1942.

★ **HULL**, Frank G., Lt. Comdr., USNR, New Haven, Conn.: Operations officer, chief staff officer, Commander Naval Advance Bases, invasion of southern France.

First award:

★ **ALLEN**, Wallace E., Lt. Comdr. (MC) USN, Modesto, Calif.: Senior medical officer aboard an aircraft carrier, Pacific area.

★ **ANDERSEN**, Myron W., Lt., USN, Seattle, Wash.: PBY pilot, Pacific area.



"Double or nothing, sir."

BRONZE STAR MEDAL cont

ment and destroyer squadron, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

★ COX, Harris J., Lt., USNR, Wichita Falls, Tex.: On staff of ComSoPac and SoPacFor, 15 June 1942 to 25 March 1944.

★ CRAWFORD, Charles L., Lt. (HC) USNR, Altoona, Iowa: Assistant to fleet medical officer, 8th Fleet, Mediterranean, June 1943 to April 1944.

★ CRAWFORD, George L., MoMM3c, USNR, Powhatan, W. Va. (posthumously): Action during the Normandy invasion.

★ DAHLHEIMER, Donald B., MoMM2c, USNR, Osseo, Minn. (missing in action): Aboard the USS *Harder*.

★ DAVIS, Alan W., Cox., USCG, Stanford University, Calif.: Crew of an Army tug, 5-6 Dec. 1944.

★ DOEBLER, Harold J., Comdr., USCG, Middletown, Ohio: Commander of task group, Southwest Pacific area.

★ DOOLAN, Dean F., PhM2c, USNR, Los Angeles, Calif.: Marine 3d Division, invasion of Guam.

★ DUNLAP, George E., Lt. (jg), USNR, Dallas, Tex.: Photographic interpreter on staff of commander fast carrier task force, Pacific, 18 Aug. to 9 Dec. 1944.

★ EAGLE, Jess L., AM2c, USNR, Sherman Oaks, Calif.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ FARLEY, Floyd E., Ens., USN, Marion, Ind.: USS *Phelps*, Pacific area.

★ FARRAR, Arthur, Lt. (jg), USCG, Lawton, Okla.: CO of LCI(L), Normandy invasion.

★ FARRAR, Murvale T., Capt., USN, Long Branch, N. J.: CO of transport, landings on enemy-held islands, 21-26 July 1944.

★ FERGUSON, John F., Lt. Comdr., USNR, Richmond, Va.: CO of anti-aircraft training center, Southwest Pacific.

★ FERNALD, James M., Capt., USN, Hampton, N. H.: CO of destroyer tender, Pacific.

★ FLETCHER, William B. Jr., Capt., USN, New York, N. Y.: Commander of task unit, Solomon Islands, 7 April 1943.

★ FOSTER, George H. Jr., Lt., USN, Washington, D. C.: Gunnery officer,

3 New Zealand Officers Win Navy Bronze Star

Three officers of the Royal New Zealand Naval Reserve have been awarded the Bronze Star Medal by the U. S. Navy for piloting U. S. ships through perilous and unknown waters during the assault on Bititu Island, Tarawa Atoll. They are Lt. James Forbes, Lt. Stanley S. Page and Lt. Gordon L. Webster. Despite intense enemy gunfire, they piloted the first invasion ships through a narrow passage, flanked by dangerous reefs, into the treacherous coral-studded lagoon with expert seamanship and outstanding courage. They continued to guide our destroyers, minesweepers, transports and LSTs to their assigned stations without damage, and contributed in large measure to the final capture of Bititu.

USS *Buchanan*, Solomon Islands area, 13 Sept. 1942-27 Feb. 1944.

★ FROST, Edwin R., Lt. (jg), USCGR, Oil City, Pa.: CO, Coast Guard cutter, Normandy invasion.

★ FROST, Laurence H., Capt. (then Comdr.), USN, Washington, D. C.: CO, destroyer, Kolombangara, Shortland and Bougainville, British Solomon Islands, 29 June 1943.

★ GAMMONS, Warren R., Cox., USNR, Pawtucket, R. I.: Rescue off Halmahera Island, 16 Sept. 1944.

★ GALLERY, Daniel V. Jr., Capt., USN, CO, Fleet Air Base, Iceland, December 1941-May 1943.

★ GARNER, David, RM1c, USCGR, Lawn-dale, Calif.: Member of the crew of an Army tug, 5-6 Dec. 1944.

★ GAY, Donald Jr., Lt. Comdr., USN, Newport News, Va.: CO, patrol bombing squadron, Bay of Biscay, 1943, 1944; English Channel, June 1944.

★ GIBBS, John J. Jr., BM2c, USNR, Richmond, Va. (posthumously): Pointer on a 20-mm. gun, LCI(G) 365, Marianas invasion.

★ GIFFORD, Robert L., TM3c, USNR, St. Louis, Mo. (missing in action): Bow planesman aboard USS *Harder*.

★ GOETZ, Byron E., Lt. Comdr., USNR, Indianapolis, Ind.: OinC Flag Plot Section, Operations Division of ComSoPac and SoPacFor, 22 June 1942-25 March 1944.

★ GOSNELL, Thomas H., Lt., USNR, Rochester, N. Y.: Division commander of a boat pool, Solomon Islands area, 30 June-5 Aug. 1943.

★ GOULKA, James, Lt. (jg), USNR, St. Louis, Mo.: CO, LCT(5) 391, invasion of Biak, New Guinea, 27 May-8 June 1944.

★ GRADY, James B., Comdr., USN, New London, Conn.: CO, submarine, Pacific.

★ GRANT, James B., Jr., Lt., USNR, Denver, Colo.: Operator of a target data computer, submarine.

★ GREEN, Russell R., 1st Lt., USMCR, Minneapolis, Minn.: Assault battalion platoon leader, Guam invasion.

★ GRESEK, Marion R., S1c, USNR, Schuyler, Neb.: Member of a gun crew of a ship, 24 July 1944.

★ GRIFFITH, Robert L., Lt. Comdr., USPHS, Fort Payne, Ala.: Senior medical officer, transport, Saipan, 15 June-

9 July 1944; Tinian, 24 July to 1 Aug. 1944.

★ GUINN, Thomas D., Capt., USN, Norfolk, Va.: CO, aviation engine overhaul base and reequipment and staging depot; CO, sub-air center, 10 July 1943-16 Oct. 1944.

★ HAGEN, Paul E., BM2c, USCGR, Oakland, Calif.: Member of a lifeboat detail, Army tug, 5 Dec. 1944.

★ HAND, Jesse O. Jr., Pfc., USMC, Aurora, Ill.: Marine amphibian tractor battalion, Peleliu, 3 Oct. 1944.

★ HARNEY, Edward P., S2c, USNR, Salem, Mass.: Aircraft carrier, Philippine Islands, 24 Oct. 1944.

★ HARVEY, Alton E. Lt. (jg.), USNR, Water Valley, Miss.: First lieutenant and loading officer of a ship during assaults on Pacific beachheads.

★ HARZBECKER, Frank H., Lt. (jg), USNR, Opa-Locka, Fla.: Aircraft maintenance officer, Liberator photographic reconnaissance squadron, 1 Feb.-15 Nov. 1944.

★ HEGGEM, Ole J., Lt. Comdr., USNR, Seattle, Wash.: Division commander of boat pool, Rendova-New Georgia area, 30 June-5 Aug. 1943.

★ HERRICK, Hiram H., BM2c, USNR, Dearborn, Mich.: Aboard ship, Philippine Islands, 24 Oct. 1944.

★ HEUBACH, Phillip P., CMM, USNR, Philadelphia, Pa.: Aboard a destroyer, Aleutians to Philippines, 15 Jan. to 2 Dec. 1944.

★ HILL, Kenneth P., Lt., USNR, Portland, Ore.: Division commander of a boat pool, Solomon Islands area, 30 June-5 Aug. 1943.

★ HOOLEY, Titus T., Pfc., USMC, Goshen, Ind.: Action on Guadalcanal, Tarawa, Saipan.

★ HOWARD, Sam F., BM2c, USCGR, Seattle, Wash.: Vella Lavella, 28 Sept. 1943.

★ HULTENGREN, Richard D., Lt. (jg), USNR, St. Paul, Minn.: Division commander of a boat pool, Solomon Islands area, 30 June-3 Aug. 1943.

★ HUTCHINSON, Leslie L., Lt., USNR, Lawrence, Kans.: First lieutenant, destroyer escort, Algerian coast.

★ JENSEN, Paul A., Lt. (jg), USNR, Chicago, Ill.: Mine disposal officer, invasion of southern France.

★ JETER, Max A., Lt., USNR, Springdale, Ark.: OinC, combat demolition unit, invasion of southern France.

★ JOHNSTON, Paul F., Comdr., USN, Creston, Iowa: Gunnery officer, battleship, South and Central Pacific waters, October 1942-September 1944.

★ KELLAM, John H., Ens., USCGR, Johnstown, Va.: CO, Coast Guard cutter, Normandy invasion.

★ KIDSTON, Donald E., Lt., USNR, Hudson, Mass.: Beachmaster, Pacific area.

★ KIESEL, Harold M., Lt., USNR, Vevay, Ind.: OinC of the Outboard Shuttle Control, Normandy invasion.

★ KIMSEY, Wilber W., Pharmacist, USN, Yakima, Wash.: Assistant to the chief surgeon, Guam.

★ KROHN, Abraham, S2c, USCG, Los Angeles, Calif.: Crew member of an Army tug, 5-6 Dec. 1944.

★ LAMPRON, Alfred J., S1c, USN, Montclair, N. J.: Trunnion operator, cruiser, Central Pacific, 16 Oct. 1944.

★ LARSEN, Eugene G., Pfc., USMC, Kenosha, Wis.: Marine artillery battalion, Saipan, 7 July 1944.



Wheel Watch (NAS, Cape May, N. J.)

"Hey, isn't this the cigar I gave you when I made first class?"

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Most Retired Enlisted Men to Be Released; Vacancies to Be Filled by Younger Men

Substantially all retired enlisted men now on active duty will be returned to their retired status by 1 Jan. 1946, under provisions of BuPers Circ. Ltr. 113-45 (NDB, 30 April, 45-439). As of 30 April 1945, there were 6,105 men in this category, of whom 5,423 have CPO ratings.

Announcement of the plan for release of retired enlisted men on active duty follows closely after the directive of 30 March 1945 which established procedure for the release of retired enlisted personnel serving as officers (ALL HANDS, May 1945, p. 73). Early in the war emergency both groups were called back from retirement after long service to provide a nucleus of veterans for the fast-expanding Navy. Increased numbers of trained personnel now makes it possible for them to return to retirement.

Since COs are expected to fleet-up enlisted personnel within their commands to fill vacancies left by retired enlisted men, the measures will also provide opportunities for advancement in responsibility and rating for younger personnel in the service.

The only exception provided for by the directive is that retired enlisted men holding key positions, fit for active duty, and essential to the war effort may be recommended to BuPers not later than 1 Nov. 1945 for retention on active duty beyond 1 Jan. 1946. However, not more than 10% of the retired enlisted men within any command may be recommended to BuPers for consideration.

All others are to be released to inactive duty as their services can be

spared, without further reference to BuPers. The total number of such personnel on duty as of 1 April 1945 in each administrative command is to be used to determine the rate of release, with 15% to go back on retirement prior to 31 July 1945 and 15% additional during each succeeding month through December 1945.

Retired enlisted men to be released are to be transferred to a receiving station or personnel redistribution center in the continental U. S. nearest their homes, where they will be informed as to their rights, benefits and privileges.

In cases where reliefs are deemed necessary, they will be provided by administrative commands responsible for the distribution of enlisted personnel.

However, COs are expected to fleet-up enlisted personnel and to make sure that wherever possible personnel now under their commands are sufficiently trained to provide adequate reliefs.

New Rules to Speed Release Of Enlisted Personnel Found Fit Only for Limited Duty

Two measures to increase the fighting efficiency of the Navy by providing for the discharge or release to inactive duty of certain physically disabled enlisted personnel were recently announced jointly by BuPers and BuMed. Personnel covered by the directives are: (1) those who are considered to be not physically qualified for all duties of their rating and (2) those who have previously been classified by medical survey as fit for limited duty only.

Exceptions provided for are:

- Men whose disabilities are the result of wounds received in action or diseases incurred in, and peculiar to, combat areas (such as malaria and filariasis). They are to be given the choice of either staying on active duty and being assigned duty commensurate with their physical qualifications or, if they so request in writing, being discharged from the Navy. Fleet Reservists and retired enlisted men may similarly be released to inactive duty.

- Men with the disability of seasickness (motion sickness) are not to be discharged, but classified as physically qualified for duty ashore, including overseas, and are to be transferred to the nearest receiving station for further assignment.

- Men temporarily unfit for duty because of combat or operational fatigue are to be retained on either limited or unlimited duty, as circum-

stances permit, and may not be discharged from the service under such diagnosis. Those who are totally unfit for service are to be reexamined and a more exact diagnosis of the basic disability established.

- Men not physically qualified for general service but who meet the physical requirements for Special Assignment personnel, and who are otherwise qualified for retention in the service, may not be discharged. Their classification is to be changed by adding (SA) to their naval designation. The minimum physical qualifications for (SA) men differ from general-service standards as follows: color perception — color-blindness acceptable; vision—minimum 2/20 correctable to 10/20 each eye, with slight functional defects acceptable, and hearing—8/15 in each ear.

The partially disabled men included in the above categories, if retained in the service, are to be eligible for advancement in rating, and if regular Navy men, for transfer to the Fleet Reserve upon completion of required service in accordance with existing legislation. Regular Navy men are not to be discharged at expiration of enlistment with a view of immediate reenlistment, until waiver of the physical defect has been approved by BuPers. With a view to restoring such personnel to full-duty status, they are also eligible for reexamination upon own request. They are, however, to be reexamined every six months.

So as not to impair the operating efficiency of activities where a large number of limited-duty personnel are now assigned, reexaminations are to be conducted progressively during the four months following receipt of the letter.

(For complete details see BuPers-BuMed letters (NDB, 30 April, 45-449 and 45-450.)

Enlisted Patients to Get Immediate Replacements Of Clothing Lost Overseas

Enlisted men of the Navy and Coast Guard returned from overseas as patients and who have lost their clothing through no fault of their own may now be given immediately an issue in kind, provided they have not already been reimbursed, according to a BuPers and BuS&A Joint Ltr., dated 1 March 1945 and addressed to medical officers in command of naval hospitals in the continental U. S.

Issue to chief petty officers, cooks and stewards may not exceed \$100 in value and to enlisted personnel in other ratings, \$60 in value. If a claim is later filed for the loss, the value of the clothing issued will be deducted.

The new regulations are effective as of 1 Jan. 1945.



Hoist (NTC, San Diego)

"Another civilian arrested for not having his hat square! Hogan, can't you forget you were once an SP?"

Enlisted Reservists and USN-Is Over 42 Eligible for Release upon Application

As a part of the Navy's policy of making most efficient use of all personnel within its approved legal limit, most enlisted men in the Naval Reserve and Fleet Reserve, enlisted Waves and USN-I inductees 42 years of age or over have been made eligible for discharge or release to inactive duty upon application.

Provisions for their release, approved by the Secretary of the Navy, were announced last month to all ships and stations by BuPers Circ. Ltr. 122-45 (NDB, 15 May, 45-500).

The Navy policy is similar to those recently announced by the Army and Coast Guard. No change in discharge policy has been made public by the Marine Corps since announcement in Marine Corps Hdqtrs. Ltr. of Inst. 792, 29 June 1944, which provided for the discharge of any enlisted men over

38 years of age stationed within the continental limits of the U. S.

Personnel who applied for discharge under BuPers Circ. Ltr. 257-44 (NDB, July-Dec., 44-1064) but whose requests were disapproved because they held critical rates or their services were otherwise needed, are again made eligible for discharge. Approximately 16,000 men were released under the previous directive, details of which were published in the Oct. 1944 issue of ALL HANDS, p. 63. Eligible personnel who still desire to be discharged or released from the service may apply to their respective commanding officers.

Applications may be submitted only by personnel who have passed their 42d birthday, and will be considered only when initiated and officially submitted in writing by the individual

concerned. COs are directed by the letter to approve requests and take steps to effect the discharge or release to inactive duty of eligible personnel without reference to BuPers. Fleet reservists will be released to inactive duty; naval reservists and USN-I inductees will be discharged. As personnel in the eligible categories reach their 42d birthday, and request discharge or release, they will be considered eligible.

Where reliefs are required, they will be furnished. However, the directive states, it is not desired that personnel be retained until a relief arrives, unless the war effort would otherwise be seriously hampered.

Eligible personnel stationed within the continental limits of the U. S. are to be released within three months after receipt of the letter. Eligible personnel afloat or stationed overseas are to be discharged within six months.

COs are instructed not to approve requests from personnel who are hospitalized, or those awaiting trial by court-martial, undergoing punishment as a result of a sentence of court-martial or otherwise involved in disciplinary action. However, when such personnel are fully restored to duty, or when no longer in a disciplinary or probationary status, their discharge or release may be effected.

The letter does not apply to enlisted personnel in the regular Navy, nor to those regular Navy men who requested transfer to the Fleet Reserve, following receipt of BuPers Circ. Ltr. 257-44 (NDB, July-Dec., 44-1064), which provided for the release or discharge of certain specialized enlisted personnel (for details see ALL HANDS, Oct. 1944, p. 63-64). Although applications which have been forwarded to BuPers under the above circular letter will be processed, the directive states that no further applications should be submitted under this reference.

Personnel may not be discharged outside the continental limits of the U. S. except in accordance with Navy Regs, Art. 1689 and BuPers Manual, Art D-7019(1), under which personnel who request discharge outside the continental limits of the U. S. are required to waive in writing all claims to consular aid and all transportation in kind and to all travel allowances involved from the place of discharge to the place of acceptance of their enlistment.

Those naval reservists and USN-I inductees requesting release will be given an honorable discharge, provided their records and marks meet the requirements. They may not have been convicted by general court-martial nor have received more than one summary court-martial, and their minimum final average marks must be 3.0 in proficiency and 3.25 in conduct.

Discharges for naval reservists and USN-I inductees effected under provisions of the directive are to be considered as for the convenience of the Government, and in accordance with Navy Travel Instructions, Art. 2503-10(f)(3) such personnel are eligible

Relative Ranks in the Armed Services

As a result of numerous inquiries received by BuPers for a listing of the relative ranks of personnel of the four armed services, the following has been prepared by the Personnel Accounting & Statistical Control Section:

NAVY	COAST GUARD	MARINE CORPS	ARMY
Fleet Admiral			General of the Armies*
Admiral	Admiral	General	General of the Army
Vice Admiral	Vice Admiral	Lieutenant General	General
Rear Admiral	Rear Admiral	Major General	Lieutenant General
Commodore	Commodore	Brigadier General	Major General
Captain	Captain	Colonel	Brigadier General
Commander	Commander	Lieutenant Colonel	Colonel
Lieutenant Commander	Lieutenant Commander	Major	Lieutenant Colonel
Lieutenant	Lieutenant	Captain	Major
Lieutenant (junior grade)	Lieutenant (junior grade)	First Lieutenant	Captain
Ensign	Ensign	Second Lieutenant	First Lieutenant
Commissioned Warrant Officer	Commissioned Warrant Officer	Commissioned Warrant Officer	Second Lieutenant
Midshipman	Cadet		Chief Warrant Officer
Warrant Officer	Warrant Officer	Warrant Officer	Warrant Officer (junior grade) or Flight Officer
			Cadet, U. S. M. A.
Aviation Cadet	Aviation Cadet		Aviation Cadet
Chief Petty Officer (perm. appt. or appt. to pay grade 1)	Chief Petty Officer (perm. appt. or appt. to pay grade 1)	Sergeant Major	Master Sergeant
		First Sergeant	First Sergeant
		Master Gunnery Sergeant	
		Master Technical Sergeant	
		Quartermaster Sergeant	
		Paymaster Sergeant	
		Master Steward	
		Master Cook	
Chief Petty Officer (acting appointment)	Chief Petty Officer (acting appointment)		
Petty Officer, 1st class	Petty Officer, 1st class	Gunnery Sergeant	Technical Sergeant
		Technical Sergeant	
		Drum Major	
		Supply Sergeant	
		Steward, 1st class	
		Cook, 1st class	
Petty Officer, 2d class	Petty Officer, 2d class	Platoon Sergeant	Staff Sergeant
		Staff Sergeant	Technician, 3d grade
		Chief Cook	
		Steward, 2d class	
		Cook, 2d class	
Petty Officer, 3d class	Petty Officer, 3d class	Sergeant	Sergeant
		Field Cook	Technician, 4th grade
		Field Music Sergeant	
		Steward, 3d class	
		Cook, 3d class	
Seaman, Fireman, Hospital Apprentice, Bugler or Steward's Mate, 1st class	Seaman, Fireman, Hospital Apprentice or Steward's Mate, 1st class	Corporal	Corporal
		Assistant Cook	Technician, 5th grade
		Field Music Corporal	
		Steward's Assistant, 1st class	
Seaman, Fireman, Hospital Apprentice, Bugler or Steward's Mate, 2d class	Seaman, Fireman, Hospital Apprentice or Steward's Mate, 2d class	Private, 1st class	Private, 1st class
		Field Music, 1st class	
		Steward's Assistant, 2d class	
Apprentice Seaman or Steward's Mate, 3d class	Apprentice Seaman or Steward's Mate, 3d class	Private	Private
		Field Music	
		Steward's Assistant, 3d class	

* A special honorary rank created by Congress for Gen. Pershing after his retirement as AEF commander.

for travel allowance, even though the discharge is at their own request.

Although "convenience of the Government" is not stated in BuPers Manual, Art. D-9103(1) as a reason for entitling a man to an honorable discharge, the directive modifies the manual so that an honorable discharge may be given to those personnel whose records so warrant. Those who do not meet the requirements for an honorable discharge are, however, to be discharged under honorable conditions for the convenience of the Government.

What Enlisted Marks Mean Noted in Urging COs To Evaluate Men Carefully

The importance of proficiency and conduct marks of enlisted personnel, both to the individuals and to the Navy, has been emphasized by BuPers in its directives inviting the attention of COs to instructions on the assignment of those marks.

The instructions, Art D-8019, BuPers Manual, point out that a man's marks have a direct bearing on his eligibility for promotion and on the character of discharge awarded if he is separated from the service.

Laxity on the part of officers charged with the duty of assigning marks has resulted, in many cases, in an injustice to the enlisted person concerned and, conversely, has given others certain benefits and privileges to which they are not entitled.

Factors to weigh and other instructions concerning assignment of marks are contained in Articles D-8018, D-8019 and D-8020, BuPers Manual; BuPers Circ. Ltrs. 9-43 (NDB, cum. ed., 43-275) and BuPers Circ. Ltr. 336-44 (NDB, July-Dec., 44-1276).

Small-Arms Marksmanship Regulations Are Changed

The following changes in regulations governing small-arms marksmanship for the remainder of gunnery year (1 July-30 June) 1944-45 and gunnery year 1945-46 are contained in a Cominch letter to all ships and stations (NDB, 30 April, 45-419)

- Revision of the standard training allowance of ammunition for course C from 210 to 200 rounds; course K from 40 to 150, and course L from 20 to 60;
- Acceptance of the qualifications for expert as set by the Marine Corps as basis for issuance of the Navy expert medal to Navy personnel serving with the Marine Corps where no Navy rifle range is convenient;
- Adoption, 1 July 1945, of a score of 180 for qualification as expert with the .30-caliber carbine; 165 for sharpshooter, and 140 for marksman (now 175, 160 and 135 respectively).

Rules Revised for Issuing Honorable Service Buttons

Honorable service lapel buttons are issued by district civil readjustment offices as well as by naval shore establishments discharging or releasing

naval personnel, under regulations in the recently approved revision of Art. A-4010, BuPers Manual (BuPers Circ. Ltr. 133-45: NDB, 15 May, 45-509).

The buttons or, in the case of Waves and Navy Nurses, the pins, are issued to officers and enlisted personnel upon discharge and those officers and enlisted personnel previously discharged who served on active duty on or after 9 Sept. 1939.

Included are officers who are honorably discharged; whose resignations are accepted under honorable conditions, and who are released from active duty under honorable conditions (including officers on the retired list and members of the Fleet Reserve who are placed on inactive duty); and enlisted personnel who are honorably discharged; who are discharged under honorable or satisfactory conditions, and who are released from active service under honorable conditions (including enlisted men of the Fleet Reserve and those on the retired list).

Personnel entitled to the button who did not receive it at the time of discharge or release may apply in person at any naval activity authorized to issue the buttons, exhibiting their original discharge or release papers as identification and evidence of their service, or they may apply in writing to BuPers, enclosing their original discharge or release papers.

The buttons are not issued to enlisted personnel discharged during the present war for purposes of immediate reenlistment.

ALL THUMBS

FIT FOR DUTY



Written Request Required For Mailing Publications To Personnel Overseas

No new subscriptions or renewals to magazines or newspapers for mailing to Navy, Marine Corps or Coast Guard personnel overseas may be accepted after 1 July 1945, under an order recently issued by the Postmaster General at the request of the Navy Department, unless the periodicals are requested in writing by the servicemen himself. This measure, similar to one which has been in effect for Army personnel for more than a year, has been adopted to help conserve vital shipping space and to prevent nonessential mailing.

After 1 July publishers will be required to present the requests from servicemen in order to mail magazines and newspapers overseas. However, they may continue mailing copies *without a request* in fulfillment of subscriptions which expire later than 1 July 1945, and until such time as the subscription runs out. Relatives or friends may pay for the subscriptions or renewals provided the serviceman has initiated the request for the publications.

Complimentary copies sent by publishers, copies paid for by advertisers, and copies sent under any kind of an arrangement whereby the request of the serviceman has been solicited, may not be accepted for mailing.

As a further means of eliminating nonessential mailing, the public is being encouraged to include clippings from hometown newspapers in letters rather than mailing complete issues of the publications.

Space saved by these means will allow first class mail service to be improved and will also speed shipments of materiel.

Censorship Rules Modified For Some Personal Messages

Messages concerning death outside the immediate family, serious illness or accidents, birth notices and other matters of great personal importance may now be forwarded to fleet personnel and overseas shore-based personnel via Navy communication facilities, providing commercial facilities are not available.

Only messages concerning deaths in the immediate family could be forwarded prior to a recent modification of U. S. Navy censorship regulations (NDB, 30 April, 45-422).

Messages, together with the correct address of the addressee, should be filed with or transmitted to the commandant of the naval district nearest to the location of the addressee, or to BuPers, Washington 25, D. C., for transmission at the discretion of the forwarding authority via the Navy communication system.

The modification also provides that personnel may send replies to such personal messages via the Navy communication system where no commercial service is available. Replies, however, are sent only at the discretion of the CO when security conditions permit.



Official U. S. Navy photograph

THESE UNWANTED NEWSPAPERS and magazines took up vital shipping space, only to be quickly discarded in ashcans outside the postoffice at a naval air station.

Submarine Postoffices To Be Discontinued

Navy postoffices aboard submarines are to be discontinued by 1 July 1945, as provided by BuPers Circ. Ltr. 134-45 (NDB, 15 May, 45-510). Mail service is to be provided through postoffices on submarine tenders and shore bases. COs are authorized by the directive to appoint any trustworthy enlisted man to serve as mail orderly. He will not be bonded and is not entitled to receive extra compensation for such service.

COs of Hospital Ships and Hospitals Authorized to Make Purple Heart Awards

Because numerous instances have occurred where an undue interval has elapsed between the time a man is wounded in action and when he receives a Purple Heart, provisions have been made whereby they may be awarded on-the-spot by COs of hospital ships and all hospitals in the States and overseas.

The directive, Alnav 79-45 (NDB, 30 April, 45-415), points out that Purple Hearts should also be promptly awarded by proper authorities to eligible personnel who are wounded in enemy action, but whose injuries do not necessitate their being transferred to a hospital or hospital ship.

As stated in previous directives, personnel who consider themselves eligible to receive the Purple Heart may forward their applications, via official channels, to the Chief of Naval Personnel; Commandant, Marine Corps, or Commandant, Coast Guard, as appropriate. Where no entry is contained in the service record relative to wounds received, the individual may submit a sworn statement, including complete details, such as names of personnel who either witnessed or treated the injury, extent of injuries and geographical location where received. This procedure applies to personnel wounded in action either before or after 7 Dec. 1941.

For details see Navy Department General Order 186; Alnav 26-44 (NDB, Jan.-June, 44-78) and Alnav 79-45 (NDB, 30 April, 45-415).

Families May Now Join Men On Permanent Duty at Some Western Hemisphere Points

Navy officers and enlisted men (PO2c and above) who are on permanent duty at certain overseas stations in the western hemisphere may now have their families join them, under provisions set forth in a letter from CNO dated 23 April 1945.

On 2 Nov. 1942 the transportation of dependents to areas outside the continental limits, including Alaska and the Canal Zone, was suspended by Alnav 235-42 (NDB, cum. ed. 1943, 42-2061). The first broad relaxation of this rule was effected by SecNav in Oct. and Nov. 1943 when transportation was authorized, for cases specifically approved by the VCNO (as well as Com4thFleet in the case of Brazil), for dependents of officers and men serving with U. S. embassies, legations and naval missions in Central America (except Panama); South America; Havana, Cuba; the Dominican Republic, and Haiti.

The most recent modification now makes it possible for servicemen (PO2c and above) to apply for transportation of their dependents at Government expense to stations within the Gulf, Caribbean and Panama Sea Frontiers, Mexico and Brazil, under the following conditions: (1) that no Government transportation is furnished except as may become available as surplus; (2) that travel is for the purpose of establishing residence with (*not of visiting*) the officer or man concerned; (3) that no household effects or private automobiles are transported via Government transportation or at Government expense.

The naval commander in each area coordinates the local policy to govern the handling of such applications with the appropriate local Army commander on the basis of availability of housing, medical facilities, etc., and determines the order in which applications are approved.

Personnel concerned (*not their dependents*) may submit applications to the Chief of Naval Personnel, via official channels including the naval commander of the area concerned. Reimbursement for transportation is to be effected in accordance with existing laws.

Two Commands Now Authorized To Give Commendation Ribbon

Authority to award the Commendation Ribbon has been delegated to the Commanding General, Fleet Marine Force, Pacific, and the Commander, Amphibious Forces, Pacific Fleet. The authority, however, is not retroactive and men who have been awarded letters of commendation prior to 16 May 1945 by CG, FMF, Pac and ComPhibPac, are not entitled to wear the Commendation Ribbon. Authority to make the award previously was restricted to SecNav, Cominch, CincPac, CincLant and all fleet commanders of the rank of vice admiral and above.

MONTH'S ALNAVS IN BRIEF

No. 76—Calls for applications before 1 September from reserve and temporary officers with background in mathematics and under 27 years old this year and from regular Navy officers, classes 1942 through 1944, for two-year postgraduate course in naval engineering (design) to convene in January 1946.

No. 77—States that issue and use of stock number S1-3531 plasma normal human dried 500 CC package manufactured by Sharp & Dohme, lot number 288395, expiration date March 1947, shall be discontinued immediately pending investigation and instructions (see Alnavs 86 and 100).

No. 78—Redefines "flying officer" (see p. 79).

No. 79—Delegates authority for award of Purple Heart (see p. 70).

No. 80—Announces appointment to next higher grade, to rank from 1 May 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) whose present rank occurred 1 Aug. 1944 or earlier and who reported for continuous active duty as ensigns 1-31 Oct. 1942, and those ensigns who reported for continuous active duty as ensigns 1 Jan. 1944.

No. 81—States that claims for reimbursement for transportation of Navy, Marine Corps and Coast Guard dependents shall carry following statement signed by claimant: "I certify except as noted hereon that no prior claim has been presented by me or by any member of my family for the reimbursement for transportation of dependents as claimed herein and that no transportation in kind has been furnished therefor."

No. 82—States that, because of disease among food animals in foreign countries, fresh or frozen meats procured in foreign ports may not be landed in U. S. either as meat or garbage, and gives procedure for COs to follow if temporary storage of such meats in U. S. is necessary.

No. 83—Revises regulations on submission of action reports.

No. 84—Announces appointment to next higher rank, to rank from 1 May 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose date of rank is 1 Jan. 1944, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose date of commencement of continuous active duty in their respective ranks is 1 Jan. 1944.

No. 86—Calls for destruction of entire amount of S1-3531 plasma normal human dried, lot number 288395, expiration dated March 1947 and manufactured by Sharp and Dohme (but see Alnav 100, below).

No. 87—Deals with preparation and submission of report on money value of materials on hand as of 30 June.

No. 88—Concerns reenlistment allowance (see p. 78).

No. 89—Revises Alnav 48-44 (NDB, Jan.-June, 44-272) to permit CincPac

and Com7thFleet to clear books, articles, press interviews, communiques and broadcast scripts dealing with submarine operations and adventures.

No. 90—Deals with submission of quarterly muster rolls.

No. 91—Announces President Truman's proclamation of the unconditional surrender of Germany and calls for resolution and fortitude to speed victory in Pacific (see p. 2).

No. 92—Invites applications from regular Navy Supply Corps officers, not over 40 years of age, of ranks of lieutenant commander and commander for year's postgraduate course in Navy industrial accounting; applications via official channels to reach BuPers prior to 1 July 1945; officers who applied since 1 March 1945 need not reapply.

No. 93—Modifies travel instructions to allow Navy, Marine Corps and Coast Guard officers traveling on per diem orders reimbursement while traveling and for not more than 90 days (instead of 60) at any one temporary duty station.

No. 94—Sets termination of mourning period for President Roosevelt.

No. 95—Directs destruction of all sun glasses, N-1, type I, procured under contracts NXsX-64558, 73356, 73357, 48017, 38944, 37695, 33720, 33711 with clear plastic frames and green-colored lenses mounted separately, as they are of poor optical quality and continued use is considered damaging and detrimental to vision; sun glasses, N-1, type I, procured under contracts 66844, 99880, 99950 and 99164 with brown amber frames and smoky-black-colored lenses in one piece and covering both eyes are free from defects and suitable for use.

No. 96—Deals with precautionary measures for life preservers (see next column).

No. 97—Calls attention to fact that Public Health Service officers serving with Coast Guard are naval personnel and entitled to naval privileges and subject to naval discipline.

No. 98—Announces transfer of Personal Effects Distribution Center from Clearfield, Utah, to Farragut, Idaho,



Weigh-Off (Blimp Squadron 12)

and establishes procedure for routing and rerouting personal effects of deceased and missing personnel.

No. 99—States that enlisted men may not be arbitrarily or permanently deprived of personally owned mattresses, and deals with those provided by BuShips.

No. 100—Corrects number in Alnav 86 (above) to read 228395.

Precautions Issued on Inflatable-Type Preservers

Inflatable-type life preservers are perishable items which, unless taken care of, may be damaged with a resultant risk of life, cautions Alnav 96-45 (NDB, 15 May, 45-482). When worn by personnel who jump into the water from heights greater than 10 feet, inflatable-type jackets may either burst or be pulled from the body. For greatest safety, men should lower themselves into the water feet first, when possible.

As tests have shown that a large percentage of carbon-dioxide cylinders procured under contract NXsx-39393 have leaked in storage, these cylinders should be scrapped immediately. In view of possible leakage of cylinders procured under other contracts, and until an improved welded-type cylinder is available, life preservers should be inflated before entering the water, whenever possible.

Requests Not Needed For Fundamental Books In Ships' Libraries

To reduce the volume of correspondence, BuPers' Library Section has requested COs and prospective COs not to request the following books as part of the ship's publication allowance since they are included automatically in the ship's commissioning library:

The Holy Bible, Webster's Collegiate Dictionary, Knight's Modern Seamanship, and such Naval Institute publications as Duttons' Navigation, Willson's Watch Officers' Guide, Bluejackets' Manual, Lovette's Naval Customs, Traditions and Usage; Naval Leadership, and Naval Administration.

These books are purchased and issued by the Bureau as part of the ship's library, and are not on the allowance list since they are all publications of privately owned companies whose publications should not be confused with official government documents. (This includes the Naval Institute because it is not an activity of the Navy Department.)

A library for each ship is usually forwarded to the outfitting yard approximately two weeks prior to commissioning. If not received, that fact should be reported to the Bureau. Duplicate copies of books issued to ships' libraries are not properly chargeable either to BuShips or to Libraries, Navy, allotments, and if they are desired, the expense must be borne by the individual ship.

APPOINTMENT of OFFICERS from the SERVICE

Qualifications

Generally speaking, applicants for original permanent appointments must have the same qualifications as those which are expected of civilian applicants except that credit is given for their records of naval service. The qualifications for original temporary appointment, on the other hand, are based primarily on an applicant's naval record. While qualifications are raised or lowered from time to time as the special or general needs of the service change, the following table is used as a guide and indicates the normal *minimum* qualifications required for appointment:

PERMANENT APPOINTMENT

TEMPORARY APPOINTMENT

Age:

19-50

20-50

Education:

• A degree from an accredited college with good ground work in mathematics, or two successful years at an accredited college plus one year of wartime service at sea.

Length of service:

• Six months service (if not recommended while in recruit training).

Service record:

• Clear record for five years or for entire service if less than five years. No offenses showing weak character, such as theft, falsehood, nonpayment of debts, moral turpitude; and no offense such as asleep on watch, insubordination or disobedience of orders. No civilian police record (except minor traffic violations). Exception: Applicants for warrant must have clear record for at least two years.

Rate or rank of applicant:

• Apprentice seaman up to and including chief petty officer may apply.

Rank in which appointment may be made:

• Ens., Lt. (jg), Lt. or Lt. Comdr., commensurate with age, qualifications and classification. Appointment to Lt. Comdr. is made only as an exception; general practice is not to issue original appointments above Lt. Applications for warrant are not desired except for special programs (see below).

• No specific requirements but in general should have high school education or its equivalent (for warrant officer candidates, at least eighth grade). A satisfactory GCT score will be acceptable in lieu of high school education.

• For commissioned rank, five years of continuous naval service. For warrant, three years service at sea or five years total service. Waivers of these requirements may be granted by BuPers to men with outstandingly meritorious service.

Exception: For appointment to CEC, two years of related civilian experience in a supervisory capacity will be considered equivalent to one year of CEC.

• Only first class and chief petty officers, warrant or commissioned warrant officers are eligible (by Public Law 188, 77th Congress).

• Warrant, Ens., Lt. (jg), or Lt., commensurate with age, qualifications and classification. Appointments to Lt. made only as exceptions; general practice is not to issue original appointments above Lt. (jg). (A warrant officer must have at least one year of "Excellent" or "Outstanding" service as a warrant to be considered for Ens., Lt. (jg), or Lt.) Since promotion of warrants to commissioned warrants is made by en bloc promotions, applications for appointment from warrant to commissioned warrant are not desired.

NOTE: Original appointments are usually made to warrant, Ens. and Lt. (jg).

Appointment in U. S. Navy or U. S. Naval Reserve:

• All original permanent appointments will be made in the U. S. Naval Reserve.

• U. S. Navy or Fleet Reserve personnel will be tendered original temporary appointments in U. S. Navy; USNR personnel will be tendered original appointments in the U. S. Naval Reserve.

Physical qualifications:

• Physically qualified to perform all duties of recommended grade at sea or on foreign station. No history of diseases which are organic, recurrent or progressive in nature. 15/20 eyes for general line, 12/20 for staff corps and at least 8/20 for artificer warrant appointment. Normal color perception or be able to pass the Edridge Green Lamp Test. U. S. Navy personnel on the retired list must meet these physical standards, since, if selected, they are appointed for active duty in the U. S. Navy. When requested, BuPers will consider granting waivers for minor defects which BuMed finds are not organic in nature, are not likely to interfere with the performance of duties in the recommended grade and which are neither recurrent nor progressive in nature.

The following defects are generally insufficient to disqualify for original temporary appointments: dental defects, underweight, overweight, or underheight.

Recommendation: Must receive favorable recommendation from his CO

Special programs:

• From time to time, the Navy is in need of officers with special qualifications. When such officers are not already on the rolls, attempts are made to obtain such persons from other sources. One source is the enlisted personnel of the Navy. In order to indicate to the service that specialized abilities are needed there will appear from time to time in the Navy Department Bulletin (semi-monthly) information pertinent to this type of officer vacancy. Persons applying with a view toward filling a billet in one of the special programs must make specific reference to the fact in their applications. Physical qualifications for special programs may be modified from those set forth above when the applicant is sufficiently outstanding in his specialty to warrant waivers and the defects will not interfere with the duty to be performed. The first list of special programs is expected to appear in one month.

Rules Issued on Original Advancement to Warrant And Commissioned Ranks

To clarify the requirements, policies and procedures governing application from enlisted men of the Navy and Naval Reserve for original appointment to warrant and commissioned ranks, BuPers has consolidated all information previously contained in circular letters and Alnavs into one circular letter, No. 126-45 (NDB, 15 May, 45-504).

The new directive points out that there are two types of original appointments—permanent and temporary.

An original *permanent* appointment, for which any enlisted man who meets the qualifications may apply, is an advancement from enlisted status to warrant or commissioned rank, USNR, which appointment severs the appointee from his enlisted status.

An original *temporary* appointment, for which any CO is authorized to recommend any enlisted man who meets the qualifications, is an advancement from PO1c or CPO to warrant or commissioned rank, USN or USNR, or an appointment from warrant or commissioned warrant to the rank of ensign or above, USN or USNR. An original temporary appointment does not completely sever the appointee from his enlisted status but creates a dual status with provisions for reverting at a later date from the officer standing to which temporarily appointed.

An applicant for original *permanent* appointment should initiate action by submitting to his CO a completed Standard Application Questionnaire (NavPers 953-A). When a CO intends to recommend a man for original *temporary* appointment, he will request the man to complete the questionnaire.

A CO intending to recommend a man for either type of appointment will request the man to submit to a physical examination by a medical officer and the results will be reported on NavMed form Y, attached in duplicate to the questionnaire. If the applicant meets the physical qualifications, the CO will forward the application to BuPers via BuMed, with his recommendation.

When an application arrives in BuPers it is considered for every classification to which appointments are then being made. Applicants who do not meet the standards for the type of appointment, classification or rank for which they have applied are considered for other types of appointment, ranks or classifications, and appointments are issued as appropriate.

Minimum qualifications (see adjoining column) have been developed through actual practice and wide experience in the review of the performance of persons appointed. Strict

conformance to the prescribed standards produces the highest caliber of naval officer appointed directly from an enlisted status. Although an individual command is in the most favorable position to compare persons within the command with each other, it remains the responsibility of the Chief of Naval Personnel, first, to determine whether or not an applicant can legally be appointed; secondly, whether he meets the established standards, and, thirdly, to select from the large number of recommendations submitted by all commands those persons who on a comparative basis and from an overall standpoint will become the best naval officers.

The names of applicants who are qualified for original appointment are placed on eligibility lists from which appointments are issued as vacancies occur. In any event, all applicants are notified within a reasonable time regarding BuPers' decision as to eligibility. Men given original temporary appointments are notified through the Navy Department Bulletin (semi-monthly) or a supplement thereto. In addition to the list of men appointed, this also contains complete instructions regarding first orders to duty as an officer. Temporary appointees are not notified individually by letter, except that occasionally, original appointments to some specialist billets are made by individual notification.

Men given original permanent appointments, however, are notified individually by the forwarding to the appointee of commissions and acceptance and oath-of-office forms (NavPers 962) along with first orders as an officer. If the appointee to an original permanent appointment is serving on duty outside the U. S., BuPers, in general, will direct that he be returned to the commandant of the nearest continental naval district since he is normally sent to an officer indoctrination school before assignment.

Enlisted Men in Reserve Midshipman Schools Keep Ratings and Allowances

Enlisted men selected for reserve midshipman training now retain their ratings throughout the entire training period under a ruling announced last

month in BuPers Circ. Ltr. 131-45 (NDB, 15 May, 45-507).

The new ruling, which was effective 7 May, does not apply to men transferred to reserve midshipman training following completion of the allowed number of terms in V-12.

In the past, men were reduced to AS upon entering reserve midshipman training and, after the first month, became reserve midshipmen (temporary), thereby losing all rights to family allowance (or MAQ) and receiving only base pay of \$65 a month.

Men rated below S1c or its equivalent are advanced to S1c upon successful completion of the first month's training at reserve midshipman school.

Approximately 300 men enter reserve midshipman training each month from the enlisted ranks of the Navy and Naval Reserve, exclusive of those transferred from V-12.

If the records of candidates for reserve midshipman training indicate a need for academic review, the men are ordered to prior training at a Navy Academic Refresher Unit for a period not to exceed 16 weeks depending upon individual needs.

Trainees found deficient academically, physically or in officerlike qualities at any time during training are returned to general enlisted duty in the rating in which they entered reserve midshipman training.

Candidates who successfully complete all training are qualified for appointments as ensign, USNR, and are so appointed provided vacancies exist in the classifications for which they are qualified. The majority of successful candidates are commissioned in class D(L), formerly D-V(G), USNR, for general line duty. From time to time, however, limited numbers are selected to fill quotas for SC or CEC training and for certain specialized billets; applicants may express a preference.

Qualifications for reserve midshipman training:

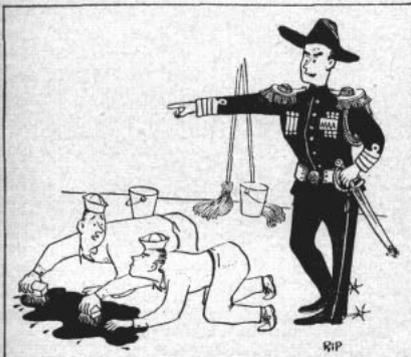
Male; U. S. citizens; at least 19 and less than 30 on date application is submitted; meet physical requirements for appointment as ensign D(L) prescribed in Manual of the Medical Department, Chap. 11 (waivers of minor physical defects, non-organic in nature, are considered);

Possess a baccalaureate degree from an accredited university or college; or have completed successfully three full years in an accredited university or college and have been on active duty four months; or have successfully completed two full years and have been on active duty for eight months (no waivers of educational requirement are granted);

Must have completed successfully two one-semester courses in mathematics of college level or be considered to possess sufficient mathematical aptitude to complete reserve midshipman training satisfactorily;

Must be recommended by COs as possessing outstanding leadership and officerlike qualities (recommendations to be individually prepared and sufficiently complete to give adequate assistance to BuPers in selecting applicants).

Applications are made on BuPers Form 953-A (see BuPers Circ. Ltr. 126-45: NDB, 15 May, 45-504).



Tadcen Topics (Camp Elliott, San Diego)

"I'm afraid Milton is taking his promotion to MAA much too seriously."

Quiz for All Hands: WHAT'S YOUR NAVAL I. Q.?

Subj: Naval History

1. What was the only instance in U. S. naval history in which the victor lost his ship and was forced to return to port in the vessel he captured?

2. If Lt. Comdr. A. C. Reed is a familiar name to you, it is because he (a) was CO of the Ranger, (b) supervised the burning of the Normandie, (c) made a pioneer flight across the Atlantic in an NC-4 in May, 1919.

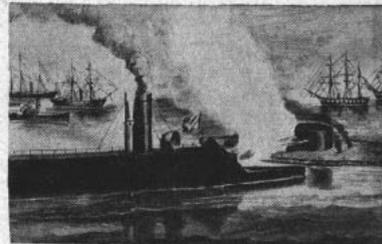
3. Here are some well-known phrases from naval history. Who said which?

- (a) "We have met the (1) Capt. Jones enemy and they are ours."
(b) "I have not yet begun to fight."
(c) "Don't give up the (3) Commodore Perry ship."
(d) "Damn the torpedoes! Go ahead!" (4) Capt. Lawrence

4. Esek Hopkins' present-day Navy equivalent would be (a) Admiral E. J. King, (b) James Forrestal, (c) Vice Admiral Randall Jacobs.

5. A naval officer named Admiral Jellicoe rates a place in history books because (a) he sent the message, "Sighted sub sank same"; (b) was the naval aide to President Wilson during the Geneva peace conference, (c) commanded the Grand Fleet at Jutland.

6. The picture below is of the battle between the Monitor and Merrimac. (a) Which is which? (b) Which won?



7. One of these battles is in the wrong war: (a) The Battle of Lake Champlain—The Civil War; (b) The Constitution and the Guerriere—The War of 1812; (c) The Battle of Jutland—World War I.

8. You know the names; how well do you know the initials?

- (a) Jones (1) R. E.
(b) Farragut (2) O. H.
(c) Byrd (3) J. P.
(d) Perry (4) R. E.
(e) Peary (5) D. G.

9. On 9 May 1926 Lt. Comdr. Richard E. Byrd, USN, flew over the North Pole in his plane the (a) America, (b) Floyd Bennett, (c) Josephine Ford.

10. The next time a shipmate mentions the Bonhomme Richard you may keep the conversation going by saying, (a) "She's a fairly new aircraft carrier." (b) "She was a beautiful Continental frigate." (c) "She was sunk in a terrific battle with the Serapis."

11. The first Secretary of the Navy was (a) Robert Morris, (b) Capt. Horatio Hornblower, (c) Benjamin Stoddert.

12. The Battle of Mobile Bay was fought during the (a) War of 1812, (b) the Civil War, (c) the Spanish-American War, (d) World War I.

[Answers on page 74]

Wave Redistribution Program Doesn't Guarantee Sending to Area of Choice

The redistribution transfer program for enlisted Waves who have served two years or more within a naval district, river command or air training command now operates to transfer personnel out of the area in which they have served; not necessarily to transfer them to a location of their choice, as was the original purpose (ALL HANDS, Jan. 1945, p. 78).

The modification was made because it was found that only 8% of the applicants could be transferred if they were sent only to areas of their choice, whereas 72% could have been transferred if the transfers were not restricted to the areas of their choice.

All transfers still must be requested by personnel concerned, who may designate choices if they desire. Their choices will be given consideration insofar as possible.

Waves Transferred to New Station Must Resubmit Overseas Requests

Enlisted Waves who have been transferred from one district, river or naval air functional training command to another, after requesting overseas duty, are required to resubmit their applications at their new station, if they still desire an overseas assignment.

Other changes in policies and procedures covering the selection and assignment of Waves for overseas duty, which were recently announced by BuPers, are:

- The 14th naval district (Hawaii, where more than 2,000 Waves are now on duty) is at present the only overseas area to which women are being assigned permanent duty. Eventually, it is expected that approximately 5,000 Waves will be serving in the Hawaiian Islands. Although Waves are still asked to indicate a preference of the area in which they wish to serve, as-

Answers to Quiz on Page 73

1. It was after the battle between the *Bonhomme Richard* and the *Serapis*. As the *Bonhomme Richard* was sinking, John Paul Jones transferred his prisoners and crew to the *Serapis* and returned to France in her.
2. (c).
3. (a) and 3; (b) and 1; (c) and 4; (d) and 2.
4. (a).
5. (c).
6. (a) The *Monitor* is on the right; (b) the *Monitor*.
7. (a) The Battle of Lake Champlain was fought in 1775, in the Revolutionary War.
8. (a) and 3; (b) and 5; (c) and 1 or 4; (d) and 2; (e) and 1 or 4.
9. (c).
10. You are perfectly safe with any of these.
11. (c).
12. (b).

ignment to that area cannot be guaranteed.

- Applicants should be in good physical condition and such matters as dental care should be attended to before arrival at the distribution center. A physical waiver granted at the time of entry into the service is not disqualifying unless the condition has been aggravated or unless it has interfered with the performance of duty.

- Requests for temporary additional duty orders overseas for Wave officers are to be referred to BuPers, accompanied by a written consent from the individual concerned.

(For further details on procedure and requirements, see Nov. 1944 ALL HANDS, p. 69.)

Congratulatory Wire Ban Relaxed for Servicemen

The Board of War Communications recently announced that it had relaxed its prohibition on domestic telegrams of congratulation and felicitation to permit the sending of such messages to or by members of the armed forces stationed in the United States. (There has never been any prohibition against the sending of such messages internationally.)

There is a special need for this type of service for hospitalized and returning veterans. Relaxation of the rule was made possible by a decrease in the general volume of telegraph traffic and a progressive improvement in service which will enable Western Union to meet the increased demand. As soon as speed and service improve sufficiently, the Board will drop the ban on greeting messages by the public generally.

Distinguishing Mark for Expert Lookouts Announced

The distinguishing mark illustrated here has been approved for enlisted men designated as expert lookouts (ALL HANDS, May 1945, p. 76). The insignia, as announced by BuPers Circ. Ltr. 123-45 (NDB, 15 May, 45-501), is to be worn



midway between the shoulder and elbow of the left sleeve for men in the seaman branch and on the right sleeve for all others, with the objective lenses of the binoculars pointing downward, as shown in the illustration.

SK(T) Ratings Not Assigned Duty Afloat Except on YFs

Although numerous requests have been received from ships and stations requesting the inclusion of Storekeeper T ratings in their complement, BuPers has announced that the policy will continue of assigning technical storekeepers only to large spare parts distribution centers, advance base construction depots and aboard spare part issue barges (YFs).

On board other ships, according to BuPers Circ. Ltr. 139-45 (NDB, 31 May), men of other ratings are to be called upon if the storekeeper needs assistance in identifying technical items.

NEW V-DISC RELEASES

- Following is the list of V-Discs contained in the June kit, Navy Release L, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in the U. S. treating battle casualties. Two Christmas records are included so that units overseas will be assured of receiving them before Christmas. For information on how to get the discs, recorded exclusively for the armed forces, see table in the April 1945 issue, pp. 70-71.
221. SILENT NIGHT; ADESTE FIDELIS; JINGLE BELLS; WHITE CHRISTMAS; I'LL BE HOME FOR CHRISTMAS—Bing Crosby.
 222. AVE MARIA; O HOLY NIGHT—Eileen Farrell; AGNUS DEI—Jan Peerce.
 223. UP IN CENTRAL PARK—Al Goodman.
 224. WHICH OF THE GREAT 48; JUST YOU JUST ME—M. Bailey & Paul Baron; LIKE SOMEONE IN LOVE; LOVE IS THE SWEETEST THING—Perry Como.
 225. MEDLEY—Sammy Kaye; JUST A PRAYER AWAY; IRISH WASHERWOMAN—Guy Lombardo.
 226. JUST ONE OF THOSE THINGS; RACHEL'S DREAM—Goodman Quintet; GET HAPPY; CRAZY RHYTHM—Coleman Hawkins.
 227. RAPSODIE ESPAGNOLE (Part 1 and 3)—New York Philharmonic Symphony.
 228. RAPSODIE ESPAGNOLE (Part 2)—New York Philharmonic Symphony; TEMPTATION—Morton Gould.
 229. PENTHOUSE SERENADE—Charlie Spivak; SLOW FREIGHT; FISH FRY—Benny Carter.
 230. I SHOULD CARE; STRANGER IN TOWN—Martha Tilton; NEGRA CONSENTIDA—Andy Russell; STUFF LIKE THAT THERE—Betty Hutton.
 231. MORE THAN YOU KNOW; BROTHERLY JUMP—Dorsey Brothers' Orchestras.
 232. THREE CABALLEROS; VICTORY POLKA—Andrews Sisters; YOU TELL ME YOUR DREAM; CIELITO LINDA—Mills Brothers.
 233. I NEVER FELT THIS WAY BEFORE; LIVE AND LOVE—Duke Ellington; THE STORY OF TWO CIGARETTES—Monica Lewis; CABARET—Paul Baron.
 234. SUGAR; SENSATION RAG—Yank Lawson; ALL OF MY LIFE; I DON'T CARE WHO KNOWS IT—Harry James.
 235. ANY OLD TIME; BRING ANOTHER DRINK—King Cole Trio; GLOW WORM; ANVIL CHORUS—Milt Herth.
 236. COCKTAILS FOR TWO; LIZA—Art Tatum; SWEET LORRAINE; HALLELUJAH—Teddy Wilson.
 237. ROSE OF TRALEE; THE SAME OLD SHILLELEGH—Morton Downey; GRANDFATHER'S CLOCK; THE LASS WITH THE DELICATE AIR—Evelyn Knight.
 238. GOLDEN WEDDING; CALEDONIA—Woody Herman; SKYLINER; BLUE SKIES—Charlie Barnet.
 239. A SENTIMENTAL GENTLEMAN FROM GEORGIA; IS IT TRUE WHAT THEY SAY ABOUT DIXIE?—Hoosier Hot Shots; BLUEST BLUES; LOOK WHO'S TALKIN'—Ted Daffans.
 240. OLD MAN RIVER—Frank Sinatra; JIMMY'S BLUES; TAKE ME BACK BABY—Count Basie.

RULES ISSUED ON MUSTERING-OUT PAY

Regulations Published For the Naval Service

One of the most widely discussed of the many veterans' benefits provided for by Congress is the mustering-out pay law. To answer the many questions which men and women in the naval service have asked, ALL HANDS has prepared the following questions-and-answers, based on the Navy Department's "Mustering-Out Payment Regulations," recently approved by SecNav.

Who is eligible for mustering-out pay?

All men and women of the regular and reserve components of the Navy, Marine Corps and Coast Guard who are discharged or released from active service under honorable conditions on or after 7 Dec. 1941, except certain personnel mentioned in this article who are specifically exempted under provisions of the law. (Army provisions, while generally similar, are not covered here specifically.—ED.)

Who is NOT eligible for it?

(1) Those who, at the time of discharge or release, are receiving base pay (not counting fogs) of more than \$200 a month.

(2) Those who are not discharged under honorable conditions.

(3) Those who at the time of discharge or release from active duty are transferred or returned to the retired list, with retired pay, or to a status in which they receive retirement pay.

(4) Those discharged or released from active duty on their own request to accept employment who have not served outside the continental limits of the U. S. or in Alaska.

(5) Those whose *only service* has been as a student detailed for training under certain specialized or college training programs (such as V-12 Naval Reserve and Class III(d) V-12 Marine Corps Reserve) and personnel in V-5 Naval Reserve whose *only service* has been in flight preparatory school or temporary duty with Tarmac instruction.

(6) Those whose *only service* has been as a midshipman at the U. S. Naval Academy or as a cadet at the U. S. Coast Guard Academy, or in a preparatory school after nomination as a principal, alternate or candidate for admission to those academies. (However, reserve midshipmen or cadets are not held ineligible for mustering-out pay merely because they received their training at either of the academies.)

(7) Those whose enlistment contract was terminated by cancellation or discharge because of being underage. (The Navy is currently sponsoring legislation to remove this barrier.)

(8) Those discharged for purpose of entering the Naval, Coast Guard or Military Academies.

(9) Those commissioned officers who are discharged or released from active service later than three years after

termination of the present war as proclaimed by the President.

Are members of the merchant marine, the Coast Guard Reserve and Coast Guard Auxiliary eligible for mustering-out pay?

Personnel in the maritime service are not eligible. Men and women in the Coast Guard Reserve and Coast Guard Auxiliary are eligible, provided they performed full-time active duty with naval pay and allowances.

Will an enlisted man in the regular Navy or Naval Reserve get mustering-out pay if he stays in the service after the present emergency?

Yes, if otherwise entitled to mustering-out pay, he will be eligible to receive it when ultimately discharged for effecting a permanent separation from the service. The fact that a man may voluntarily reenlist immediately following his discharge will have no bearing on his right to receive mustering-out pay.

How much mustering-out pay do eligible personnel get and how is it paid?

(1) \$300 for those with active service of 60 days or more and with service outside U. S. continental limits or in Alaska. (2) \$200 for those with active service of 60 days or more, but with no service outside U. S. continental limits or in Alaska. (3) \$100 for those with less than 60 days of active service.

The first \$100 is paid at time of discharge or relief from active service; subsequent \$100 payments, if any, at monthly intervals thereafter.

Are payments now in effect?

Yes, since 15 Feb. 1944. Personnel who were discharged or released from active duty under honorable conditions prior to 15 Feb. 1944 have until 3 Feb. 1946 to make application for their mustering-out pay. Applications by enlisted men or women in the Navy and Coast Guard may be sent to the Field Branch, BuS&A, Mustering-Out

Payment Division, Cleveland 15, Ohio; officers apply to BuPers or Headquarters, Coast Guard, as appropriate. Applications by Marine Corps officers and enlisted personnel should be sent to the Director of Personnel, Marine Corps, Washington 25, D. C.

Applications, accompanied by the original discharge certificate or orders of release from active duty, may be made on the form prescribed by the Navy Department or any facsimile thereof, or by letter containing the following information: (1) The veteran's name, address, file or service number; (2) statement that he was not discharged or released from active service on his own initiative to accept employment or, if so discharged, had served outside U. S. continental limits or in Alaska on or after 7 Dec. 1941; (3) whether he had service outside U. S. continental limits or in Alaska on or after 7 Dec. 1941; (4) that he is not now serving on active duty, and (5) that he has not and will not make any other application for mustering-out payment.

The same procedure may be followed by personnel whose discharges are changed to "under honorable conditions," except that they have until two years after the date of the change in which to make application for mustering-out pay. For personnel discharged prior to 15 Feb. 1944, monthly payments are made. The first payment is made within one month after receipt and approval of application. Subsequent \$100 payments, if any, are made at monthly intervals thereafter.

Who makes payments to personnel discharged on or after 15 Feb. 1944?

The first payment is made at the time of release or discharge by the disbursing officer closing the pay account of the individual concerned. Those rating second or third installments receive checks from the Field Branch, BuS&A or Paymaster General of the Marine Corps, as appropriate, without further application.

Is mustering-out pay taxable?

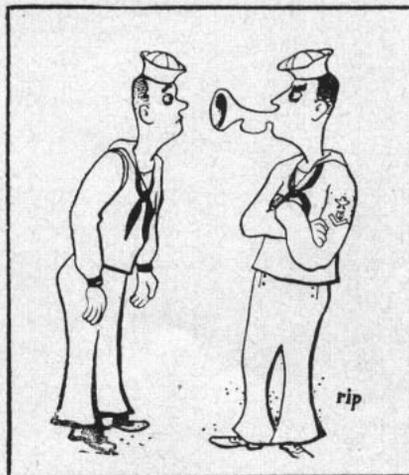
No income tax need be paid on mustering-out pay, nor is it subject to claims of creditors or to attachment, levy or seizure by or under any legal or equitable process either before or after receipt of such payments.

What constitutes "overseas service"?

(1) Service afloat or in the air beyond the three-mile limit, including time spent in a travel status; (2) service in a U. S. territory or foreign country, including Canada and Mexico, and including service performed while in a travel status. However, service performed beyond the three-mile limit while in a travel status when traveling from one part of a state to another part of a state for service therein is not considered as active service outside the continental limits of the U. S. for purposes of computing mustering-out pay.

May time spent overseas prior to 7 Dec. 1941 be counted toward overseas requirement?

No, overseas time is computed from



Tadcen Topics (Camp Elliott, San Diego)

"I'm a bugler—in fact, my whole family for generations back have been buglers."

7 Dec. 1941 to date of termination of the present war, as proclaimed by the President or by Congress, both dates inclusive.

May time spent in an inactive duty status prior to call to active duty be counted in computing length of active service?

No.

Is time lost while in an active duty status deducted?

No.

May time required for a physical examination and for necessary compliance with orders in reporting to active duty be counted?

Yes, if the individual concerned has subsequently reported for active duty as ordered; otherwise, no.

What constitutes "discharge under honorable conditions" for officers?

For officers all separations are considered as being under honorable conditions except: (1) dismissal by general court-martial, and (2) resignation for the good of the service and to escape trial by general court-martial. However, separations resulting from resignations for the good of the service but not to escape trial by general court-martial are deemed to be "under honorable conditions."

What constitutes "discharge under honorable conditions" for mustering-out pay for enlisted personnel?

All separations from the Navy, Marine Corps and Coast Guard are considered as having been under honorable conditions except: (1) undesirable discharges, given for unfitness, desertion without trial, fraudulent enlistment and trial and conviction by civil authorities; (2) bad conduct discharges given by reason of sentence of G. C. M. or S. C. M.; (3) dishonorable discharges given by reason of sentence of G. C. M.

Are there other types of discharges which disqualify personnel for mustering-out pay?

Yes, all those which follow:

(1) Discharges to accept a commission, warrant or enlistment in any other branch of the armed services of the United States. (However, this does not disbar the man from receiving mustering-out pay at the time of ultimate discharge if eligible at that time.) (2) discharges for the purpose of entering the armed forces of Allied nations, except where such personnel have served outside U. S. continental limits or in Alaska; (3) discharges for the purpose of entering the maritime service or accepting employment with the War Shipping Administration (U. S. Merchant Marine Service), except where such personnel have served outside U. S. continental limits or in Alaska, and (4) discharges or releases which are requested by personnel for the purpose of accepting employment, unless such personnel have served outside the continental limits of the U. S. or in Alaska.

Does a request for discharge or release to accept employment forfeit mustering-out pay?

In order to deny entitlement on the basis of this provision of the act, the



Tadpen Topics (Camp Elliott, San Diego)
"Don't try to wrestle with him—BOX!"

primary consideration influencing the granting of the request must be the element of employment.

The fact that a request states that an individual has been offered specific employment or that he will return to a business or profession in the event such separation is granted, does not in itself make him ineligible for mustering-out pay. For instance, a man who requests discharge or release to accept employment due to dependency is not ineligible for mustering-out pay, unless it is decided that the matter of dependency is secondary to the acceptance of such employment. Nor is discharge or separation for the convenience of the Government considered as one for the acceptance of employment in those cases where the discharge or release is granted in accordance with a specific or general plan of demobilization. A "plan of demobilization" is considered to be any policy under which separations are granted to members of a class or group who have been specifically or inferentially invited to submit requests for separations.

Are Naval Reserve aviation officers, Class A-V(N), who are eligible for lump-sum payments upon release from active duty, also eligible to receive mustering-out pay?

The fact that they are eligible for the lump-sum payment does not make them ineligible for mustering-out pay, unless otherwise disqualified under the provisions stated in this article.

Are personnel who receive disability benefits from the Veterans' Administration disqualified for mustering-out pay?

No, personnel who receive or who are entitled to receive disability benefits for service-connected disabilities under the law administered by the Veterans' Administration are not declared ineligible for mustering-out pay, if they are otherwise eligible for it. Disability benefits awarded to help compensate the veteran for specific disabilities are to be distinguished from

retirement pay which personnel may receive due to retirement for physical disability.

May personnel who serve in more than one branch of the armed forces collect mustering-out pay for each period of service?

No, but they are entitled to the maximum mustering-out pay for which their total service makes them eligible. For instance, if they received mustering-out pay of less than \$300 for their period of service, and later complete sufficient additional service in the same or a different branch of the service, their new entitlement may make them eligible for additional mustering-out pay. In no case, however, may they receive more than a total of \$300.

May next-of-kin collect a deceased veteran's mustering-out pay?

Yes, if the individual dies after discharge or release from active service and before receiving any or all of his mustering-out pay. In such case a lump-sum payment may be made to the following persons: (1) to the surviving wife or husband; or (2) to the surviving child, if the veteran shall not have been survived by a wife or husband, or (3) to the surviving parents in equal shares, including father and mother, stepfather and stepmother, and father and mother by adoption, if the veteran shall not have been survived by a wife or husband or child.

Do next-of-kin receive payments automatically?

No, eligible surviving relatives must make written application to the appropriate branch of the service in which the deceased veteran served: BuPers, Navy Department, Washington 25, D. C.; Director of Personnel, Marine Corps, Washington 25, D. C., or Headquarters, Coast Guard, Washington 25, D. C.

Who makes payments to next-of-kin?

Lump-sum payments are paid to next-of-kin for Navy and Coast Guard deceased veterans by the Field Branch, BuS&A, Mustering-Out Payment Division, Cleveland 15, Ohio, and for Marine Corps personnel by the Paymaster General of the Marine Corps, Washington 25, D. C.

May payments be made to the executor, administrator or other person representing the veteran or any survivor?

Payments may never be made to an executor or administrator of a decedent. In cases of incompetency of a veteran or eligible survivor, payment may be made to the legal guardian or committee or to an appropriate person selected by the branch of the armed service concerned to receive payment on behalf of the veteran or survivor.

Black Shoes OK'd for Aviation Green Uniforms

Brown or black shoes may be worn with aviation winter working uniforms (aviation greens) as authorized by BuPers Circ. Ltr. 125-45 (NDB, 15 May, 45-503). This change in Uniform Regs was necessitated by scarcity of brown shoes. Socks are to match the color of shoes worn.

Vet's Right to His Old Job Or Similar One Underlined By Selective Service HQ

Just what is a veteran's right to re-employment if he wants to go back to his old job? Does he get the actual job back, or does he just get some sort of seniority status or preference for such a job when, as and if it becomes available?

The national headquarters of the Selective Service System, responsible for aiding veterans to avail themselves of their lawful reemployment rights, recently buttoned the matter down with this clarifying statement:

The returning veteran who meets all the requirements of the Selective Training and Service Act has an *absolute* right of reinstatement in his former position or in a substantially similar position.

National headquarters thus interprets the act as restoring the veteran to his old job and not merely restoring his "job rights" or "seniority status" in accordance with some system of relative employee status existing in his employer's business.

The only conditions affecting his right to reinstatement are those specifically enumerated in the Selective Training and Service Act:

- (1) He must have received a certificate of satisfactory service in the armed forces.
- (2) He must still be qualified to perform the duties of his position.
- (3) He must make timely application for reinstatement (i.e., within 90 days of his discharge or release from the armed forces).
- (4) His restoration to his job must not be unreasonable or impossible because of the employer's changed circumstances.

(Note: If several men in succession have held the same job before leaving to enter the armed forces, that's still one "job" and the employer is obligated to re-hire only the first one to leave, not all those who followed him during the war.)

To the argument that the veteran is entitled only to some form of seniority status, with credit given for his time spent in the service, Selective Service answers: this was not the intent of the Congress in passing the law.

"The proponents of seniority as a requirement for reinstatement ask that the veteran be returned to the same rights (be given the same 'position') he would have had if he had not entered the armed forces.

"The contradiction which this suggestion overlooks is that the only reason the veteran is entitled to any rights is because he *did* enter the armed forces.

"To say that he has no greater rights than if he had never left to render military service is to nullify the effect of the statute and disregard its express terms."

In other words: P.S., he gets the job.

Incidentally, although any veteran



Flight Jacket (MCAS, Santa Ana, Calif.)

"Critical food shortage hits enemy civilians. Hon. spy reports 'No bread with one meatball.'"

who encountered trouble in getting his old job back would be entitled to help from his Selective Service Board and, if necessary, the free help of the U. S. district attorney, the odds are overwhelmingly against his needing it. Selective Service reports that there have been "very few cases at all" where veterans have reported difficulty.

Deaths from Wood Alcohol Bring Warning by BuMed

A sharp increase in the number of deaths, blindness and other disabilities has occurred during 1944 as a result of Navy and Marine Corps personnel drinking methyl (wood) alcohol. In view of the extremely poisonous character of methyl alcohol and the tendency for personnel to confuse it with ethyl (grain) alcohol, BuMed has directed that a vigorous effort be made to prevent wood-alcohol poisonings.

Deaths have been reported from the Pacific, where personnel have drunk Japanese wood alcohol, the containers for which either were labeled only in Japanese or may have been deliberately mislabeled in English in an effort to kill servicemen. Personnel are cautioned that under no circumstances should such material be taken internally.

Wood alcohol (commonly used as duplicator fluid, "canned heat," paint thinner, cleaner and antifreeze) has a color, odor and taste similar to grain alcohol and is so poisonous that from one to five ounces, if taken internally, can cause death, and one-half to two ounces can cause permanent blindness.

In addition to being swallowed, wood alcohol may also enter the body by inhalation of the vapor and by absorption through the skin. Personnel are cautioned that in handling wood alcohol they should avoid breathing heavy concentrations of the vapor and permitting contact with the skin.

For details see BuMed letter dated 19 April 1945 (NDB, 30 April, 45-430).

Reserve Radio Technicians Going into Regular Navy to Get Reenlistment Allowance

Radio technician and aviation radio technician ratings in the Naval Reserve, for whom discharge was recently authorized to permit immediate four-year reenlistment in the regular Navy (see April 1945 issue, p. 75), are eligible for reenlistment allowance, as pointed out by Alnav 88-45 (NDB, 15 May, 45-474).

Under provisions contained in Bu-S&A manual, Art. 2143-3(e) (1) (b), men in the first three pay grades (CPO, PO1c and PO2c) are entitled to \$50 for each full year of continuous active service in the Naval Reserve served during the reserve enlistment immediately prior to discharge. The reenlistment allowance is not permitted for any period of continuous active service of less than one year.

Other enlisted personnel (fourth through seventh pay grades) are entitled to \$25 reenlistment allowance under the same conditions.

The permanent grade a man held at time of discharge, and not a temporary grade which he held and to which he is restored immediately after reenlistment, determines whether his allowance will be at the rate of \$50 or \$25 for each full year of service. Alnav 40-45 (NDB, 15 March, 45-227) which provided for the discharge of RT and ART reservists, states that reenlistments in the regular Navy are to be in the permanent rate held at the time of discharge, with authority granted for immediate advancement to the temporary rate held at the time when the discharge was granted.

This would mean, for instance, that a man who held a permanent rate of RT3c, but who was an RT2c (temporary) at the time of discharge, would draw only \$25 for each full year of service, since his permanent rank is within the fourth pay grade.

COs to Hold Up Promotions Of Officers Not Qualified

Because instances have been noted where commanding officers under authority of Alnavs or Circular Letters have promoted officers for whom they have submitted unfavorable fitness reports covering the period just prior to promotion or where other evidence clearly indicates the officers' unfitness for promotion, BuPers has informed COs that promotions should be held up for officers whom they do not believe are fully qualified for an increase in rank.

Promotions by Alnavs are not to be considered as automatic, states BuPers Circ. Ltr. 114-45 (NDB, 30 April, 45-440), and the degree to which the Navy promotional system functions best depends largely on the knowledge which a CO has of officers under his command. Where promotions are held up, BuPers must be promptly notified.

Eligibility for Flight Pay Broadened by Redefinition Of Term 'Flying Officer'

All officers who hold a designation as naval aviation observer and who are on duty involving flying, including between 700 and 800 Naval Aviation Observers (Navigation) are made eligible to receive flight pay—an additional amount of 50% of base pay—under a redefinition of "flying officer" made possible by a recent decision of the Comptroller General (B-13727 dated 28 Feb. 1945) and announced to the naval service by Alnav 78-45 (NDB, 30 April, 45-414).

Following is the revised definition:

"A flying officer is an officer or warrant officer who has received a designation as naval aviator or student naval aviator. In time of war the term flying officer shall also include an officer or warrant officer who has received an aeronautical designation as aviation observer. During the present war and for six months following the termination thereof the term flying officer shall also include flight surgeons."

Officers designated as aviation observers, however, are not entitled to pay as flying officers until they receive and enter upon duty under their modified orders, which are to be issued in accordance with Alnav No. 78. Such modified orders will be issued only where the officer concerned is required to participate regularly and frequently in aerial flight.

Officers who remain under orders involving flying as *technical observers* are considered non-flying officers, as previously, and therefore not eligible to receive flight pay.

The rules under which aviation observers are eligible for flight pay, as stated in Executive Order 9195 (para. 3 and 10), are: that such officers in one calendar month make at least 10 or more flights totaling at least three hours, or be in the air at least four hours; that during two consecutive months they make 20 or more flights totaling at least six hours, or be in the air at least eight hours; or in three consecutive months make 30 or more flights totaling at least nine hours, or be in the air for at least 12 hours.

The directive does not affect enlisted personnel, since those with flight orders are already eligible to receive the 50% flight pay.

Ceiling Price Set for Officer And CPO Twill Uniforms

Because of the scarcity of 8.2-oz. chino cloth, a 7.7 cotton twill has been approved for use in the manufacture of officer and CPO gray summer uniforms. This is the same type of material, dyed gray, used in making enlisted mens' white uniforms. The ceiling price, as established by OPA on 7 May 1945, is \$15.08 (blouse, \$10.31 and trousers, \$4.77). The ceiling price in effect since 10 May 1943 for chino uniforms is \$15.38 (blouse, \$10.50 and trousers, \$4.88).

VOTING INFORMATION

Under recently enacted legislation, servicemen from Georgia (18 years of age as of 7 Aug. 1945) will be permitted to vote on the ratification of a new state constitution. Under present plans, a summary of the principal provisions of the proposed Georgia constitution will be forwarded to servicemen who apply for a ballot. The latest available information on elections at which servicemen will be permitted to vote by state absentee ballot is as follows:

GEORGIA

A general statewide election to ratify or reject a proposed new state constitution will be held on 7 Aug. 1945. Eligible servicemen (18 years of age or over, as of 7 Aug. 1945) may vote by a special absentee military ballot. Absentee civilians may vote only through regular absentee balloting procedure. Postcard application for ballot, USWBC Form No. 1, will be accepted by election officials at any time. Ballots on the proposed state constitution will be mailed as soon as available. The executed ballot must be received by election officials by 7 Aug. 1945.

MICHIGAN

A municipal primary election will be held in the city of Detroit on 7 Aug. 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 at any time. 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 by 7 Aug. 1945. Inasmuch as the primary election is a nonpartisan election, it will not be necessary for servicemen to fill in Item 6 (choice of party) on USWBC Form No. 1.

NEW JERSEY

A state primary election will be held on 12 June 1945. State officers, including members of the General Assembly in all counties, State Senators in certain counties and county officers will be selected. All servicemen, members of the merchant marine and certain attached civilians, otherwise eligible, may vote in the above named election. Postcard applications for absentee ballots will be accepted at any time. Executed ballots must be in the hands of appropriate officials by election date to be counted. **IN APPLYING FOR ANY 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. 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 by 31 July 1945 to be counted. Ballots may be marked with pen, pencil or any other writing instrument. **IN APPLYING FOR ANY 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 the two tax measures:

(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-cent-per-package tax on cigarettes. 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

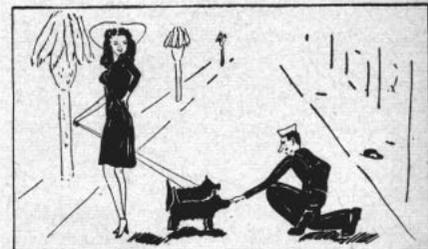
A primary election will be held throughout the state on 19 June 1945. Candidates to be chosen at this election will be: two judges of the State Superior Court, and municipal and county officials throughout the state.

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 Nov. 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 Aug. 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. 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).



Bull Horn (USS Matanikau)

First scottie to second scottie: "This is what is known in the Navy as 'a preliminary operation prior to establishment of a permanent beachhead.'"

FANTAIL FORUM

QUESTION: If you had it to do over again, what rate would you strike for?

WILLIAM N. DARR, BM1c, Waynesville, N. C.: "I've been both a quartermaster and a boatswain's mate and I wouldn't be anything else but one of them. And if I had to choose between 'em, I think I'd take quartermaster. It's more interesting, I think. You see, as a quartermaster you've got to know just



about as much seamanship as a boatswain and you combine most of a boatswain's duties with your quartermaster duties."

MAXIE R. CUNNINGHAM, RT1c, Paragould, Ark.: "I'd still be what I am—a radio technician. I've been a radioman most of the time I've been in the Navy—haven't had this particular rate very long. But I've had it long enough to know that it's the one for me. I like the rate because the work you do is pretty important, for one thing, and, for another, it's mighty interesting. It doesn't ever get monotonous, what with new problems coming up all the time and new equipment being turned out almost daily."



CHARLES W. O'NEILL, AMM3c, Youngstown, Ohio: "The life of a yeoman, that's for me. Why? Well, you get more liberty; you're in on all the deals that come off; you're always in on the know about what's going on and what's coming up; there's quicker advancement, and, boy, you only work eight hours a day—and all of it sitting down!"



ROBERT P. GAMAGE, CM1c, Washington, D. C.: "I think I'd do best as a storekeeper. It's the type of work I did on the outside before I came into the Navy. I used to audit for warehouses. I'm sure I would be much better off in the Navy if I could have been a storekeeper rather than a carpenter's mate. Why? That's simple . . . because I'm not a carpenter."



JOSEPH J. RIESELMAN, SK1c, Baltimore, Md.: "Perfectly satisfied with my rating. I couldn't have hit a more suitable one. The only thing I'll change it for is: civilian, first class. Storekeeping fits in with my civilian experience. I've been in business for myself for almost 20 years before I came into going to continue



the Navy and I'm when I get out. So storekeeping comes natural."

RAINES C. HAYES, FC2c, Muleshoe, Tex.: "I'd do it all over again—

strike for the same rate I've got. I like the kind of work it calls for. You see I like to tinker around with equipment—and as fire controlman you've got plenty to tinker with. You never really get caught up on your work because there's so much equipment and it's so delicate."



HOWARD W. EDWARDS, PhM1c, Cleveland, Ohio: "I'd go for the same



one I've got. It's good duty. You have clean surroundings and you get good chow—unless, of course, you get thrown in with some Marine landing party. Then it's pretty tough. I like the work a lot and it's definitely important. You really

feel like you're doing something worthwhile when you're in the Hospital Corps."

R. V. MURRAY, B3c, Louisville, Ky.: "That's a good question . . . and I'm the guy to answer it. I'm way out of my line. Boilermaker? . . . What am I doing being a boilermaker? What I'd like to be doing is welfare and recreation work. That's my field. I don't know what the rate would be, but I suppose it would be one of the specialists' rates like 'A' or 'X'. My interest in life has been the theatrical and entertainment business; I'd like to make it my full-time work."



● **FRONT COVER (above):** Stars and Stripes fly over the Third Reich's swastika flag, on the captured Nazi U-boat 505, symbolic of the Navy's triumph over German sub offensives in the Atlantic, a large contributing factor to final victory in Europe. Captain Daniel V. Gallery, USN, commander of the task group that made the capture (see picture story on pages 12 to 15) on 4 June 1944, looks down from the conning tower of his prize, the first taken by a Navy boarding party since 1815 (Official U. S. Navy photograph).

● **INSIDE FRONT COVER:** Navy landing craft plaster Tarakan Island, off Borneo, with rockets, preparing the way for landings by Australian troops (Official U. S. Navy photograph).

● **OPPOSITE PAGE:** A Coast Guard helicopter lands on a frozen Labrador lake, bringing in a plane crash victim from the wilds 32 miles away. The crash marooned 11 Royal Canadian Air Force flyers. The helicopter flew them out one at a time. For the rescue mission the helicopter was dismantled in New York and flown to Goose Bay, Labrador, by an Army transport plane (Official U. S. Coast Guard photograph).

ALL HANDS DISTRIBUTION

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 this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

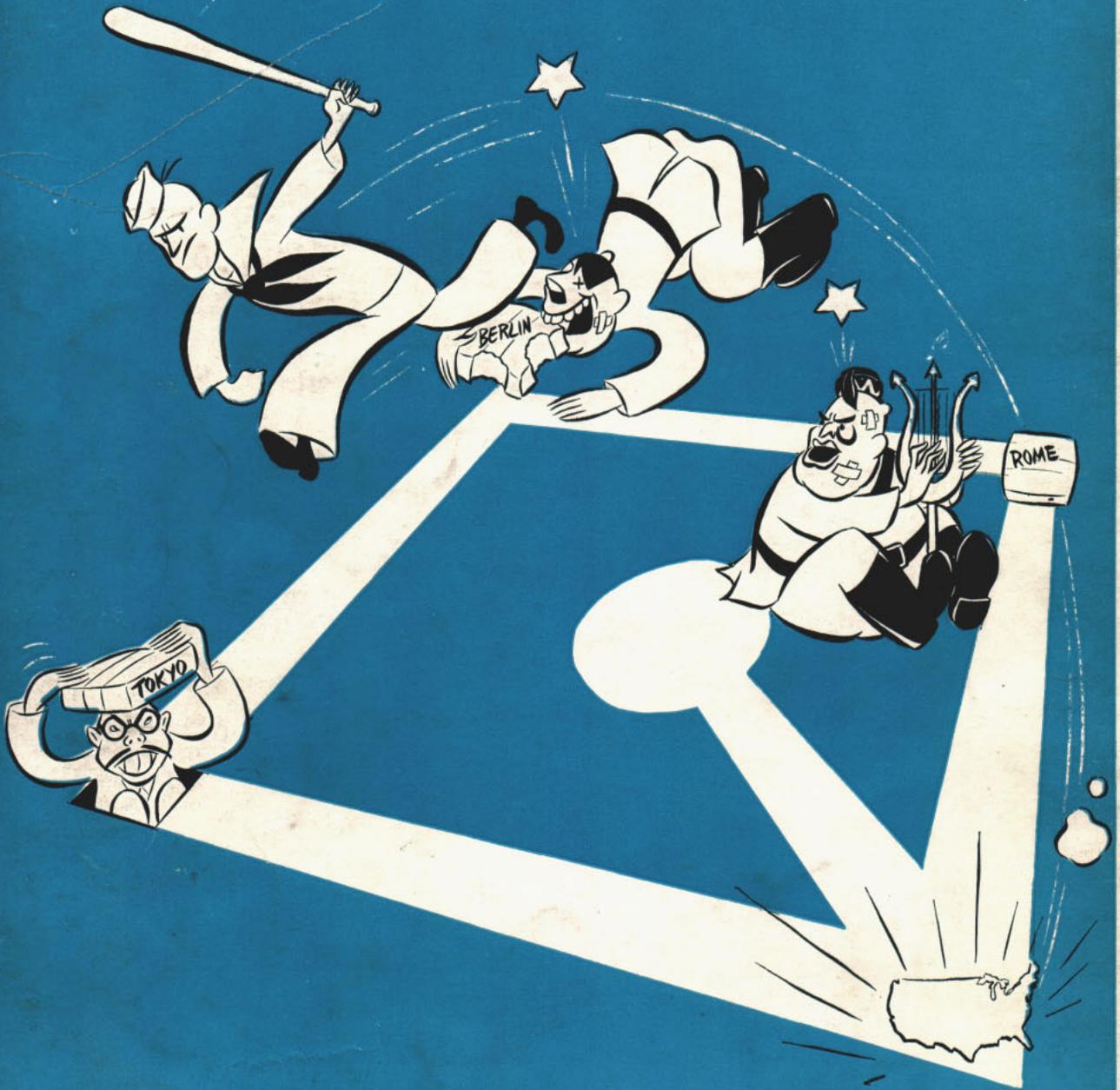
FOR PERSONAL COPIES, SEE PAGE 1.

ALL HANDS



WINDMILL RESCUE

... and now



3rd base and home!