

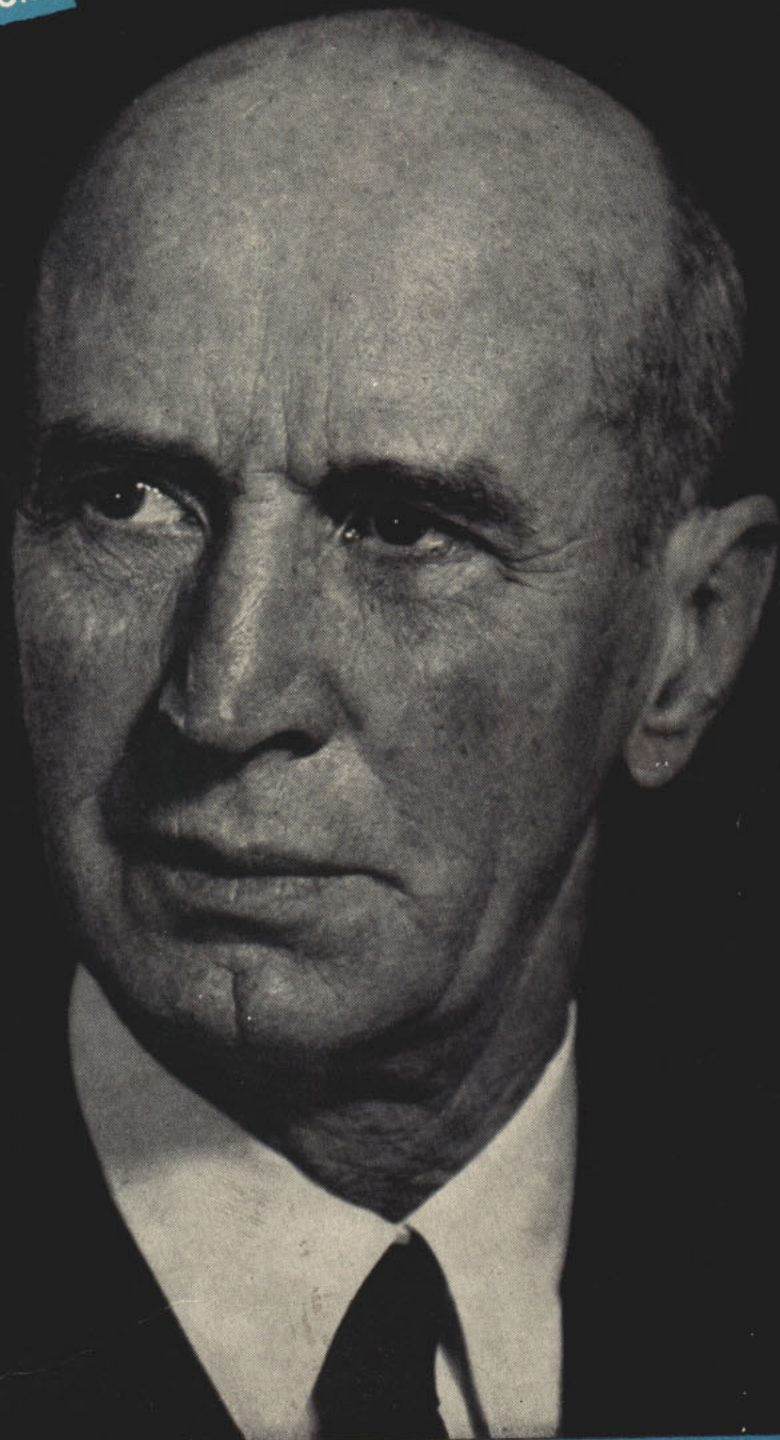
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

JANUARY 1946

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JANUARY 1946

NAVPERS-O

NUMBER 346

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The Assistant Chief of Naval Personnel

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

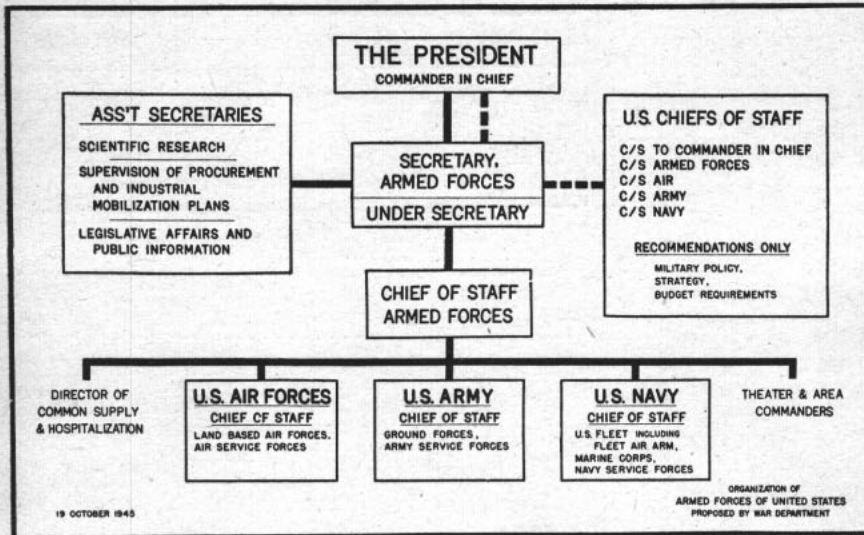
● **AT LEFT:** Where hulking warplanes once awaited the call to action, bunks and cots now line the hangar deck of the USS Salamaua, one of the Navy aircraft carriers converted to troopships for "Magic Carpet" service. This picture was taken on the Pacific run.

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

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



THE MERGER ISSUE . . .



ARMY PLAN OF MILITARY MERGER

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

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

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

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

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

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

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

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

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

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

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

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

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

ALMOST before the shooting had stopped in the Pacific, closing a war that left us with the finest aggregation of sea, land and air forces in the world, U. S. citizens were warned that the present military setup is outmoded and that only a drastic and immediate overhauling would spare us from disasters in the new atomic age.

The authors of these warnings offered as the only means of security the unification of the armed services under a single department of the armed forces. Bills merging the two military departments were introduced in the Senate and hearings were started by the Senate Military Affairs committee on 17 October. Within the next two months the principle of unification was debated before the Committee, in forums and in the press. The Army representatives urged immediate merger of our military forces, while Navy spokesmen unanimously opposed immediate action and advised a thorough study of the problem before any action. Out of this discussion and criticism evolved two separate plans for strengthening national security, one favored by the Army and a more detailed plan sponsored by the Navy.

Proposals for the unification of the military forces are not new. Merger was proposed after World War I, but legislation never materialized, although discussion continued throughout the years of peace.

Common Ground

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

It was also agreed that joint combat operations must be conducted under a unified command in the field, a principle which was followed in each theatre during the war.

The two branches also agreed on a larger role for air power in national defense, recognized in the Army Plan by a Chief of Staff for Air who would have equal standing with the separate Chiefs of Staff for Army and Navy.

FOR BACKGROUND

As ALL HANDS went to press, President Truman delivered to Congress a message (see p. 41) urging unification of the armed forces along lines almost identical with the Army Plan on this page. Because of the vital bearing of this issue on the national defense, ALL HANDS herewith presents a recapitulation of the divergent Navy and Army proposals and the arguments favoring each.

The Navy Plan suggested that autonomy for the Army Air Forces might be accomplished by establishing a separate Department of Air. The Navy plan provided for the retention of the naval air forces under the Navy.

There was also agreement that the nature of modern war generally requires joint operations involving the use of land, sea and air forces together. As a corollary of this, the Army and the Navy proposals recognized the need of coordinating land, sea and air control in Washington in order to provide maximum security at minimum cost in manpower, materials, and money.

Where They Differed

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

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

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

“First, the forced consolidation of the War and Navy Departments does not accomplish unification.

“Second, the national security must be integrated among many other agencies of Government besides the War and Navy Departments, notably the State Department.

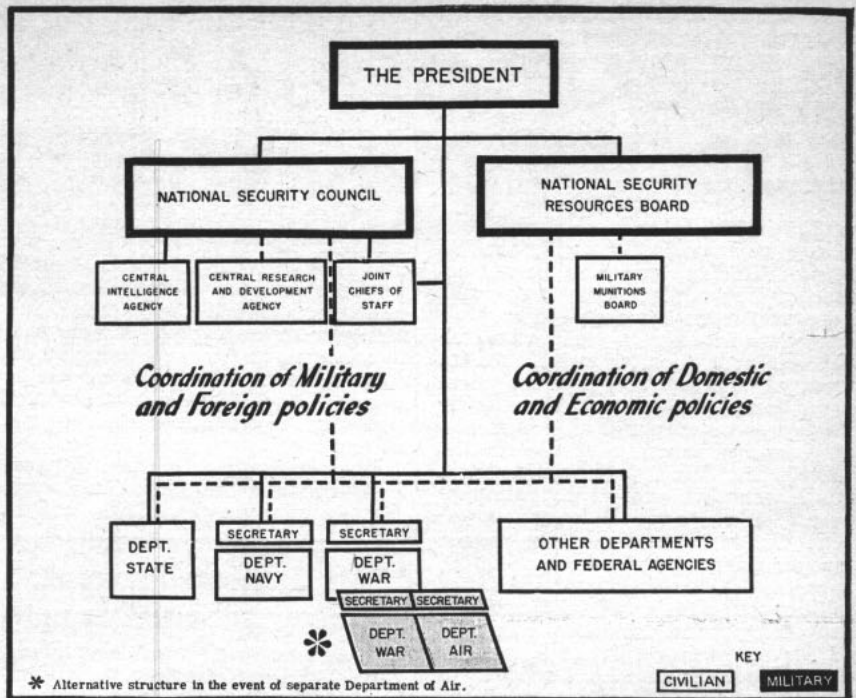
“Third, this subject is fraught with such grave consequences to the nation that action should be taken after, not before, a thoughtful and painstaking survey of every aspect.”

No Muzzling

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

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

“It will be necessary now, though, for all people who are in the services to make a statement that they are expressing their personal views and not the views of the Administration. I have expressed those views myself.”



NAVY PLAN FOR NATIONAL SECURITY

The Navy Department advocated that a broad foundation for national security be established by coordinating and integrating all elements of national defense as follows:

A permanent National Security Council with a permanent secretariat should be established as an integral part of our Government. It should consist of the president or other civil officer appointed by him as Chairman, of the Secretaries of State and of the Military Departments, and the Chairman of the National Security Resources Board. The Security Council would coordinate all foreign and military policies and in time of war would advise the President as Commander in Chief. This council would also review and determine the security program and budget for submission to the Congress.

A permanent Joint Chiefs of Staff should be provided consisting of the Chief of Staff to the President, the Chief of Staff of the Army, the Commanding General of the Army Air Forces, and two officers of the Navy, one to be a naval aviator. The Joint Chiefs of Staff would prepare strategic plans and exercise strategic control directly over the military forces; they would prepare joint logistic plans and would act under the direct military command of the President. The subordinate agencies of the Joint Chiefs of Staff should be strengthened and established on a permanent full-time basis.

The National Security Council should be assisted by (a) a central research agency, and (b) a central intelligence agency, both to serve all departments of the Government.

A permanent National Security Resources Board should be established to make policy decisions with respect to

the mobilization of material resources, productive capacity and manpower. A permanent Military Munitions Board (a joint agency), reporting to the National Security Resources Board, would be responsible for executing the policies of NSRB in matters of procurement, production and distribution.

The Army Air Forces, with particular reference to their strategic operations, should be autonomous. Whether that could be accomplished only by splitting the War Department and establishing a separate department, was to be left to Congress to decide. The Navy said that a single military department should not be forced upon the country to establish autonomy for the Army Air Forces.

The Navy must be continued as an integrated service not only with its own air forces (including such shore-based elements as are required for design, training, reconnaissance at sea and antisubmarine warfare), but also with its Marine Corps and related amphibious components. This would require that the Navy Department continue to be represented in the Cabinet by a civilian secretary with direct access to the President.

In summary, the Navy stated:

“This program deals with the basic elements of national security. It also preserves the integrity of each of the armed services and provides for the:

- Unified strategical direction of the services, both in Washington and in the field;
- Effective coordination of procurement; and,
- For integration of budgets for national security.”

DEFEAT OF JAPAN DIRECTLY DUE TO OUR VAST SEA POWER

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

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

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

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

Sea Power at Work

Our surface forces—fast task forces composed of aircraft carriers, fast battleships, cruisers, and destroyers—carried the war to the enemy homeland and destroyed impressive numbers of naval vessels and merchant ships. Our amphibious forces, operating initially behind air offensives and under air cover launched from carriers, seized the island bases which made possible the achievements of land-based aircraft in cutting enemy lines of communications and in carrying devastation to the Japanese home islands.

Thus our sea power separated the enemy from vital resources on the

Asiatic mainland and in the islands which he had seized early in the war, and furnished us the bases essential to the operations of shore-based aircraft from which the atomic bombs finally were despatched, and on which troops and supplies were being massed for the invasion of Kyushu and of Honshu. The defeat of Japan was directly due to our overwhelming power at sea.

The destruction of the Japanese Navy followed the Nelsonian doctrine that naval victory should be followed

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

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

Land Operations

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

With the possible exception of amphibious warfare, which covers a field of considerably broader scope, the outstanding development of the war in the field of naval strategy and tactics has been the convincing proof and general acceptance of the fact that,

This Section Presents Excerpts from Report

Last month Fleet Admiral Ernest J. King, USN, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, made his third and final report to Secretary of the Navy Forrestal on operations of the U. S. Navy in World War II. On these pages, ALL HANDS presents verbatim excerpts.

The report covers primarily the period 1 Mar 1945 to 1 Oct 1945. It gives an account of major actions in which the Navy took part during that period, but includes also several phases of naval operations from the standpoint of the war as a whole and Admiral King's general comments and observations.

As he made his report, Admiral King prepared to close his naval career. Last month, President Truman announced his retirement and the appointment of Fleet Admiral Chester W. Nimitz, USN to succeed him as Chief of Naval Operations (see p. 43).

up until the enemy fleet is annihilated. Of 12 battleships, 11 were sunk; of 26 carriers, 20 were sunk; of 43 cruisers, 38 were destroyed; and so on throughout the various type of ships, which collectively constituted a fleet considerably larger than ours was before the war began.

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

"Sea power is not a limited term. It includes many weapons and many

ATLANTIC, PACIFIC COMBAT OPERATIONS

Atlantic Operations. The success of the joint antisubmarine campaign and the tremendous achievements in shipbuilding were essential preludes to the landings in Normandy and southern France and the great land offensive.

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

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

U. S. Atlantic Fleet. During the entire war combat vessels, auxiliaries, and landing craft were built and trained in large numbers on the east coast of the United States for duty in the Pacific. With the capitulation of Germany, the U. S. Atlantic Fleet was able to increase and intensify the redeployment of ships,

men, and supplies to the Pacific . . . During the period covered by this report the Operational Training Command, Atlantic Fleet, trained some 995 ships for duty in the Pacific, of which 358 were new ships receiving the normal shakedown and 637 were ships which had been engaged in some phase of the European war.

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

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

Okinawa Operation. From many standpoints the Okinawa operation

was the most difficult ever undertaken by our forces in the Pacific. It was defended by about 120,000 men (including native Okinawans serving with the combat forces) with tanks and artillery.

Fast Carriers. For a period of nearly three months, the fast carriers and their escorts had operated in and near the Okinawa area, giving invaluable support to our occupation forces. During this time the task force had destroyed 2,336 enemy planes, while losing 557 of its own aircraft. In addition, widespread damage had been inflicted upon shore installations in Japan, the Nansei Shoto, and upon important units of the Japanese fleet.

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

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

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

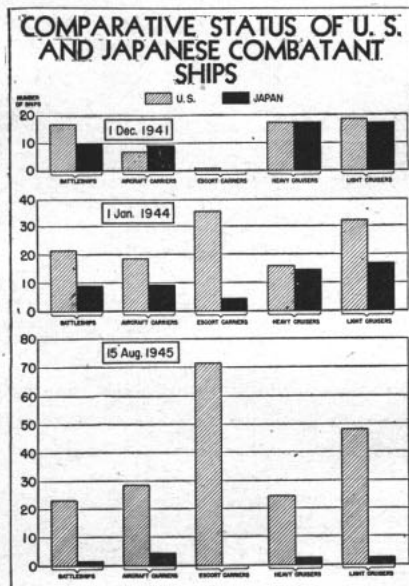
In a balanced fleet the several components must be welded together rather than simply coordinated. For example, submarines normally operate "on their own" and hasty consideration might lead to the false conclusion that it would be advantageous for submarines to constitute a separate independent service. However, careful

consideration will disclose the fallacy inherent in reasoning from this premise. Actually, the commanding officer of a submarine, to fight his ship most effectively, must be familiar with all

phases of naval tactics and strategy. It is also essential that officers in surface ships understand the capabilities and limitations of submarines. This is accomplished in time of peace by requiring that submarine officers alternate periods of submarine duty with duty in vessels of other types. By this means, the point of view of the officer corps as a whole is broadened and in the higher echelons of command there are always included officers who have had submarine experience.

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

Of course, it is not possible to effect rotation of duties of all submarine and air officers during war. As a matter of fact, this is true of duty in all classes of ships. It is necessary



ILLUSTRATIONS in this section are from Fleet Admiral King's Final Report.

during wartime to train certain officers—especially the Reserves—for one particular type of duty and to keep them at it. However, the long periods of peacetime training in which an officer obtains the rounded experience to fit him for higher command, have been utilized in the past to give officers experience in varied duties and the practice will be continued in the future. The wisdom of that system was proved during the war by the efficiency of aircraft carriers, commanded by qualified aviators who also were experienced in handling ships, and, particularly, by the efficiency of the high combat commands of the Pacific Fleet. Many of the major units of the Pacific Fleet, composed of carriers and vessels of all other types, were commanded by aviators. The strength of the Navy lies in the complete integration of its submarine, surface and air elements.

The epic advance of our united forces across the vast Pacific, west-

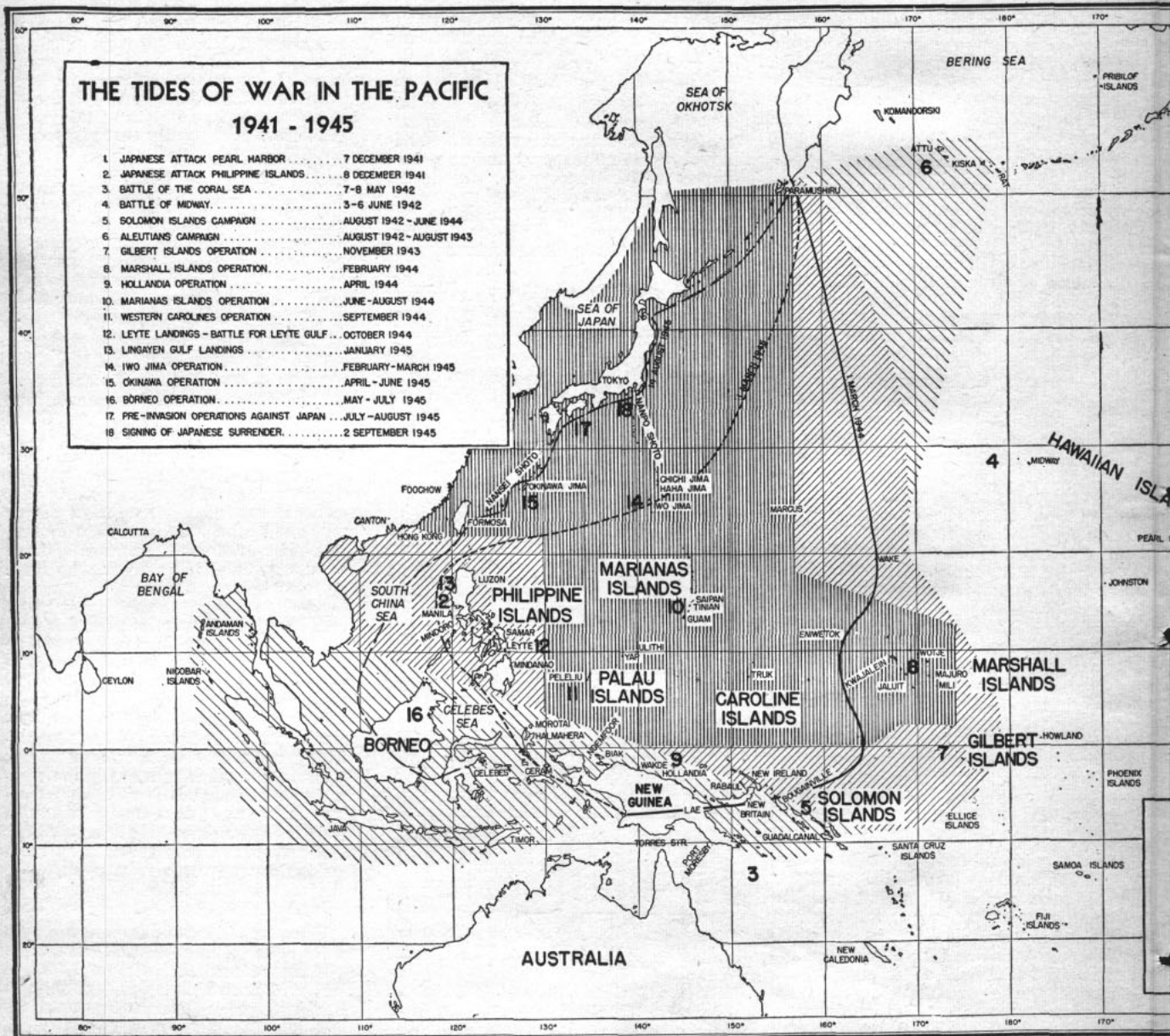
ward from Hawaii and northward from New Guinea, to the Philippines and to the shores of Japan, was spearheaded by naval aviation and closely supported by the power of our fleets. In these advances, some of the steps exceeded 2,000 miles and the assaulting troops often had to be transported for much greater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

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

tion of all forces, under unified command.

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

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



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

In connection with the matter of command in the field, there is perhaps a popular misconception that the Army and the Navy were intermingled in a standard form of joint operational organization in every theater throughout the world. Actually, the situation was never the same in any

two areas. For example, after General of the Army Dwight D. Eisenhower had completed his landing in Normandy, his operation became purely a land campaign. The Navy was responsible for maintaining the line of communications across the ocean and for certain supply operations in the ports of Europe, and small naval groups became part of the land army for certain special purposes, such as the boat groups which helped in the crossing of the Rhine. But the strategy and tactics of the great battles leading up to the surrender of Germany were primarily army affairs and no naval officer had anything directly to do with the command of this land campaign.

Command in the Pacific

A different situation existed in the Pacific, where, in the process of capturing small atolls, the fighting was almost entirely within range of naval gunfire; that is to say, the whole operation of capturing an atoll was amphibious in nature, with artillery and air support primarily naval. This situation called for a mixed Army-Navy organization which was entrusted to the command of fleet Admiral Nimitz. A still different situation existed in the early days of the war during the Solomon Islands campaign where Army and Navy became, of necessity, so thoroughly intermingled that they were, to all practical purposes, a single service directed by Admiral William F. Halsey, Jr. Under General of the Army Douglas MacArthur, Army, Army aviation, and the naval components of his command were separate entities tied together only at the top in the person of General MacArthur himself. . .

All these systems of command were successful largely because each was placed in effect to meet a specific condition imposed by the characteristics of the current situation in the theater of operations. I emphasize this fact because it is important to realize that there can be no hard and fast rule for setting up commands in the field. Neither is it possible to anticipate with accuracy the nature of coming wars. Methods adopted in one may require radical alteration for the next, as was true of World Wars I and II. It was fortunate that the War Department and the Navy Department working together for many years—definitely since World War I—before the war began, had correctly diagnosed what was likely to occur and had instituted, not rigid rules, but a set of principles for joint action in the field which proved sufficiently flexible to meet the varying conditions that were encountered during the war.

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

be impracticable of realization.

In my previous reports, I have touched upon the effective cooperation between our Allies which has been of such fundamental and signal importance in accounting for the success of our combined undertakings. This cooperation has continued and been extended in the period since my last report.

I have spoken before of the full measure of cooperation and support rendered by the ground, air and service forces of the Army in a partnership of accomplishment, which neither Navy nor Army could have carried out singly. For that cooperation, undiminished throughout the war, and to the wholehearted support from the great body of citizens who performed the countless and varied tasks which made up our war effort, I reaffirm my appreciation.

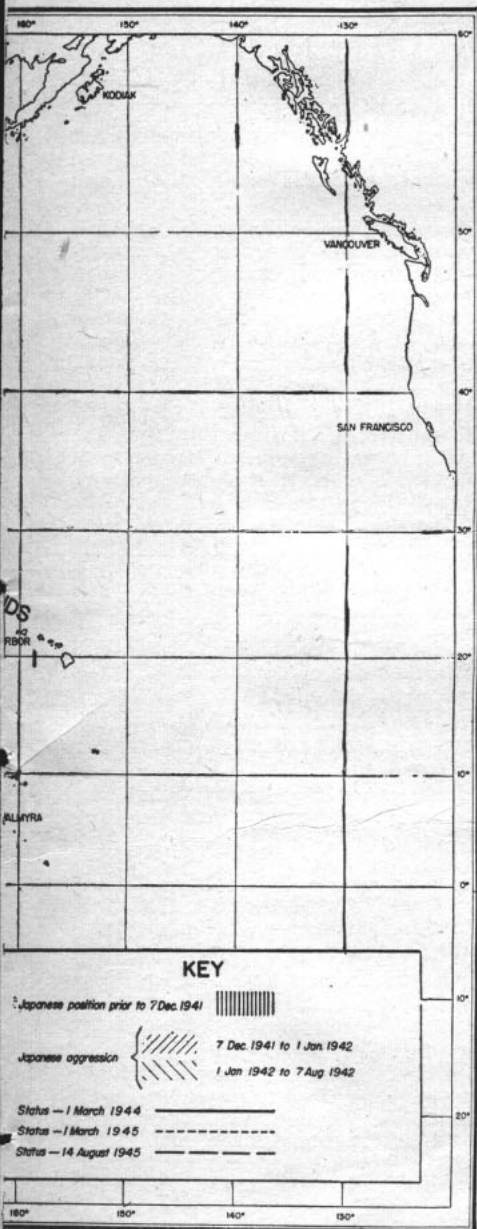
Just as the Navy depended upon its sister services and upon the multitude of activities which produced the implements of war, so also did the Navy rely for success upon the Reserves and the Regulars, the men and women who constituted in its mutually supporting elements—the Fleet, the shore establishment,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

War Ended Suddenly

The end of the war came before we had dared to expect it. As late as August 1943 strategic studies drawn up by the British and United States planners contemplated the war against Japan continuing far into 1947. Even the latest plans were based upon the Japanese war lasting a year after the fall of Germany. Actually Japan's defeat came within three months of Germany's collapse. The nation can be thankful that the unrelenting acceleration of our power in the Pacific ended the war in 1945.

The price of victory has been high. Beginning with the dark days of December 1941 and continuing until September 1945, when ships of the Pacific Fleet steamed triumphant into Tokyo Bay, the Navy's losses were severe. The casualties of the United States Navy, Marine Corps and Coast Guard reached the totals of 56,206 dead, 80,259 wounded, and 8,967 missing. Many of these gallant men fell in battle; many were lost in strenuous and hazardous operations conveying our shipping or patrolling the seas and skies; others were killed in training for the duties that Fate would not permit them to carry out. All honor to these heroic men. To their families and to those who have suffered the physical and mental anguish of wounds, the Navy includes its sympathy in that of the country they served so well.

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



THE FLOW OF MATERIEL

AS OUR ADVANCE came nearer to the Japanese islands, the rear areas which had been the scene of combat operation in earlier months were utilized for logistic support.

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

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

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

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

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

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

It has always been a cardinal principle of our Pacific logistic support policy that the west coast be utilized to its maximum capacity. There are two reasons for this: the source of

supply must be as close to the point of requirement as possible so that inventories at advance bases may be kept to a minimum; secondly, greater utilization of shipping can be achieved by the shortest haul possible. The integration of these two elements, supply and shipping, was a major task in 1945.

When the collapse of Germany was imminent, a review in conjunction with the Army of our policy of maximum west coast utilization was necessary. It was concluded that approximately 68 percent of the Navy's predicted logistic requirements would have to be moved from the west coast to bases in the Marianas, Philippines and Okinawa, as well as to the mobile logistic support forces—Service Squadrons 6 and 10. Bases in the Admiralties, New Guinea, and the Hawaiian Sea Frontier, since they were in non-operational areas, could be supported from the east and Gulf coast. . . .

By detailed study of the capacities of port facilities and supply activities, as well as a complete analysis of the types of commodities shipped by the Navy since the first of the year, Commander, Western Sea Frontier (who coordinated naval logistic matters on the west coast) reallocated the Navy's share of west coast capacity among the various ports. Estimated tonnages were set for each port, both by types of commodity and by overseas destination to be served.

In the establishment and execution of this planned employment of west coast facilities, Commander, Western Sea Frontier provided one of the major links between the distribution systems of the continental United States and Pacific Theater. Since the flow of materiel and the ships to carry it

are immobilized when more ships have sailed to a destination than that destination can receive, the planned employment of west coast ports was a matter of vital concern. . . .

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

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

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

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

Ammunition shipments doubled, because of the considerable expenditures during the Okinawa campaign (where 50,000 tons of 5-inch to 16-inch projectiles were fired by surface ships) and the necessity for building up a reserve for the assault upon Japan.

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

INVASIONS THAT NEVER CAME OFF

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

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

The large-scale bombardments and bombings of the Third Fleet that began on 10 July were actually in preparation for operation "Olympic". In mid-August, as the war ended, the U. S. Navy had in the Pacific 90

percent of its combatant vessels of submarine size or larger and 42 percent of its combatant aircraft.

These ships, aircraft, support auxiliaries and landing craft included:

Battleships, 23; aircraft carriers, 26; escort carriers, 64; cruisers, 52; destroyers, 323; escort vessels, 298; submarines, 181; mine craft, 160; auxiliary vessels, 1,060; large landing craft, 2,783; combat aircraft, 14,847 and transport, training and utility aircraft, 1,286.

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

In discharging its responsibilities for the amphibious phase of the Kyushu or "Olympic" operation the U. S. Navy would have employed 3,033 combatant and noncombatant vessels of a size larger than personnel landing boats.

SUBMARINE OPERATIONS

SUBMARINE warfare was an important factor in the defeat of the Japanese.

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

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

Sinkings of enemy merchant ships rose from 134 ships totalling 580,390 tons in 1942 to 284 ships totalling 1,341,968 tons in 1943. Then in 1944, when submarine coordinated attack groups reached the peak of their effectiveness, the merchant fleet of Japan suffered its worst and most crippling blow—492 ships of 2,387,780 tons were sunk or destroyed in submarine torpedo and gun attacks. The figures given above, which are based on evaluated estimates, include only ships of 1,000 tons and larger. It should be borne in mind that our submarines sank or destroyed, chiefly by gunfire, large numbers of smaller vessels, particularly during the latter part of the war, when few large enemy ships still remained afloat.

In 1945, because of the tremendous attrition on Japanese shipping by our earlier submarine operations and the destructive sweeps by our fleets and carrier air forces, enemy merchantmen sunk by submarines dropped to 132 ships totalling 469,872 tons. The advance of our forces had further driven Japanese ships back to the coast lines and shallow waters of

Japan and the Asiatic mainland. Our submarines followed the enemy shipping into these dangerous waters and made many skillful and daring attacks. . . .

For a time, Japanese shipping continued to ply in the East China and Yellow Seas, but the invasion of Okinawa in April soon made the East China Sea untenable to the Japanese. . . .

While United States submarines were effectively eliminating the Japanese merchant fleet, they were also carrying out damaging attacks on Japanese naval units.

Tally of Sinkings

During the course of the war, the following principal Japanese combatant types were sent to the bottom as a result of these attacks: battleships, 1; carriers, 4; escort carriers, 4; heavy cruisers, 3; light cruisers, 9; destroyers, 43; submarines, 23 and minor combatant vessels and naval auxiliaries (including 60 escort vessels), 189. . . . While the loss of the heavier naval units was critical to the Japanese, especially as the strength of our surface fleet increased, the surprisingly high losses on enemy destroyers and escort vessels to submarine attack are particularly noteworthy.

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

Among the special missions performed by submarines were reconnais-

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

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

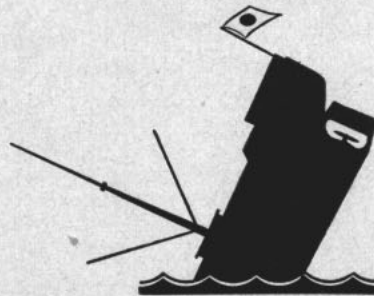
When our air forces came into positions from which they could intensify their attacks on Japanese-held territory, U. S. submarines were called upon to carry out lifeguard operations to rescue aviators forced down at sea in enemy waters. Sometimes assisted by friendly aircraft, which provided fighter cover and assisted in locating survivors, and sometimes operating alone, our submarines rescued more than 500 aviators during the course of the war.

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

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

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

JAPANESE MERCHANT SHIPPING OF 1,000 OR MORE GROSS TONS SUNK 1941-1945 INCLUSIVE



63%
SUNK BY U. S. SUBMARINES
ALONE



37%
SUNK BY ALL OTHER
MEANS, ARMY AND
NAVY COMBINED

SHIPS, PLANES AND MEN

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

Shipbuilding Program

During the period 1 Mar to 1 Oct 1945 the following combatant ships were completed: 4 aircraft carriers (one of which was *Midway*, the first of the three 45,000 ton carriers under construction), 8 escort carriers, 3 light cruisers, 6 heavy cruisers, 53 destroyers, 2 destroyer escorts and 24 submarines. During this same period over 300 auxiliary ships were completed by the Navy and the Maritime Commission, among them six of the most modern air-conditioned hospital ships in existence. The landing craft and district craft construction programs were continued, with the delivery of large numbers of each type. Twenty-nine mine-sweeping vessels were delivered. It was necessary to place particular emphasis upon the production of repair ships of all types. The large numbers of these delivered during this period, together with existing ships of the type, performed indispensable services in the forward areas in returning quickly to service many of the ships damaged in the Okinawa operation. . . .

To meet changing conditions of war during this period, it was necessary to undertake a number of conversions of ships from one type to another. Notable among these was the conver-

sion of certain patrol craft to control vessels for amphibious operations; frigates and certain patrol craft to weather stations ships; a large number of personnel landing ships to gunboats for close inshore support of amphibious operations; a number of destroyer escorts to fast transports; certain destroyers and destroyer escorts to radar picket ships; and a number of destroyers to high-speed mine sweepers.

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

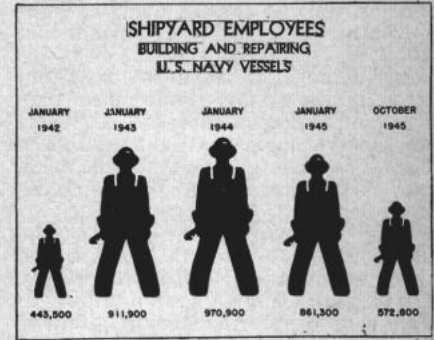
Aircraft Advancements

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

At the war's end we had the best airplanes of every kind, both ashore and afloat, but newer and better planes were on the production lines

and would soon have taken their place against the enemy. Among these were the Grumman Tigercat, a twin-engine, single-seat fighter plane with heavy firepower and bomb-carrying characteristics. Although this plane had arrived in the Pacific, it never got into actual combat.

Three other fighter planes, faster

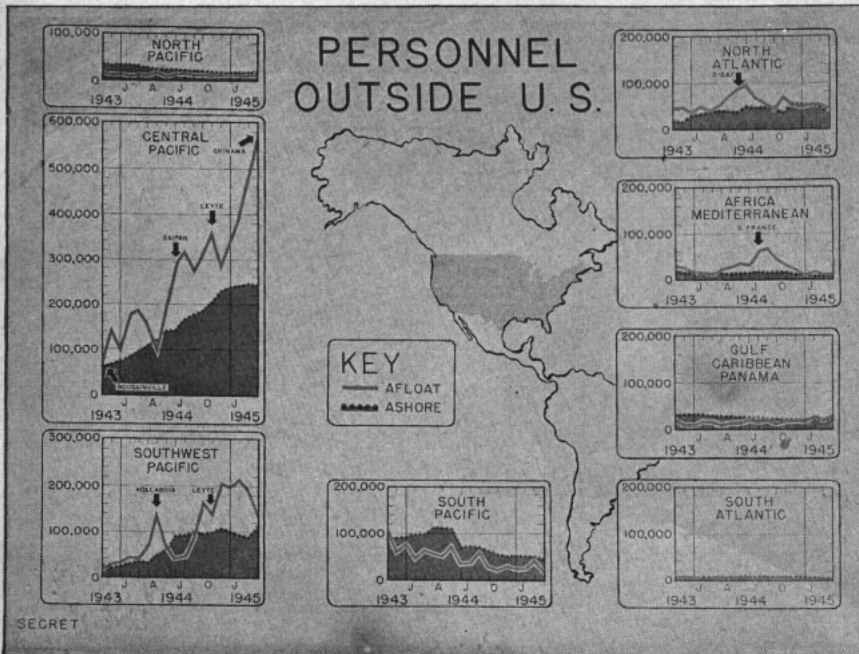


and possessing higher tactical performance than standard existing types, had satisfactorily passed the long period of experiments and flight tests and were in production. These included the Ryan Fireball, the Navy's first fighter plane to use jet propulsion. The others were Grumman's Bearcat and Goodyear's F2G (to which no popular name has yet been given), both high-speed, highly maneuverable and fast climbing planes. The latter was the first naval fighter to use the new Pratt and Whitney 3,000-horsepower engine.

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

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

Our torpedo bomber at the start of the war was the Douglas Devastator, a plane which had a speed of about 150 miles an hour and was very lightly armed. The Grumman Avenger, and



later modifications of this plane by General Motors, gave us a plane with a speed of more than 250 miles an hour, capable of carrying 2,000 pounds of bombs or a torpedo, four machine guns and rockets. One modification of the Avenger was a carrier-based night bomber to operate with night fighters.

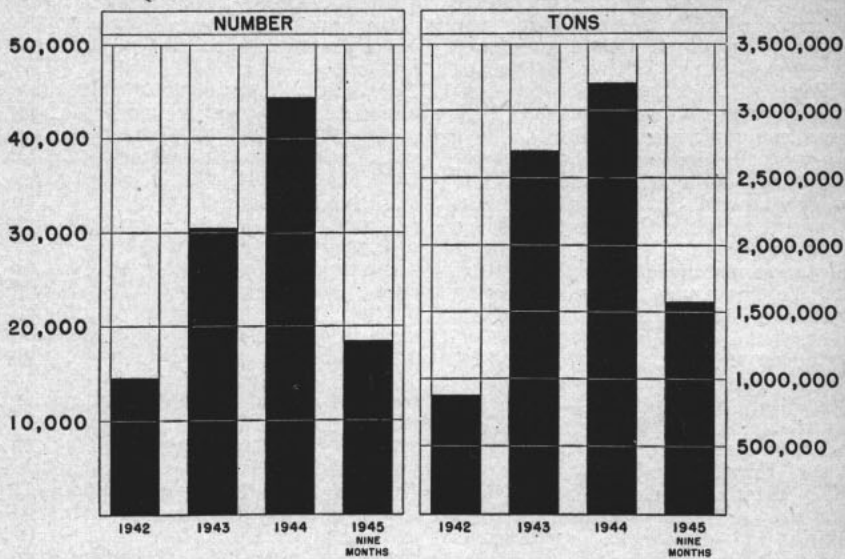
The Consolidated Catalina, the veteran twin-engine patrol plane, was in operation at the start of the war and has proved to be one of the most valuable all-purpose planes. Planes of the sixth modification—or sixth major change—giving it greater range and speed are now with the fleet. The Martin Mariner, a larger, heavier plane, has taken over many of the patrol duties formerly handled by the Catalinas. Both of these planes also have performed outstanding service in air-sea rescue work.

For our four-engine, land-based search plane, we have replaced the Consolidated Liberator with the Consolidated Privateer, a plane with a range of well over 3,000 miles, heavy armament and a wealth of new navigational, radio and radar equipment, enabling it to fly long hours of reconnaissance over trackless oceans. These planes, which carry bombs and depth charges, have made impressive records against isolated Japanese ships, small convoys, submarines and enemy-held islands in their search areas.

Our newest twin-engine search plane is the Lockheed Harpoon, which took over the duties of the Lockheed Ventura. It carries bombs and rockets and has ten .50-caliber machine guns with which to protect itself. The range of the Harpoon is in excess of 2,000 miles and its speed is more than 300 miles an hour.

The Naval Air Transport Service utilizes as its standard transport planes the Martin Mars, Douglas Sky-masters (R5D) and Skytrains (R4D), and Consolidated Coronado flying boats, while Marine Corps air transport groups use the Curtiss Com-

NAVY SHIPBUILDING PROGRAM NEW CONSTRUCTION COMPLETED DURING 1942, 1943, 1944 & NINE MONTHS OF 1945



mandos in large numbers. Established on 1 Dec 1943, the NATS routes extend over approximately 80,000 miles, covering three quarters of the globe...

Navy's Medical Record

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

program of preventive medicine, which kept illnesses throughout the Navy and Marine Corps at a low level.

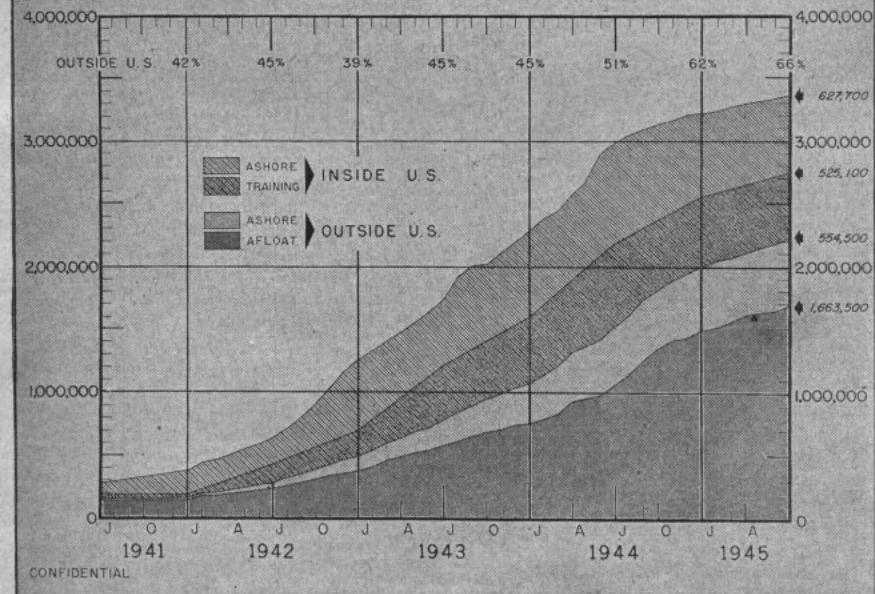
... Navy medical statistics show that of the wounded who survived until they could receive medical care, about 98 out of 100 lived. The most recent tabulations indicate an estimated rate for casualty deaths of 8.7 for the first six months of 1945 in terms of total naval strength as against 4.3 per thousand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

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

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

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

PERSONNEL ON BOARD



THE POWER OF RESEARCH

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

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

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

It was decided to attempt a solution involving the maximum flexibility and initiative, in which the fundamental principle would be cooperation between science and the armed forces, rather than to bring the scientists into military and naval laboratories, as was done in England. The principle proved unroughly sound. The arrangement adopted was the establishment by executive order of the Office of Scientific Research and Development, which had as its scientific and technical working bodies the National Defense Research Council, the Medical Research Council, and later the Office of Field Service.

To assure full integration of the potentialities of these organizations with the Navy's own research and development program and the needs of the service, the late Secretary Knox, in July 1941, established the office of Coordinator of Research and Development. Throughout the war, the development of new weapons and devices has been accelerated by the teamwork between the users, the scientists, the engineer-designers and the producers.

The devices and weapons resulting from the research and development program have been put to use in every phase of naval warfare. Particular examples, cited because of their complexity and diversification, are amphibious warfare, carrier warfare, submarine and antisubmarine warfare. In each of these cases, our combat effectiveness has been materially increased by improvements in communications, navigational devices, fire con-

trol, detection equipment, firepower, aircraft performance (range, speed, armament, handling characteristics) and by advanced training methods and equipment.

Perhaps the greatest technological advances of the entire war have been made in the field of electronics, both within the naval laboratories and in collaboration with the Office of Scientific Research and Development. Pre-existing radar sets were developed and new models created for ship and air-borne search, fire control, and for accurate long-range navigation. Identification and recognition equipment were developed for use in conjunction with radar systems. New and highly efficient short-range radio telephones were used for tactical communication. In the successful antisubmarine campaign in the Atlantic, small radio-sonobuoys were used; these, when dropped from aircraft, listened for the noise made by a submarine and automatically relayed the information to the searching plane. Great strides have been made in electronic antisubmarine detection equipment. Underwater echo-ranging gear and listening equipment have been improved in quality and extended in function since the outbreak of the war. Counter-measures have been developed for jamming enemy radar and communication systems, disrupting the control signals for his guided missiles, and counter-acting his measures to jam our own equipment.

First to Use Radar

... at the outset of the war, our Navy alone had on its ships a search radar specifically designed for ship-board use. We had already incorporated in these radars the technical development of using a single antenna for transmission and reception. Radar of this type contributed to the victories of the Coral Sea, Midway, and Guadalcanal. Over 26,000 sets of air-borne radar equipment were produced from the Naval Research Laboratory's redesign of British air-borne equipment.

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

Initially, from want of experience against an enemy attacking with the persistence demonstrated by the Japanese, our anti-aircraft batteries were inadequate. Particularly was this true in the case of automatic weapon batteries, consisting at that time of the .50-caliber and 1.1-inch machine guns. The main anti-aircraft batteries in the fleet, consisting of 5-inch and 3-inch main batteries were controlled by di-

rectors employing optical range information. Although anti-aircraft fire-control radar was under development, no installations were operative in the fleet.

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

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

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

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

Fighter-plane speed was greatly increased during the war. At the end an experimental model ready for combat use had a speed of over 550 miles per hour. This plane was powered with turbo-jet engines, little known before 1941. Development of the conventional aircraft engine had also progressed; whereas initially the maximum size was 1,000 horsepower, improved types of 3,000 horsepower are now in use. Torpedo bombers, scout bombers, patrol bombers, and scout observation planes have all been rapidly developed during the period. Carrier-borne aircraft with increased speed, range, and armament carried the battle to the Japanese homeland, and patrol aircraft with high speed, long range, and greater offensive power aided in supplying the information necessary

to the success of those operations. Development of the arresting gear, launching catapults, and handling equipment of our surface ships kept pace with the increasing weights of planes, and allowed more planes per ship to be carried than had been possible in peacetime.

Our aircraft were a focus for developments in many fields. Radar opened new possibilities for search, night combat, and operations under poor visibility conditions. Aircraft guns were increased in size from the .30-caliber World War I weapon to 20-millimeter, 37-millimeter, and 75-millimeter guns. Air-borne rockets up to 11.75 inches in diameter radically increased the striking power of conventional aircraft, with little penalty on performance. Rocket power was also used on seaplanes for assistance in take-off with heavy loads and in high seas, making possible the rescue of many downed aviators and thereby reducing our combat losses. Development of the "fire bomb" further extended the tactical versatility of aircraft.

Training was enormously expedited by the introduction of a great variety of synthetic training devices. . . .

New Devices Developed

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

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

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

During the war we succeeded in enlisting the services of a group of competent scientists to carry out operations research. . . .

The initial impulse toward the formation of such a group arose in April 1942, during the early days of the antisubmarine war. With the cooperation of the Antisubmarine Division of the National Defense Research Committee, seven scientists were recruited by Columbia University and assigned to the Antisubmarine Warfare Unit, Atlantic Fleet.

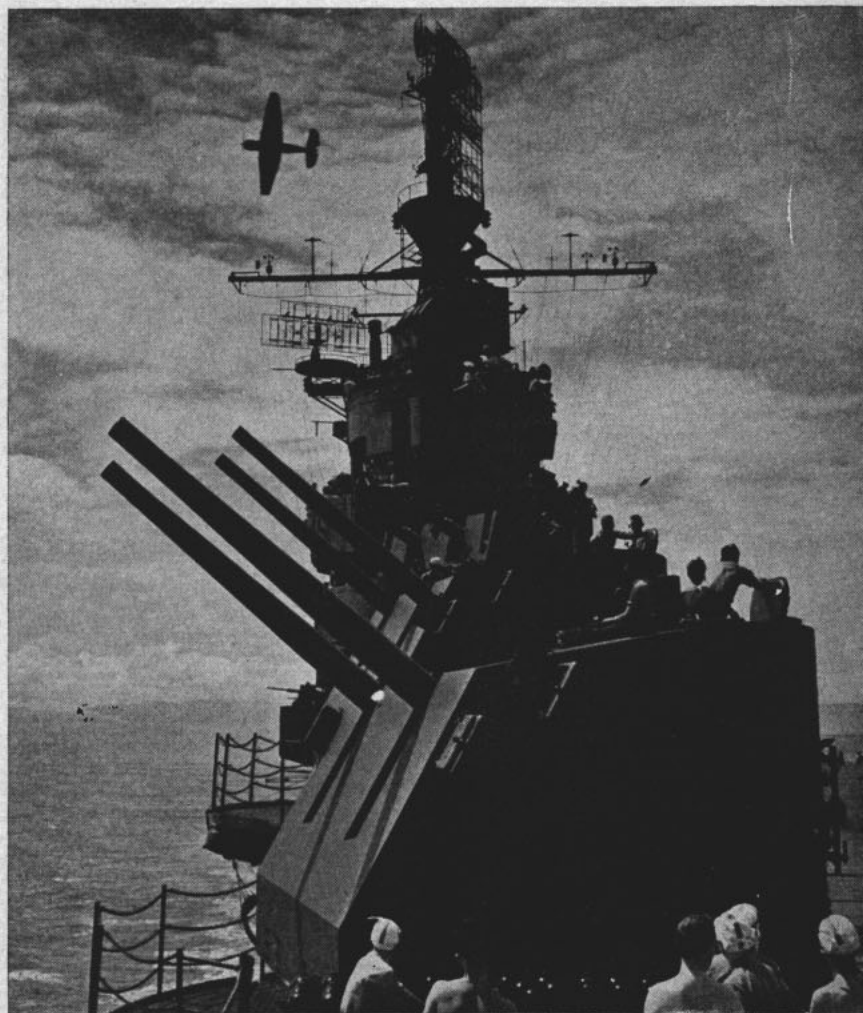
. . . the group was considerably increased in size . . . At the close of the war it consisted of 73 scientists, drawn from a wide variety of backgrounds. Many of the members were attached, as the need arose, to the staffs of fleet and type commanders overseas, and at operating bases in war theaters. So far as possible they were afforded the opportunity of observing combat operations at first hand. . . .

The assistance and cooperation of industry and science have been indispensable. Without this assistance, many of the weapons which have come into being as the result of intensive wartime research and development otherwise never would have been completed and introduced into the fleet.

It had often been predicted that in

a national emergency the totalitarian countries would have a great technical advantage over the democracies because of their ability to regiment scientific facilities and manpower at will. The results achieved by Germany, Italy and Japan do not bear out this contention. Studies made since the close of the war indicate that in none of these countries was the scientific effort as effectively handled as in the United States. The rapid, effective and original results obtained in bringing science into our war effort are proof of the responsiveness of our form of government to meeting emergencies, the technical competence of American scientists, and the productive genius of American industry. . . .

Sufficient progress in the technical development and use of improved weapons and associated equipment has been made during the war to emphasize the necessity for continued progress. . . . Only by continuing vigorous research and development can this country hope to be protected from any potential enemies and maintain the position which it now enjoys in possessing the greatest effective naval fighting force in history.



Official U. S. Navy photograph

RESEARCH helped make U. S. Navy world's most potent. Great advances were made in electronics, aviation, firepower and other fields. This photo shows Avenger speeding past carrier's radar antennae outlined against sky.

MARINE CORPS, COAST GUARD

The Marine Corps. Prior to 1 March 1945 the Marine Corps had organized and deployed as planned all combat units within the authorized strength of 478,000. In addition to the six divisions, four air wings and supporting units of the Fleet Marine Force, there were 11,000 Marines serving in detachments included within the complements of combatant naval vessels, and another 28,000 providing security for naval shore establishments both within and outside of the United States and at advance bases. The remainder of the Corps was employed in logistic establishments and in training activities necessary for the continuous support of field units. . . .

When it became apparent that the authorized strength was inadequate to provide for the increasing numbers who were hospitalized or convalescent, and to maintain the desired rehabilitation program, the President, on 29 May 1945, raised the troop ceiling of the Corps to 503,000. Although the rate of procurement was increased to provide the new strength, the surrender of Japan occurred as the Corps attained a strength of 484,631, and plans for partial demobilization were put into effect at once. . . .

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

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

The Coast Guard. On 1 Sept 1945 Coast Guard personnel totalled 170,480, including 9,624 in the Spars. Since its total postwar military strength is planned at 34,500, the Coast Guard has taken prompt action looking toward the ultimate demobilization of its wartime forces. All enlistments in the Reserve and Women's Reserve (Spars) have been discontinued and future enlistments will be in the regular Coast Guard only and limited to 17-year olds. Legislation is being requested to permit the acceptance of a limited number of

Reserve officers and enlisted men in the regular Coast Guard.

In addition to the 1,677 Coast Guard craft in active service at the end of the 1945 fiscal year, Coast Guard personnel on 1 Aug 1945 were manning 326 Navy craft and 254 Army vessels, about 50,000 Coastguardsmen serving on Navy and 6,000 on Army craft. Only 84 reserve vessels remained in service out of a total of 2,089 which had been taken over early in the war, principally to combat the submarine menace along the coasts. There had also been 908 other vessels acquired during the war through purchase, charter or gift, and all but 252 of these had been disposed of.

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

'Navy Proud of Waves'

The Navy is extremely proud of the work done by the Women's Reserve. It is our plan to keep a Waves component in the Naval Reserve. Further, if Congress approves, we will seek to retain on active duty a reasonable number of Waves who wish to remain and who may be needed in certain specialties. We know from experience that they can be useful after the war in such specialties as communications, the Medical Corps, and certain types of naval aviation duty . . .

identification card requirements and licenses for individual vessel movements. Certain restricted areas on these coasts were abolished along with anti-sabotage water patrols and guards on cargo vessels and waterfront facilities. By the end of the 1945 fiscal year, only 34 ports had Coast Guard port protection as against 117 ports a year earlier; the total personnel engaged in such activities had declined from 23,817 to 16,304.

After V-E day, three port protective programs were intensified—fire fighting, supervision over explosive handling, and anti-oil pollution. The training of personnel in fire prevention and fire fighting techniques was followed by a program coordinated with the Army to improve and strengthen fire protection measures at ports of embarkation. Thirty Navy fireboats, Coast Guard manned, were assigned to forward areas in the Pacific. Supervisory activities over the proper handling and stowage of explosives were extended to naval ammunition depots having port facilities, as well as to naval bases in the Pacific and to European ports handling explosives and ammunition then being deployed to the Pacific. Finally, an intensive educational campaign against oil pollution

in American ports was begun. With the surrender of Japan the size of the Coast Guard's munition handling details in the Pacific was considerably increased and their task of supervising the handling and loading of explosives for return to the United States was expected to extend over a period of several months.

While the activities of Temporary Reservists, who served without pay and are principally engaged in port security work, were being discontinued along the Atlantic and Gulf coasts and the inland waterways systems after V-E day, enrollments on the west coast did not relax with the heavy movements to the Pacific of personnel and supplies which continued up to the surrender of Japan. By 1 Sept 1945, however, there were less than 12,000 Temporary Reservists assigned to active duty out of a onetime total of 52,333. Some of these were pilots, who, under limited control exercised by the Coast Guard, had handled 120,000 pilotage assignments in 39 ports during the 1945 fiscal year.

In July 1945, 64 fixed and 17 mobile LORAN (Long Range Navigation) stations were being operated by the Coast Guard. This advanced method of establishing navigational positions by electronics had been installed promptly on Iwo Jima and Okinawa and provided LORAN lines of position over the Japanese mainland, making for successful bombing missions. Forty-five RACON (Radar Beacon) stations which give, within 120 miles of the station, the distance and bearing of an airplane or ship, had been installed and were being operated by the Coast Guard on the Atlantic and Pacific coasts and in Alaska. While certain aids to navigation in the Atlantic area used primarily for war purposes, such as swept channel markings, were being removed, there was an accelerated demand for aids to navigation throughout the Pacific area to facilitate the forward movement of our armed forces. Meanwhile studies are being made of the possibility of designing lightships which could be operated without regular crews on board.

The Coast Guard maintained nine air stations along the coasts of the United States, under the operational control of the various sea frontiers, with a total of 165 planes. These have served as task units in the conduct of air-sea rescue. Assistance was rendered in 686 plane crashes and 786 lives were saved during the fiscal year; 5,357 emergency medical cases were transported and 149 obstructions to navigation and derelicts were sighted for removal.

Some 1,627 new vessels, aggregating 9,009,216 gross tons, which had been constructed during the fiscal year 1945, had been certificated by the Coast Guard under the marine inspection laws. Annual inspections on 9,720 vessels were completed during the year. The passing of the peak of the emergency ship construction relieved a number of field inspectors who were transferred from the east coasts and Great Lakes to Pacific ports for temporary duty.

HOW JAPS STRUCK PEARL

Reconstructed Story of Enemy's War Plans Is Given Before Congressional Committee

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

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

A war plans conference was held continuously at the Naval War College, Tokyo, from 2 September to 13 September.* On 13 September an outline containing essential points of a basic operation order, which was later to be issued as Combined Fleet Top Secret Operation Order No. 1, was completed. This operation order, which included detailed plans for the surprise attack on Pearl Harbor, was promulgated to all fleet and task force commanders on 5 Nov 1941. Therefore, 5 Nov 1941, is to be regarded as the date on which the plan for the attack on Pearl Harbor was completed.

Operation Order No. 1 under head-

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

ing of "Preparations for the Outbreak of War" states that "When the decision is made to complete over-all preparations for operations, orders will be issued establishing the approximate date (Y day) for commencement of operations and announcing 'First Preparations for War.'" The operation order continues to say that "The time for the outbreak of war (X day) will be given in an Imperial General Headquarters Order."

Selecting Day of Attack

Under date of 7 Nov 1941, Admiral Yamamoto issued Combined Fleet Top Secret Operation Order No. 2 saying "First Preparations for War. Y day will be December 8." In accordance with the definition of Y day as given in Operation Order No. 1, this establishes 8 December only as the approximate date for initiating operations.

An imperial naval order issued from the Imperial General Headquarters under date of 2 Dec 1941 states: "The hostile actions against the United States of America shall be commenced on 8 December." This order is in effect the announcement of X day as defined in Operation Order No. 1. Thus it becomes apparent that the tentative approximate date for the attack selected on 7 November and defined as Y day is reaffirmed on 2 December as X day. In other words, the original tentative date (Y day) and the final precise date (X day) are in fact the same date.

In discussions prior to 7 November, the Imperial Headquarters Navy section generally recognized 8 December as suitable from an operational standpoint and made the decision in cooperation with the leaders of the combined fleet. For a dawn attack in the Hawaiian area in December, the 10th

would have been suitable from the standpoint of the dark of the moon. However, it was expected that the United States Pacific Fleet, in accordance with its custom during maneuvers, would enter the harbor on Friday and leave on Monday (Hawaiian dates). Therefore, Sunday (Hawaiian date) was decided on.

In order to assure the success of the attack and still avoid a night attack, the takeoff time of the attacking planes was to be set as near to dawn as possible (approximately one hour after sunrise).

The following statement is made by a Japanese officer pilot who participated in the attack on Pearl Harbor:

"On 5 Oct 1941, a meeting was called of all officer pilots of the carriers, aboard the *Akagi* in Shibushi Bay, by the chief of staff of the carriers, Rear Admiral Rynosuke Kosaka. About 100 attended. They were told, very secretly, that on 8 Dec 1941, a Japanese naval air force would strike the American Fleet at Hawaii.

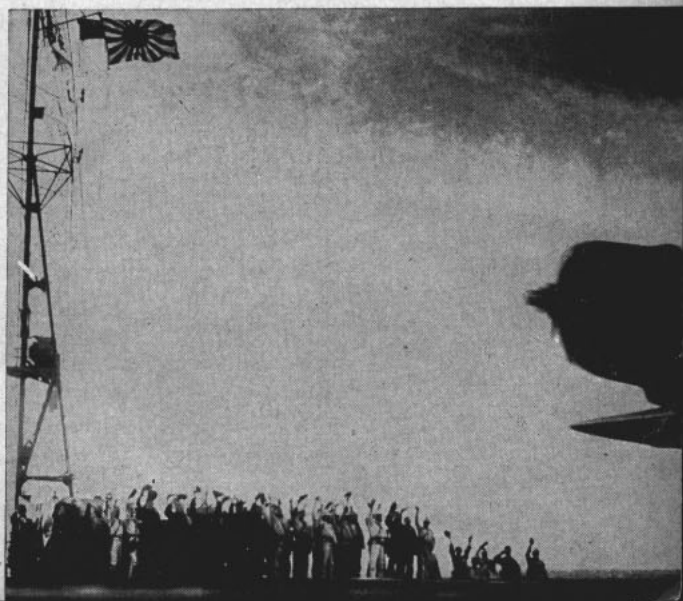
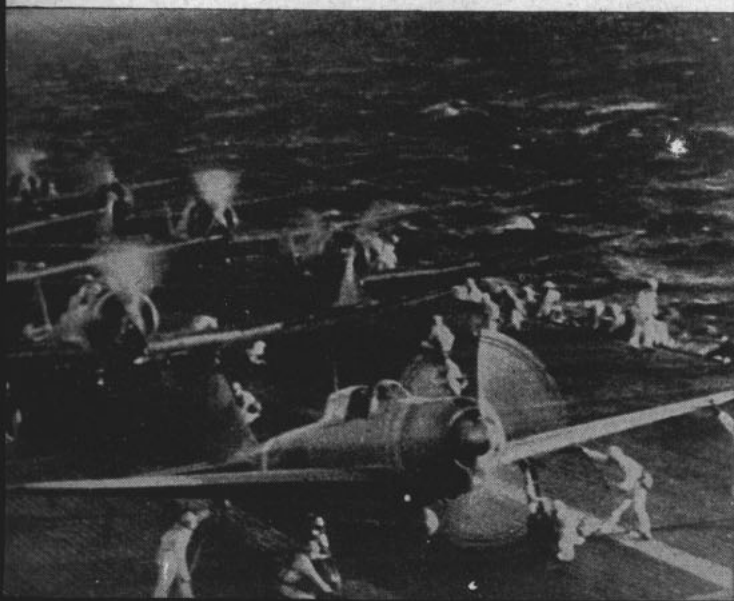
"Grand Admiral of the Japanese Navy, Isoroku Yamamoto, also addressed the group saying that although Japan never wanted to fight the United States they were forced to because they would be defeated regardless, if the United States continued its aid to China and its oil embargo. The U. S. Fleet, he said, was Japan's strongest enemy, so if they could strike it unexpectedly at Hawaii it would be two or three months before it could maneuver. By that time occupation of Borneo, the Philippines, Singapore, Java, and Sumatra would be complete."

Date of Leaving Port

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

Captured Japanese Photographs

FATEFUL MOMENT when Jap pilots took off for Pearl Harbor is pictured in these captured Japanese photographs.



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

"The commander-in-chief of the combined fleet shall order necessary forces to advance to the area in which they are to wait in readiness and shall station them in such positions that, in the event of the situation becoming such that commencement of hostilities be inevitable, they will be able to meet the situation promptly."

Attack Plan Issued

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

- The task force, keeping its movements strictly secret and maintaining close guard against submarines and aircraft, shall advance into Hawaiian waters and upon the very opening of hostilities, shall attack the main force of the United States Fleet in Hawaii and deal it a mortal blow. The first air raid is planned for dawn of X day (exact date to be given by later order). Upon completion of the air raid the task force, keeping close coordination and guarding against enemy counter attack, shall speedily leave the enemy waters and return to Japan.

- Should it appear certain that Japanese-American negotiations will reach an amicable settlement prior to the commencement of hostile action, all the forces of the combined fleet are to be ordered to reassemble and return to their bases.

- The task force shall leave Hitokappu Bay on the morning of 26 November and advance to 42° N. and 170° E. (standing-by position) on the afternoon of 4 December, and speedily complete refueling.

(The actual time of departure was 0900 26 November, Japan time, or 1330 25 November, Hawaii time.)

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

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

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

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

In formulating final plans, it was decided that a torpedo attack against anchored ships in Pearl Harbor was the most effective method of putting the main strength of the United

States Pacific Fleet in the Hawaiian area out of action for a long period.

The following two obstacles were considered:

- The fact that Pearl Harbor is narrow and shallow.

- The fact that Pearl Harbor was probably equipped with torpedo nets. In regard to the first point, it was planned to attach stabilizers to the torpedoes and launch them from an extremely low altitude.

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

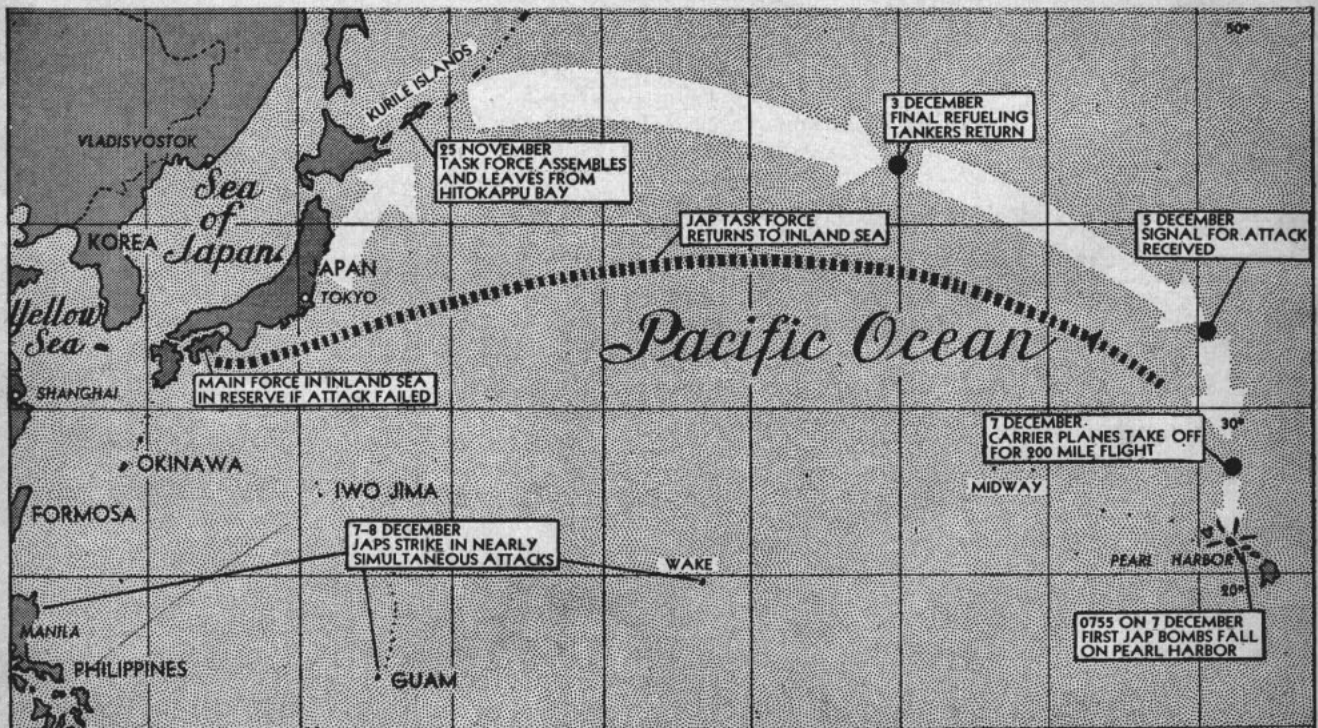
Evidence indicates that as late as 29 November, the Japanese force expected to find six U. S. carriers in Hawaiian waters; they were aware that the USS *Saratoga* was, in late November, on the West Coast of the United States and also that the USS *Enterprise* would be "two or three days out of Hawaiian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

Carriers Absent

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

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

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



TIMETABLE of Japanese sneak attack on Pearl Harbor is shown in this chart. All dates are Hawaiian time.



WAR WAS BUSTIN' OUT all over as Jap pilot caught this view. Smoke rises (background) from Army's Hickam Field.

Marshall Islands and approaching from the south.

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

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

By routing the striking force to pass between Midway and the Aleu-

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

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

How Japs Got Data

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

- American public broadcasts from Hawaii.
- Reports of Japanese naval attaches in Washington, D. C.
- Reconnaissance submarines in Hawaiian waters prior to the attack. A Japanese pilot states that at no time were visual land signals used from Hawaii.

- Information obtained from ships which had called at Hawaiian ports in mid-November.

- Espionage network in Hawaiian Islands using uncensored cable communications with Japan.

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

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



Captured Japanese Photographs

BATTLESHIP ROW appeared thus to attacking Jap pilots on 7 Dec 1941.

to convey information concerning a whole day's activities.

Details of Execution

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

- That the main body of the U. S. Pacific Fleet would be at anchor within Pearl Harbor on 7 Dec 1941, Sunday, Hawaii time.

- That a carrier force could be moved from home waters across the Pacific to within striking distance of the main islands of the Hawaiian group without undue risk of detection by American defensive reconnaissance.

- That should the above assumptions be in error, a reserve group of heavy naval units could sortie from the Inland Sea to give support to the carrier striking force in a decisive engagement with the American fleet. The other task forces of the Japanese fleet (Southern Force, Northern Force, and the South Seas Force) would be available for this purpose. Implied in the plan is the assumption that, in the event of such an engagement, the combined strength of the bulk of available Japanese major fleet units would be sufficient to defeat the American fleet.

- A powerful carrier air strike directed against the American forces based in Hawaii could, if tactical surprise were effected, achieve the strategic result of crippling the American fleet; that such a strike could achieve also the destruction of American land-based air power and thus permit the Japanese striking force to withdraw without damage.

The omission from the Japanese plans of provision for landings on Oahu was decided upon during discussions held on 6 and 7 September when Operation Order No. 1 was being put together. It was decided that no landing operation should be included because it would have been impossible

to make preparations for such a landing in less than a month after the opening of hostilities; it was further recognized that the problems of speed and of supplies for an accompanying convoy would have made it unlikely that the initial attack could be accomplished without detection; it was further recognized that insuperable logistic problems rendered landings on the island impractical.

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

Riches Sought

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

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

Since the American fleet and air power based in the Hawaiian area were the only obstacles of consequence, a major task force built around a carrier striking group was considered essential to conducting a successful surprise attack. Accordingly, the fol-

lowing allocation of forces for the Pearl Harbor attack was made:

Striking Force

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

11 train vessels

Advance Expeditionary Force

- Commanding Officer: CinC 6th Fleet, Vice Admiral Mitsumi Shimizu.
- Isuzu, Yura* 2 CL
 - Katori* 1 CL-T
 - I-class submarines (including SubRons 1, 2, 3) 20 SS
 - 1-1, 2, 3, 4, 5, 6, 7, 16, 17, 18, 20, 22-24, 68, 69, 74)
 - Midget submarines 5 M-55
- 6 train vessels.

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

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

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

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

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

On 4 December the rendezvous point (42° N., 170° E.) was reached and the combat ships of the force fueled to capacity from the tankers, which were dropped that night. The task force then turned southeast, probably at increased speed.

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

The cruise up to this date had been uneventful; no ships or planes had been sighted and no false alarms had been sounded. When the force was 800 miles due north of Hawaii, on 6

December it received from the Japanese Navy department a radio message "Climb Mount Niitaka"; this was the signal for the attack and the force proceeded south at 24 knots to its destination. On the night of 7-8 December the run in was made at top speed (26 knots).

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

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

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

Planes Scout Harbor

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

Upon completion of the launchings, the force withdrew at high speed (26 or 27 knots) to the northwest. Plane recovery was effected between 1030 and 1330 on 7 December (Hawaii time).

The striking force then proceeded by a circuitous route to Kure, arriving 23 December (Japan time). Enroute Carrier Division Two (*Hiryu*, *Soryu*), Cruiser Division Eight (*Tone*, *Chikuma*), and two destroyers (*Tanikaze*, *Yurakaze*) were detached on 15 December to serve as reinforcements for the Wake Island operation.

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

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

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

• Until X-day-minus-three some of the submarines were to reconnoiter important points in the Aleutians,

Fiji, and Samoa, and were to observe and report on any strong American forces discovered.

• One element was assigned to patrol the route of the striking force in advance of the movement of that force to ensure an undetected approach.

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

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

During the evening of 7 December, the day before the actual attack, the force of I-class submarines took up scouting positions in allotted patrol sectors covering the waters in the vicinity of Pearl Harbor; these submarines were ordered not to attack until the air strike was verified.

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

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

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

During the war games carried on at the Naval War College, Tokyo, from 2 to 13 Sept 1941, it was as-

sumed that the Pearl Harbor striking force would suffer the loss of one-third of its participating units; it was specifically assumed that one *Akagi*-class carrier, and one *Soryu*-class carrier would be lost. No mention is made of probable plane losses.

A very slight expectation was held that some of the five midget submarines would be retrieved but all submarine personnel were prepared for death.

Actual Losses Light

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

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

The official Japanese estimate of damage inflicted and the contrasting actual damage inflicted is as follows:

Damage Inflicted

Naval Vessels	Jap Estimate	Actual
Sunk:	4 BB	4 BB, 1 AG
	2 CA	* —
	1 AO	—
	—	1 CM
Heavily damaged:	4 BB	1 BB
	5 CA	—
	—	2 CL
	—	3 DD
	—	1 AR
Lightly damaged:	1 BB	3 BB
	—	1 CL
	—	1 AV
Aircraft Destroyed:	450 (total)	92 (Navy)

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

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



ANTIDOTES FOR RADAR

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

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

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

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

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

- RCM devices were installed on surface, undersea and air craft in the development of a "radar detective" system by which the location of enemy radar was mapped from Anzio to Berlin and from Kiska to the China Sea.

- RCM aided in paving the way for the successes of Sicily, Italy, Normandy and southern France and was employed by the Navy from the "shoe string" days in the Solomons until the final blows on the Jap home islands.

- RCM enabled Navy carrier-based planes to "ride in" on enemy radar pulses to blast targets and Navy submarines to sink Jap undersea craft located by their radar emanations.

- RCM caused radar-directed gunfire from German and Japanese batteries to become wild and ineffective and confused operators of radar directed spotlights, enabling our planes to escape from the beams.

- RCM devices on Navy carrier task force units warned of the approach of radar-equipped Japanese search and torpedo planes many minutes in advance of their appearance on the radar screen and then broke up radar-controlled night torpedo attacks by jamming.

- RCM reduced the effectiveness of German anti-aircraft fire by 75 per cent—saving an estimated 4,500 lives and 450 bombers for the Allies.

Radar uses a series of rapid-fire radio impulses shot into space, direc-

ted toward a possible enemy. Echoes of these impulses bring the sender such target information as range, direction and altitude, from which the enemy's speed and course is obtained. The result is more accurate gunnery and greater loss to the enemy. But radar has weaknesses amounting to a good-sized "Achilles heel" which our scientists exploited in developing our radar-busting apparatus.

The weaknesses exploited were:

- A radar is really a powerful radio transmitting station which can be heard at a considerable distance.

- Like any radio station, its direction and location in relation to the listener can be determined by means of radio receivers equipped with direction finders (DF).

- Since the radio echo of most targets is very weak, relatively little power is required to cover up that echo by sending out a jamming signal from the target.

- Radars have difficulty in distinguishing actual targets when free falling strips of foil, cut to proper length, are dropped.

The Enemy is Foiled

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

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

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

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

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

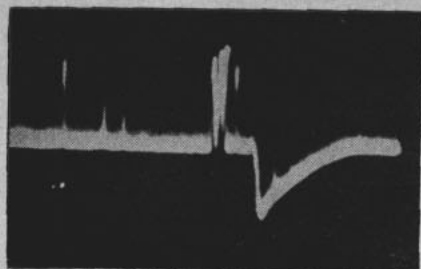
The combat punch possessed by countermeasures is illustrated in the following reports.

In October 1944 a carrier task force cruising off Formosa was attacked by Japanese night torpedo planes equipped with radar. This occurred

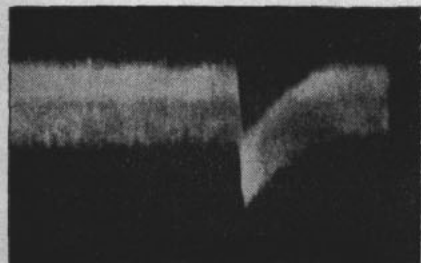


Official U. S. Navy photograph

MARINE OPERATES a radio countermeasure installation in Navy bomber to jam and ruin effectiveness of enemy radar in locating U. S. battle units.



NO JAMMING



WITH JAMMING

HAVOC jamming raises on radar is shown in blurred 'V' range notch.

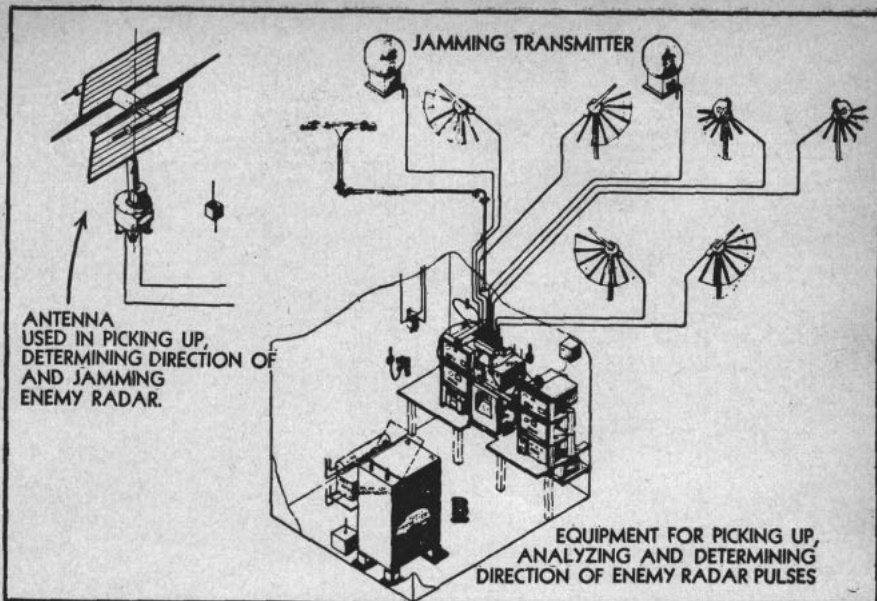
but once; when the Japanese returned the next night it was a different story. Rapid modifications had been made in existing jammers to cover the Japanese airborne radar frequencies. Jamming started as soon as the Japs signals were picked up and the enemy pilots, with their radars useless, circled aimlessly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

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

Truk's Blind Spot

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

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



Official U. S. Navy photographs
DETAILS OF radar countermeasure installation aboard ship, developed by U. S. and Allies to offset enemy electronic devices, are sketched above.

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

Keeping Ahead

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

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

As the Pacific campaign swept forward a bold decision was reached by the Navy. Radar countermeasures were made a Fleet-wide activity rather than a specialist proposition. This decision was reached because the Pacific theater presented Navy planners a problem in logistics entirely

different from the one posed in the European theater. In Europe, special teams of Navy countermeasure experts were responsible for the execution of the anti-radar phases of amphibious operations, since these operations were not too numerous and separated by vast distances.

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

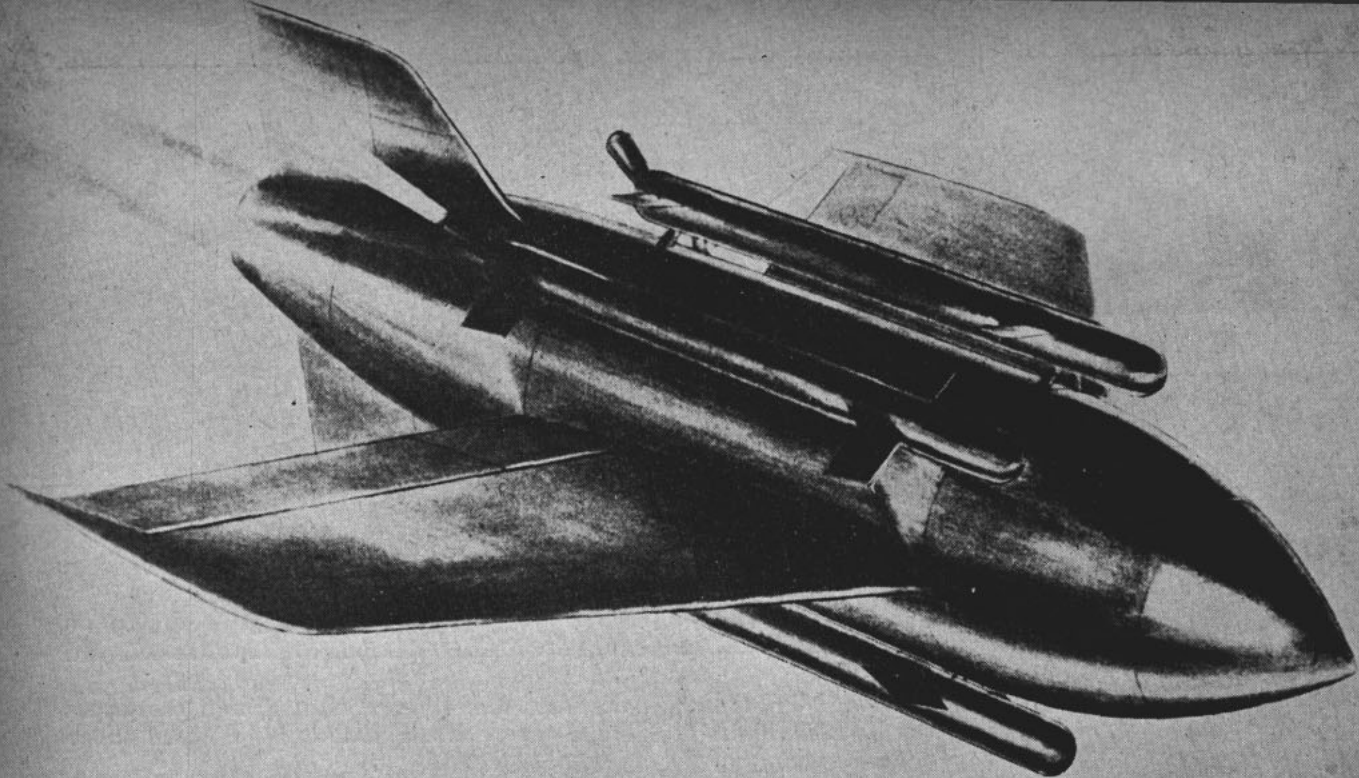
The decision resulted in radar officers becoming electronics officers and experts in RCM and the training of Fleet radar personnel in its effective operation. An extensive installation program designed to make every combat ship in the Fleet self-protecting from an RCM point of view was speeded.

Invasion Factor

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

The wisdom of the Navy's decision was proved time and again in the part RCM played in the operations.

Its wartime achievements prove that the "crash development" of RCM equipment and its subsequent intelligent use prevented the loss of large numbers of American lives.



Official U. S. Navy photographs

SUPER-SONIC missile shown here is no Buck Rogers gadget but instead was one of German secret weapons Naval Technical Mission studied. Successful in tests, it didn't get into full scale production in time for use in combat.

NAZI SECRET WEAPONS

Naval Technical Mission Completes Study Of German Scientific, Engineering Work

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

Among weapons collected and studied by the mission were:

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

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

The radio controlled glide bomb is a bomb of approximately 3,000 pounds which had its own rocket propulsion unit in operation as it was released

from a parent plane. The rocket charge shot the bomb out ahead of the plane and a brilliant flare carried in the tail enabled the course of the missile to be observed from the plane. The bomb-control in the plane could transmit radio signals to a radio set inside the missile thereby guiding it to its target.

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

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

By the close of the war, however, the Germans were developing variations of the bomb. One such variation carried a television camera which relayed information to a television re-

ceiver in the control plane, enabling the bomb-aimer to follow its flight. Another variation was an underwater missile. Guided to the water, it dropped its wings, tail and propulsion unit and sped beneath the surface until it reached its target.

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

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

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

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

The submarine anti-radar detector and direction finder was developed by

the Germans too late to save their submarines from radar-equipped Allied search planes.

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

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

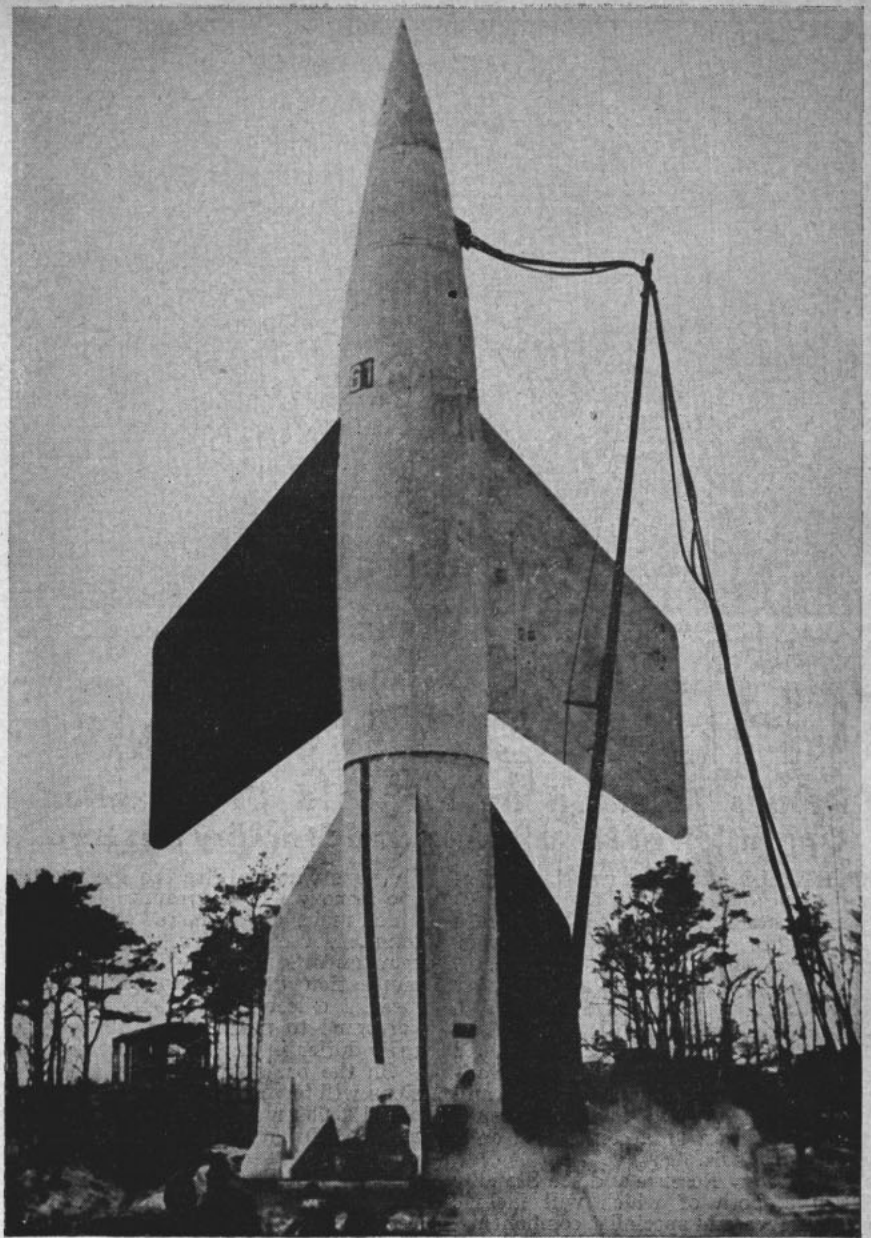
In its studies the mission found that the German research programs showed evidence of confusion. Although long given credit for their scientific attainments and their organizing ability, the German authorities, our mission reported, did not maintain a continuous research policy, but alternately gave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

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

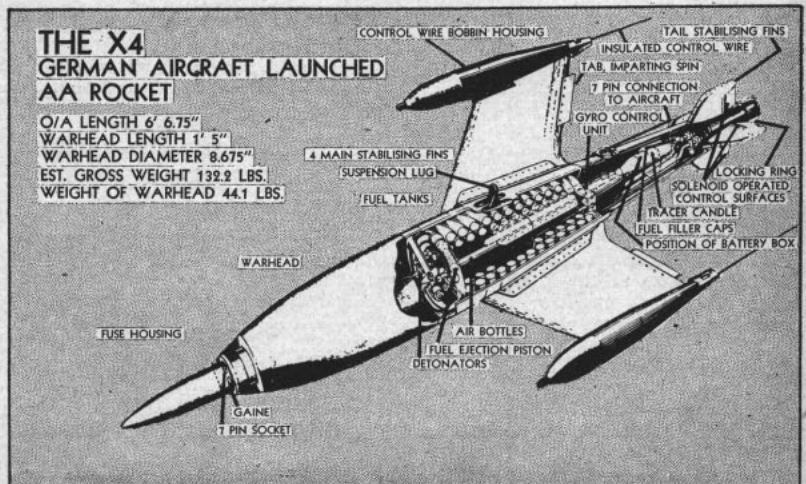
The fatal weakness of this procedure was realized after Stalingrad, when frantic efforts were initiated to encourage the scientific development of new weapons and devices. Governmental and industrial committees were formed and numbers of scientists and engineers, previously associated with the development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

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

"The hydrogen-peroxide development which played such an important part in such diverse weapons as the buzz-bomb, the V-2, the rocket airplane and the high speed submarine, was actually started about 20 years before the war."



WINGS for V-2 (above) were development Nazis were trying at war's end to give flying bomb more range. Missile sketched below was for use by fighter pilots who were able to guide projectile electrically.





NAVAL RESERVE will provide air, surface, specialist components for quick mobilization in case of need.

THE POSTWAR RESERVE

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

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

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

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

Under the plans that have now been outlined, the Ready Reserve will have a maximum strength of approximately 10,575 officers and 136,000 men. No limit will be placed on the size of the Standby Reserve.

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

The Ready Reserve

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

Each group of not more than four

divisions which utilize the facilities of one armory will be grouped in a battalion under the command of a reserve commander or captain. The battalion commander's staff will include a communication officer, supply officer, a medical officer, and adequate enlisted personnel to permit them to perform their duties in an effective manner.

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

Procurement. Line officers for the Ready Reserve will be obtained at

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

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

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

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

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

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

Ready Reserve Division

Basic unit in the Ready Reserve is the division. It is to be made up of 13 officers and 200 enlisted men on the following basis:

- 1 lieutenant commander (commanding officer).
- 3 lieutenants.
- 9 lieutenants (jg) or ensigns.
- 8 men 1st pay grade.
- 12 men 2nd pay grade.
- 16 men 3rd pay grade.
- 20 men 4th pay grade.
- 144 men 5th, 6th and 7th pay grades.

hance the realism and effectiveness of the instruction.

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

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

Because the proposed increase in the size of the Ready Reserve will make inadequate the number of armories now available, plans are being studied for expanding the facilities. Proposals under consideration include:

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

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

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

- Active fleet: 526 combatant ships and minecraft.
- Reserve fleet: 104 combatant ships.
- Active fleet: 494 auxiliaries.

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

In the event a gradual mobilization is desired, the reserve will be distributed among all components, including the inactive fleet, so that by the addition of Standby Reserve personnel and

new trainees, the entire fleet could be activated in a matter of months.

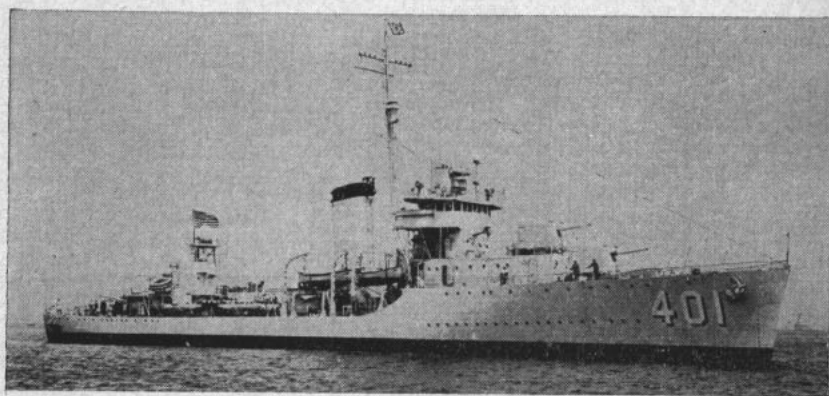
Officers Divisions. To provide for further training of young officers who desire to maintain status similar to the Ready Reserve, but for whom vacancies in the Ready Reserve are not available, officer corps divisions will be formed as required. These officers will attend instruction periods and make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

Officers in these divisions will be

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

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

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



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

RESERVE WAR RECORD IMPRESSIVE

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

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

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

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

Battleships, 41 percent; heavy cruisers, 44 percent; light cruisers, 50 percent; heavy aircraft carriers, 48 percent; light aircraft carriers, 70 percent; escort carriers, 90 percent.

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

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

Eight reserves were in command of modern destroyer highspeed minesweepers, 33 of seaplane tenders and

302 destroyer escorts were commanded by reserves.

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

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

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

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

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

NAVAL RESERVE UNITS IN BRIEF

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

The proposed Naval Reserve will be composed of:

- U. S. Naval Reserve (see accompanying article).
- Merchant Marine Naval Reserve, composed of professional seafaring officers, trained by the Navy to an extent which would permit their use in general line duty on fleet auxiliaries and vessels of the Naval Transportation Service.
- Naval Reserve Officers Train-

ing Corps, a voluntary organization of students at 52 colleges and universities providing systematic instruction and training which will qualify them for appointments as officers in the Navy or Naval Reserve.

- Fleet Reserve, comprising enlisted personnel transferred or assigned from the regular Navy who are subject to recall to active duty in emergencies.

- Honorary Naval Reserve which will include selected personnel no longer qualified for other divisions of the Naval Reserve Force as a result of age, occupation, physical disability or other causes. Members may be called to active duty with their consent, for short periods of time for consultation purposes and will be available for active duty during war or a period of National Emergency.

If normal attrition does not provide the vacancy, one officer, normally the oldest in the division, will be selected for transfer to the Standby Reserve. In addition, if junior replacements are available, all lieutenants in the Ready Reserve will be transferred on reaching the age of 35 and all lieutenant commanders on reaching the age of 39. An officer who attains the rank of commander will be transferred.

The same principles will apply to enlisted personnel, with an age limit for CPOs of 39 years. However, in order to maintain the desired distribution of ratings, and to preserve as far as possible slowly acquired skills, the administration of these provisions are to be left to the discretion of the commanding officer.

Promotions. Ensigns will be eligible for promotion to the rank of lieutenant (junior grade) at the same time as their annual group in the regular Navy. If qualified for promotion by their CO, and if they are the subject of satisfactory fitness reports during their training cruises, they will be promoted automatically after passing their physical examinations.

Lieutenants (junior grade) will be eligible for promotion to the rank of lieutenant at the same time that all of the regular Navy annual group one year junior to their original annual group becomes eligible. They will be required to pass physical and professional examinations, to be qualified by their CO, and to have satisfactory fitness reports before being promoted.

Lieutenants will be eligible for promotion to the rank of lieutenant commander at the time when all of the regular Navy annual group two years junior to their annual group becomes eligible. They will be required to pass professional and physical examinations, and to be recommended by their CO. Their names will then be considered by a selection board to meet in their naval district headquarters.

If selected, they will then be promoted.

Promotions above the rank of lieutenant commander will all be by selection as outlined for lieutenants.

Enlisted men will be eligible for advancement in rating up to the fourth pay grade in accordance with the provisions currently in effect for the regular Navy. For advancement to the fourth pay grade and above, they must meet the same requirements as the regular Navy, except that the time in grade required by the regular Navy will be increased 25 percent for the reserve.

The Standby Reserve

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

The Standby Reserve will have no formal organization other than that it will be administered as to policy by the Director of Naval Reserves.

The principal contact which the Standby Reserve will have with the Navy will be through a magazine distributed by BuPers.

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

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

For those whose principal qualification is their particular civilian skill, the training will take the form of naval indoctrination to integrate their specialty with Navy needs.

Promotions. Promotion to lieutenant (junior grade) in the Standby Reserve will be the same as in the Ready Reserve for those who perform an equivalent amount of training. Those who perform 50 percent of the equivalent to the Ready Reserve training will be qualified for promotion at the end of four years.

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

Ensigns who maintain some evidence of interest, but are unable to attend training periods will lose their general qualification after five years, and will be promoted to the rank of lieutenant (junior grade) upon passing a physical examination six years after commissioning and to lieutenant 12 years after commissioning.

Upon reaching the age of 40, these officers will automatically be transferred to the Honorary Reserve unless they request retention and establish their qualification in one of the designated specialties.

Officers who are commissioned from civil life as outstanding specialists in the fields in which the Navy Department desires to enroll officers will be considered for promotion by special boards to be convened annually in the Navy Department.

Volunteer Marine Reserve

Recently discharged enlisted personnel of the Marine Corps who wish to keep up their contacts with the Corps may now enter the Volunteer Marine Corps Reserve for periods of three or four years, the USMC Reserve division has announced.

The Volunteer Reserve is open until further notice to all marines discharged since the surrender of Japan. Membership will permit a man to return to civilian pursuits and yet retain his affiliation with the Corps. Reappointment in the Reserve is made to the rank held at time of discharge.

Members will be placed in class III (b) of the Marine Corps Reserve and will be on an inactive status, except in time of an emergency when they may be called back to active duty. Time served on an inactive status will count as longevity for pay purposes when and if the veteran returns to active duty.

BOOKS:

NOVELS HAVE VARIETY AND SPICE THIS MONTH

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

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

Portrait of Mexico

Another long established American novelist, Alice Tisdale Hobart, also has a new book, this year. Mrs. Hobart is best known for her "Oil for the Lamps of China", which depicted the rugged, adventuresome life of engineers and commercial promoters in the China of an earlier day. In her latest novel, "The Peacock Sheds His Tail", she has deserted her favorite Oriental locale for the equally colorful and challenging background of present-day Mexico. Selecting as her chief characters the members of a conservative, aristocratic Mexico City family, the Navarros, she indicates how, through the growing social consciousness of the younger generation (represented by the young son and a daughter who goes to the remarkable extreme of marrying a member of the American diplomatic service), the whole tone of Mexican life is changing. Though "The Peacock Sheds His Tail" reads fascinatingly as fiction and a love story, it presents also a sound and detailed picture of Mexico's turbulent political life. One critic terms it not only "... one of the most stimulating novels of 1945" but also says that it "... has opened a re-

vealing window on the troubled course of our Good Neighbor to the South."

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

Glamor Goes Literary

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

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

in fiction but what distinguishes "Three O'Clock Dinner" is its brilliant picture of Charleston society and the wit and sensitivity of Miss Pinckney's expert writing.

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

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

Nordhoff and Hall Again

Nordhoff and Hall for their part are still investing the South Seas with fictional glamor and their latest production, "High Barbaree", rings a new variation on the old tune. The basic idea is that which must have occurred to many a traveler over vast Pacific waters—that there may be still undiscovered and uncharted islands in the vast expanse. A Navy pilot from Iowa is shot down in mid-Pacific and then, in fancy or in fact (the reader is never quite sure until the final page), makes his way to an island marked "Existence doubtful" on the maps. This is a thoroughly fantastic, yet convincing bit of "escape" writing and reads almost as the three Nordhoff and Hall volumes dealing with the mutiny on board HMS *Bounty* and its consequences.

Equally romantic and escapist, but set against an authentic historical background of thirteenth century England and the Orient, is Thomas B. Costain's "The Black Rose". In the tradition of Scott and Rider Haggard, Farnol and Sabatini, this item recounts the adventures of one Walter of Gurnie, illegitimate son of an earl, who in a period of years away from England rescues, marries and loses a beautiful Greek girl and subsequently experiences fabulous adventures in the land of Kubia Khan.



Pin-ups of old whaling ships were the figure heads up 'neath the bowsprit. One at left is from "The Manatee," Nancy Bruff's first novel.



AFRS produces its own show "Command Performance" with such big timers as (left) Ens. Dennis Day, Jimmy Durante and Jinny Sims; and (right) Carol Landis, Jo Stafford. GIs are AFRS staff members, Sgt. O'Connor and Sp1c Chapman.

ON THE RADIO IN 1946

Armed Forces Radio Service Will Continue Overseas Broadcasts of Top American Shows

NAVY MEN afloat and overseas will continue to hear the pick of American radio entertainment and special programs flavored to their particular liking, the Armed Forces Radio Service promises all who expect to draw extended duty outside the U.S.

AFRS will stay on the air as long as substantial American forces remain overseas. Thus the radio entertainment to which sailors, soldiers, and marines all over the world have become accustomed will continue not only through the 113 AFRS stations now manned by U. S. military personnel, but through 28 cooperating, foreign-owned stations as well.

Just as an assurance that there will be no let-down in quality or quantity of radio programs, here is what AFRS offers for 1946:

- More than 50 special programs produced by AFRS, including the well-known "Command Performance", "Mail Call", "G. I. Journal", and "Jubilee".

- Decommmercialized recordings of the principal U.S. network programs, covering the whole range of current radio shows.

- News, sports, and special events, broadcast on-the-spot as they happen.

- Basic record libraries and weekly script kits for ships and AFRS stations throughout the world.

- The "Bedside Network" to provide radio entertainment for patients in U.S. military hospitals on the mainland.

These services, adding up to many thousands of hours of broadcasting each week, are put on the air by 20 high-powered short wave stations on both coasts of the U.S., and by AFRS stations located wherever in the world there is a concentration of American military personnel.

Shows produced by AFRS itself will include, in addition to the "big four" mentioned above, "Concert Hall" with Lionel Barrymore and an assortment of well-known classical artists; Martha Wilkerson ("G.I. Jill") with "G.I. Jive" and "Jill's Juke Box"; "Downbeat," "Hymns from Home" and "Yank Bandstand".

"Personal Album" will be continued also, bringing with it a roll call of outstanding singing stars. "At Ease," "Intermezzo," "Melody Roundup," "Music for Sunday," "Remember,"



NO STORY'S really complete without a young lovely like Olga San Juan who, incidentally, sings for AFRS.

"Showtime," "Swingtime," "Heard at Home," "Serenade," and many others will remain in production.

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

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

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

and by ships systems some 100 of the nation's finest radio programs. This will provide 43 hours of continuous transcribed entertainment per week. The recordings are made possible by contractual arrangements with networks, advertising agencies, advertisers, performers, and unions, with the understanding that such programs are heard solely by the armed forces overseas or in hospitals in the U.S.

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

Fleet units are now receiving about 40,000 recordings per month from AFRS through Atlantic and Pacific service forces.

Mobile AFRS stations were poised to move into Japan with our assault forces, so that when surrender came they were fully prepared to start operating. Six AFRS stations now operate in Japan, and one in Korea. In addition, some stations of Radio Tokyo have been taken over by AFRS. This new "Far Eastern Network" with stations stretching from Finschhafen to Manila to Tokyo incorporates the old "Jungle Network" of SoWesPac.

The "Mosquito Network" is still operating, with stations from Guadalcanal to Fiji. The story is the same in the Aleutians, Marshalls, Marianas; in all of these areas AFRS stations will continue to do their job.

In Europe AFRS stations have been built, rebuilt, and moved to provide maximum service to U.S. military personnel. AFRS now broadcasts from 5 cities in France, 9 in Germany, 2 of them 100,000 watt stations, and 2 stations in Austria. The picture is rounded out by additional stations in Italy, North Africa, the Near East, and the China-Burma-India theatre.

Because of AFRS operating policy that minorities shall be serviced as well as majorities, these extensive facilities are being continued so that as few isolated or diminished groups of men as possible will be denied the entertainment of AFRS programs. Small or remote units get the same amount and quality of programs as the more active areas.

As far as ships at sea are concerned, the most constant source of AFRS entertainment will be the recordings and transcriptions for use over the ship's RBO system. Some ships have developed mock radio station techniques over their RBOs which are very effective. With the wide variety of records available, it is possible to duplicate almost exactly a stateside evening of radio on the ship.

When ships are tied up in various parts of the world or cruising close to foreign stations, they may expect to receive AFRS programs broadcast from one of the local AFRS outlets. The short wave stations in the continental U.S. are heard frequently in distant waters, and form a substantial part of the radio fare at many advanced bases. These services may be expected to continue.



MAIL CALL crew (above) includes Charlie Cantor, Johnny Mercer, Don Wilson. You may recognize Ralph Edwards (left, below). Fat Female is Mrs. Hope's son



AFRS photographs
GI JILL (right, above) is Martha Wilkerson. Below is Rochester without Benny, but definitely with Slapsie Maxie and Max Baer doing a "Jubilee" show.



SRU: FIX-IT-QUICK MEN

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

EARLY ON 25 Oct 1944 a task force of U.S. battships met and practically annihilated a strong Japanese force in Surigao Strait at the southern entrance of Leyte Gulf in the Philippines.

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

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

Time and again combatant and auxiliary ships limped out of battle position, but not out of range of enemy planes and guns, to be put under repair by SRU workers. Usually they returned to action in such short times that the Japs could not

take advantage of their absence. Other SRU teams, riding up on the beaches with the amphibious forces, helped to make the landing campaigns successful. Landing craft were notably susceptible to many kinds of damage—not all of it battle—but the advance ship repair units kept them working and thus helped to keep the beaches clear for oncoming traffic.

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

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

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

Repair ships were at Okinawa when

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

Okinawa Ordeal

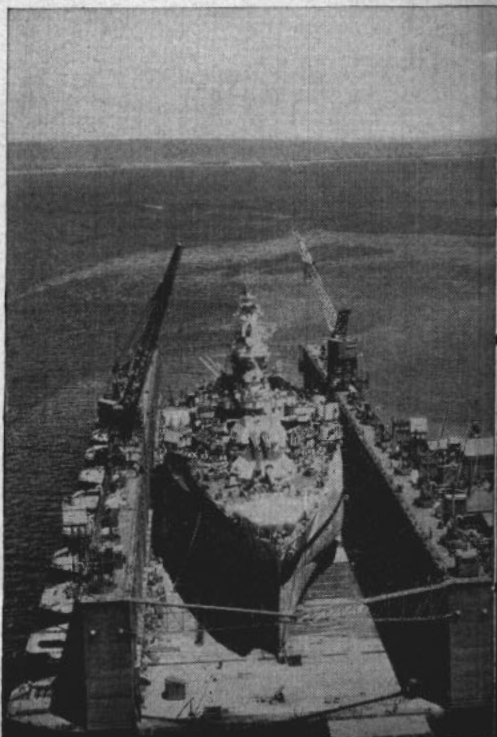
The repair ships shared the blasts and hazards undergone by fighting craft to which they were moored. A wild Kamikaze airplane engine tore through one entire side of a drydock while its crew was working on the destroyer *Ross*. Men of the repair ship *Vestal* and a floating drydock endured three harrowing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

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

Enemy fighter planes once attacked a damaged ship under tow while repair men were aboard. Dropping their work, the SR fighters manned the guns and shot it out until the

Official U. S. Navy photographs

NAVY'S SHIP REPAIR SYSTEM in World War II made use of mammoth floating drydocks. Right above, tugs nose one of the fleet's battlewagons into an ABSD—Advanced Base Sectional Drydock—moored off a Pacific island base. Below, right, the same dock raised with another BB inside for repairs, and left, a Navy SRU man at work repairing ship damage.





enemy was beyond range, then returned to shoring bulkheads and pumping flooded compartments.

In the Okinawa fighting, the USS *Oceanus* spent six days alongside a bomb-torn battleship, its repairmen stopping work only when Jap planes were directly overhead. The battleship returned to action after the sixth day, refuting expert opinion that she would have to return to a base to be put back in fighting condition.

'Round the Clock

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

During the battle of Saipan, the USS *Phelps* took several shell hits in

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

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

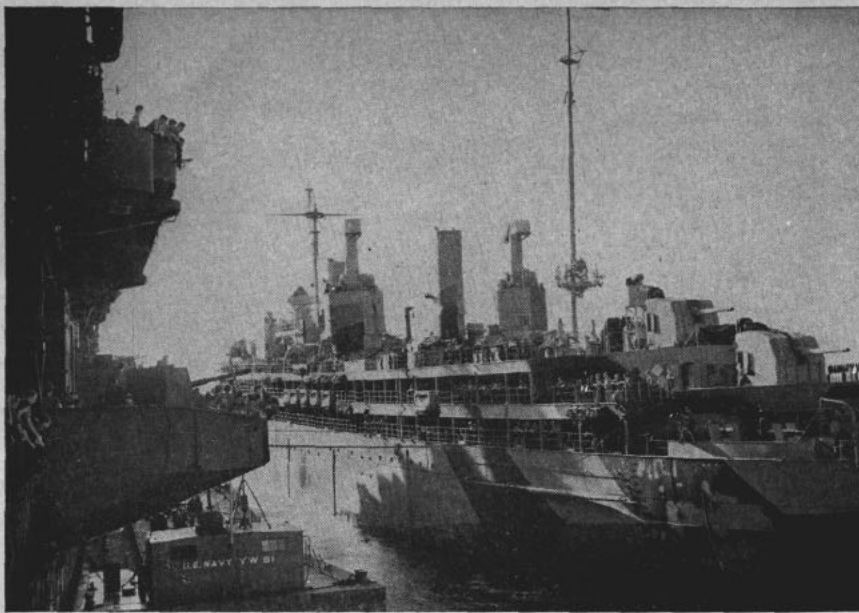
SR men are "earmarked" from the day they are sworn into the Navy. In one stage of the war, the men were formed into separate companies at recruit training centers, given very brief indoctrination, and rushed to special SRU training centers, sometimes before the general service re-

cruits had fathomed the depths of their seabags. Despite the fact that most of the men had worked in Navy yards or in private yards on Navy construction, they were further trained under the joint direction of BuShips and BuPers by skilled civilians or Navy veterans. Training consisted of about three parts actual repair work on ships and one part classroom instruction. This on-the-job type of training paid great dividends when the men were on their own.

Pioneer Unit

Ship Repair Units were born in the emergency that found many of our major warships resting on the bottoms and beaches at Pearl Harbor in December 1941. A few days after the Jap attack, the first SRU was rushed from San Diego and, although this outfit was never commissioned, it blazed an amazing trail.

Pearl Harbor was not in a position to provide them a gala welcome on 21 December. There were no arrange-



Official U. S. Navy photographs

REPAIR SHIPS SENT wounded combat ships back to the fleet without delay. Here, USS Jason (hull repair) prepares to go to work on carrier Lexington.

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

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

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

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

With this equipment and that of the

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

Raising the BBs

Even the SRU men could not resurrect the *Oklahoma* and *Arizona*, but they put back in service a great amount of material yielded by the two ships. They were mainly responsible for putting back in operation the *Pennsylvania*, *West Virginia*, *California* and *Nevada*, the "ghosts" that trapped the Japs in Surigao Strait. The ingenuity and drive that went

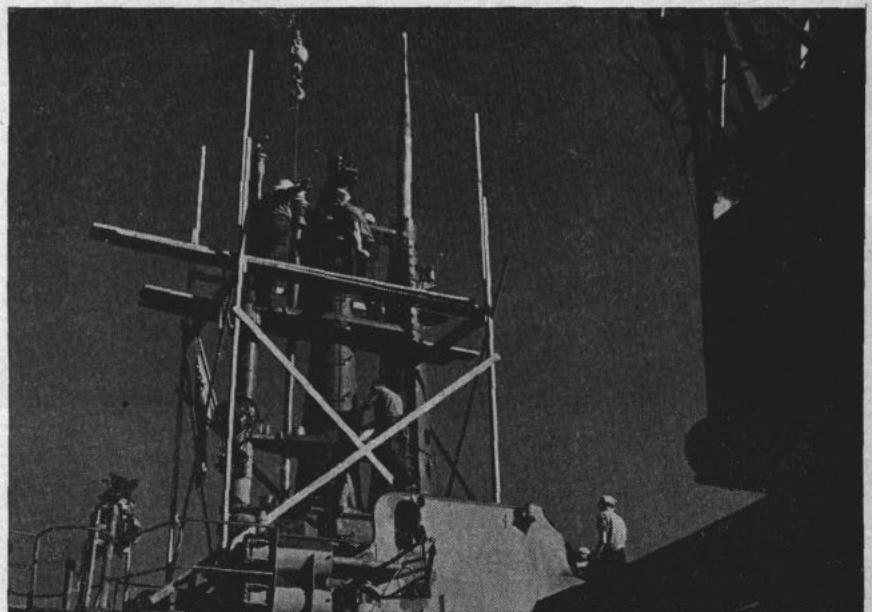
into this early salvage were indications of what the SRUs were to do when the Navy met the Japs in force throughout the Pacific.

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

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

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

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



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

ALL HANDS

From the resulting pattern the patch was manufactured.

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

Search for Substitutes

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

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

Underlying this record of mechanical ingenuity was a stout esprit de corps woven in the many emergencies that beset the repair men in those early days of tough assignments.

Along with a steady diet of much work and little play, SRU men have been trained to handle guns. After the Pearl Harbor pioneers were used to man guns in the alert during the Battle of Midway, basic gunnery instruction was incorporated into SRU training.

From the time they began to move out in force in late 1943, Ship Repair Units have been an integral part of every campaign and landing that moved over water. Special units worked day and night in 12-hour shifts preparing assault and landing craft for the Normandy invasion. When the invasion was made, these units worked tirelessly to salvage and repair the bridge of ships that kept Eisenhower's men supplied with the essentials of war. Small units of 18 men were assigned to Navy "task forces" that carried the Army across the Rhine this spring.

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



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

SALVAGE WORK UNDER ENEMY GUNS

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

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

In the critical days of Okinawa, Capt. Curtis' salvage task group listed 878 separate jobs on its "services rendered" docket. His flagship, the USS *Clamp*, a salvage vessel, received 4,700 messages and sent 2,700 while working in the "hot water" around Okinawa. This is a measure of the salvage operations that went on, since every dispatch pertained to salvage or urgent requests for salvage.

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

delivered to other ships for treatment.

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

One of the strangest "salvage orders" ever received was fulfilled by the USS *Zuni*, another tug. Off Iwo Jima in February, she was ordered to "proceed along side LST 944 and assist in beaching now." The LST's port engines were out and she had to have help to land badly needed cargo. The *Zuni* made fast to the LST's port side, acting as a port engine, and together the ships rammied onto the beach. This was standard procedure for an LST, but far from that for a tug. But the *Zuni* had no major damage and the operation was a success.

War greatly accelerated underwater salvage work and prompted Capt. Curtis to make a radical change in the salvage program. Noting that many men were apt divers but that good underwater mechanics were scarce, he rounded up good mechanics and taught them to dive.

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

"Suggest we close for mutual protection."

BATTIN' THE BREEZE ON

Hazards of Marriage

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

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

"Also naturally, he then builds up the most fantastic wishes and desires for love. He dreams of the love to be lavished on him by his family upon his return, but as only little children can get such love, the man who has regressed is disappointed and embittered.

"In his attempt at self-cure he tries

to recapture a feeling of security by unconsciously turning toward women of the maternal type. Fortunately, this regression to childish dependency is often temporary, but this very fact raises the question of whether those who have married motherly girls will later be attracted to glamor."

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

Foxholes are Unhealthy

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

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

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

A Bit Exclusive

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

In those New York night spots, 300 yen (20 bucks cash) wouldn't last long, but that is the only layout required for membership in the "4" club, probably the most exclusive club in the Far East,

if not the world. Seems the club is open only to Navy CPOs on duty ashore in the Japanese capital. Charter members were four, hence the club name.

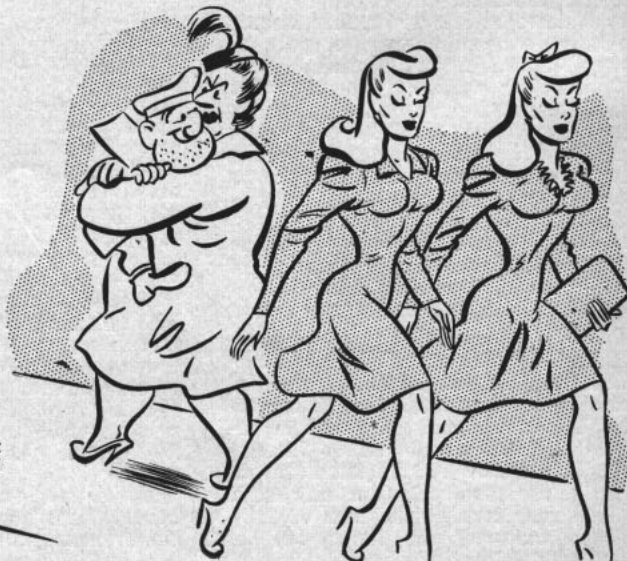
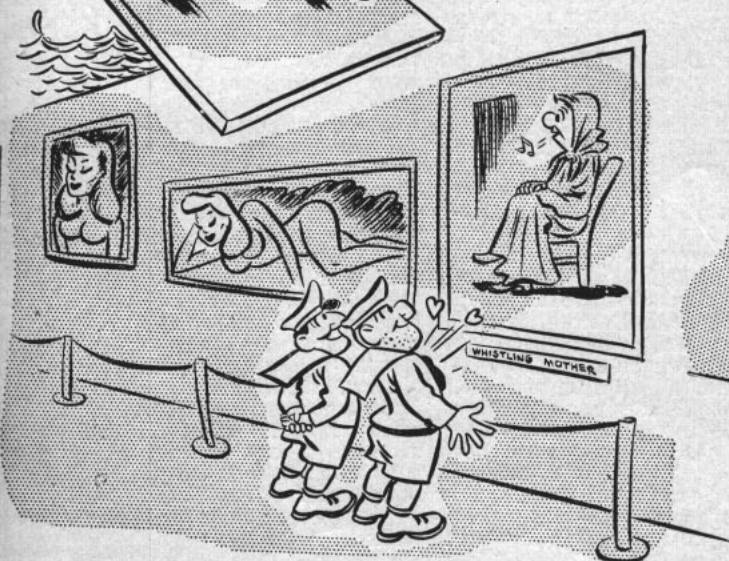
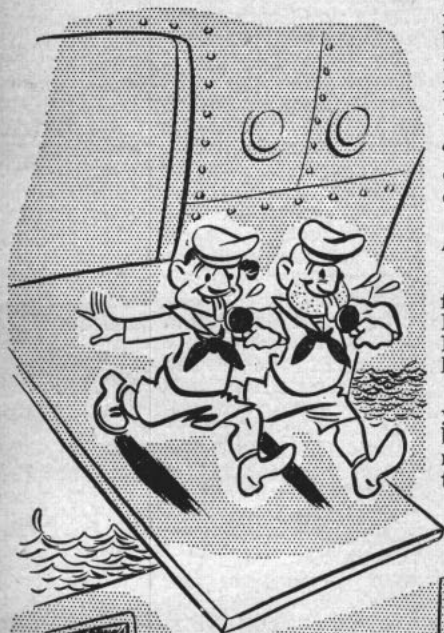
These fellows are: C. A. Nelson, CQM, USN, Seattle, Wash.; Frank Mleinek, CSM, USN, Minneapolis, Minn.; Edison L. Charles, CY, USNR, Denver, Colo., and John J. Fitzgerald, CBM, USN, Niagara Falls, N. Y. "Fritz" won the presidency hands down after he located a toaster, ice box and radio in bomb-torn Tokyo.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

That's His Business

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

Small Change

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



THE 7 SEAS

Girth Control

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

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



Seeing Was Believing

Will Rogers used to say: "All I know is what I read in the papers." But that wasn't enough for a batch of Japs and their geisha girl who were in hiding in Guam after the war had ended. They wanted to see it in pictures. Thus, when they read about the Jap capitulation in the 20 August issue of a magazine, they figured it was so much propaganda, and tramped deeper into their patch of jungle. Came a day when they found a later issue of the same picture magazine. In the magazine was a detailed, large picture of the surrender aboard the USS *Missouri*. They were convinced. So one of the 21 Japs tacked the following note on a palm tree:

"The end! Comes peace in the world! We are join! We had been lived in this jangle from last year but now we known by this book that the war end. It is join at people in the world. To the peace of the Guam Island we do not free move and we no spit of obey at coach of American word. Number 1 when came ship we ride on from Japan? Number 2 yoen at the Japan our friend? Number 3 where we go from this end."

Eight days later the note was still on the tree. So they tramped to the nearest highway, flagged the first truck. Bowing and smiling in unison they extended the note to the driver and surrendered.

Men in White(s)

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

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

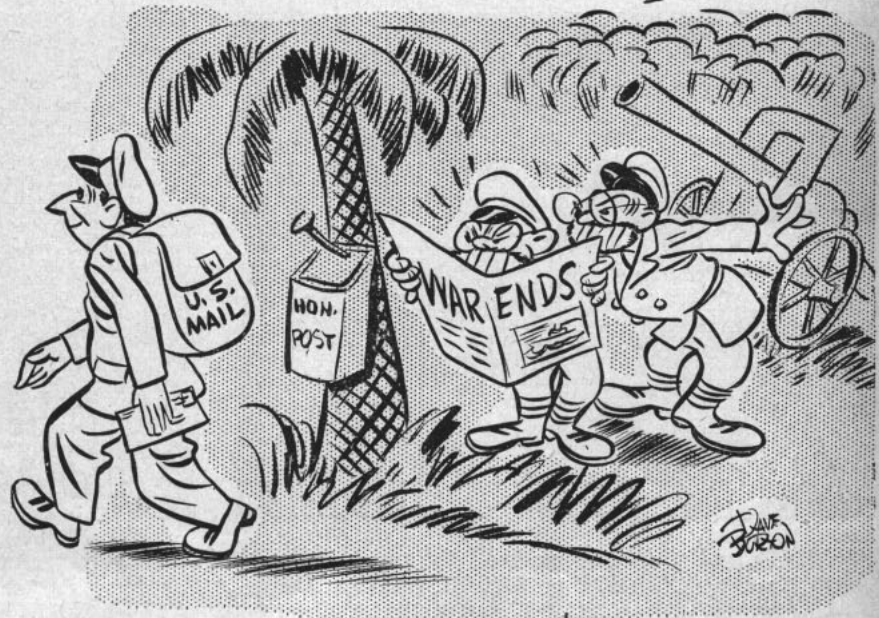
The sailors were members of a beach battalion. But more important, they were wearing glistening whites. Never, according to S/Sgt. Sturges, had the natives seen such white clothes. Therefore, he says, wherever the sailors went, swarms of Japs eyed them—drawn by their whites.

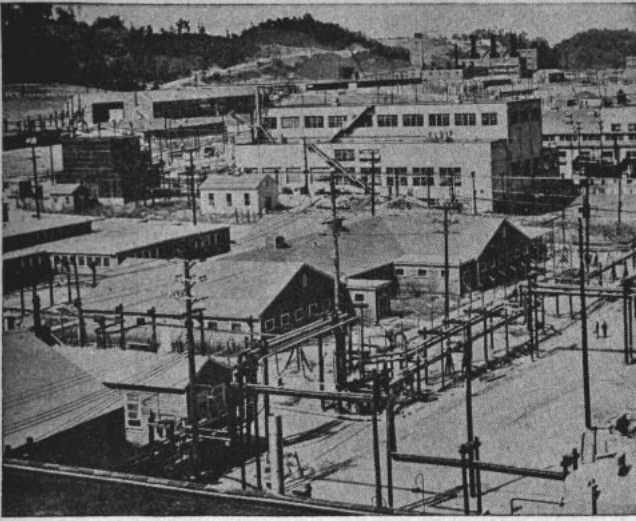
Aged in the Briny

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

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

From then on, anyone who could beat his way into a diver's suit was prospecting around the sunken hulk. Eventually, the divers collected 1,000 cases of beer. The last quoted price was 100 pesos a case of 48 bottles.





IN SECRET PLANTS like this were made atomic bombs, which helped hasten the war's end, usher in a new era.

PEACE returned with surrender of Japan on 14 August, setting off celebrations, demobilization and reconversion.

1945 on the Homefront

WHILE YOU WERE AWAY

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

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

agreed: World War II had better be the last or World War III would be.

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

Returning veterans found home life changed and changing. Most wartime shortages died with the return of peace; rationing was ended for all times except sugar and automobile tires; restrictions on travel, lighting,

etc., were lifted. However, a few shortages still persisted, especially in housing. As for production, thousands of war plants had shut down or shifted to manufacturing peacetime articles, others were beset by spreading labor-management disputes which, especially in the automobile industry, delayed long-awaited production of civilian goods.

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



AMERICA and the world mourned the passing of FDR on 12 April, and hailed the new Chief, Harry S. Truman.

PEACE-loving Americans saw in the UNO, chartered at San Francisco, the hope for averting an Atomic War.

All photos from Press Association, Inc., except upper left, Official U. S. Army Signal Corps photo



POSTWAR military job involved problem of what to do with war machines, how to strengthen future defenses.



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



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



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



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



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

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

LETTERS TO THE EDITOR

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

Unauthorized Decorations

SIR: Please publish details on the China Liberation ribbon.—J. F. McC., RdM3c.

• No such ribbon has been authorized.—Ed.

SIR: I have noticed several men wearing stars on the Victory ribbon (World War II). What do they stand for?—J. T. F., Y1c, USNR.

• No stars have been authorized for the Victory ribbon.—Ed.

Constant Reader

SIR: I'm about to be discharged from the Navy, but don't want to lose out completely on what goes with the mates. Is it possible to obtain a subscription to ALL HANDS, and how much would it cost?—L. M. R., Y2c, (W), USNR.

• Subscriptions available at \$2.00 a year domestic (including FPO and APO addresses for overseas mail); \$2.75 foreign, from Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.—See last paragraph, col. 3, p. 80, this issue.—Ed.

Right Age for Transfer

SIR: The problem for a number of officers at this station seems to simmer down to: "With what age and rank is it safe to transfer to the regular Navy?" For example, I entered the Navy as lieutenant (junior grade). I am now 31 years of age and a lieutenant commander. If I transfer to the regular Navy, will I keep my present rank or at some future date will I be reduced to some lower rank? We'd like to have a schedule of the correct ages for each rank in both line and staff corps.—T. J. A. Jr., Lt. Comdr., (SC), USNR.

• The size of Navy authorized by Congress for the post-war period will govern the eventual rank you will receive when temporary commissions terminate and officer ranks are redistributed. This will take place when the President may determine, but not later than 18 months after the end of the fiscal year in which the war ends.

As a guide on ages considered suitable for the various ranks, we reprint below from BuPers Circ. Ltr. 288-45 (Rev.) (NDB, 15 November) the table drawn up for maximum ages of reserve and temporary USN officers transferring to the regular Navy. This age table follows the basic principle that reserve and temporary USN transferees will have equal opportunity, selection and assignment with Naval Academy men of about the same age.—Ed.

Maximum Age of Officers Transferring to Regular Navy

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

Rank	Date of Rank	Line	EDO	Medical, Dental Corps	Supply Corps	Chaplain Corps	Civil Engineer Corps
Lt. Cdr.	9/ 8/39- 2/29/44	35	37	40	37	42	38
Lt. Cdr.	3/ 1/44- 3/14/44	34	36	39	36	41	37
Lt. Cdr.	3/15/44-10/16/44	33	35	38	35	40	36
Lt. Cdr.	10/17/44- 7/19/45	32	34	37	34	39	35
Lt. Cdr.	7/20/45-10/ 1/45	31	33	36	33	38	34
Lieut.	9/ 8/39- 6/30/44	31	33	36	33	38	34
Lieut.	7/ 1/44-10/ 1/45	30	32	35	32	37	33
Lt.(jg)	9/ 8/39- 8/31/44	30	32	35	32	37	33
Lt.(jg)	9/ 1/44-10/ 1/45	29	31	34	31	36	32
Ensign	9/ 8/39- 6/ 6/44	29	31*	—	31	—	31*
Ensign	6/ 7/44- 6/ 5/45	28	30*	—	30	—	30*
Ensign	6/ 6/45-10/ 1/45	27	29*	—	30	—	30*

* If legislation is enacted which will permit appointment as ensigns for EDO and the Civil Engineering Corps, the ages stated will apply. At the present time there is no provision for appointment as ensign in these categories.

Liberation Ribbon

SIR: (1) Has the terminal date for the Philippine Liberation ribbon been established yet? (2) We have spent a total of 38 days in the Philippine area, once for 12 days and the other time for 26 days. Must our time in the area be a continuous 30 days to be eligible for the ribbon?—T. C., CPHM, USNR.

• (1) 3 Sept 1945 was established as the terminal date for the Philippine Liberation ribbon by Alnav 344-5 (NDB, 31 Oct 1945). (2) Thirty days duty within the area shown below are required for the ribbon. The time need not be continuous but must be within 17 Oct 1944 and 3 Sept 1945.—Ed.



Points for V-12s

SIR: I was Y1c before entering the V-12 program with my present rating of AS, NROTC. So far the V-12 men being discharged have reverted to their former rates. I will have 41 points in April, enough for discharge as AS, but yeomen need 44. Will the Navy waive those three points in my case, or can I refuse the Y1c rating and get out when I have enough points for discharge as AS?—R. Z. C., AS, NROTC, USNR.

• V-12 Bulletin 337-45 just issued (see p. 60) says you may be transferred when eligible for separation as AS, Class V-12, or your former rating as you prefer. In either case will be required to have only the point score necessary for release as AS, which new announcements should make sooner than April.—Ed.

Discharge Rights for Aliens

SIR: I am a citizen of a foreign country. While the war was on, I enlisted in the U. S. Naval Service. (1) Is it true that my foreign citizenship is grounds for immediate discharge from the Navy? (2) When I am discharged, am I entitled to the benefits of the G.I. Bill of Rights?—R. A. C., St3c, USNR.

• No. You will be eligible for discharge on the same basis as U. S. citizens, although if you're a citizen of one of the 24 National governments with which the U. S. has a special agreement, you may be discharged for the purpose of enlistment in their own armed services. Those countries are: Australia, Belgium, Brazil, Canada, Chile, China, Colombia, Cuba, Czechoslovakia, Ecuador, El Salvador, French Committee of National Liberation, Greece, India, Mexico, New Zealand, The Netherlands, Norway, Peru, Poland, Union of South Africa, United Kingdom of Great Britain, North Ireland and dependencies, Venezuela and Yugoslavia.

(2) When discharged, you will be entitled to all benefits of the G.I. Bill—although to be eligible for unemployment compensation, you would have to live in the U. S., its territories or possessions or the District of Columbia.—Ed.

Draft Status

SIR: When I get discharged I understand I have to report back to my local draft board. What will happen to me then?—W. B. T., PhoM2c, USNR.

• Enlisted men who are discharged or officers whose resignations are accepted receive a copy of their separation notice which is to be taken by hand to their own or to a more convenient Selective Service board within 10 days after separation. At that time, all honorably separated registrants are reclassified I-O (Discharged), indicating they have completed their service to their country. They can be called back into service only upon specific order of State Selective Service directors.

All personnel separated under other than honorable conditions are classified as unavailable and unfit for further service. They can be reinducted only upon waiver by the armed services.

Officers or men who are retired or placed on inactive duty in the Naval Reserve or Fleet Reserve are not required to report to their local boards, since they are members of the Navy in an inactive duty status and are subject to recall to active duty. However, they are entitled to the employment assistance and other services performed by draft boards for veterans.—Ed.

GI Benefits for V-12s

SIR: We are members of V-12 (NROTC) who enlisted in the Navy 27 Apr 1944 and reported here for active duty 1 July 1944. If we are separated from the program and sign up for a two year enlistment, will we be covered completely by the G.I. Bill of Rights upon discharge?—E. B., J. C., F. F. C., AS, V-12, USNR.

SIR: Eight hundred V-12s and NROTCs here are in a stew about the possibility that the naval officer training program will be returned to a peacetime basis soon, releasing many of us to inactive duty, rather than being discharged. We need answers to the following questions so we can calm down and continue our studies: On inactive duty, could we continue our education under the G.I. Bill of Rights? Would we be entitled to mustering-out payments? When would we get the mustering-out pay?—M.L., AS(NROTC), USNR.

• Veterans Administration, not the Navy administers the G.I. Bill of Rights, but we can tell you that release from active service, not discharge, is the general qualification for G.I. benefits. You would be eligible not only for G.I. benefits, but also for mustering-out payments, if in addition to V-12 or NROTC service you also have had 90 or more days of general service either preceding or following time in V-12 or NROTC. These rights would be obtainable when active duty ends.—Ed.

USS Kentucky

SIR: When is the battleship Kentucky due to be commissioned?—H. W. W., CY, USN.

• The USS Kentucky (BB 66), now being built in Norfolk, is scheduled to be placed in commission on 23 Sept 1946.—Ed.

Sunk and Unsunk

SIR: The officers and men of this ship, YMS 74, were very surprised to read in ALL HANDS, November 1945, that our ship had been lost in minesweeping operations off Greece. This is to inform you that we are far from lost. In fact, we're on our way "out" now to add more mines to our score (219).—O. S., Ens.

• YMS 74, carrying on in the Pacific, will be relieved to learn that BuShips agrees she's very much afloat. However, the ship which did go down in Saronicos Gulf, Greece, was a YMS 74 too, built with lend-lease funds as BYMS 74 for lease to the British, returned, then leased to the Greeks.—ED.

Appeal from BCD

SIR: I'm a PAL, at a naval hospital, awaiting a BCD resulting from an SCM. I have heard that a man discharged under dishonorable conditions has a chance to appeal for an honorable discharge or a discharge under honorable conditions as a civilian. (1) Is this true? (2) How would the appeal be made?—J. S. W., S1c, USNR.

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

For Present Uniform

SIR: Scuttlebutt has reached our ears that a change of uniforms will be made soon. Whose idea is this, anyway? A recent issue of Life stated that in a census taken on shore bases 9 out of 10 men voted for a change. What about the sailor in this man's Navy? Or don't we have sailors in the Navy any more?

We grant you that those beach lizards might want to look like a prissy bunch, but we don't. Furthermore, we don't have the facilities to do so. Can't you picture a starched shirt rolled up in a seabag, or crammed into a locker?

Nine out of 10 men of the regulars or reserves aboard this ship joined the Navy because of the uniform. If they wanted to look like a soldier, a Marine, or possibly a Wave, they would have joined another branch of the service.

Change the uniform, gentlemen, and you won't have a sailor.—Three GMs and an S1c.

SIR: For some time I've been reading articles denouncing the present uniform, and it has me so nervous I'm going to the extreme of writing to defend it. I'm willing to gamble that the majority of gripes come from shore-bound men, for two reasons: (1) Men stationed on the beach make more liberty than men of the fleet and consequently see more of the uniform (familiarity breeds contempt). (2) Through the medium of a self-conducted poll aboard our destroyer, I found an overwhelming majority of the crew favors no change in uniform—unless it is to authorize the wearing of "tailor-mades."

What do you say, you sailors who want to keep the uniform that really distinguishes you as sailors? Speak up before they sneak one over on us.—B. P. Y., TM3c, and 40 shipmates.

And On the Other Hand

SIR: As an inducement for men to remain in or join the regular Navy, I think more facts should be published about the proposed new uniform. No promises need to be made, but I think it would help the men if a picture of the proposed uniform which has gone to the various commands was given general distribution.

A poll was taken here on the main reasons men are enlisting in the regular Navy, and the prospect of a new uniform was one of the main items helping to make up the men's minds. Everybody is glad to hear that those who follow us in the Navy will not have to look like monkeys as we feel we do now.—J. H., Y3c, USNR.

SIR: The observation has been made that the bluejacket does not present the snappy, quiet, dignified appearance in public that members of the other armed services do. In my judgment, a tendency toward swagger, careless manner and raised voices is due to an unconscious attempt to compensate for appearance.

The Navy needs to give a man garb that will make him pull his chin up, throw his

shoulders back, quicken his step, salute eagerly—in short, make him proud. The present uniform does not do this. Full of tradition—surely! But the man inside made that, not the uniform. The garments are cute on small children. They are funny-looking on an adult.

If the enlisted man's clothes constituted a good uniform, we officers would have patterned our new blue uniform after it, instead of after the uniform of a chief petty officer. An obese officer would cause no more amusement in it than does a fat water tender. The bluejacket is ever conscious that his trousers are queer from top to bottom, he is in his shirt-sleeves, his collar is just like his little nephew's and his neck is bare.

The Navy offers a career to a young man—a profession which challenges the mind. The Navy gets good people, even the ladies are conscious of this. But a young man

doesn't like to compete for his lady in his shirt-sleeves. The Navy requires more, gives more and gets better personnel than any large organization I have ever observed. In furtherance of this fact, we should give our personnel the best public appearance.

We would suggest trousers, shirt and tie, coat (or jacket) and a neat, pliable, streamlined military cap. A reasonably-priced, soft, warm overcoat also is needed to replace the present expensive, stiff, heavy and warmth-lacking coat. With modern cloth to select from, I believe stowage space, laundry and cleaning would not be problems of any considerable magnitude with a modern uniform.—C. E. C., Capt., USN (Ret.).

• Plans for submitting new uniform designs to fleet commands, as reported in ALL HANDS in November, are going forward.—ED.

ITS READERS SIZE UP ALL HANDS

WHILE DISTRIBUTION of ALL HANDS magazine is far greater than that of any other publication received by naval enlisted personnel in the Pacific area, there are not enough copies to meet the demand of men who want to read the magazine, it was indicated in a survey recently completed by BuPers. Some 2,000 men, carefully selected to give a cross-section of opinion, filled in a questionnaire at receiving stations throughout the Pacific area, and on the basis of their answers it appears that one-third of the men were able to get ALL HANDS every month or nearly every month. Forty percent get the magazine only once in a while, and for about 20 percent of the men the magazine was never available.

BuPers policy has been to provide all ships and stations with one copy for every 10 men, but it has been known for some time that distribution difficulties made it impossible for all who wanted to read it every month to do so. This survey was an attempt to find out how to meet the demand for copies which is not now being met.

Consideration has been given to selling the magazine in all ship's service stores to supplement official distribution. The questionnaire shows that about 50 percent of men in the Pacific area would buy ALL HANDS every month at 15 cents a copy, 16 percent would buy it nearly every month, and 20 percent would buy it once in a while. ALL HANDS was sold at 15 cents a copy in ship's stores which used the magazine package sale plan.

When asked how the present system could be improved to assure that all hands could get ALL HANDS every month, the following points were made:

• Many officers apparently do not pass their copies on at all, or not until the copies are very old.

• The magazine is not distributed in sufficient numbers in places where enlisted men can read them, such as in libraries, crews quarters, mess halls, Red Cross centers, MAA shacks, and similar places.

• In too many instances the magazines are not distributed through personnel channels which are sufficiently close to the enlisted man, that is, through chaplains, welfare officers, division officers, yeomen, and MAA's.

• Too many copies get stopped permanently in offices, in the hands of yeomen and others who work in offices.

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

• Route sufficient copies directly to officers to satisfy the officer demand for ALL HANDS.

• Route copies directly to enlisted men or through channels which could be relied upon to do a conscientious job of internal distribution.

• Sell ALL HANDS in all ship's stores.

• Advertise more extensively that ALL HANDS is available through subscription.

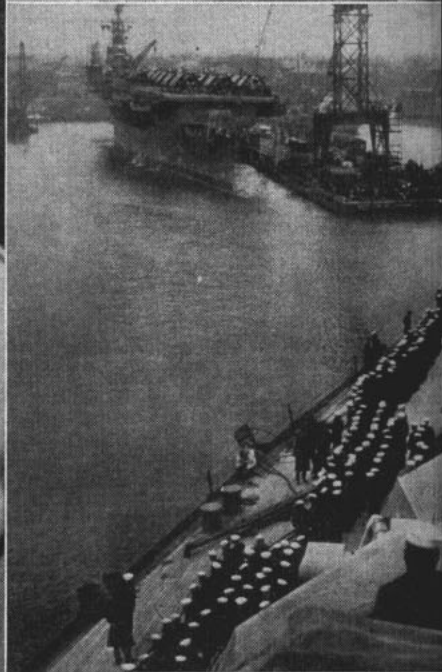
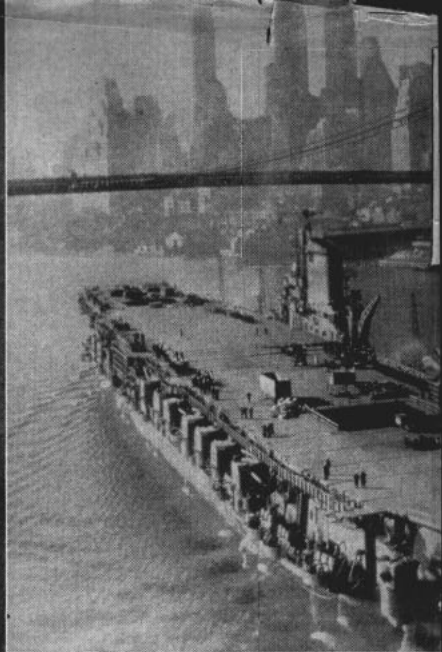
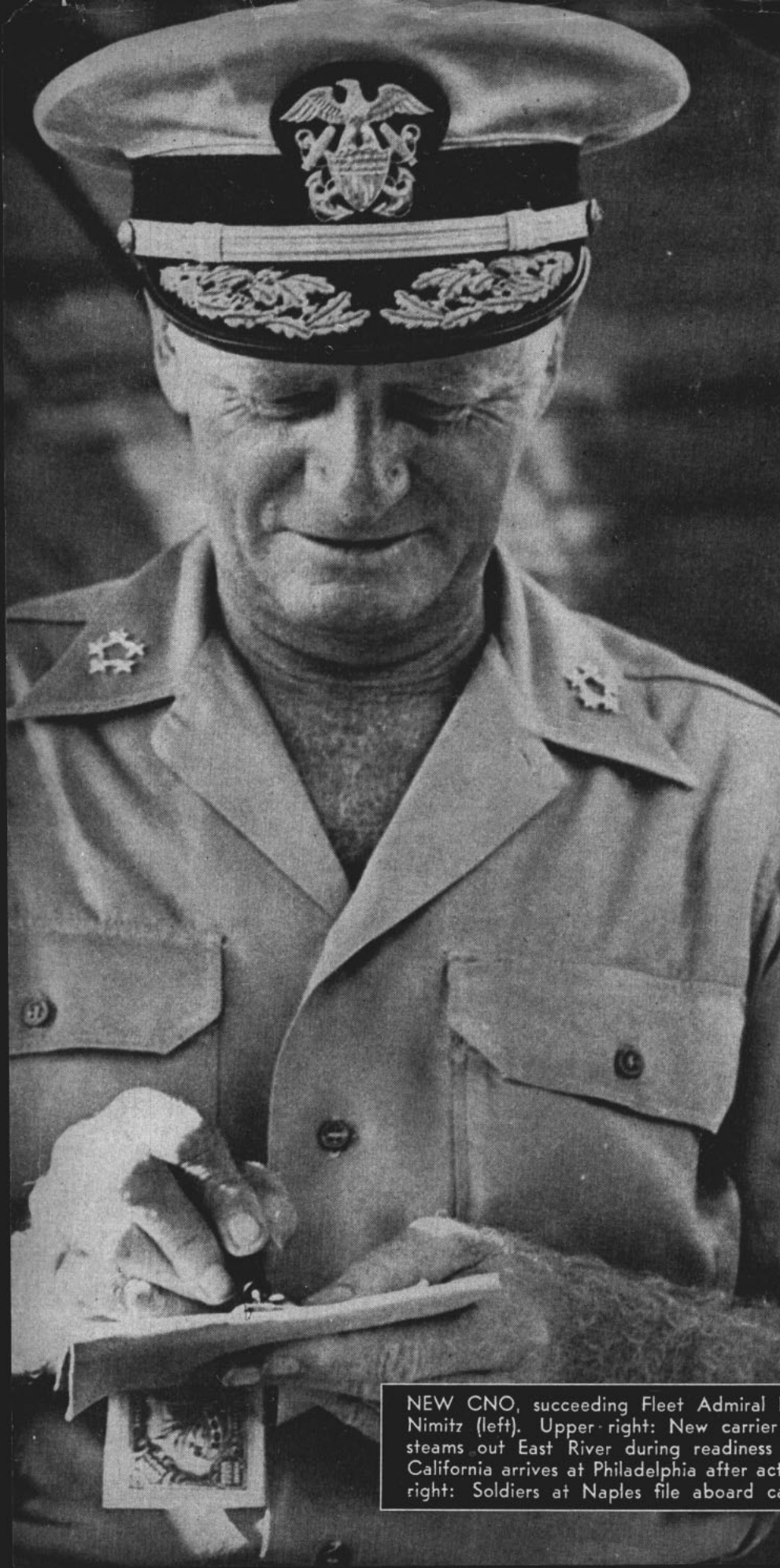
Distribution of ALL HANDS appears to be generally better on large combatant ships and worse on landing craft than elsewhere. Distribution at shore stations is about the same as afloat.

The survey also reveals that copies of ALL HANDS generally arrived too late. One-fifth of the men reported getting the magazine on time, nearly one-half indicated that they did not get copies as soon as they should have. It is observed in passing that much of the reason for delay has disappeared with the end of combat operations, so more speedy distribution may normally be expected.

Files of back copies of ALL HANDS were reported available to one-quarter of the men, definitely not available to another quarter, and one-half of the men questioned did not know whether back issues were available or not.

Figures obtained in this survey suggest that the number of men who read ALL HANDS is higher than for any other magazine available in the Pacific, and that the desire for additional copies of ALL HANDS is greater than the desire for any other magazine. Interest in any magazine in the Pacific appears to vary with the availability of copies of that magazine; however, more men indicated a willingness to buy ALL HANDS regularly than indicated a primary interest in any other single magazine.

BuPers is continuing to study this problem, and it is anticipated that the survey may be the means of solving some of the distribution problems now limiting the availability of ALL HANDS magazine to all hands.



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

THE MONTH'S NEWS

SHIFT MADE IN HIGH COMMAND PRESIDENT BACKS MERGER

PERIOD 21 NOVEMBER THROUGH 20 DECEMBER

Return to Normalcy

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

There were other signs of the return to normalcy, too. The first peacetime Christmas in five years was a civilian Christmas for millions of former Army and Navy personnel (see p. 62). And even those service people still to be demobilized took part in Yuletide festivities, unrestricted by the exigencies of war. Most naval personnel in the Pacific had Yule parties replete with turkey and all the trimmings, Christmas trees (1,800 were shipped to them in October), improvised Santa Clauses and gifts. Brightening the parties were recorded carols rushed to ships and stations, special broadcasts including an AFRS "Command Performance" on which President Truman and a host of stage, radio and screen personalities appeared, and many "home talent" shows. And for the home touch, unrestricted holiday telegraphic messages between overseas personnel and the homefront were permitted for the first time since 1940.

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

On the homefront, many Americans saw still another sign of a return to

normalcy in the return of strikes which beset principally the automobile industry.

Although the closing weeks of 1945 were filled with indications of a return to normal there were plenty of instances of change and proposals of change, especially where the Army and Navy were concerned. The Navy got "new bosses" (see p. 43), joined with the Army to fight for universal military training, split with the War Department on the proposal for merger (see below and p. 2), lost to the Army on the gridiron (see p. 53).

For Unified Defense

Admitting that unification would be "a long term job fraught with many complications and difficulties," President Harry Truman stepped into the bitter controversy over proposals to merge the Army and Navy by urging Congress to combine sea, land and air forces under a single Department of National Defense.

Thus, as had been expected, the President threw his weight behind the basic proposals of the War Department, bringing to a head a months-long inter-service debate marked by a running exchange of opinion, proposals and counter-proposals. The Army had been the main proponent of unification; the Navy the main opposition.

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

- A single Department of National Defense headed by a civilian of Cabinet rank who would be assisted by a civilian Under Secretary and several

LAST FEBRUARY

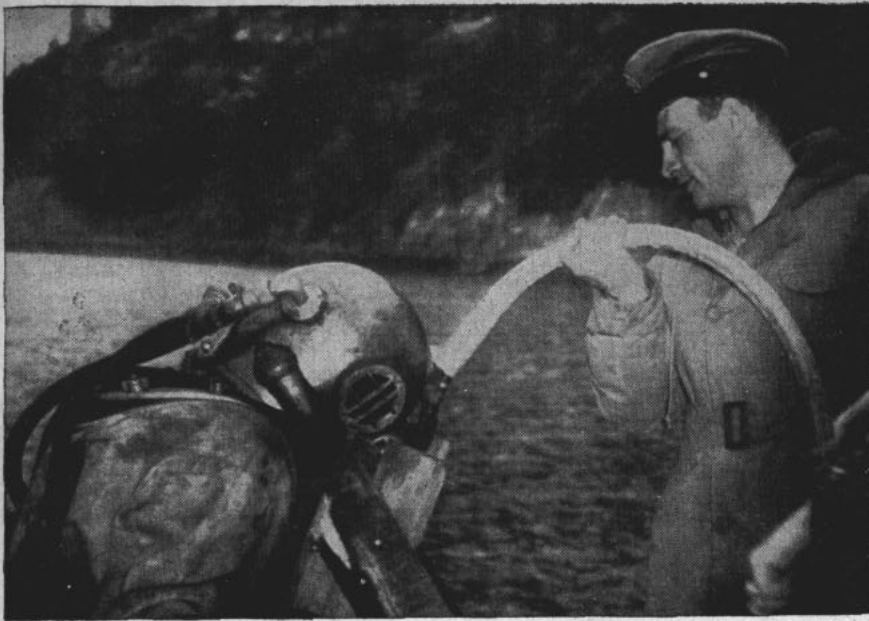


Jima ahead of Marine invasion 19 February. On 23d Allies began offensive to clear Germans from west bank of Rhine.

Yank hold on Luzon widened to include Cavite, Bataan, Corregidor, and Manila. Tokyo area blasted by 5th Fleet carrier planes and ships shelled Iwo

FEBRUARY, 1946

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



Photograph from Press Association, Inc.

NAVY DIVERS help find school bus in Lake Chelan in Washington. Bus struck rock, plunged into 210 feet of water. Driver, 15 children drowned; 6 escaped.

assistant secretaries (one for each of three forces—Army, Navy and Air—as well as others available for assignment as “the President and the Secretary may determine”).

- Coequality for Army, Navy and Air, each under its assistant secretary. The Navy would retain its “carrier, ship and water-based aviation,” and the Marine Corps likewise would remain under the sea arm.

- “Central coordinating and service organizations” would be established wherever feasible to harmonize such operations as procurement and supply.

- The military command would be headed by a Chief of Staff of the Department, with a commander for each of the three coordinate forces.

- The Chief of Staff and the three commanders would “constitute an advisory body to the Secretary of National Defense and the President,” but, the President added, “There should be nothing to prevent the President, the Secretary and other civilian authorities from communicating with the commanders of any of the components of the Department on such vital defense matters as basic military strategy and policy and the division of the budget.”

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

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

On the other hand, Representative

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

The Navy’s official reaction was not immediately forthcoming, but the



Photograph from Press Association, Inc.

ONE MILLIONTH Pacific veteran to return home gets “boosting” welcome. He’s James C. Vassalo, CM2c.

Navy Department, “in view of the President’s message,” promptly ordered officers of the Navy and Marine Corps “to refrain from opposition thereto in their public utterances and except when called as witnesses before committees of Congress.”

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

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

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

Skipper Convicted

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

The negligence charge was based on the captain’s admitted failure to maintain a zig-zag course in submarine-hazardous waters. Captain McVay was acquitted on a second charge of inefficiency, in which it was alleged that he failed to give a timely abandon ship order although he had been informed that the ship was badly damaged and in sinking condition. The sentence of the court was not revealed, pending a review by the Judge Advocate General.

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

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

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

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

The New Bosses

The 5-star flag fluttered down from the rigging. A little later the "side-boys"—4 rear admirals and 4 commodores—took their places at the gangway. Down the gold-braided passageway and off the submarine walked Fleet Admiral Chester W. Nimitz, USN.

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

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

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

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

The retirement of Admiral King brought to an end a naval career extending over nearly a half century and included action in three wars.

Soon after his appointment to the Naval Academy in 1897, Admiral King served as a naval cadet aboard the USS *San Francisco* during the Spanish American War. He was graduated from the Academy in 1901, standing fourth in his class of 67. In meeting the requirement of two years duty afloat then required for commissioning, he served on 3 vessels—the USS *Eagle*, a converted gunboat, the USS *Cincinnati* and the USS *Illinois*, flagship of the European Squadron. After additional duty aboard the USS *Solace* and



Official U. S. Navy photograph

WORLD'S MIGHTIEST warship is the huge Midway, first of a new class of giant aircraft carriers. Midway took her shakedown cruise in the Caribbean.

the USS *Alabama*, Admiral King, then a lieutenant, returned to the Naval Academy for three years.

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

In December 1915, after a brief return to the Academy and a tour of destroyer duty, he joined the staff of Admiral Henry T. Mayo, first as aide and

squadron engineer officer in the USS *Arkansas* and later as aide to Admiral Mayo when the latter became Commander in Chief, U.S. Atlantic Fleet. Admiral King became assistant chief of staff to Admiral Mayo in October 1916 and for service in that capacity was awarded the Navy Cross.

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

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

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

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

After completing the senior course at the Naval War College, Admiral King was made Chief of the Bureau of

ADMIRAL KING AWARDED THIRD DSM

Just before completing his duties as Chief of Naval Operations, Fleet Admiral Ernest J. King received the gold star in lieu of a third Distinguished Service Medal. Admiral King was presented the award by the President during a colorful ceremony at the White House before leaders of Congress, members of the Supreme Court, the Joint Chiefs of Staff, officers of the Army and Navy and representatives of the United Nations.

This latest addition to the retiring CNO's list of decorations and awards, which number 22, was awarded "for exceptionally meritorious service to the Government of the United States in a duty of great responsibility as Cominch from 20 Dec 1941, and concurrently as CNO from 18 Mar 1942 to 10 Oct 1945.

During the periods mentioned in the citation, Admiral King, in his dual capacity, exercised complete military control of the naval forces of the U. S. Navy, Marine Corps, and Coast Guard and directed all ac-

tivities of these forces in conjunction with the U. S. Army and our Allies to bring victory to the U.S.

As the U.S. naval member of the Joint Chiefs of Staff and the Combined Chiefs of Staff, he coordinated the naval strength of this country with all agencies of the U.S. and of the Allied nations. His was the tremendous responsibility of command and direction of the greatest naval force the world has ever seen and the simultaneous expansion of all naval facilities in the prosecution of the war. He fulfilled this responsibility with exceptional vision, driving energy and uncompromising devotion to duty, the citation stated.

"Analyzing with astute military acumen the multiple complexity of large-scale combined operations and amphibious warfare, Admiral King exercised a guiding influence in the formation of all operational and logistic plans and achieved complete coordination between the U.S. Navy and all Allied military and naval forces," the citation added.



Official U. S. Navy photograph

FLEET ADMIRAL William F. Halsey retired 22 November, ending 45-year brilliant career as leader in Navy.

Aeronautics, serving until June 1936 following which he had a succession of commands of aircraft forces.

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

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

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

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

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

stages of construction. When it was commissioned in 1916 he became her executive officer and engineer officer.

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

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

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

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

Admiral Nimitz commanded the USS *Augusta* when that ship became flagship of the Asiatic Fleet in 1933. For three years, beginning in April 1935 he served as assistant Chief of the Bureau of Navigation.

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

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

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

Admiral Spruance, a native of Baltimore, was appointed to the Naval Academy from Indiana in 1903 and was graduated with the class of 1907. After a series of assignments on nearly all types of warships, mostly battle-ships, Admiral Spruance was assigned in 1921 to the Bureau of Engineering to aid in drawing up doctrine for aircraft in connection with fleet fire control. After a tour of duty from 1924 to 1926 as assistant chief of staff, Commander, Naval Forces, Europe, he completed the senior course at the Naval War College, and then served in the Office of Naval Intelligence. After duty as executive officer of the *Mississippi* from 1929 to 1931, he returned to the Naval War College as a staff member.

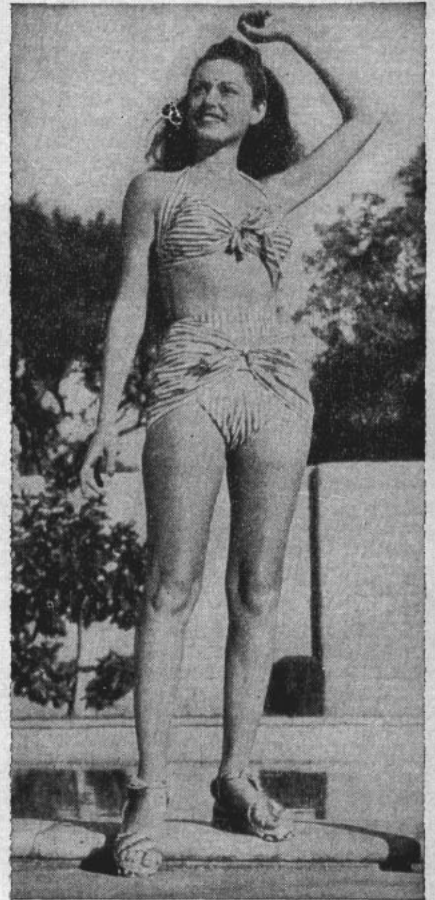
From 1933 to 1935 he served as chief of staff and aide on the staff of the ComDesScoFor, and then returned to the staff of the Naval War College. He returned to the *Mississippi* as commanding officer from 1938 to 1940 when he became commandant of the

10th Naval District and additionally, in the summer of 1941, Commander, Caribbean Naval Coastal Frontier.

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

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

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



Photograph from Press Association, Inc.

LINDA STIRLING is wearing something the designer calls a "whistle suit." Do we have to explain why?

ALL HANDS



Gates

Mitscher

Ramsey

Towers

Spruance

THESE MEN of the Navy figured last month in shifts of several top positions (see stories below)

Taking to the Air

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

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

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

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

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

Sampling the Reserves

A scientifically designed opinion sampling test conducted by the Navy Department among 4,502 Reserve officers indicates that about 28,000 on active duty are considering transfer to the regular Navy. The same poll shows that of those not desiring or not interested in transferring only 4.4 percent listed "probable discrimination against Reserve officers" as a primary reason.

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

SecNav pointed out that the sampling was taken impartially by anonymous

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

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

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



Photograph from Press Association, Inc.
SITUATION well in hand—thanks to ex-Marine Alan Bloom who rigged up this baby feeding gadget. But he admits it won't burp the baby.

Gates Resigns

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

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

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

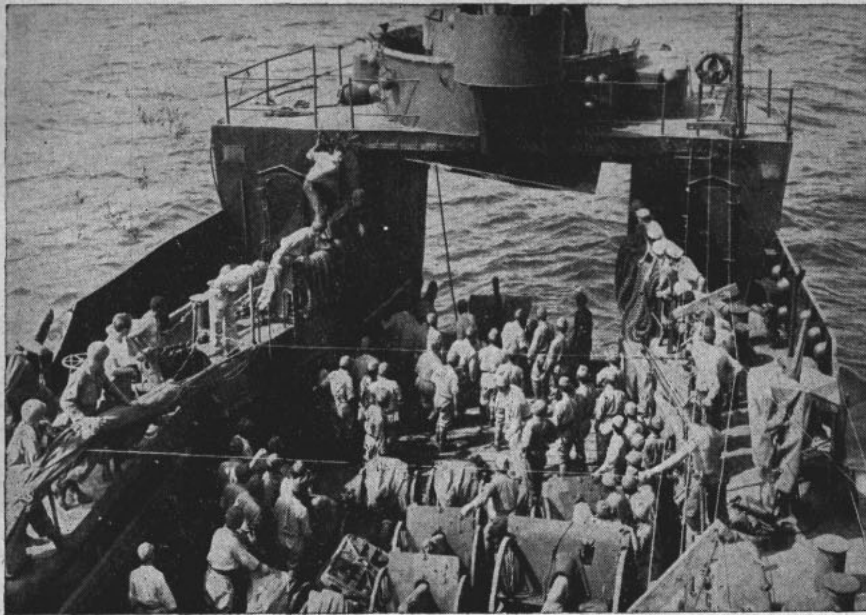
Concerning Mr. Gates' success as Assistant Secretary, the President said: "As Assistant Secretary for Air it was your responsibility to bring the air arm of the Navy from a relatively small corps to the tremendously powerful unit which it became at the end of the war . . . Under your direction the naval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

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

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

The dream of a sailor threatened with blindness came true last month when the Navy rushed the family of William P. Bingham, SC2c, by air transport from New Zealand to rejoin him in Charleston, S. C. The veteran of Okinawa saw his wife, Mrs. Iris Bingham, and older daughter Diana for the first time in 17 months and it was his first look at his second daughter Jennifer, 10 months old, who was born after he went to sea. Bingham was married in New Zealand 3 years ago.

The 24-year-old Navy cook has been under treatment for a severe eye infection at the Charleston Naval Hospital for months. Sight is almost gone from the left eye but his right eye is still almost normal, although it is feared he may lose his sight completely.



U. S. Army Signal Corps photograph

JAP TROOPS, together with their equipment, are cleared out of Korea, and taken back to Japan. Here they're about to disembark at Fukuoka, Kyushu.

Ships and Atoms

Addressing the House Military Affairs Committee which is considering proposals for universal military training, Fleet Admiral Ernest J. King, recently discussed the position of the Navy in the Atomic Era, pointing out that atomic bombs as they now exist do not make unnecessary the Fleet nor the men who man it. A partial text of his statement follows:

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

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

"The answers to some of these questions will be indicated in the near

future when we are ready to make tests of the effect of the atomic bomb on ships. We will then strive to work out countermeasures.

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

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

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

"So far as we can see with reasonable clarity, say for two or three years, we believe that the proposed active fleet meets the needs of the United States in present circumstances—at home and abroad. If circumstances improve, we can put some active units in the reserve (fleet).

Should international relations deteriorate, we can shift reserve units to the active fleet. In this way we plan to achieve flexibility. . . .

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

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

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

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



Photograph from Press Association, Inc.

GEN. STILWELL presents DSC to family of Jap-American soldier hero, S/Sgt. Kazuo Masuda, killed in action.

Harbor Scene: 1941

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

In four weeks, the investigating committee had heard a vast amount of testimony, had received a mountain of evidence and had listened to many bitter words. Much of the evidence and testimony disclosed nothing new but some of the disclosures brought forth new information including:

- The Navy on 25 Nov 1941 ordered merchant ships in the Pacific conveyed.

- Jap carrier plane pilots were briefed 5 Oct 1941 for a 7 December attack on the U.S. Fleet.

- The highest Jap code was broken as early as December 1940.

- Admiral J. O. Richardson, USN (Ret), in command at Pearl Harbor until relieved by Rear Admiral Husband E. Kimmel, testified that on 8 Oct 1941 he warned President Roosevelt that the Fleet was disadvantageously disposed at Peard Harbor, was "undermanned, unprepared for war and had no train of auxiliary ships," and urged that the Fleet be withdrawn to the West Coast where it could be equipped and prepared for war. He said the President explained that the Fleet was being retained at Pearl Harbor in order to exercise a restraining influence on actions of Japan and added that the President declared the Japanese sooner or later "would make a mistake and we would enter the war."

- Cordell Hull, former Secretary of State, told the investigators that as early as 7 Nov 1941 he had warned the President and the Cabinet that nation should be alert for an attack "anywhere by Japan at any time." He also denied that his 27 November note to Japan was an ultimatum but rather the Japanese note of 6 days earlier had been an ultimatum which the Japs labeled as such in secret messages.

- Evidence disclosed that former Prime Minister Churchill urged President Roosevelt on 30 November 1941 to warn the Japs that any further aggression "would lead to the gravest of consequences," a move which the President did not make.

- Further evidence showed that the Japanese as early as the spring of 1941 indicated to South American diplomats their intention to go to war with the U.S., and that the information was passed on to the State Department.

- Major General Sherman Miles testified that intercepted Jap military messages were kept from the Army command in the Pacific (by the decision of the Army Chief of Staff, General George Marshall) in order to



Official U. S. Navy photograph

DONALD HOLLER, S2c, tells Wave Rose Cherukian how he grew right out of the Navy. Navy maximum is 6 feet 4—he topped it by 2½ inches.

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

To be Chief of Naval Operations:
Fleet Admiral Chester W. Nimitz, USN.

To be fleet admiral:

William F. Halsey, Jr., USN.

To be vice admiral:

Bernard H. Bieri, USN, for temporary service.

William H. P. Blandy, USN, for temporary service.

Richard L. Conolly, USN, for temporary service.

George F. Hussey, Jr., USN, for temporary service to continue while serving as chief, BuOrd.

Reappointed to vice admiral for temporary service:

Charles A. Lockwood, Jr., USN.

Charles H. McMorris, USN.

George D. Murray, USN.

Jesse B. Oldendorf, USN.

Daniel E. Barbey, USN.

Frederick C. Sherman, USN.

To be rear admiral:

John J. Manning, USN, to be chief, BuDocks for term of four years.

Oswald S. Colclough, USN, to be Judge Advocate General for term of four years.

George L. Russell, USN, for temporary service to continue while serving as assistant Judge Advocate General.

Jack H. Duncan, USN, to continue while serving as chief of U. S. naval mission to Peru.

To be brigadier general, Marine Corps:
Karl S. Day, USMCR, to be brigadier general in the Marine Corps Reserve.



Photograph from Press Association, Inc.

HELICOPTER brings modern Santa to meet delegation of New York schoolkids aboard "duck." They conferred about Christmas toys, the story goes.

keep the Japanese from learning that their code had been broken, adding that one especially meaningful message of 24 Sept 1941 was not evaluated for its true significance (to the effect that Japan was preparing a bombing plan for Pearl Harbor) until after the attack. General Miles also said that a joint Army-Navy intelligence committee approved 1 Oct 1941 did not begin to function until after the Pearl Harbor attack because of disagreements.

- Lieutenant General Leonard T. Gerow, war plans officer for the General Staff in 1941, told the committee that "if there is any responsibility in the War Department for failure to make inquiry" as to Major General Walter C. Short's defense measures in Hawaii, "I accept that responsibility." He related that 10 days before the Jap attack had been ordered (in a telegram signed "Marshall") to take necessary measures for defense because negotiations with the Japanese appeared to have ended. Short's reply read: "Department alerted to prevent sabotage; liaison with Navy." Said General Gerow: "It never entered my mind that General Short had not taken the action directed."

- General Marshall told the committee that in his opinion an "alert"



Photograph from Press Association, Inc.

GRAVITY of Pearl Harbor investigation is reflected in faces of Congressional committee conducting hearings at capitol. Committee members (from left): Senators Ferguson (Mich.), Lucas (Ill.), Brewster (Me.), George (Ga.), Rep. Clark (N. C.); at rear: Sen. Barkley (Ky.), Rep. Cooper (Tenn.), Rep. Murphy (Pa.) and Rep. Gearhart (Calif.). Congress later extended inquiry to 15 Feb 1946.

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

Waiting for a 'Lift'

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

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

Staging centers where the men who helped fashion victory are assembled for transfer home are located at Pearl Harbor, Dutch Harbor, Adak, San Juan, Trinidad, Guantanamo, Guam, Saipan, Ulithi, Manus, Samar, Okinawa, Eniwetok, Manila, Subic, Noumea, Guadalcanal and Espiritu Santo. The capacity and facilities of the centers vary but one of the best examples of staging center operations is at Pearl Harbor.

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

The center is sub-divided into areas which can accommodate 2,700 officers

and 12,500 enlisted men. There are four major departments: staging for officers; staging for enlisted men; staging and separation for the Women's Reserve; the section for separating personnel who have homes in the Territory of Hawaii or who wish to leave the service in the 14th Naval District.

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

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

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

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

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

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

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

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

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

A pioneer in the use of submarines, Capt. Frank Lucius Pinney, Jr., USN (Ret), died 5 Dec 1945, at the U.S. Naval Hospital, Bethesda, Md.



Capt. Pinney supervised the building of the *Adder* and *Moccasin*, the first two submarines constructed under contract for the Navy. They were built between 1902 and 1904, and after they were commissioned, Capt. Pinney commanded both.

Born in Hartford, Conn., Capt. Pinney graduated from the Naval Academy in 1898 and served on several ships during the Spanish-American War. After varied sea duty he served in Washington, from 1917 to 1919 in the office of CNO and from 1921 to 1923 as assistant chief of the Bureau of Ordnance. His last command was the U.S. Naval Torpedo Station, Newport, R.I., from 1931 to 1932.

"Rescue Randall" Dies

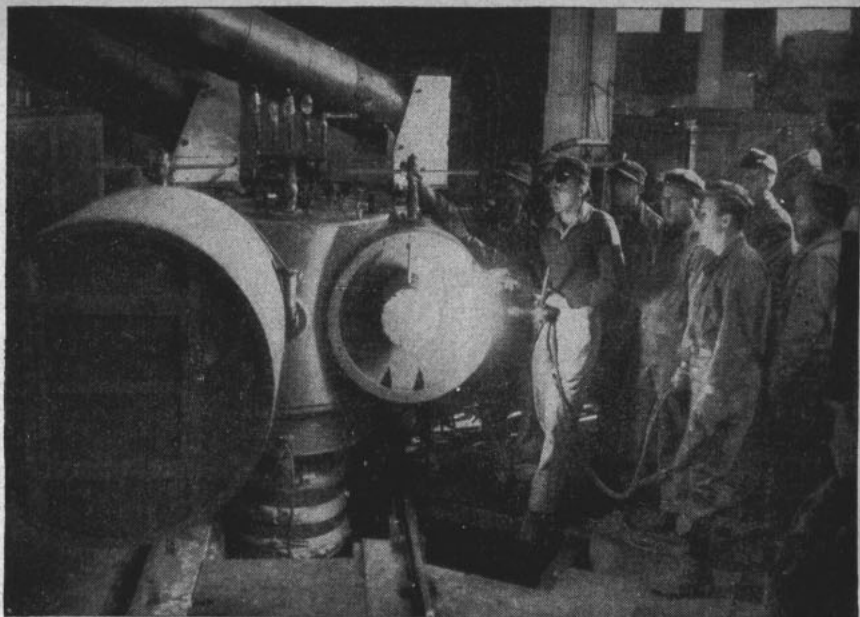
The first merchant marine officer to be commissioned a rear admiral in the Naval Reserve, Rear Admiral Albert B. Randall, USNR (Ret), died 1 Dec 1945 at the Bethesda Naval Hospital. Admiral Randall, 70, was commandant of the U. S. Maritime Service from 31 Mar 1943 to 30 Apr 1945, and was relieved of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

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

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

Rear Admiral George R. Clark, USN (Ret), 88, one of the oldest graduates of the U. S. Naval Academy, and a veteran of the Spanish-American War, the Philippine Insurrection, the Boxer Rebellion and World War I, died 14 Dec 1945 in Washington, D. C.

Admiral Clark graduated from the Academy in 1878. He served as Judge Advocate General during World War I and was awarded the Distinguished Service Medal.



Photograph from Press Association, Inc.

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

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

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

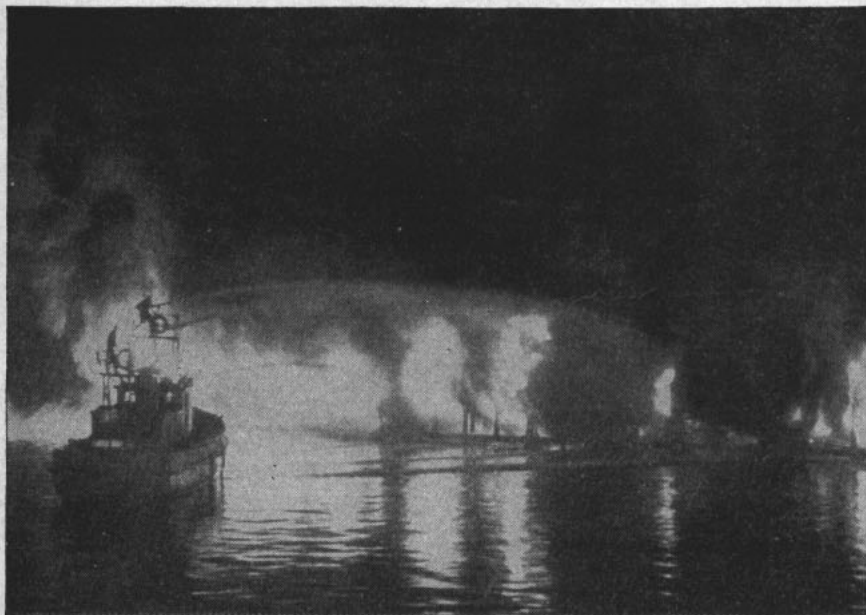
Although it was "like losing my right arm," Admiral William F. Hal-

sey on 22 November hauled down his flag, thus terminating a 45-year career in the Navy highlighted by some of the boldest strokes launched in the Pacific war. As the 63-year-old Third Fleet commander turned over his command to 55-year-old Rear Admiral Howard F. Kingman in ceremonies aboard the *USS South Dakota*, he declared: "I deem it necessary that younger men take over command and grow with the Navy." Upon returning to Washington Admiral Halsey was honored by the President by appointment to rank of fleet admiral.

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

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

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



Photograph from Press Association, Inc.

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



TRAINS ARE HALTED by a crowd massed on tracks near Calcutta, India, in a demonstration supporting actions of India National Congress Party.

Photograph from Press Association, Inc.

WORLD AFFAIRS

Another Hurdle

The atomic bomb has tended to make most things seem relatively smaller but not the United Nations Organization which, contrarily, has grown in stature as a result of the atomic explosions, apparently reflecting a world-wide feeling that such an organization is necessary as a minimum if the world is to avoid the Last War.

Another step toward American participation in the UNO was taken early in December when the Senate passed (65-7) and sent to the House the bill to make the United States an active member.

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

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

are civil strife in the Middle East and Allied occupation problems in Germany.

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



WAR CRIMES trial continues. Here are Goering, Hess and Ribbentrop.

Photograph from Press Association, Inc.

Justice for All

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

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

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

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

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

Sequel to Lend-Lease

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

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

Britain in turn pledges sweeping changes in her restrictive trade regulations, modification of the empire-preference system and cooperation with the United States in a long range program to free international commerce. Further, Britain agrees to apply \$650,000,000 of the loan to payment for lend-lease equipment not written off, and to use none of the credit on account of her obligations to third countries.

The loan agreement consists of the extension by this country of a \$3,750,-



Photograph from Press Association, Inc.

ALL TROOPS ESCAPED injury in head-on collision of a troop train (left) and freight train (right) near Hanlin, Ga. Two enginemen were killed and two trainmen seriously injured, but troop train passengers just got a shaking-up.

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

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

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

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

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

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

REPORT FROM HOME

No Place Like Home

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

So dire is the crisis that the Navy Department has moved to ease the situation by ordering all naval districts to survey their naval activities to determine such facilities which may be

made available and suitable for conversion into housing for veterans and their families. Such convertible facilities would be released to local housing authorities.

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

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

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

In the Los Angeles area, a housing shortage variously estimated between 100,000 and 273,000 units was predicted, prompting city, state and national officials to seek immediate steps to meet the crisis. Attempts were made to obtain surplus Army and Navy building materials; funds were voted to establish trailer camps; pri-



Photograph from Press Association, Inc.

DISCHARGED soldiers join picket line at Ward's Chicago retail store.

orities granting top place to veterans who are former residents were set up; conversion of barracks was studied.

Congress, too, took steps to alleviate the shortage. The Senate passed a resolution to provide 100,000 temporary housing units for the distressed families of veterans. Previously the House, overriding its Appropriations Committee, wrote into the \$1,131,000,000 deficiency measure an appropriation of \$182,800,000 for housing and hospitalization for veterans.

The President also moved to lick the critical housing situation, advancing a 3-point program which would (1) immediately release surplus housing and materials held by the federal Government, (2) reestablish priorities for lower-priced dwellings and (3) set up legislative price ceilings on both new and old dwellings offered for sale. To guide the program the President named Wilson Wyatt, former mayor of Louisville, as Housing Expediter under the Office of War Mobilization and Reconversion.

One phase of the housing shortage was further hampering many veterans by preventing their return to school. Most colleges and universities and the cities they are located in have been unable to provide homes for the thousands of veterans who have swamped the schools with more applications for admission than enrollment quotas allow. Some schools, such as Massachusetts Institute of Technology and Dartmouth, have set up prefabricated dwellings for veterans. Others are utilizing federal housing projects and are planning to build additional dwellings.

Homecoming

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

- To meet a critical housing short-

age (see above) aggravated by the return of millions of veterans the nation has mobilized to find or build thousands of new housing units. Some veterans, it was reported, have been forced to live in tents, on beaches, in jails and chicken coops.

- By late in November, 32,856 loans totaling more than \$130,000,000 had been made under the GI Bill of Rights, enabling veterans to buy homes, farms and small businesses, the Veterans Administration announced. Nearly 30,000 of the loans were for homes, on which the VA saved veterans about \$385,000 through renegotiation of sale prices.

- The VA disclosed that a "little FBI" has saved veterans and their relatives from abuse, unfair treatment and fraud. Through efforts of VA's investigators malfeasance, mistreatment and inefficiency have been held in check. Forged checks, bogus signatures and phony papers are routine for the "little FBI" which also ferrets out cases where veterans in VA hospitals have been victimized by swindlers. An example: A cult leader produced "evidence" that a veteran on his deathbed had a change of heart making her his beneficiary. The "little FBI" agents checked, found the veteran's signature forged and thereby got \$10,000 for the veteran's daughter.

- The return of hundreds of thousand of veterans each month—each one in the market for a suit or two—has created a serious shortage of men's suits, the Civilian Production Administration declared. And that's not all. Overcoats, shirts and shorts are not plentiful either. But in case there's any tendency on the part of manufacturers to hold back stocks to await the repeal of excess profits taxes the first of the year, John W. Snyder of the Office of War Mobilization and Reconversion warned that veterans will be "justly critical" of such clothing makers.

- With about 500,000 World War II veterans on its membership rolls, the

American Legion held its first postwar convention in Chicago. By all accounts it was a sober 4-day affair with few of the antics which in the past have marked Legion conventions; instead the convention was filled with discussion of the Legion's future role.

- From many sources have come searching questions about the disposition of the Government's surplus property (ALL HANDS, December 1945, p. 76). Among them are those of Navy veteran George A. Hero who, needing some office equipment in starting a new business, decided to use the priority guaranteed him as a veteran when some equipment was thrown on the auctioneer's block at New Orleans. With the aid of a Navy rehabilitation officer he figured from a Government Price formula that the equipment should cost \$513.44, a satisfactory price to the veteran. At the sale the auctioneer refused to recognize the veteran's priority because, he said, he had no instruction along those lines. Hero decided to protest the sale, so he entered a token bid of a mere \$150 just to be on record as having attempted to make the purchase. The token bid turned out to be highest and Hero got the equipment as a plain civilian—for \$363.34 less than he was willing to pay as a veteran. Despite the saving, Hero is still going to ask his Congressman same direct questions about veterans' priorities in surplus property sales.

New Cars, 'Old' Prices

There weren't many of 'em as yet and labor disputes weren't helping to speed the flow but the Office of Price Administration set ceiling prices on the first bright and shiny postwar automobiles.

Generally, retail prices on the 1946 Fords were up 2 percent, Chrysler-built cars up 1 percent, Studebakers up 9 percent over January 1942 prices while General Motors cars were cut an average of 2.5 percent. The retail prices do not take into account some price increases based on design and engineering changes.

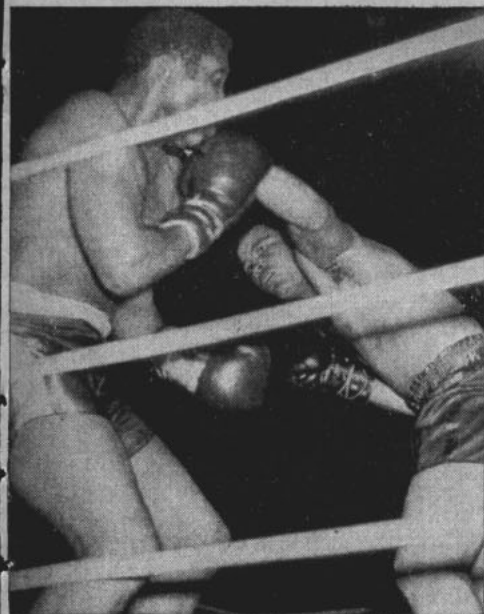
Exclusive of excise taxes, transportation, preparation and handling charges, Ford De Luxe 8 prices were \$834 for the 3-passenger coupe; \$940 for the tudor sedan and \$931 for the 4-door sedan. As for Studebaker, the ceiling was placed as \$967 for the 4-door cruising sedan, \$918 for the 2-door club sedan, and \$875 for the 3-passenger business coupe.

Final legal steps have been taken to turn over to the Government the Hyde Park, N. Y., home and birthplace of the late President Roosevelt. Soon to become a national shrine, under the jurisdiction of the Department of the Interior, the Hyde Park estate which was deeded to the Government by Mr. Roosevelt not only includes the home but also 33 acres of land sloping down to the Hudson River and the rose garden where the late President is buried. Although the marble stone marking the burial place has been laid, formal dedication will be delayed until spring when the place will be open to the public.

QUOTES OF THE MONTH

- *Mrs. Gloria Morgan Vanderbilt, the socialite, reporting on affairs in London:* "The people are brave and taking it beautifully. Nobody dresses formally."
- *Major General Curtis E. LeMay, considering the next war:* "December 7, 1941, will seem like a quiet day in the country in comparison with the first day of the next war."
- *Cordell Hull, former Secretary of State, testifying at the Pearl Harbor hearing:* "If I could express myself as I would like, I would want all of you religious-minded persons to retire from the room."
- *General Dwight D. Eisenhower, addressing American Legion:* "I know of no more sincere pacifists than American soldiers and veterans."
- *Assistant Secretary of Navy H. Struve Hensel, opposing merger of*

- the armed forces:* "There is no reason for us to develop the galloping jitters. We have just won a war. There is no war on the horizon in the next week or month."
- *The Very Rev. Hewlett Johnson, dean of Canterbury, on his impression of the U. S.:* "I look upon the United States as the magnificent adolescent. We (the British) are approaching middle age."
- *Baldur von Schirach, ex-Nazi youth leader on trial at Nuremberg, on his treatment as a U. S. prisoner:* "If the victuals continue to get better, they'll be serving us steak by the time they hang us."
- *Salt Lake City trolley-bus operator, when asked his opinion on what to do with the atomic bomb:* "Why should I open my trap? Nobody listens to us anymore."



Photograph from Press Association, Inc.
JOE LOUIS uses dynamite left in first ring bout since Army discharge.



Photograph from Press Association, Inc.
MERCURY FOOTED Glenn Davis breaks loose as Cadet players block out all Middies near him. The Army ace scored twice on long runs in 32-13 win.

SPORTS

Goes Down Fighting

Statistics-wise it was a Navy loss 13-32; a superior Army team won. But it wasn't the rout that many had predicted, and even from avid cadet backers came the admission that Navy fought and fought well all the way.

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

Summary of the game:

	SCORE BY PERIODS			
Army	20	0	6	6-32
Navy	0	7	0	6-13

STATISTICS

	Army	Navy
First downs, rushing	6	9
First downs, passing	1	1
First downs, penalties	3	1
Yards gained, rushing	259	120
Forward passes	6	15
Forwards completed	1	5
Yards gained, forwards	7	106
Forwards, intercepted by	2	1
Number of punts	7	10
Av. dist. of punts, yds.	31	30
Runback of punts, yds.	40	26
Fumbles	2	1
Own fumbles recovered	1	0
Penalties	6	7
Yards lost, penalties	49	70

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

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

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

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

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

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

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

The All-Americans

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

Position	Player and College
End	Hubert Bechtol, Texas
Tackle	DeWitt Coulter, Army
Guard	Warren Amling, Ohio State
Center	Vaughn Mancha, Alabama
Guard	John Green, Army
Tackle	George Savitsky, Pennsylvania
End	Richard Duden, Navy
Quarterback	Herman Wedemeyer, St. Mary's
Halfback	Glenn Davis, Army
Halfback	Harry Gilmer, Alabama
Fullback	Felix Blanchard, Army

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

Cleveland's youthful Rams

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

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

Gate receipts reached a new high of \$164,542.40. The record players' pool of \$95,261.07 resulted in each Ram receiving a \$1,469.74 share and each Redskin \$902.47.



Photograph from Press Association, Inc.
GREAT LAKES back Klemmer rams Notre Dame line for 9-yard gain.

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

UNIT CITATIONS GIVEN TWO SUBS

Jack, Spadefish Cited For Jap Convoy Raids

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

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

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

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

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

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

Defying strong hostile air and surface opposition, the USS *Spadefish* effected wide coverage of her assigned

sector of the Pacific and entered perilously shallow waters to seek out her targets.

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

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

Unit Commendation Awarded to Marine Fighting Squadron

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

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

The pilots of this fighting squadron shot down 137 enemy planes, probably destroyed 45 others and accounted for 27 on the ground. Mention is also made in the citation of the ground echelon in the squadron which had the task of maintaining the planes in operation despite daily hostile shellfire and nightly bombing attacks.

3d Amphib Corps Signal Unit Commended

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

This signal battalion pioneered and developed techniques and procedures without the benefit of established precedent, operating with limited and inadequate equipment particularly in the earlier phases of these offensive actions, and providing its own secur-

ity while participating in jungle fighting, atoll invasions and occupation of large island masses.

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

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

Unit Honors Given To PB Squadron 28 For Convoy Raiding

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

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

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

NATS Evacuation Squadron 1 Cited For Okinawa Duty

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

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

All personnel attached to the squadron during the dates mentioned are authorized to wear the Navy Unit Commendation ribbon.

Posthumous Award Of Medal of Honor Made to Walke CO

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

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

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

Seriously injured, drenched with gasoline and immediately enveloped in flames when the craft struck, he coned the *Walke* in the midst of the wreckage; he exhorted his officers and men to save the ship and, still on his feet, saw the barrage from his guns destroy the fourth suicide bomber.

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

Medal of Honor Given to Marine Killed on Iwo

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

At the time of the action which earned the award, Pl. Sgt. Julian was serving with the 1st Btn., 27th Marines, 5th Marine Div. Determined to force a break-through when Japanese troops occupying trenches and fortified positions on the left front laid down a terrific machine gun and mortar barrage in a separate effort to halt his company's advance, Pl. Sgt. Julian quickly established his platoon's guns in strategic supporting positions and then, acting on his own initiative, moved forward to execute a one-man assault on the nearest pillbox. Advancing alone, he hurled deadly demolitions and white phosphorous gren-

ades into the emplacement, killing two of the enemy and driving the remaining five out into the adjoining trench system.

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

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



Gold star in lieu of third award:

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

Gold star in lieu of second award:

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

First award:

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

★ LEE, Fitzhugh, Capt., USN, Chevy Chase, Md.: As CO of USS *Manila Bay* in the Battle of Samar on 25 Oct 1944, he handled his ship at all times in a highly expert and seamanlike manner and by his courage, skill in combat and determination gave encouragement to his officers and men and to his air personnel in a manner

NAVY CROSS RECIPIENTS



John S. McCain,
Vice Admiral, USN

Eli T. Reich,
Comdr., USN



Fitzhugh Lee,
Capt., USN

Robert B. Carney,
Rear Admiral, USN

that caused his action to be largely instrumental in the defeat of a large Japanese task force.

★ MCCAIN, John S., Vice Admiral, USN, Coronado, Calif.: While in command of a task group during the period 13-15 Oct 1944 Vice Admiral McCain interposed his task group to cover the withdrawal of the torpedoed *Canberra* and *Houston* and by his skillful and courageous handling of his forces broke up repeated heavy enemy air attacks and contributed in great measure to the ultimate successful salvaging of the two damaged cruisers.



Gold star in lieu of third award:

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

★ DECORATIONS

Distinguished Service Medal Recipients

Distinguished Service Medal Cont.

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

Gold star in lieu of second award:

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

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

★ **SHARP, Alexander Jr.**, Rear Admiral, USN, Charles County, Md.: As commander Minecraft, Pacific Fleet, 14 Oct 1944 to 2 Sept 1945 in support of the Philippine Islands and Ryukyus campaigns and the assault on Iwo Jima, Rear Admiral Sharp directed the minecraft under his command with marked efficiency as evidenced by the small number of U. S. vessels mined during these offensive operations. In addition, personnel of his command served with the 20th Air Force and FairWing 1 as technical representatives for the program to effect the aerial mining of the waters of Japan,



William H. P. Blandy,
Vice Admiral, USN



Arthur C. Davis,
Rear Admiral, USN



Ralph Davison,
Rear Admiral, USN



Luis DeFlorez,
Rear Admiral, USNR



John H. Hoover,
Vice Admiral, USN



Mildred M. Horton,
Capt., USNR



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



Alexander Sharp, Jr.,
Rear Admiral, USN



Forrest P. Sherman,
Rear Admiral, USN



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



John H. Towers,
Admiral, USN

the Bonins and southern Korea as a feature of the blockade of the Empire. His outstanding professional ability, forceful leadership and inspiring devotion to duty throughout the final months of intensified hostilities were contributing factors in the defeat of the Japanese.

First award:

★ **DAVIS, Arthur C.**, Rear Admiral, USN, Worcester, Mass.: While chief of staff to Com5thFlt from Sept 1944 to July 1945, he rendered distinguished and invaluable service in planning the coordination and tactical employment of aircraft in 5th Fleet operations. His keen knowledge of the strategical aspects of the war against Japan and his complete appreciation of the capabilities of the forces under the command of Com5thFlt were essential factors in the successful capture and occupation of Iwo Jima and positions in Okinawa Gunto, and in extending control of the sea and air throughout the Western Pacific to the Nansei Shoto and the East China Sea.

★ **DE FLOREZ, Luis**, Rear Admiral (then Capt.), USNR, Pomfret, Conn.: By the exercise of extraordinary genius, resourcefulness and professional skill, he was in large measure responsible for the creation and development of the unique art of syn-

thetic training perfected during the war to provide special devices and methods for the safe and rapid training of pilots and aircrewmembers. From the inception of an idea through the complicated phases of invention, research and construction to the final aspects of production, distribution and maintenance, he rendered distinguished service toward realizing the highest potential in training methods, not only for naval aviation but for submarine officers and fire control parties engaged in combat patrol.

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

★ **LAND, Emory S.**, Vice Admiral, USN (Ret), Washington, D. C.: As chairman of the U. S. Maritime Com-

mission and administrator of the War Shipping Administration from 16 Apr 1937 to 31 Aug 1945, Vice Admiral Land handled with brilliant administrative and executive ability the colossal task of directing the design, establishment and maintenance of the greatest maritime fleet in the history of the world, implemented by a highly efficient maritime service training system. Thoroughly cognizant of the dependence of land operations of the United Nations upon expeditious maritime transportation, Vice Admiral Land was in a large measure responsible for the availability of shipping and the resultant uninterrupted flow of manpower and munitions to war fronts extending from the United Kingdom to Russia and from Alaska to the Middle East.

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

★ **STEICHEN, Edward J.**, Capt., USNR (Ret), Ridgefield, Conn.: While CO of the Naval Aviation Photographic Unit under DCNO (Air) and later as director of the Navy Photographic Insti-

tute during the period 26 Feb 1942 to the cessation of hostilities with Japan, he maintained the highest possible standards of excellence in navy photography for training the Navy's flyers, for informing the public as to the progress of the war and for creating an invaluable historical record of our ships, planes and fighting men. In two tours of duty in the Pacific, one in 1943 aboard the USS *Lexington* when she sustained a torpedo attack, and again in 1944 at Guam and Iwo Jima, he studied naval photography at close range.

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

LEGION OF MERIT

Gold star in lieu of third award:

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

Gold star in lieu of second award:

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

★ **COLCLOUGH, Oswald S.**, Rear Admiral, USN, Arlington, Va.: CO of the USS *North Carolina*, in Japanese waters, 26 Jan—30 Apr 1945.

★ **HARTLY, Henry**, Commodore (then Capt.), USN, Washington, D. C.: Commander, auxiliary vessels shakedown group, Fleet Operational Training Command, Atlantic Fleet, August 1943 to June 1944.

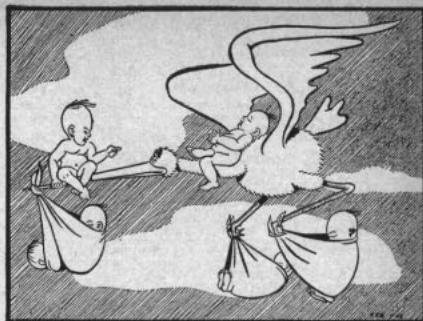
★ **KILPATRICK, Walter K.**, Rear Admiral, USN, Hillsborough, Calif.: Chief of staff and aide to CincLant, 15 Nov 1944 to 25 Aug 1945.

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

First award:

★ **ABBOTT, Paul**, Comdr., USNR, New York City: Commander loading control group, Anzio-Nettuno area, Italy, January 1944.

★ **ALLAN, Robert A.**, Comdr., RNVR, Cardross, Scotland: Commander of an advanced Coastal Forces Base unit,



"If you think you're busy now, just wait till the sailors get home."

forward central Mediterranean areas, April 1943 to June 1944.

★ **ARCHER, Robert J.**, Comdr., USN, Spokane, Wash.: Staff watch officer and flag communication officer on staff of a ComCarDiv, 14 Jan—15 Nov 1944.

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

★ **BROWN, John H. Jr.**, Rear Admiral, USN, Middletown, Del.: As a ComSubRon, 6 July 1942 to 18 Nov 1943.

★ **CHAPPELL, Lucius H.**, Capt., USN, Honolulu, T.H.: Operational training officer of the staff, Commander Training Command, Submarine Force, Pacific Fleet; ComSubDiv281; member of the war plans board, ComSubForPac.

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

★ **CROMMELIN, John G. Jr.**, Capt., USN,

WHAT'S IN A NAME?

Hear ye the "Seaman's Creed:"

- A messmate before a watchmate.
- A watchmate before a shipmate.
- A shipmate before a stranger.
- A stranger before a dog.
- A dog before a lubber.



Way back in the 1600's seafaring men coined the word "lubber" by ingenious combination of the French word "lobear" meaning parasite, and a Dutch word "lob" meaning country bumpkin. Scorn for the toady who profits by others labor added to scorn for the awkward fellow makes "lubber" the most contemptuous epithet in the seaman's vocabulary. "He's a lubber who ought not be trusted with a boat" sums up complete failure as a seafaring man.

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

Admiral Hewitt Wins Army DSM

The Army has awarded Admiral Henry K. Hewitt, USN, Hackensack, N. J., the Distinguished Service Medal for meritorious service in his capacity as ComPhibFor, Atlantic Fleet, and as CTF34 during the invasion of North Africa.

"With the highest type of skill and leadership he conducted his large fleet from the U. S. to the shores of French Morocco, through waters infested with hostile submarines without loss," the citation narrates.

The forces he transported were landed 8 Nov 1942 on a hostile and unknown shore, during hours of darkness, in a heavy sea, at the proper time and places. In subsequent tactical action he handled his forces so as to prevent interference by hostile Naval units with the landing of our forces as planned.

Admiral Hewitt is now Commander, U. S. Naval Forces in Europe.

★ DECORATIONS

Legion of Merit Cont.

Washington, D.C.: Chief of staff of a carrier CTG, 1 Jan—8 Aug 1944.

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

★ EDDY, William C., Capt., USN (Ret), Michigan City, Ind.: CO of Radio Chicago, 11 Aug 1942 to 1 Sept 1945.

★ GHORMLEY, Robert L., Vice Admiral, USN, Moscow, Idaho: Commandant 14th ND and ComHawSeaFront, 17 Feb 1943 to 24 Oct 1944.

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

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

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

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

★ JOHNSON, Ralph B., Comdr., USNR, Honolulu, T.H.: Senior assistant to the engineer and repair officer, submarine base, Pearl Harbor, December 1941 to March 1944, and November 1944 to September 1945, and engineering officer ComSubSquad 20, March to November 1944.

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

★ MITSCHER, Marc A., Vice Admiral, USN, San Francisco, Calif.: As CTF38 western task forces, 26 Aug to 20 Sept 1944.

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

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

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

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

★ WEIMER, Edward L., Capt., USN, Bridgeport, Conn.: As CTG and CO of USS *Pocomoke*, Southwest Pacific area.

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

SILVER STAR MEDAL

Gold star in lieu of second award:

★ OUTERBRIDGE, William W., Capt.,

USN, Arlington, Va.: CO of a convoy screening vessel in the Southwest Pacific area.

First award:

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

★ FORTSON, Thomas N., Lt. (then Lt. [jg]), USNR, Neeses, S. C.: Aboard an LCI(L) during the assault on Parry Is., Eniwetok Atoll, 22 Feb 1944.

★ GRISWOLD, Carleton W., PhM3c, USNR, Wellesley Hills, Mass. (posthumously): Served with the 1st Btn., 7th Marines, 1st Marine Div., Peleliu, 18 Sept 1944.

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

★ HOGLE, James B., Capt., USN, Fort Worth, Tex.: Executive officer aboard the USS *Minneapolis* during the Battle of Surigao Strait and Gilbert, Marshall, Caroline and Marianas Islands operations.

★ O'NEILL, William J. Jr., Ens., USNR, Woodside, N.Y. (posthumously): Aboard the USS *Abner Read* in the vicinity of Leyte Gulf, 1 Nov 1944.

★ TUBB, Arthur M. Jr., Ens., USNR, Dallas, Tex. (missing in action): Fighter pilot attached to USS *Enterprise* in the Philippines area, 17 Oct 1944.

DISTINGUISHED FLYING CROSS

Gold star in lieu of fourth award:

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

★ MCGOWAN, Edwin W., Lt. (jg), USNR, Wellesley Hills, Mass. (missing in action): Torpedo plane pilot aboard USS *Hornet*, 12 Jan 1945.

Gold star in lieu of third award:

★ BAKER, Douglas, Lt. (jg), USNR, Lindsay, Okla. (missing in action): Pilot in a fighting squadron aboard the USS *Lexington*, 11 Nov 1944.

★ MCGOWAN, Edwin W., Lt. (jg), USNR, Wellesley Hills, Mass. (missing in action): Torpedo plane pilot aboard USS *Hornet*, 9 Jan 1945.

Gold star in lieu of second award:

★ DARRACOTT, James G. Jr., Lt. (jg), USNR, Kings Mt., N. C. (missing in action): Fighter plane pilot aboard USS *Lexington*, 14 Dec 1944.

★ GEHLBACH, Louis R., Lt. Comdr., USN, Beason, Ill. (posthumously): Plane commander, fleet air photographic squadron, over Iwo Jima, 8 Dec 1944.

★ GRUENEWALD, John W., Lt., USNR, Topeka, Kan. (missing in action): Dive bomber pilot aboard USS *Intrepid*, 13 Sept 1944.

★ HUMMEL, Compton R. Jr., Lt., USNR, Baton Rouge, La. (missing in action): Dive bomber pilot aboard USS *Yorktown*, 12 Jan 1945.

★ KENAH, William H. Jr., Lt., USNR, Elizabeth, N. J. (posthumously): Leader of a four-plane fighter division aboard USS *Hancock*, 26 Oct 1944.

★ ROACH, Melvin C., Lt., USN, Oilton, Okla. (posthumously): Fighter plane

pilot in the Solomon Is. area, 10 September to 16 Oct 1942.

★ SNEAD, Charles S., Lt. (jg), USNR, Bessemer, Ala. (missing in action): Pilot in bombing squadron attached to USS *Hancock*, 16 Jan 1945.

★ SULLIVAN, Gerald M. Jr., Lt., USNR, Newtonville, Mass. (missing in action): Leader of a section of fighter planes operating from USS *Hancock*, 12 Jan 1945.

★ TEPUNI, William, Lt. Comdr., USNR, San Francisco, Calif. (posthumously): Pilot of a medium bomber and group leader in a patrol bombing squadron, 21 Mar 1945.

★ WOODMAN, William E., Lt., USNR, Maplewood, N. J.: Stationed at Naval Ordnance Test Station, Inyokern, Cal., August 1944 to June 1945.

★ WORK, Dan T., Lt., USNR, Memphis, Tenn.: Pilot of a carrier-based plane in enemy action in the Philippines area.

First award:

★ BISHOP, Walter D., Lt. (jg), USNR, Kansas City, Kan. (missing in action): Pilot of a fighter plane and leader of an eight-plane section of a fighting squadron aboard USS *Cabot*, 16 Oct 1944.

★ BROKAS, Alex X., Lt. (then Lt. [jg]), USNR, Jamestown, N. Y.: Torpedo bomber pilot in offensive action against a German submarine, 20 Aug 1944.

★ DARRACOTT, James G. Jr., Lt. (jg), USNR, Kings Mt., N. C. (missing in action): Fighter plane pilot aboard USS *Enterprise* in the Pacific area, 13 Oct 1944.

★ DECINCES, Joseph P., ARM3c, USN, North Hollywood, Calif. (posthumously): Radioman-gunner aboard a torpedo plane attached to USS *Langley*, 25 Oct 1944.

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

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

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

★ LAIR, Carl E., Lt., USNR, College Station, Tex.: Pilot of torpedo bomber in action against German submarine, 19 Aug 1944.

★ LARSEN, George K., Lt., USNR, Jersey City, N. J. (missing in action): Special gunnery observer on a patrol plane, South China Sea, 29 Mar 1945.

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

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

★ SCORDO, Joseph G., Ens., USNR, Denver, Colo. (missing in action): Fighter pilot aboard USS *Yorktown*, 11 Nov 1944 to 15 Jan 1945.

★ SNODGRASS, Claude D., AMM3c, USN, Mannington, W. Va. (posthumously): Turret gunner of a torpedo plane aboard USS *Langley*, 25 Oct 1944.

★ SONNER, Irl V., Lt. (jg), USNR, Layton, Utah (posthumously): Pilot of a

carrier-based fighter, 13 Oct 1944 to 17 Feb 1945.

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

★ THORNBURG, Jack W., Comdr., USNR, Kansas City, Mo.: CO of air transport squadron during the evacuation of casualties from Okinawa, 1 April to 21 June 1945.

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

★ WORLEY, Robert D., Lt., (jg), USNR, Lincoln, Neb. (posthumously): Pilot of a medium bomber during action against a Japanese submarine, 21 Mar 1945.

NAVY AND MARINE CORPS MEDAL

First award:

★ AUSTIN, Gilbert E., AMM3c, USNR, Wilkesboro, N. C. (posthumously): Off Shikoku Is. 19 Mar 1945.

★ BEACH, Norman L., GM2c, USN, Port Huron, Mich.: USS *John Rodgers*, 17 Apr 1945.

★ BERGE, John R., PhM3c, USNR, Salinas, Calif.: Off Shikoku Is., 19 Mar 1945.

★ BRAMLETT, Elgie L., S1c, USNR, Stewart, Miss.: Off Shikoku Is., 19 Mar 1945.

★ CLEARY, Thomas W., MM1c, USNR, Long Beach, Calif.: Off Shikoku Is., 19 Mar 1945.

★ CORNING, George R., BM1c, USN, Richmond, La.: Off Shikoku Is., 19 Mar 1945.

★ COWAN, Kenneth L., MoMM2c, USNR, Thermal Calif.: Rescue operations during typhoon, Ulithi Atoll anchorage, 3-4 Oct 1944.

★ COX, Harry G., CMM, USNR, Jackson, Miss.: Rescue in Waimea bay, 24 Dec 1944.

★ CUZZO, Louis J., CB, USNR, Chicago Ill.: Off Shikoku Is., 19 Mar 1945.

★ FURMAN, Walter A., AMM2c, USNR, Fall River, Mass.: Off Shikoku Is., 19 Mar 1945.

★ GRANGER, Philodore L., Cox., USNR, Claremont, N. H.: Rescue, 19 Mar 1945.

★ HEDING, Paul, Cox., USNR, Salt Lake City, Utah: Rescue operations during typhoon, Ulithi, Atoll anchorage, 3-4 Oct 1944.

★ HENDERSON, Randal E., AMM3c, USNR, Vincennes, Ind.: Rescue, NAS, Jacksonville, Fla., 25 Mar 1945.

★ KEYES, Edward J., Lt. (jg), USNR, Richmond, Va.: Rescue of survivors, North Atlantic, 24 Apr 1945.

★ LEASE, William O., BM1c, USNR, Houston, Tex.: Rescue operations during typhoon, 3-4 Oct 1944.

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

★ LEPORE, Daniel A., CM2c, USNR, Roselle Park, N. J.: USS *Otterstetter*, 7 Feb 1945.

★ MARX, Louis A., SCB3c, USNR, Allentown, Pa.: Off Shikoku Is., 19 Mar 1945.

★ MATTES, Roy A., S1c, USNR, Pittsburgh, Pa.: Off Shikoku Is., 19 Mar 1945.

★ MORACE, Edward T., Cox, USNR, Philadelphia, Pa.: Off Shikoku Is., 19 Mar 1945.

★ PARKS, Robert G., S1c, USN, Akeley, Minn.: Off Shikoku Is., 19 Mar 1945.

★ PELKEY, Raymond G., S1c, USNR, Inland Falls, Maine: Off Shikoku Is., 19 Mar 1945.

★ PONTELLO, Frank, CMM, USN, Pittsburgh, Kans.: Off Shikoku Is., 19 Mar 1945.

★ RENDAHL, Elwood R., Lt. (jg), USNR, Berkeley, Calif. (posthumously): Engineering officer, USS *Aylwin*, 18 Dec 1944.

★ RIPLEY, Gilbert L., S1c, USNR, Searsmont, Maine (posthumously): USS *Hancock*, 21 Jan 1945.

★ SARENSKI, Theodore, MM1c, USN, Verona, N. Y. (posthumously): USS *Aylwin*, 18 Dec 1944.

★ SCHMAELING, Herbert J., CEM, USN, Cambridge, Mass.: Off Shikoku Is., 19 Mar 1945.

★ SCHOPPERT, Edwin S., S1c, USNR, Piedmont, W. Va.: Rescue operations during typhoon, Ulithi Atoll anchorage, 3-4 Oct 1944.

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

★ VALVO, Vincent, S1c, USNR, Haverhill, Mass.: Off Shikoku Is., 19 Mar 1945.

★ WOODS, Morris M., SC1c, USNR, San Francisco, Calif.: APL-18, Ulithi anchorage, 26 Feb 1945.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ WARE, Bruce R. III, Comdr., USN, Washington, D.C.: Navigator, USS *Tennessee*, 29 Oct 1944 to 19 Aug 1945.

Gold star in lieu of second award:

★ CONNALLY, John B., Lt. Comdr., USNR, Austin, Tex.: Fighter director officer, USS *Essex*, 6 Apr 1945.

★ COX, William R., Comdr., USN, Washington, D. C.: CO of a destroyer, Kyushu-Okinawa area, 14 March to 14 May 1945.

First award:

★ AMI, Leroy, AMM3c, USNR, Palacca, Ariz.: Member of the crew aboard a large aircraft carrier.

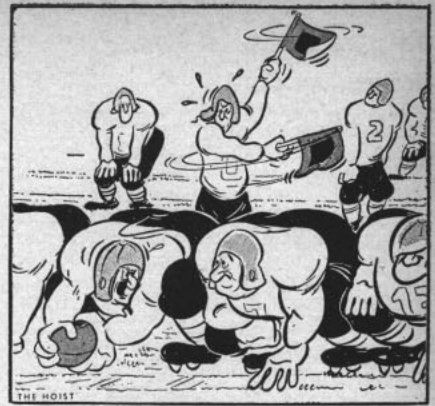
★ ANSPACH, Earl M. Jr., WT2c, USNR, Clinton, Iowa: Aboard the USS *Cooper*, Philippines, 3 Dec 1944.

★ AXTELL, Samuel, E., S1c, USNR, Meadville, Pa. (posthumously): Member of an AA gun crew aboard an aircraft carrier off the Philippines, 25 Nov 1944.

★ BARBER, Frank N., CWT, USN, San Diego, Calif.: Aboard a large aircraft carrier in the Pacific, 19 Mar 1945.

★ BECKER, George R., Lt. (jg), USN, Louisville, Ky.: Aboard a large carrier in the Pacific, 19 Mar 1945.

★ BEDELL, Arthur W., Lt., USNR, Albany, N.Y.: Gunnery officer aboard USS *Spence*, Solomon Is. area, 31 Oct 1943 to 22 Feb 1944.



Hoist (NTC, San Diego)
"I wish to hell Coach would quit using that signalman at quarterback!"

★ BERTHOLF, Charles M., Comdr., USN, La Jolla, Calif.: CO of a destroyer in enemy waters, 10 Feb to 4 Mar 1945.

★ BESSON, John H., Comdr., USN, Portland, Ore.: CO of USS *Conway* during landing operations in the Philippines.

★ BIEDERMAN, Gerald M., S2c, USNR, New York, N.Y. (posthumously): Member of an AA crew aboard a carrier in the Pacific.

★ BIENVENU, Wesley C., Lt., USNR, St. Martinville, La.: Aboard a large aircraft carrier in the vicinity of Shikoku Is., 19 Mar 1945.

★ BISHOP, Nelson A., S1c, USNR, Las Vegas, Nev.: Member of an assault unit during assault and capture of Saipan and Guam, June and July 1944.

★ BORRIES, Fred Jr., Comdr., USN, Louisville, Ky.: Air officer aboard the USS *Gambier Bay*, 25 Oct 1944.

★ BOTTOMLEY, Robert H., Bkr2c, USNR, Berkeley, Calif.: Aboard the USS *Abner Read*, Leyte Gulf, 1 Nov 1944.

★ BOWERMAN, Richard H., Lt. Comdr., USNR, New Haven, Conn.: On the staff of a battleship division in the Pacific.

★ BREWSTER, Earl R., Lt. Comdr., USNR, Coronado, Calif.: Interned at a POW camp in the Philippines, May 1942 to February 1945.

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

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

★ CONE, Henry S., Comdr., USN, Little Rock, Ark.: Supply officer aboard USS *Franklin*, 30 Oct 1944.

★ COOK, Albert B., Comdr., USNR, El Monte, Calif.: Aboard a large aircraft carrier, 19 Mar 1945.

★ CORBELL, John L., S1c, USNR, Bakersfield, Calif. (missing in action): Member of Armed Guard crew aboard merchant ship in the Philippines area, 3 Nov 1944.

★ DAGGER, Everett H., BM1c, USNR, Chicago, Ill. (posthumously): Gun captain of an AA crew aboard an aircraft carrier off the coast of the Philippines.

★ DAHLBECK, Alfred G., CSF, USNR, Philadelphia, Pa.: Aboard a large aircraft carrier, 19 Mar 1945.

★ DAVIS, Rodric W., CM1c, USNR, Spokane, Wash.: Member of an as-

★ DECORATIONS

Bronze Star Cont.

sault unit during the assault and capture of Saipan and Guam.

★ **DRAPELA**, Frank L., FC3c, USNR, Clarkdale, Ariz.: Aboard the USS *Abner Read* in Leyte Gulf, 1 Nov 1944.

★ **DRISKILL**, Walter S., Lt., USNR, Arlington, Va.: Aboard a large carrier in the vicinity of Shikoku Is., 19 Mar 1945.

★ **DRYSDALE**, Clifford E., CGM, USN, Belleville, Ill.: Aboard a carrier in the Pacific, 18-19 Mar 1945.

★ **DUBREE**, Harold M., Lt. (jg), USN, Carlisle, Pa.: Aboard a large aircraft carrier in the Pacific, 19 Mar 1945.

★ **DURLIAT**, Hayes M., CMM, USNR, Bowling Green, Ohio: Member of an assault unit during the assault and capture of Saipan and Guam.

★ **EAVES**, Norman E., Lt., USNR, New Orleans, La.: Aboard a carrier off Shikoku Is., 19 Mar 1945.

★ **EVANS**, Howard R., S1c, USNR, Rumson, N.J. (posthumously): Member of an AA gun crew aboard a carrier in the Pacific.

★ **FERRYMAN**, Leo J., AMM2c, USNR, Springfield, Ohio: Aboard a large carrier in the Pacific, 19 Mar 1945.

★ **FITZGERALD**, Robert F., S1c, USNR, Philadelphia, Pa. (missing in action): Member of an AA gun crew aboard a carrier off the Philippines.

★ **GAILLARD**, George S. Jr., Lt. (jg), USNR, Savannah, Ga.: Representative of the Commander, NATS, Pacific Wing, Yontan Air Base, Okinawa, 8 April to 25 May 1945.

★ **GEHLBACH**, Louis R., Lt. Comdr., USN, Coronado, Calif.: CO and executive officer of Fleet Air Photographic Squadron 5, 1 June 1944 to 24 Feb 1945.

★ **GENOVA**, Peter A., WT2c, USNR, Harrison, N.J.: Aboard an aircraft carrier in the Pacific area.

★ **GLUSMAN**, Murray, Lt., (MC) USNR, New York, N.Y.: Staff of the naval dispensary at Cavite Navy Yard, P.I., during bombing attack by Japanese forces 10 Dec 1941.

★ **GRANBY**, Robert L., SC2c, USNR,

Portland, Ore.: Aboard the USS *Abner Read* in Leyte Gulf, 1 Nov 1944.

★ **GRAY**, Luther A., PhM2c, USNR, Reed, Okla.: Hospital corpsman attached to a Marine infantry battalion at Saipan.

★ **GURNETT**, Lloyd A., Lt. (jg), USN, Oakland, Calif.: Rescue after loss of USS *Samuel B. Roberts* off Samar, 25 Oct 1944.

★ **HALLMAN**, Lawrence O., CBM, USN, Brooklyn, N.Y.: Aboard a large carrier in the Pacific area, 19 Mar 1945.

★ **HAMILTON**, Eugene B., M2c, USNR, Hillside, Md.: Member of an assault unit during the assault and capture of Saipan and Guam.

★ **HEISLER**, Robert S., ACMM, USNR, Philadelphia, Pa.: Aboard a carrier operating off Shikoku Is., 19 Mar 1945.

★ **HERLIHY**, Joseph L., Commodore, USN, Belmont, Mass.: Pacific Fleet fuel officer and CO of a service squadron, 27 Dec 1939 to 6 June 1942.

★ **HINSON**, Edwards R., Lt., USN, Hoquiam, Wash.: Head of an engineering repair party aboard a large carrier in the Pacific, 19 Mar 1945.

★ **HOFFMAN**, Ray A. Jr., S1c, USNR, Florence, Tex. (posthumously): Aboard the USS *San Jacinto* off Okinawa, 6 Apr 1945.

★ **HOLLEY**, William L. Jr., RM2c, USNR, Mission, Tex.: Member of an assault unit during the assault and capture of Guam and Saipan, June and July 1944.

★ **HOLLINGSWORTH**, Samuel S., Lt., USNR, Hertford, N.C.: Aboard a carrier in the Pacific off Shikoku Is.

★ **HOLMES**, Byron J., HA1c, USNR, Murtaugh, Idaho (posthumously): Serving with the 1st Marine division, Peleliu, 16 Sept 1944.

★ **HORNBACK**, James A., PhM1c, USN, Louisville, Ky.: Serving with a Marine battalion during invasion of Saipan.

★ **HOUSEHOLDER**, Earl W., GM2c, USNR, Beaver Falls, Pa.: Member of an Armed Guard crew off the coast of France, 11 Apr 1945.

★ **KING**, John W., BM2c, USN, Keats, Kan.: Aboard an aircraft carrier off the Philippines, 24 Oct 1944.

★ **LAMBERT**, Gordon K., Lt. (MC) USN, Rochester, N.Y.: Staff of the medical dispensary at Cavite Navy Yard, P.I., 10 Dec 1941.

★ **LEIDE**, William, Lt. Comdr., USNR, Atlanta, Ga.: CO of a landing craft unit with 3rd U.S. Army, crossing of the Rhine, 22 to 28 Mar 1945.

★ **LOLLAR**, Robert W., S1c, USNR, Lincoln, Neb. (missing in action): Member of an Armed Guard crew in the Philippines area, 3 Nov 1944.

★ **LOVEJOY**, Ralph L., Comdr., USN (Ret), Lakeland, Fla.: Convoy commodore 25 June 1942 to 8 May 1945.

★ **LUTTON**, Charles R., S2c, USNR, San Francisco, Calif. (posthumously): Member of an Armed Guard crew during a hurricane in the North Atlantic, 21 and 22 Sept 1942.

★ **MADDEN**, John E., S2c, USNR, Middletown, N. Y. (posthumously): Member of an AA crew aboard a carrier in the Pacific area.

★ **MARTIN**, Sherwood C., SK3c, USNR, Pittsburgh, Pa.: Member of an assault unit during the assault and capture of Saipan and Guam.

★ **McCUTCHEON**, Warwick, Lt. (jg), USNR, Ithaca, N.Y.: Aboard a large

carrier in the Pacific area, 19 Mar 1945.

★ **McGEE**, Francis J., S1c, USNR, Woodlyn, Pa. (posthumously): Member of an AA gun crew aboard a carrier in the Philippines area.

★ **McNEAR**, George P. III, Lt. (jg), USNR, Peoria, Ill. (posthumously): OinC airborne bomb and fuze instruction unit, attached to aircraft, 7th Fleet, 3 Feb 1944 to 28 Jan 1945.

★ **MERSHOW**, Robert H., Lt. Comdr., (MC) USN, Coronado, Calif.: Senior medical officer aboard a large carrier, 19 Mar 1945.

★ **MICHAUD**, Raymond N., GM3c, USNR, Plainville, Conn. (posthumously): Aboard a carrier in the Philippines area.

★ **MICKLEY**, Cleve E., CSF, USNR, Minneapolis, Minn.: Member of an assault unit on Guam and Saipan.

★ **MILLER**, Frank B., Comdr., USN, Washington, D. C.: Executive officer, USS *Monterey*, 11 May to 20 Dec 1944.

★ **MOORE**, William T., Comdr., USNR, Birmingham, Ala.: Engineer officer aboard a carrier off Shikoku Is., 19 Mar 1945.

★ **NAFF**, William B., CPhM, USNR, Seattle, Wash.: Member of the crew of the USS *Mahan*, 7 Dec 1944.

★ **NEWBY**, John J., SF2c, USNR, New Orleans, La.: Member of an assault unit during the assault and capture of Guam and Saipan.

★ **NOEL**, John V. Jr., Comdr., USN, Silver Spring, Md.: CO of the USS *Lamson*, Ormoc Bay, 7 Dec 1944.

★ **O'CONNELL**, William A., SF2c, USNR, Springfield, Mass.: Aboard a large carrier in the Pacific area, 19 Mar 1945.

★ **PARTRIDGE**, John W., Lt., USNR, Charlestown, W. Va.: Shore party commander of a Marine Corps landing team on Saipan, 15 and 16 June 1944.

★ **PATTERSON**, Charles, S1c, USNR, Tulsa, Okla.: Member of the crew USS *Abner Read* in Leyte Gulf, 1 Nov 1944.

★ **PIEJA**, Joseph F., S2c, USNR, Reading, Pa. (posthumously): Member of an AA gun crew on board a carrier off the Philippines.

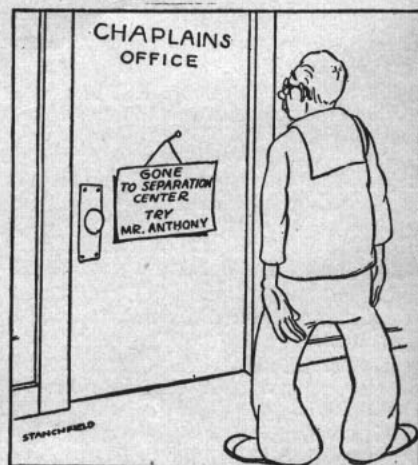
★ **PLATT**, Comfort B., Capt., USN, (Ret), Chevy Chase, Md.: Convoy commodore, 25 June 1942 to 8 May 1945.

★ **PUCKETT**, Henry M., S2c, USNR, Red



The Fly Paper (NAS, Maui, T. H.)

"Do you suppose they're hinting at something?"



Bullhorn (NATTC, Norman, Okla.)

Ash, Va. (posthumously): Member of an AA gun crew aboard a carrier in the Pacific.

★ POWELL, R. Maya, PhM2c, USNR, Sherman, Tex. (missing in action): Aboard the USS *Warren* in Lingayen Gulf, P.I., 11 Jan 1945.

★ RAMAGE, Lawson P., Comdr., USN, Honolulu, T.H.: Force personnel officer, Submarines, Pacific Fleet.

★ RAMIREZ, Cruz, S1c, USN, Los Angeles, Calif.: Member of an Armed Guard crew in the Philippines area, 3 to 12 Nov 1944.

★ REPP, Jesse W., Lt. Comdr., USNR, Pittsburgh, Pa.: CO of Gropac 6 from 1 Aug to 20 Dec 1944.

★ RAWLE, Henry, Comdr., USNR, Northeast Harbor, Maine: CO of the USS *Gold Star* in the Southwest Pacific area.

★ RIST, Lawrence M., Lt., USNR, Omaha, Neb.: Shore party commander of a Marine Corps landing team on Saipan.

★ ROGERS, Joseph H., EM2c, USNR, Bessemer, Ala.: Aboard a large aircraft carrier in the Pacific, 19 Mar 1945.

★ ROOD, George A., Capt., USN, New York, N.Y.: Chief of staff to Com NavForFrance, 20 Sept 1944 to 1 July 1945.

★ ROWELL, Chester H., MM2c, USNR, Buckeye, Ariz.: Aboard an aircraft carrier in the Shikoku Is. area, 19 Mar 1945.

★ RUSSELL, Maurice L., Lt. (jg), USNR, Caldwell, Idaho: CO of LCI(G) 25 during battle for Leyte Gulf, 25 Oct 1944.

★ SHARPE, William A., M1c, USNR, Pana, Ill.: Aboard a carrier in the Pacific, 19 Mar 1945.

★ SIMMERLY, James G., SK1c, USNR, Cleveland, Ohio: Aboard an aircraft carrier in the Pacific off Shikoku Is., 19 Mar 1945.

★ STASSEN, Harold E., Comdr., USNR, St. Paul, Minn.: Commander of a task group formed to facilitate the release of Allied prisoners.

★ STRASENBURGH, Robert J., Lt. (jg), USNR, Rochester, N. Y.: Diving officer of a submarine during a Pacific patrol.

★ TRESTER, Glenn E., Comdr., USCG, Philadelphia: Executive officer of USS *Callaway* in the Southwest Pacific area, 8 Jan 1945.

★ VASQUEZ, James W., GM3c, USN, San Jose, Calif.: Aboard USS *Abner Read* in Leyte Gulf, 1 Nov 1944.

★ VESTERGAARD, Julius L., CSC, USN, Honolulu, T.H.: Chief yeoman-in-charge of the flag office and assistant flag secretary of the staff ComSubPac, April 1941 to September 1945.

★ WAIT, Dallas, Comdr., USN (Ret), Newport, R. I.: Convoy commodore, 19 June 1942 to 8 May 1945.

★ WARD, William, Ptr1c, USNR, Schenectady, N. Y.: Aboard a large aircraft carrier in the Pacific off Shikoku Is., 19 Mar 1945.

★ WEATHERS, Daryl L., SF3c, USNR, Los Angeles, Calif.: Aboard the USS *Abner Read* in Leyte Gulf, 1 Nov 1944.

★ WOODRICH, Warren B., Lt. (jg), USNR, Minneapolis, Minn.: Shore party commander for a reserve Marine landing team on Saipan, 15 and 16 June 1944.

PROBING THE ENEMY'S SECRETS

OVERCONFIDENCE of the Japanese in the code-like characteristics of their language—and their untiring habit of making notes and keeping diaries—paid off handsomely in the defeat of the little men of the Rising Sun Empire, the annals of the U. S. Navy Schools of Oriental Languages reveal.

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

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

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

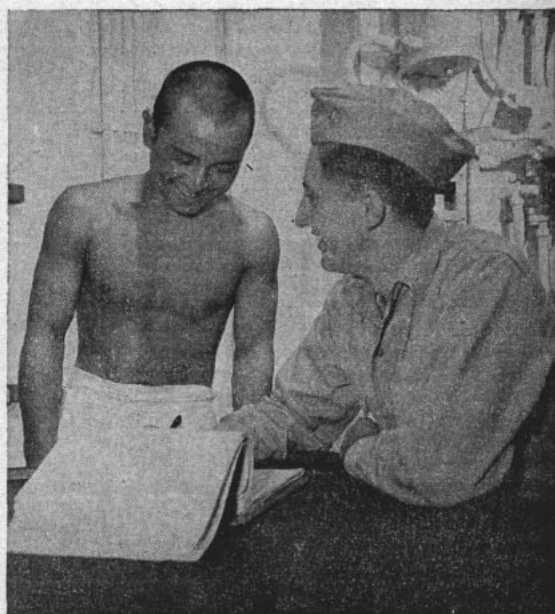
When they struck Pearl Harbor, the Japanese had at least 100,000 men with a working knowledge of English for every American who could read or write Japanese effectively, says Comdr. Hindmarsh, a former Har-

vard University professor whose recommendations led to the creation of the Navy's Oriental language schools. But the activities of the schools' graduates in the Pacific showed that language was no serious barricade on the Tokyo road.

The schools opened 2 Sept 1941 at Harvard and the University of California. In 1942 the Harvard unit was discontinued. Soon afterward, the evacuation of all persons of Japanese ancestry from the West coast necessitated moving the school from Berkeley, Calif. to the University of Colorado because the instructors were Japanese-Americans. Need for men to question prisoners and translate captured enemy documents was so great the first class was graduated in nine months, but the course in Japanese now requires about 14 months to complete. So intensive is the course that in one period only 300 of 1,500 applicants were accepted for interview, and some of the accepted group failed later. In all Comdr. Hindmarsh interviewed 20,000 applicants.

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

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



Official U. S. Navy photograph
JAP SECRETS came out when Navy officers talked to prisoners in their own language.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

NEW DETAILS ON NAVY DEMOBILIZATION

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

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

brings the critical score for mailmen—who, until the cut is effective, need 44 points for discharge—down to 36 points.

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

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

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

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

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

- USN enlisted personnel whose period of enlistment or any voluntary extension thereof has not expired;
- retired enlisted personnel;
- enlisted personnel of the Fleet Reserve;
- enlisted personnel who are hospitalized or undergoing medical or dental treatment;
- enlisted personnel in a disciplinary status.

Largely through point discharge systems, naval personnel released from 17 August to 14 December totaled 1,241,290, including 1,007,909 from the Navy, 164,579 from the Marine Corps and 68,802 from the Coast Guard. Of the Navy total, 903,275 were enlisted personnel, 104,634 were officers. Analyzing separations as of the last week in November, the Navy's demobilization office discovered 98 percent of the officer separations and 86 percent of the enlisted releases were on points or awards. Thirteen percent of the enlisted discharges went to men with 3 or more children. Ninety-two percent of the enlisted separeates and 66 percent of the officers released had sea or overseas duty.

With the announcement of the new reduction in point discharge scores, attention focused overseas where more than 1,000,000 Navy men remain, waiting to become eligible for "lifts" home via the "magic carpet" which between 12 May and 7 December transported to the U. S. more than half—3,798,000—of the nation's overseas Army and Navy personnel—2,400,000 from Europe, 1,309,000 from the Pacific and 89,000 from the Indian theater. Still to be brought home on 7 December from Europe were 948,000 Army and 8,000 Navy personnel; from the Pacific, 1,067,000 Army and 1,200,000 Navy people and from the Indian theater, 135,000 Army and 3,000 Navy

POINTS REQUIRED FOR RELEASE

	1 Dec	1 Jan	2 Feb
Male commissioned and warrant officers (except those classified MC and naval aviators in flight status)	44	43*	41
Male officers classified MC—doctors.....	53	51	50
Naval aviators in flight status (ensign).....	20	20	20
Naval aviators in flight status (other than ensign)	34	30*	28
Male enlisted personnel (except those listed below)	38†	36*	34
Water tenders (except WT[CB]).....	39	38	38
Machinist's mates (except MM[CB]).....	39	38	38
Chief commissary stewards.....	39	38	38
Ship's cooks and bakers.....	39	38	38
Male yeomen and storekeepers (except SK[D] & SK[CB] Stevedore)	44	44	41
Male mailmen	44	44	36
Male electrician's mates (except EM[CB]).....	38†	36	36
Male specialists (C)	44	44	41
Male specialists (I) punch card accounting machine operators	Not eligible	44	41
Male specialists (S) shore patrol.....	Not eligible	38	34
Male specialists (X) key punch operators.....	Not eligible	38	34
Male specialists (X) transportation	Not eligible	44	41
Male storekeepers (D).....	Not eligible	44	41
Male hospital corpsmen (PhT) physical therapists and (OT) occupational therapists assigned to duty in continental U. S. Naval Hospitals or U. S. Naval Special Hospitals.....	Not eligible	44	41
Female officers (including those classified MC, HC and H.....	30	29	28
Nurse Corps	32	29	29
Female enlisted personnel (except those listed below)	24	23	22
Female yeomen and storekeepers (except SK[D])	29	29	26
Female specialists (C) and mailmen	29	29	26
Female storekeepers (D)	Not eligible	29	26
Female specialists (I) punch card accounting machine operators	Not eligible	29	26
Female specialists (X) key punch operators....	Not eligible	23	22
Female specialists (X) transportation.....	Not eligible	29	26
Female hospital corpsmen in same categories as male hospital corpsmen listed above.....	Not eligible	29	26

† Critical score drops to 37 on 15 December.

* Critical score drops one point on 15 January.

men and women. Of the 1,200,000 Navy people to be brought home from the Pacific, 370,000 were to be returned as crews of combat ships.

So successful has been the "carpet" operation that, by the first of 1946, all combat ships were to have been "retired" from the Atlantic shuttle service and returned to Fleet assignments. Ending troop-carrying chores were 1 battleship, 6 cruisers and 8 aircraft carriers. In addition 43 troopships, including converted Victories, were to be transferred from the Atlantic to the Pacific operation during December and January, leaving nearly 300 vessels to bring approximately 750,000 Army and Navy personnel home from Europe.

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

On 10 December, 23 troopships were engaged in bringing home approximately 135,000 Army and Navy people still in the Indian theater. Six troopships formerly assigned to the CBI run have been transferred to the Pacific "carpet" service.

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

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

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

No Muster Out Pay Given For Extending Enlistment

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

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

NOW YOU CAN ENLIST IN THE REGULAR NAVY for 2·3·4 or 6 YEARS

And Legislation just enacted provides that Reserves enlisted men shipping over in the Regular Navy are now entitled to these VALUABLE NEW BENEFITS

- \$50 cash re-enlistment gratuity in all pay grades for each year served in the current term of active duty.
- Immediate payment of mustering-out pay.
- Up to 60 days leave with transportation provided both ways.
- 20 per cent extra allowance for sea and foreign service duty continued in peacetime.
- Family allowances extended for full period of enlistments and re-enlistments made prior to July 1, 1946.
- Option is re-opened for men in first three pay grades to receive either money allowance for quarters for dependents or family allowance.
- All G. I. Bill of Rights benefits assured at end of new enlistment.
- Free postage until December 31, 1947.

SEE YOUR RECRUITING OFFICER for full details

RECRUITING POSTER outlines benefits provided in new legislation for men enlisting in regular Navy.

Authorize Advancements For Men Now Working Outside Own Ratings

Opportunities for advancement of enlisted personnel assigned to duties outside their own ratings are provided in BuPers Circ. Ltr. 335-45 (NDB, 30 November). The letter, which specifies the conditions for such advancements, points out that the pressure of the Navy's demobilization program has made it necessary to use many personnel in duties outside their own ratings.

Personnel who are professionally qualified for the next higher pay grade and who have fulfilled service in pay grade and marks requirement may be recommended to BuPers for advancement in their own rating group if vacancies exist in the approved allowance for the rating group in which they are performing duties.

Such advancements will be effected only upon BuPers authorization in individual cases. Waivers of sea duty requirements will be considered by BuPers, but will be approved only in exceptional cases, the circular letter states.

Changes in ratings may be made only as provided by directives now in effect, but changes from specialist ratings to general service ratings of equal pay grade without regard to vacancies are encouraged, if personnel concerned are qualified in all respects for the general service ratings.

The provisions of this circular letter are applicable to all enlisted personnel with the exception of specialists S (shore patrol) and personnel assigned to demobilization activities, whose advancements are covered by previous directives.

New BuPers Directive Forbids Overseas Duty For Near-Dischargees

BuPers has issued a general directive (BuPers Circ. Ltr. 337-45; NDB, 15 November) instructing COs not to detail transient (unassigned) enlisted men with less than six months of service remaining before discharge to duty at overseas bases, to precommisioning details or new construction ships, or on ships not expected to return to the U. S. before the men's separation eligibility dates.

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

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

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

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

Honorable Discharge Certificate to Show Man's Service Record

Honorable discharge certificates issued hereafter to men separated from the Navy will contain a transcription of the service and awards recorded in the notice of separation, as a result of changes in discharge procedures directed by BuPers Circ. Ltr. 355-45 (NDB, 15 December).

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

The notice of separation will continue to carry the only record of this information received by personnel who are given other types of discharges than honorable.

Answers Given to Latest Questions On Transfer of Officers to USN

Bringing up to date the information on transfer to the regular Navy for Reserve and temporary USN officers, BuPers has formulated answers to new and pertinent questions to appear in a revision of the booklet, "An Officer's Career in the Peacetime Navy."

The new information covers provisions which have been the subject of recent Alnavs, BuPers circular letters and other directives, and clarifies points which were still open for question when the booklet was first issued several months ago.

Below, ALL HANDS presents the new information:

Eligibility for Transfer

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

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

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

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

Promotions and Selections

Q. I was a permanent warrant officer in the regular Navy with five years' warrant service at the time of suspension of permanent promotions. For three years I have been a commissioned officer and now hold the temporary rank of lieutenant. I do not desire to transfer to the regular Navy in my temporary status but would like to transfer as a chief warrant officer, the rank I would now hold had there been no temporary promotions. Is it necessary for me to apply for transfer in accordance with BuPers Circ. Ltr. 288-45 (Revised)?

A. No. Permanent warrant officers of the regular Navy having combined service as a warrant officer and a commissioned officer in excess of six years will revert to chief warrant officer at the expiration of temporary promotions if their combined commission and warrant service has been satisfactory. If you have not completed a total of six

years combined service as a warrant officer and a commissioned officer, it is to your advantage to submit a request for transfer as a chief warrant officer in accordance with BuPers Circ. Ltr. 288-45 (Revised).

Q. When will selection boards start considering individual applications and when will I know whether I have been selected?

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

Compensation and Security

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

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

Procedure for Making Application

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

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

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

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

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

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

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

A. In order that the individual may be better qualified for command, it is probable that line officers will continue to be rotated in the various general line billets. This normally includes rotation between sea and shore duty. The normal cruise for line officers of the rank of commander and above is 2 years. For line officers below the rank of commander, including chief warrant officers, and warrant officers, 3 years. The normal tour of shore duty for line officers of the ranks of rear admiral and captain is 3 years. For commanders, 2½ to 3 years, and for line officers below the rank of commander, and for chief warrant and warrant officers, 2 years. Duty outside the continental limits of the United States, whether afloat or ashore, is considered sea duty. The nature of the duties of staff officers is such that generally they may expect longer tours of shore duty than line officers. This is particularly true in the higher ranks.

Q. What are the age requirements?

A. Briefly, you must be within a few years of the age of the present regular officers having the same tem-

porary rank and service except that there are no age requirements for officers of the rank of commander and above and temporary USN officers whose permanent status is chief warrant officer. For example, members of the Naval Academy class of 1940, who are line officers, are now lieutenant commanders with a date of rank of 17 Oct 1944. Their average age on graduation was 22 years, and their average age on 1 Jan 1945 was therefore 27 years. Thus, applying an allowed age differential of five years for transferring officers, a temporary USN or Reserve lieutenant commander of the line who, on 1 Jan 1945, was less than five years older than the average age of the class of 1940—or less than 32 years—is eligible. In the case of the various staff corps and EDO, however, larger age differentials than five years have been allowed.

Three Bills on Transfer, Retirement Provisions Are Now Before Congress

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

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

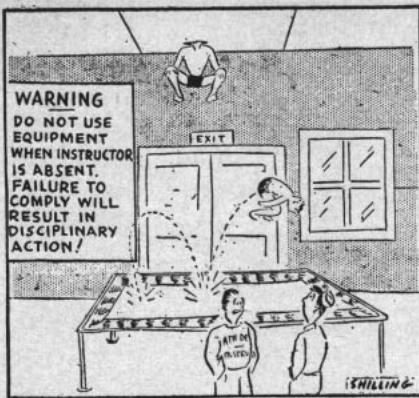
Under this bill a Fleet Reservist would be paid at the rate of 2½ percent of the base pay plus all permanent additions thereto that he received at the time of transfer multiplied by the number of years he has service on active duty. This pay must not exceed 75 percent of his base pay.

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

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

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

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



Bluejacket (NATechTraCen, Memphis)

"Heck, we've got to get him down before we can put him on report!"

To Comb Shore Stations For Officers Qualified As Fleet Replacements

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

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

- Regular Navy;
- USNR with 38 points or less, and
- USNR officers who have requested transfer to regular Navy or who have indicated desire to postpone demobilization.

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

Many Aviation Officers Will Earn Flying Bonus At Official End of War

In accordance with a recent opinion of the Judge Advocate General, the \$500 yearly lump-sum payment authorized by the Naval Aviation Cadet Act of 1942 will, on the day following the end of the present war as declared by Presidential proclamation or by an act or concurrent resolution of Congress, begin to accrue to all Navy and Marine Corps aviators who became aviation cadets subsequent to 3 Sept 1942, provided such aviators are then on active duty (BuPers Circ.Ltr. 351-45, NDB, 15 December).

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

Lieutenants Promoted While on Final Leave Are Given Two Options

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

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

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

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

Transferring Warrants Exempt from Age Limits

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

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

Additional EDO Billets Opened to Transferees

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

The additional specialties and the cognizant bureaus are:

- Aerological officer, BuAer.
 - Industrial relations (personnel relations), BuAer, BuOrd and BuShips.
- The original list of professions and specialties appeared in ALL HANDS, November 1945, p. 69, and also in BuPers Circ. Ltr. 303-45 (NDB, 15 October). The additions are carried in NavAct 11-45 (NDB, 30 November).

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

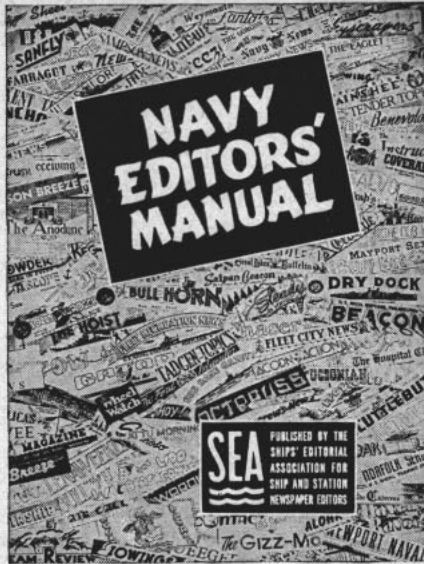
A wealth of practical information to help the staffs of ship and station newspapers solve their problems and improve the quality of their publications is contained in the "Navy Editors' Manual" prepared by the Ships' Editorial Association (SEA).

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

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

The mechanics of starting a new sheet are dealt with as well as those of improving established publications. Containing more than 50 technical illustrations, the manual makes easier for the editors problems of make-up, style and type selection. The appendix includes a style sheet, type specimen pages, illustrations of copyreading and proofreading symbols, and a glossary of newspaper terms.

The manual is another of the services provided in accordance with BuPers Circ. Ltr. 70-45 by SEA to member newspapers. Regular services include a weekly clipsheet of news, pictures and cartoon features—the *Sea Clipper*—and a monthly trade publication—the *Sea Watch*. Mat or pre-cut stencil service is furnished on the news pictures and the cartoons.



COVER of new editors' manual

**BuMed to Intensify
Specialty Training
Of Postwar Doctors**

A long term training program, intended to fulfill more adequately the medical and surgical needs of an expanded peacetime Navy, has been announced by Vice Admiral Ross T. McIntire, USN, Chief of the Bureau of Medicine and Surgery.

The program calls for the establishment of post-graduate teaching centers at nine Navy hospitals. These will offer medical officers a term of specialization training comparable to the best obtainable in civilian life in all the recognized specialties.

Present plans, which are flexible, call for a definite period of training for the young doctor who enters the Navy upon his graduation from medical school. This instruction period will call for internship, residency training, foreign duty and finally a period of intensive work in this country in that field of medicine which the officer has chosen.

Chief advantage of the program, from the individual doctor's point of view, is that it gives him the opportunity to become a specialist without the financial, assignment and other complications which attend the same effort in civilian life.

The nine centers which the department has tentatively designated for this specialist training are located at the following naval hospitals: Chelsea, Mass.; St. Albans, N. Y.; Philadelphia, Pa.; Bethesda, Md.; Great Lakes, Ill.; San Diego, Long Beach and Oakland, Calif., and Seattle, Wash.

**New Precedence Given
To Good Conduct Medal**

Position of the Navy Good Conduct medal in order of wearing has been changed to follow the Navy Unit Citation, by BuPers Circ.Ltr. 353-45 (NDB, 15 December).

**Govt. Transportation
Open to Dependents
Travelling to Hawaii**

Dependents of certain naval personnel stationed in Hawaii or attached to fleet units based at Pearl Harbor may now obtain government transportation for travel to Hawaii.

Travel arrangements for dependents outside the continental limits were suspended 2 Nov 1942 by Alnav 235-420. Effective 15 Dec 1945 under an Opnav order of 21 November, the suspension is lifted for personnel of the third pay grade or above who normally may expect to continue on duty in Hawaii or on ships based at Pearl Harbor for at least six months.

Authority for travel of dependents to Hawaii is granted by the Secretary of the Navy, subject to the following conditions:

- Availability of suitable housing.
- Normal expectancy of continuation of duty for at least six months.
- Admission of dependents will not displace personnel who cannot be locally housed in comparable quarters.
- Efforts to be made to achieve equitable proportions between senior officers, junior officers and enlisted men entitled by law to transportation of dependents.
- Approval of each request by Com 14 who shall be responsible for seeing that the above conditions have been met and that the individual making the request understands and accepts existing limitation concerning schools, transportation and other facilities.

Personnel entitled to transportation of dependents may submit applications to Com 14 on BuSandA Form 33 in quadruplicate, supported by three copies of orders assigning them to present duty. Use of certificates in lieu of orders is not authorized.

Although not legally entitled to this privilege, personnel below pay grade three and personnel attached to ships not having home port or home yard at Pearl Harbor may submit applications in letter form (as prescribed by Com 14). In these cases, Com 14 may approve the request, but will furnish transportation only when space is available after accommodating those legally entitled to it.

HOW DID IT START?

The Devil to Pay

No sum of money is involved, nor is the pointed-eared gentleman. The original expression was "the devil to pay and only half a bucket of pitch."

This is understood when it is known that the "devil" was the longest and most difficult seam to caulk and pitch. It also took more "pay" and was generally the seam found next to the waterway of a ship.

Thus the devil is the seam; the pitch is the pay. Some seamen also used the word "hell" to describe that seam. And possibly a lively imagination, conceiving the difficulties of pitching the seams of hell itself, was responsible for the expression "Hell to pay!"



Tadum Topics (NT & DC, Camp Elliot)
"Don't mention it. Anything for our boys in the armed forces."

USN Men May Obtain Discharge in Advance To Permit Reenlisting

Enlisted personnel of the regular Navy may now be discharged three months or less before the normal expiration date of their enlistment, under certain conditions, for the purpose of immediate reenlistment. (Alnav 396-45, NDB, 30 November)

The directive, BuPers Circ. Ltr. 13-44, which suspended this privilege for the duration of the war and six months thereafter has been cancelled, and enlisted personnel may once again apply for early discharge under the following conditions listed in Change No. 1 of BuPers Manual of 10 July 1944:

- When a ship is about to sail with the probability of not returning to the United States before the expiration of a man's enlistment.

- When a ship is about to sail and the travel allowance then payable to a man is materially less than would be due if he were discharged in the port where the ship is expected to be on the normal date of expiration of enlistment. When a man signifies his intention to reenlist, early discharge should be effected only with his consent.

- When a man signifies his intention of reenlisting on board, and the ship is scheduled to sail on an extended cruise, in order to allow him to receive reenlistment leave prior to such sailing.

- When a man's enlistment expires on a Saturday, Sunday, holiday or day preceding a holiday in order to permit his discharge and reenlistment on consecutive days other than those indicated.

- When a man is on general detail at a receiving ship, except in cases where the man has lost time due to misconduct. This time has to be made up prior to making application for early discharge.

Assurance on Service Given USN (T) Officers

Temporary USN officers with permanent enlisted status who transfer to permanent officer rank in the regular Navy and later are involuntarily separated from naval service without retirement benefits through the operation of the Permanent Promotion Law will be authorized at their own request to enlist as CPOs immediately following separation, Alnav 418-45 (NDB, 15 December) announced.

Full time served on active duty both as an officer and an enlisted man will be credited to such personnel toward eligibility for transfer to Fleet Reserve or enlisted retirement.

Navy Will Ship Gear Home for Separatees

Officers and enlisted personnel ordered to separation centers from overseas bases are entitled to have up to 150 pounds of personal luggage shipped

to their homes at government expense.

An Alstacon dated 5 Dec 1945 cites recent instances of baggage being shipped COD and requests discontinuance of the practice in all cases where the baggage does not exceed 150 pounds in weight.

Continental activities are directed not to accept for shipment at Government expense any personal effects from overseas bases in excess of 150 pounds (Alstacon dated 4 Dec 1945) and returning personnel must reduce the weight of the shipment or arrange for its transportation at their own expense.

The weight limit of 150 pounds applies only to personal gear and in no way effects regulations concerning the shipping of household goods.

New Law Lets Officers Draw Final Leave Pay While in Federal Jobs

Enabling officers who accept jobs with the federal government to go to work immediately upon release if they desire, an act was signed into law 21 November authorizing Navy and War Departments, the Public Health Service and the Coast and Geodetic Survey to continue active duty pay and allowances during terminal leave concurrently with pay for civil service positions (See Alnav 432-45 in NDB, 15 December).

The act is retroactive to 1 May 1940 and officers who waived terminal leave to take government jobs between that time and the date of the new law may receive lump sum payments for their terminal leave.

BuSandA advises claims for payment of waived leave must be accompanied by two certified copies of orders for release from active duty.

Qualified and Seagoing USNR, USN (T) Officers Asked to Extend Service

Qualified seagoing Reserve and temporary USN officers have been urged by SecNav to forego discharge and to volunteer to extend their tour of active duty for at least six months. (NavAct 10-45, NDB, 30 November).

The request was made because the majority of the experienced qualified seagoing USNR officers and temporary USN officers became eligible for release within two months after the defeat of Japan.

The services of these officers, especially those qualified for command, executive and engineering duties, are critically needed and it is urged that as many officers as possible now on duty afloat continue on active duty until ships of the reserve and inactive fleet have been properly laid up and eligible personnel of the armed forces have been returned to the United States for demobilization.

Qualified seagoing officers now on shore duty are also urged to volunteer for duty afloat during this emergency, which is expected to last approximately six months.

WHAT'S THE ANSWER?

The Animal Kingdom

1. Hedgehog denotes which one of these World War II veterans:

- (a) a depth bomb launcher
- (b) an amphibious tractor
- (c) an amphibious tank
- (d) an habitue of foxholes

2. Sea Dog is slang for:

- (a) a whale
- (b) an old sailor
- (c) a dolphin
- (d) a ship's mascot

3. Bull is the nickname—dating from Academy days—of:

- (a) Admiral Spruance
- (b) Fleet Admiral Halsey
- (c) Fleet Admiral Nimitz
- (d) Admiral Kinkaid

4. Herring Pond is a belittling name for which one of these:

- (a) Atlantic Ocean
- (b) Baltic Sea
- (c) Mediterranean Sea
- (d) Pacific Ocean

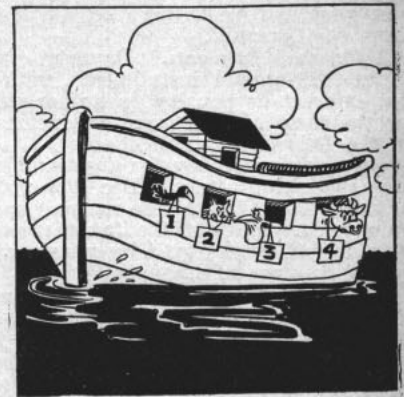
5. Cow's Tail means, besides a bovine flyswatter, one of these:

- (a) Irish pennant
- (b) marine animal
- (c) frayed end of a rope
- (d) sailor's untidy tie

6. Donkey teams up with:

- (a) hoist
- (b) crane
- (c) boom
- (d) engine

7. Noah's Ark—each animal pictured has lent his name to some part of a ship.



8. Match 'em, one from the left with another from the right:

- | | |
|---------------|-----------------------------------|
| (a) alligator | (1) depth bomb launcher |
| (b) mustang | (2) iron crane |
| (c) jackass | (3) officer from the ranks |
| (d) snake | (4) to confine two ropes |
| (e) sea cock | (5) faucet connected to a pipe |
| (f) spider | (6) canvas bag filled with oakum |
| (g) mousetrap | (7) amphibious truck |
| (h) duck | (8) landing vehicle tracked (LVT) |

ANSWERS TO QUIZ ON PAGE 69

Do you have some real stumpers we can pose at your shipmates? Send them along with the answers to ALL HANDS—full credit will be given.

Here's the Word on U. S. Income Tax And Way to Collect Refunds, If Any

Provisions of the Revenue Act of 1945, approved 8 Nov 1945, which affect the federal income taxes of Navy personnel are given in detail below, in a preview of the annual income tax pamphlet now under preparation by BuSanda.

Service Pay Exemptions. All active duty pay for *enlisted service* during taxable years beginning after 31 Dec 1940 and before the officially-proclaimed end of the war is entirely excluded from gross income in figuring federal income taxes.

(The new law makes no change in the exclusion of active service pay up to \$1,500 for *commissioned service* during the taxable years beginning after 31 Dec 1942 and before the officially-proclaimed end of the war.)

Refunds. Enlisted personnel who have paid taxes on service pay for any of the years 1941, 1942, 1943 and 1944 are entitled to refunds. In some cases, returns filed by civilian wives or husbands of enlisted military personnel may be amended to adjust the marital exemption.

Any claims for overpayment must be filed within three years from the due date for the return on which overpayment was made, or two years from the date of overpayment, whichever is the later. However, claims for refund for the years 1941 and 1942 filed on or before 1 Jan 1947 will be considered timely filed. Overpayment may be computed by figuring the tax on income other than tax-exempt service pay and deducting the amount from the tax paid.

Installment Payments. Payment in 12 quarter-annual installments, without interest or penalty, is authorized by the new law for taxes on income in the following classifications:

- active service pay for any taxable year beginning after 31 Dec 1939 and before 1 Jan 1947, if the normal due date for payment of the tax thereon was or will be deferred by reason of sea or foreign service duty;

- active service pay for the same period of reserve officers of the Navy, Marine Corps, Coast Guard or Army regardless of the reason for nonpayment of the taxes thereon;

- active service pay received in 1940 by enlisted men.

- net income for the taxable years beginning after 31 Dec 1939 and before 1 Jan 1942 earned prior to entrance on active duty, to the extent that such taxes became due and payable after entrance on active duty.

Applications. The right to use the installment method to pay back taxes *must be claimed* by filing an application with the Collector of Internal Revenue with whom tax returns are filed. Applications must be filed by the "first installment date", which is 15 May 1946 for personnel discharged before 1 Dec 1945.

For those released from active duty on or after 1 Dec 1945 and before 1 Dec 1946, the application and first payment deadline is the 15th day of the sixth month following the month

in which released. Those released on or after 1 Dec 1946 must file their applications and make first payments by 15 June 1947 unless sea or foreign duty authorizes deferment beyond that date.

Subsequent installment payments are due on the 15th day of each third month following the first payment.

While no form is prescribed for the application to use the installment method of tax payment, the following information should be given in a request to the Collector of Internal Revenue:

- rank and organization.
- whether reserve or regular.
- date of entrance on active duty.
- date of release or anticipated date of release from active duty.
- date of entrance upon or detachment from sea or foreign service duty.
- amount of tax involved for each year.

Returns. Even though payment of federal income taxes is deferred under the installment plan, returns must be filed with the Collector of Internal Revenue on the regular due date. For servicemen returning from overseas duty, the due date is the 15th day of the sixth month following return from overseas.

Announce 1946 Exams For Cadet-Midshipmen In Merchant Marine

All former personnel of the U. S. Navy between the ages of 16 and 20 inclusive who desire to pursue seafaring careers as officers in ships of the U. S. merchant fleet will have the opportunity of competing for appointment as cadet-midshipmen, U. S. Merchant Marine Cadet Corps, on 3 April 1946 when competitive examinations will be conducted throughout the United States, the War Shipping Administration announced last month.

Successful candidates will receive a four-year course covering subjects, both academic and practical, necessary for a career as a ship's officer. The course consists of one year as a fourth

classman at a cadet school located at either Pass Christian, Miss., or San Mateo, Calif., one year as a third classman in merchant or training vessels, and two years as second and first classman at the U. S. Merchant Marine Academy at Kings Point, N. Y.

Cadet-midshipmen, USMMCC, receive \$65 per month from the government at the cadet school and academy. They are required to deposit \$150 and possess \$25 spending money at time of entrance. The cost of uniforms, books and equipment (totalling about \$275) will be deducted from the cadet-midshipmen's deposit and pay. While in training as third classman aboard merchant vessels, they are paid by the ship operators (present rate is \$82.50 per month). Quarters and subsistence are furnished.

A graduate of the U. S. Merchant Marine Academy is qualified for a license as deck or engineer officer in the U. S. Merchant Marine and commission as ensign with U. S. Naval Reserve. Cadet-midshipmen of the U. S. Merchant Marine Cadet Corps hold concurrent appointments as midshipmen, Merchant Marine Reserve, U. S. Naval Reserve, and must complete the naval science and tactics course as prescribed by the Bureau of Naval Personnel before graduation from Kings Point.

No provision is made for transfer of members of the armed forces to the Merchant Marine Cadet Corps. Former military personnel, honorably released from the armed forces are eligible for appointment provided they meet the requirements as listed below:

- Be a male citizen of the United States, native born or naturalized at least 10 years prior to the date of filing application.

- Be unmarried.
- Be not less than 16½ and not yet 21 years of age.

- Have the following high school or college credits: 3½ units of mathematics (including 1½ algebra, 1 plane geometry and ½ solid geometry or trigonometry), 3 of English, 2 of science (including 1 of physics), 1 United States history and 5½ units in optional subjects.

- Take competitive scholastic test.
- Pass physical examination for appointment as midshipman in the U. S. Naval Reserve.

- Possess a firm desire to pursue a career as ship's officer.

Full information and necessary application forms may be obtained by writing to the Supervisor, United States Merchant Marine Cadet Corps, Training Organization, War Shipping Administration, Washington 25, D. C. Completed applications and supporting papers must be postmarked not later than midnight 1 Mar 1946 in order for candidates to be considered for the 1946 examinations.

Ninety-two percent of the 7,000 graduates of the U. S. Merchant Marine Cadet Corps and its academy at Kings Point are serving as officers of ships. Of this number more than 1,700 graduates are on active sea duty as officers with the U. S. Navy and 4,800 are attached to merchant vessels.



The Bluejacket, Memphis
"But I LIKE the hat!"

New Job Classification System Supplements Ratings for Detailing

The recent release of the Manual of Enlisted Navy Job Classification (NavPers 15105) strengthened prospects that the Navy's rating structure no longer would be the sole means of determining the qualifications of enlisted personnel. The classification and coding system set forth in the manual is designed to create a more accurate basis for future assignment of enlisted personnel to billets for which they are best qualified.

More than 800 different jobs now being performed by Navy men, each of them requiring a different level of skill and a different degree of training, are described in the manual. A title and a code number has been assigned each of the jobs. This makes it possible to identify each man by the specific jobs he can and has performed and to describe each billet in the terms of the kind of man required to fill it.

The development of the Navy Job Classification system was started because the rating structure, even with the addition of designators and specialty ratings, could not keep pace with the increasing specialization of the Navy's operations and equipment. The radarman who was equally familiar and competent on all types of detection gear, the water tender who was equally capable with all types of boilers, and the fire controlman who could maintain all types of fire control equipment no longer existed.

To detail these men to duties without regard to their special training or experience with specific gear or operations was wasteful and inefficient. On the other hand, efforts to determine their special qualifications often required the expenditure of considerable time and money, chiefly in assigning the man to an intermediate station for interview and classification.

There exists so much variation in the kinds of jobs which may be performed by men in the rates of RdM, EM, GM, FC, and MoMM, for example, that for months all men in these rates who have been returned to the United States after sea duty have received special inter-

views to determine how best to categorize their skills.

Although the new program, developed by the enlisted classification section of BuPers, is not intended for Navy-wide adoption until demobilization has been completed, some commands have already begun to use the system, either for experimental purposes, or to assist in the immediate job of replacing skilled personnel being lost through discharge. ComWes-SeaFron, for example, faced with the problem of replacing up to 60 percent of crews of ships touching the west coast, already has begun to use the codes to insure that a satisfactory replacement is supplied for every skilled man lost.

Set Policy on Officers Seeking to Terminate Retention Agreements

Policy to be followed by COs in cases where officers who have previously requested retention on active duty now request release before expiration of their retention agreement is set forth in the AlStaCon of 19 November. The letter provides:

- Retention, in accordance with agreement, if such officer's services are needed.

- Release, if less than 90 days of the agreement are unexpired, the officer's services are not needed in his present billet and he cannot be utilized by the commandant of the local naval district.

- Notification to BuPers, who will decide on transfer or release, if more than 90 days remain before expiration of agreement and services are not needed in present billet or by local naval district.

Indefinite retention agreements shall be construed to be for a minimum of 90 days past date eligible for release. Existing Alnavs are to be observed in cases involving military necessity, the dispatch stated.

Rules Eased to Prevent Delay in Transfer of Men

To speed transfers and replacements during the demobilization period and reduce to a minimum enlisted personnel in a "hold" status at receiving stations and other naval personnel-handling activities, BuPers Circ.Ltr. 350-45 (NDB, 30 November) authorizes transfer of personnel without records and accounts and personal effects and points out existing emergency procedures and "health and comfort" issues of personal gear under such circumstances.

The circular letter points out that the liberal interpretation of regulations and directives is provided for emergency conditions during the demobilization period, and allows alternative courses rather than suspending existing instructions in the processing or transfer of personnel. Tracing pro-

cedures for missing records, pay accounts and personal effects are still to be followed in every case.

The procedures outlined in the circular letter do not in any way affect the processing of personnel designated for separation, for whom transfer without records, accounts and personal gear already has been authorized.

BuPers Asks Reduction Of Nonpilot Personnel Holding Flight Orders

Commanding officers and administrative commanders have been directed by Alnav 404-45 (NDB, 31 November) to review the flight duties of all nonpilot personnel serving under their commands and reduce the number of flight orders to meet actual requirements.

The order reflects a continuing reduction in the number of nonpilot personnel who are required—to participate in regular and frequent aerial flights during the demobilization period. Because of this decrease, commanding officers of aviation activities and administrative commanders are directed to continually revise the number of flight orders held by nonpilot personnel, both officers and enlisted men.

New Listing Completes Officer Reclassification

A BuPers circular letter scheduled to appear as a supplement to NDB, 31 Dec 1945, completes the listing of Reserve officers and warrant officers on active duty who have been assigned classifications different from those reported by their senior officers, or for whom no classification was recommended.

The reclassification was begun in BuPers Circ. Ltr. 82-45 (NDB, 31 March) and continued in Circ. Ltr. 160-45 (NDB, 15 June). Any subsequent listings will reflect changes in classification presently assigned.

Officers who have their classifications changed in the listings are instructed to disregard previous classifications and use those appearing beside their names in the circular letters.

New York Women's Group Offers Aid to ex-PT Men

An organization to be known as "PT Friends," to give all manner of assistance in New York City to ex-officers and enlisted men of the Motor Torpedo Boat squadrons, has been established by the New York Women's Council of the Navy League.

The Council, which was helpful to the squadrons commissioning in New York during the war, has set up the new office to act as an information center to aid ex-service men in readjustment to civilian life. Its services will be available indefinitely for help in dealing with any problem confronting a PT man, including job-hunting.

"When you want something in New York, contact 'PT Friends,'" the Council advises ex-Mosquito Boat men. The office is listed in the Manhattan telephone directory.

ANSWERS TO QUIZ ON PAGE 67

1. (a).
2. (b).
3. (b).
4. (a).
5. (c).
6. (d).
7. (1) Crow's nest—lookout's platform on the mast.
(2) Wildcat—a wheel on the windlass for taking the links of a cable chain.
(3) Pelican (hook)—used for a quick release, such as dropping an anchor clear of the ship's side.
(4) Bull-nosed chock—a large flared closed chock in the bow of the ship through which the moorings are passed.
8. (a)-(8), (b)-(3), (c)-(6), (d)-(4), (e)-(5), (f)-(2), (g)-(1) and (h)-(7).

SUMMARY OF INCOME TAX FACTS

A summary of state and territorial income tax laws as of 1 Sept 1945 was recently issued by the office of the Judge Advocate General (NDB, 30 Sept, 45-1315). Although no attempt is made to summarize the laws in detail, such as mentioning rates, deductions, calculations of gross and net income and other matters which vary from state to state, the summary does contain information pertinent to naval personnel and from which can be determined, in most cases, whether or not a return is required, date of filing and making payments and any special treatment accorded to members of the armed forces.

If it appears that a return must be filed for state taxes, personnel may

obtain the necessary forms and instructions from the personal-income-tax division of the state tax commission or department of revenue of his state and at the same time request any required extension of time for filing where the summary indicates the availability of such extension.

The directive calls attention to the provisions of the Soldier's and Sailor's Civil Relief Act of 1940, as amended, which provides that collection of income taxes from a member of the armed forces, whether falling due prior to or during his military service, shall be deferred without interest or penalty for a period extending not more than six months after the termination of such service. This defer-

ment is conditional upon proof by the taxpayer that his ability to pay such tax has been materially impaired by reason of his military service and does not relieve the taxpayer from his obligation to file returns when due. The Act also provides that a member of the armed forces shall not be considered, for purpose of income taxation, to have lost a residence or domicile in any state or territory or to have gained a residence or domicile in any state or territory by reason of absence therefrom or presence therein solely by military or naval orders.

In the following summary "married couple" means husband and wife living together, even when separated by reason of military orders.

State	Who Must File Returns	Due Date for Returns and Payments	Special Provisions
Alabama	Persons having net income of: \$1500 or more if single or married and not living with spouse, \$3000 if married and living with spouse, or married couple with aggregate net income of \$3000 or more.	Return due 15 March. Payment with return or in quarters by 15 March, June, September and December. State Department of Revenue, at taxpayer's request, may grant reasonable extension for filing return and/or paying tax or any installment thereof.	For 1945 and subsequent years, money paid by the United States to a person as compensation for military service rendered by him to the United States at or during a time when the United States is at war with a foreign state or within 6 months after the termination of such a war is exempt from tax.
Alaska	None.		
Arizona	Persons having net income of: \$1000 or more if single, \$2000 or more if married, or gross income of \$5000 or more. Non-residents having any net income from business or property in Arizona.	Return due 15 March. Payment with return or in two installments by 15 March and 15 June. Filing of returns and payment of tax is deferred, without penalties or interest, for members of armed forces of the United States or United States Merchant Marine for period from 8 December 1941 to six months after end of the war.	Income up to \$1500 of member of armed forces of the United States or of the United States Merchant Marine for services rendered in the armed forces or merchant marine is exempt for 1944 and subsequent years up to 6 months after end of the war.
Arkansas	Persons having net income of: \$1500 or more if single or married and not living with spouse, \$2500 or more if married and living with spouse or a gross income of \$5000 or more, or married couple with an aggregate net income of \$2500 or more.	Return due 15 May. Payment with return or in two equal installments by 15 May and 15 November. Commissioner of Revenue, at taxpayer's request, may grant further time for filing returns for cause shown. If time for filing return is extended it automatically extends time for paying first half of tax. Second half is not postponed unless Commissioner so provides.	Service pay and allowances of members of armed forces are exempt from income tax.
California	Persons having net income: for 1941 or 1942—of \$1000 or more if single or married and not living with spouse —of \$2500 or more if married and living with spouse for 1943 or 1944—of \$2000 or more if single or married and not living with spouse —of \$3500 or more if married and living with spouse for 1945 or 1946—of \$3000 or more if single —of \$4500 or more if married Persons having gross income: for 1941, 1942, 1943 or 1944—of \$5000 or more for 1945 or 1946—of \$6000 or more Married couple having aggregate net income: for 1941 or 1942—of \$2500 or more for 1943 or 1944—of \$3500 or more for 1945 or 1946—of \$4500 or more or an aggregate gross income: for 1941, 1942, 1943 or 1944—of \$5000 or more for 1945 or 1946—of \$6000 or more.	Return due 15 April. Payment with return or in three installments by 15 April, August and December. Franchise Commissioner may grant reasonable extension up to 6 months for filing return and paying tax or an installment thereof. Filing of return and payment of tax is automatically postponed without application therefor and without any penalties or interest, for members of armed forces serving outside continental U. S., until 180 days after discharge or release from active duty or 180 days after termination of hostilities whichever first occurs.	For 1942, 1943 and 1944 all salary, wages, bonuses, allowances and other compensation received for services as a member of the armed forces are allowable deductions from gross income. For 1945 and subsequent years, all salary, wages, bonuses, allowances and other compensation received for services as a member of the armed forces of the United States, and amounts received as mustering-out payments with respect to service in such forces, are excluded from gross income.
Colorado	Persons having net income of: \$1000 or more if single or married and not living with spouse, \$2500 or more if married and living with spouse. Persons having gross income of \$5000 or more. Married couple having aggregate net income of \$2500 or more, or aggregate gross income of \$5000 or more. Any person having surtax income (i.e., dividends and interest) in excess of \$200.	Return due 15 April. Payments with return or in quarters by 15 April, July, October and December. That portion of period, from 6 December 1941 to termination of war, during which taxpayer was member of armed forces, plus one year, shall be disregarded in determining date for filing returns or making payments.	For 1945 and subsequent years, military pay up to \$1500 for active service in the armed forces of the United States, mustering-out pay, and all payments to dependents of servicemen by the United States are excluded from gross income.
Connecticut	None.		

State	Who Must File Returns	Due Date for Returns and Payments	Special Provisions
Delaware	Every person 21 years of age. Every minor having a net income of \$1000 or more (Note: Exemption of \$1000 for single person or \$2000 for head of family or married couple is allowed but returns required even though exemption exceeds income.)	Return due 30 April. Payment with return or, if tax exceeds \$5, in quarters on last day of April, July, October and January. Tax Department, at taxpayer's request, may grant further time for filing return for cause shown.	First \$3000 of compensation, including mustering-out pay, received as member of armed forces is exempt from Delaware income tax for years 1942 to end of war. Pensions, annuities or similar allowances for personal injuries or sickness resulting from active service in the armed forces of the United States are excluded from gross income. Refunds may be obtained on any Delaware income tax paid on such compensation for 1942 or subsequent war years.
District of Columbia	Persons having net income of: \$1000 or more if single or married and not living with spouse, \$2500 or more if married and living with spouse. Persons having gross income of \$5000 or more. Married couple with aggregate net income of \$2500 or more, or aggregate gross income of \$5000 or more.	Return due 15 April. Payment in two installments by 15 April and 15 October. Assessor may, upon taxpayer's request, extend time for filing return or paying tax for cause shown. Members of armed forces on duty at sea or outside United States do not have to file return or pay tax until (1) 15th day of 4th month following return to U. S. or (2) 15th day of 3rd month after termination of war, whichever is the earlier. No interest or penalties will be assessed in such cases.	None, except as stated in column 3.
Florida	None.		
Georgia	Persons having net income of: \$1000 or more if single or married and not living with spouse, \$2500 or more if married and living with spouse. Persons having gross income of \$5000 or more. Married couple with aggregate net income of \$2500 or more, or aggregate gross income of \$5000 or more. Non-residents having net income of \$1000 or more, or gross income of \$5000 or more, from sources within the State.	Return due 15 March. Payment with return or in three installments by 15 March, June and September. If on the last date for filing a return, a member of the armed forces of the United States is outside continental United States or on sea duty, or if such date is prior to 90 days after a continuous period of not less than 91 days of such service, the time for filing the return and paying the tax is deferred until (1) the 15th day of the 3rd month after such person returns and lives within the United States, or (2) the 15th day of the 3rd month following the termination of the war whichever is earlier. No application is required and no interest or penalties are charged. Members of armed forces of the United States and of the United States Merchant Marine on duty within continental U. S. must file returns at time prescribed unless State Revenue Commissioner upon request, grants an extension because of impossibility or inconvenience of filing on time.	All due and unpaid income taxes of a person who dies in active military service between 7 December 1941 and end of war are abated. Governor, by executive order 20 June 1945, has suspended, until the next meeting of the General Assembly, the collection of income taxes due the State of Georgia from persons in the military or naval forces of the United States, with respect to so much of such taxes for each tax year since 7 December 1941 (including the 1941 return) as would result from the inclusion of all or any part of the first \$1500 per annum of military or naval compensation for each year during which the person was a member of such forces for a major portion thereof.
Hawaii Income Tax	Persons having net income of: over \$1000 if single, over \$2000 (aggregate of husband and wife) if married, over \$1000 if single, over \$2000 (aggregate of husband and wife) if married. If such income includes more than \$200 on which the income tax has not been paid or withheld at source. Persons having any income from business or rents, in the Territory, whether or not there was any net income. No return need be filed by persons: —whose entire income was subjected to 2% withholding tax, —with an exemption of at least \$1000 and gross income not over \$4000 on which (except for \$50 or less) the 2% compensation and dividends tax was withheld.	Return due 20 March. Payment with return or in quarters on 20 March, June, September and December. Collection of tax from member of armed forces is deferred without penalties or interest for a period of not more than six months after termination of his military service where he establishes that his ability to pay has been materially impaired by such service.	Compensation received from the U. S. for service in the armed forces is excluded from gross income.
Compensation and Dividends Tax	Persons receiving compensation for personal services, or dividends, on which 2% tax has not been withheld at source.	Returns due on or before 20th of each month with respect to preceding month. Payment is due with return.	Compensation of persons on active duty in the armed forces of the U. S. is exempt from this tax.
Idaho	Persons having net income of: \$700 or more if single or married and not living with spouse, \$1500 if married and living with spouse. Persons having gross income of \$5000 or more. Married couple having aggregate net income of \$1500 or more, or aggregate gross income of \$5000 or more.	Return due 15 March. Payment with return or in two installments on 15 March and September. Tax Commissioner may, at taxpayer's request, grant extension of not over 90 days for filing return or not over 6 months for paying tax or any installment thereof. Tax Commissioner is authorized to defer filing of returns and payment for members of armed forces while serving outside continental limits of United States and for six months after discharge from such service.	Compensation of Idaho residents for military services performed outside the State is exempt from Idaho income tax.
Illinois	None.		
Indiana	Persons having taxable income and any person with more than \$1000 gross income even though not liable for any tax.	Returns due quarterly on 30 April, 31 July, 31 October and 31 January, for quarter ending on last day of preceding month if tax on the particular quarter exceeds \$10. Final return on 31 January if annual taxable gross income exceeds \$1000. Payment is due with returns. Members of armed forces are not required to file returns nor pay tax until six months after hostilities cease. When return is finally made it should show that taxpayer was a member of armed forces, give the name and number of military or naval unit of which he was a member, and show the time of his induction, or enlistment, and discharge.	All amounts received as benefits, allotments or allowances, by members or former members of the armed forces or their wives, widows or children, are exempt. All amounts received by members of armed forces as compensation for services on active duty after 31 December 1941 and for duration of war are exempt. Any unpaid taxes of member of armed forces who dies prior to six months after end of hostilities are forgiven. Taxes paid by members of armed forces on military pay received after 31 December 1941 will be refunded upon filing of claim.

THE BULLETIN BOARD

State	Who Must File Returns	Due Date for Returns and Payments	Special Provisions
Iowa	<p>Persons having net income of: \$1000 or more if single or married and not living with spouse, \$1500 or more if married and living with spouse.</p> <p>Persons having gross income of \$3000 or more. Married couple having aggregate net income of \$1500 or more.</p>	<p>Return due 1 April. Payment is due with return if tax is \$10 or less; otherwise in two installments by 1 April and October.</p> <p>Tax Commission may, upon taxpayer's request, extend time for filing return for cause shown.</p> <p>If member of armed forces, at time tax becomes due, is absent from continental U. S. for 90 days or more, a prisoner of war, or beleaguered by the enemy, filing of return and payment are postponed, without interest and penalty, if return is filed within 90 days after taxpayer's return to U. S.</p>	<p>There is excluded from gross income and exempted from tax the first \$2000 per annum of compensation received by any person for services in the armed forces of the United States performed during the period from 1 January 1941 to 6 months after the termination of the war; also, subsistence or dependency allowances received by any such person or his dependents from the federal government, and any payments received by such person in the form of pensions, disability allowances, or for rehabilitation or educational purposes arising from his military service. There is also excluded from gross income and exempted from tax compensation of all kinds received by or payable to any person by reason of service in the armed forces on and after 1 January 1941 who shall die a member of the armed forces of the United States during the present war. Refunds applicable to the foregoing are provided for.</p> <p>Income tax for 1942, 1943, 1944 and 1945 has been reduced 50% from the statutory rates.</p>
Kansas	<p>Persons having net income of: \$750 or more if single or married and not living with spouse, \$1500 or more if married and living with spouse.</p> <p>Persons having gross income of \$4000 or more. Married couple having aggregate net income of \$1500 or more or aggregate gross income of \$4000 or more.</p>	<p>Return due 15 April. Payment with return or in two installments by 15 April and October.</p> <p>Commissioner of Revenue may, upon taxpayer's request, grant reasonable extension of time to file return, or extension of not over 3 months of time to pay the tax or any installment thereof.</p> <p>The date for filing the income tax return of a person in the armed forces of any of the United Nations for any tax year beginning after 31 December 1941 and before the termination of the present war has been extended, without application, until not later than (1) one year from the date of Discharge, or (2) one year from the termination of the war, whichever shall first occur. A reasonable extension of such time may be granted.</p> <p>Payment is due with the return or in two equal installments, one-half with the return and one-half on or before the 15th day of the 6th month thereafter.</p>	<p>There is excluded from gross income amounts received as compensation during any taxable year beginning after 31 December 1943 and before the termination of the present war for active service in the armed forces of any of the United Nations during such war, also any mustering-out pay or any gratuity based on such service.</p> <p>A person who dies in the military service of any of the United Nations in the present war is not subject to Kansas income tax with respect to the tax year in which such death occurs, nor with respect to amounts received as compensation for military service for any preceding tax year beginning after 31 December 1941.</p>
Kentucky	<p>Persons having net income of: \$1000 or more if single or married and not living with spouse, \$2500 or more if married and living with spouse.</p> <p>Persons having a gross income of: \$1500 or more if single or married and not living with spouse, \$3000 or more if married and living with spouse.</p> <p>Married couple having an aggregate net income of \$2500 or more, or an aggregate gross income of \$3000 or more.</p>	<p>Return due 15 April. Payment with return or in three installments by 15 April, July and November.</p> <p>Upon request to Department of Revenue, filing of any return or payment of any tax which would otherwise become due during period of military service will be postponed without interest or penalties until 12 months after the end of taxpayer's military service or 12 months after end of war whichever is the earlier.</p>	<p>None, except as stated in Column 3.</p>
Louisiana	<p>Persons having net income of: \$1000 or more if single or married and not living with spouse, \$2500 or more if married and living with spouse.</p> <p>Persons having a gross income of \$5000 or more. Married couple having aggregate net income of \$2500 or more, or aggregate gross income of \$5000 or more.</p> <p>(Note: If only one spouse, of a married couple living together, files a return, the personal exemption is limited to \$1250.)</p>	<p>Return due 15 May. Payment with return or in three installments on 15 May, August and November. Supervisor may, upon taxpayer's request, extend time for filing return or paying tax.</p> <p>If member of armed forces is a prisoner of war, is beleaguered or besieged by the enemy, or is serving on sea duty or outside continental U. S., no return or payment is due for 1942 or any subsequent year until the earliest of the following:</p> <ol style="list-style-type: none"> (a) 15th day of 5th month during which none of the preceding conditions exist; (b) 15th day of 5th month following end of war; or (c) 15th day of 5th month following appointment of personal representative for deceased taxpayer. 	<p>Compensation for military service received during any taxable year prior to the termination of war by any member of the armed services, is excluded from gross income to extent of \$1500.</p> <p>If member of armed forces dies on active service prior to termination of war, no tax will be collected for year in which death occurs and any unpaid tax for prior years is abated.</p>
Maine	<p>None.</p>	<p>Return due 15 April. Payment with return or in quarters on 15 April, July, September and December. For duration of war, members of armed forces serving outside continental U. S. need not file a return until three months after they permanently return within the continental limits.</p> <p>Comptroller is authorized to grant members of armed forces extensions for filing returns or making payments where war makes it impossible or impracticable to act in time specified.</p> <p>Tax reduced by 1/3 of regular tax for years 1942, 1943, 1944 and 1945.</p>	<p>No return need be filed nor tax paid on behalf of any member of armed forces who dies while so serving even though such return was required or tax should have been paid prior to 1 June 1945. For year 1944 and thereafter compensation up to \$1500 per annum received for active service as member of armed forces, or of the United States Maritime Service or Merchant Marine, is excluded from gross income, as are mustering-out pay and veterans benefits or compensation under the Servicemen's Readjustment Act of 1944.</p>
Maryland	<p>Persons having gross income of: more than \$1000 if single or married and not living with spouse, more than \$2500 if married and living with spouse.</p> <p>Persons having gross sales or gross receipts from trade or business in excess of \$5000. Married couple having aggregate gross income of more than \$2000, or aggregate gross sales or gross receipts from trade or business in excess of \$5000.</p>	<p>Return due 15 April. Payment with return or in quarters on 15 April, July, September and December. For duration of war, members of armed forces serving outside continental U. S. need not file a return until three months after they permanently return within the continental limits.</p> <p>Comptroller is authorized to grant members of armed forces extensions for filing returns or making payments where war makes it impossible or impracticable to act in time specified.</p> <p>Tax reduced by 1/3 of regular tax for years 1942, 1943, 1944 and 1945.</p>	<p>No return need be filed nor tax paid on behalf of any member of armed forces who dies while so serving even though such return was required or tax should have been paid prior to 1 June 1945. For year 1944 and thereafter compensation up to \$1500 per annum received for active service as member of armed forces, or of the United States Maritime Service or Merchant Marine, is excluded from gross income, as are mustering-out pay and veterans benefits or compensation under the Servicemen's Readjustment Act of 1944.</p>
Massachusetts	<p>Legal residents of Massachusetts who have:</p> <ol style="list-style-type: none"> (a) Gross income from all sources of more than \$2000 (whether such income is taxable or not) (b) Any annuity income (except from trusts) (c) Any excess of gains over losses from dealings in stocks, bonds or other intangibles. (d) Any interest or dividends. (e) Any gains for taking by eminent domain or purchase by State, or subdivision thereof, of real property held for less than a year. 	<p>Return due 1 March. Payment in two installments on 1 March and October.</p> <p>Commissioner may extend time for filing return for cause shown.</p> <p>Members of armed forces serving outside continental United States or on sea duty may defer filing returns and paying tax, without interest or penalty, until early of (1) 15th day of 6th month after such service or duty ends, or (2) 15th day of 8th month after termination of the present war.</p>	<p>None, except as stated in Column 3.</p>

State	Who Must File Returns	Special Provisions	Due Date for Returns and Payments
Michigan	None.		
Minnesota	Persons having net income, the tax on which would be in excess of following credits: \$10 if single \$30 if married and living with spouse or if head of household \$10 additional for each person, other than spouse, who received chief support from taxpayer. (Tax rate is 1% on first \$1000 2% on next \$1000 3% on next \$1000) Persons having gross income of \$5000 or more.	Return due 15 March. Payment with return or in quarters on 15 March, June, September and December except that if tax is less than \$30 it must be paid in not more than two installments on 15 March and September. Commissioner of Taxation may extend time for filing of return or payment for cause shown. Time for filing returns and paying tax is extended for the period a member of the armed forces is serving outside the U. S. continuously for 90 days or more, and for six months after his return. No interest or penalties charged during such extension except that interest will be charged for any portion of the period of postponement during which taxpayer is not a member of the armed forces. Time for filing return and paying tax is extended for any member of armed forces where ability to pay the tax or file the return is materially impaired by military service. Commissioner may require proof that ability is actually impaired. No interest or penalty will be assessed.	First \$2000 of compensation received as a member of armed forces of any of the United Nations is excluded from gross income for the year 1942 and all following years up until two years after the war. In case of death while in active military service, on or after 7 December 1941 and prior to termination of hostilities, no income tax is due for year of death, income taxes due and unpaid for prior years are abated, and tax paid for any year decedent was in active service shall be refunded if claim therefor is filed within seven years after termination of hostilities. Mustering-out pay is excluded from gross income for taxable years beginning after 31 December 1943.
Mississippi	Persons having gross income of \$5000 or more, or net income in excess of exemptions and credits, as follows: if single or not living with spouse—\$1000, plus \$400 for each dependent, if married and living with spouse, or if head of family—\$2500, plus \$400 for each dependent also credit of \$100 for medical expense and \$100 for insurance if single and \$150 for medical expense and \$150 for insurance if married or head of household, whether or not expended or incurred.	Returns due 15 March with extension up to 3 months for cause shown. Payment is due with return or quarterly on 15 March, June, September and December. Extension for filing return extends time to pay first installment; time for other installments may be extended, on specific request, for cause.	Compensation received from the United States by members of the military or naval forces is excluded from gross income for 1944 and succeeding years.
Missouri	Persons having net income of more than: \$1000 if single \$2000 if married and living with spouse or if head of a family. Married couple having aggregate net income of more than \$2000.	Returns due 15 March and must be accompanied with copy of Federal return. Payment in full is due on or before 1 June. Section 11358.1 of Missouri Rev. Stat., is interpreted by Atty. Gen. (14 Sept 1943), as extending time to file and pay, for all members of the armed forces, wherever stationed, until the earliest of (1) the 15th day of the 3rd month after the month in which he ceases to be a prisoner of war, or ceases to be serving on sea duty or outside the U. S., (2) the 15th day of the 3rd month after the month in which the war ends, or (3) the 15th day of the 3rd month after the month in which the personal representative of his estate is appointed.	None, except as stated in Column 3.
Montana	Persons having net income of: \$1000 or more if single or not living with spouse. \$2000 or more if married and living with spouse or if head of a family. Persons having a gross income of \$2500 or more.	Returns due 15 April, with reasonable extension for cause shown. Payment is due with return, or in two installments on 15 April and October. Payment by members of armed forces is deferred, without penalty and interest, for a period extending not more than six months after termination of his military service if such person's ability to pay has been materially impaired by such service.	None, except as stated in Column 3.
Nebraska	None.		
Nevada	None.		
New Hampshire	Persons receiving over \$200 in interest and dividends.	Returns due 15 March, with extension allowable for cause shown. Payment in full is due 1 October.	None.
New Jersey	None.		
New Mexico	Residents having a gross income of: \$1500 or more if single or not living with spouse, \$2500 or more if married and living with spouse. Non-resident having a gross income of \$500 or more from property located in New Mexico.	Returns due 15 April with extension for cause shown. Payment is due with return or quarterly on 15 April, July, October and January. Extension for return extends due date of first installment only. Any person in the armed forces at any time during the war may postpone filing returns until not later than 6 months after cessation of hostilities.	None, except as stated in Column 3.
New York	Persons having combined net income and net capital gain of: \$1000 or more if single or not living with spouse, \$2500 or more if married and living with spouse or if head of family. (Note: Net income is computed without deduction of capital losses). Persons having a combined gross income and capital gain, of \$5000 or more. Married couple having aggregate gross income and capital gain of \$5000 or more or aggregate net income and net capital gain of \$2500 or over.	Returns due 15 April with extension allowable to military personnel, on request, without interest or penalty, to a date not more than 180 days after (1) the termination of the war or (2) discharge from military service, whichever is earlier. Payment is due with the return, or in quarterly installments, only the last of which may be less than \$5, on 15 April, July, October and January.	All compensation for active service in the armed forces of the U. S., for tax years beginning on and after 1 January 1942, received prior to 1 July 1946, is excluded from gross income. Members of the armed forces of the United States not domiciled in the State of New York are not "residents" of New York for income tax purposes, and the term "gross income" for New York income tax purposes does not include compensation paid to such persons for their services in such armed forces. (Effective for returns for years beginning on or after 1 January 1941 and in force until 1 July 1946.) Tax is abated as to any member of the armed forces of the United States, who dies in active service on or after 7 December 1941, with respect to the year of his death. If such tax has been collected, it shall be refunded, with any interest or penalties, to his widow or the legal representative of his estate.

THE BULLETIN BOARD

State	Who Must File Returns	Due Date for Returns and Payments	Special Provisions
North Carolina	Persons having net income of more than: \$1000 if single, or not living with spouse, or if a married woman, whether or not living with her husband. \$2000 if a married man living with his wife, if head of a household, or if a widow or widower having a minor child or children. Persons having a gross income of more than \$5000: from a business, agency, or profession, if a resident of the State, from a business, agency, or profession, within the State, if a non-resident.	Returns due 15 March, with extension allowable for cause shown. Payment is due with the return or quarterly on 15 March, June, September and December. Interest on second, third, and fourth installments at 4% per annum from 15 March until paid.	During continuance of the war compensation for services in the armed forces of the U. S. is excluded from gross income. Insurance or compensation received from any of the allied nations on account of injuries received in active service in the armed forces of any of the allied nations between 7 December 1941 and the termination of the present war is exempt from North Carolina income tax.
North Dakota	Persons having gross income of \$5000 or more, or net income of: \$500 or more if single or not living with spouse \$1500 or over if married and living with spouse. Married couple having aggregate net income of \$1500 or more.	Returns due 15 March, with reasonable extensions for cause shown. Military personnel serving outside the United States may defer filing returns until 15th day of 3rd month after (1) return to U. S. (2) discharge, if outside U. S. (3) termination of the war, if outside U. S. or (4) appointment of his administrator or executor, whichever be earlier. Payment is due with return. If tax exceeds \$10 it may be paid in quarterly installments on 15 March, June, September and December. Payment, where return of military personnel has been deferred, may be made quarterly beginning on 15th day of 6th month after termination of hostilities. Payment of tax of military personnel on non-military income may be postponed until 15th day of 6th month after (1) end of war (2) discharge from active service, or (3) appointment of his administrator or executor, whichever is earlier.	For tax years beginning on and after 1 January 1942, all compensations received for active duty in the armed forces is exempt from tax for a period ending on the 15th day of the 6th month after: (1) the cessation of hostilities, (2) discharge from active service, or (3) appointment of a personal representative for his estate, in case of death while in such active service, whichever of the three periods shall end first.
Ohio	None.		
Oklahoma	Persons having gross income or gross receipts of: \$850 or more if single or not living with spouse, \$1700 or more if married and living with spouse. Married couples having aggregate gross income or gross receipts of \$1700 or more.	Returns due 15 March, but no return is required of military personnel until 6 months after the war or 6 months after return to the U. S. after the war, whichever is later. Whenever the filing of a return by a member of the armed forces or merchant marine is impractical or impossible because of such service, the time for filing a return and paying the tax is extended without interest or penalties to the 15th day of the 3rd month following the month in which (1) such person is discharged from the armed forces or merchant marine, or (2) an executor or administrator is appointed. Payment is due with return. If tax exceeds \$25 it may be paid in quarterly installments. On 15 March, June, September and December.	There is excluded from gross income of persons in active service in the armed forces and merchant marine of the United States \$1500 of salary or compensation for such service "or from any other source" during the present war for any taxable year since 7 December 1941. Refund claims may be filed where tax has been paid on such income. Persons in armed forces who have failed to file returns since 7 December 1941 are excused from any interest or penalty if they file within 6 months after the war or within 6 months after return to the U. S. after the war.
Oregon	Persons having gross income of \$4000 or more, or net income in excess of: \$800 if single or not living with spouse, \$1500 if married and living with spouse.	Returns due 15 April, with extension for cause shown. By administrative ruling (17 March 1942), penalty for late filing of person in armed forces, because of absence from the U. S. will be remitted if such person files and pays as soon as reasonably possible. Payment, if \$10 or less, is due with return; if over \$10, may be paid quarterly on 15 April, July, October and January. Special form is provided for requesting deferment of payment under Soldiers and Sailors Relief Act.	A special additional deduction of \$3000 per annum from net income is allowed, with respect to all tax years beginning after 31 December 1941, for members of the armed forces during the period they are in the armed forces.
Pennsylvania	No State income tax, but see Philadelphia.		
Philadelphia (Pa.)—wage tax	Residents of Philadelphia (Not including military personnel resident in Philadelphia solely in compliance with military orders) having income from wages or gross income from business or profession carried on in Philadelphia. There is no personal exemption.	Returns due 15 March. Payment is due with the return or quarterly on 15 March, June, September and December. There are no statutory provisions for extensions.	This tax applies, so far as military personnel is concerned only to persons resident in Philadelphia when they entered service in the armed forces.
Puerto Rico	The possession of Puerto Rico has a personal income tax but adequate information concerning this tax was not available at the time this summary was prepared.		
Rhode Island	None.		
South Carolina	Persons having net income of: \$1000 or more if single or not living with spouse, \$1800 or more if married and living with spouse. Married couple having aggregate net income of \$1800 or more.	Returns due 15 March, with extension allowable for cause shown. Payment is due with return or quarterly on 15 March, June, September and December.	By House Bill 638, enacted 7 May 1945, the South Carolina tax law was amended to provide that: "In computing the Income Tax of persons who are engaged in the military service of the United States, the South Carolina Tax Commission is authorized and directed to allow the same exemptions as are allowed by the Federal Government in computing Federal Income Taxes." No regulations are available as yet to indicate the scope which will be given this provision or whether it will be applied to any tax year prior to 1945. Probably the \$1500 exclusion will be allowed, and also the extension for filing returns and paying tax in the case of sea duty or foreign service.
South Dakota	None since 1942. (In 1943 the section of the tax law imposing the rates of tax was repealed. This in effect, repealed the entire tax effective 31 December 1942. The 1942 tax, which was payable in 1943, was not affected.)	Note—If there is any question of liability for South Dakota income tax for tax years prior to 1943, write to Director of Taxation, State Capital, Pierre, South Dakota. Special regulations regarding income taxes of service personnel have been issued but were not available at the time this survey was prepared.	

State	Who Must File Returns	Due Date for Returns and Payments	Special Provisions
Tennessee	Persons resident in Tennessee on 31 December of the tax year, having income from stocks, bonds, and notes. There is no personal exemption.	Returns due 15 March. Payment in full is due with the return. There are no statutory provisions for extensions.	None.
Texas	None.		
Utah	Persons having gross income of \$2500 or more, or net income of: \$600 or more if single or not living with spouse, \$1200 or more if married and living with spouse. Married couple having aggregate gross income of \$2500 or more or aggregate net income of \$1200 or more.	Returns due 15 March, with extensions for cause shown. Payment is due 15 March, with extension up to 6 months at request of taxpayer. Date for filing returns and paying tax, as to a person who is a prisoner of war or otherwise detained by a foreign government at war with the United States, or is in foreign United States service in connection with the war, or any member of the armed forces or merchant marine of the United States on sea duty or duty outside continental United States, are postponed until the 15th day of the 3rd month after: (1) he returns to continental United States, (2) the termination of the war, (3) the month in which an executor or administrator is appointed for his estate, whichever is the earliest.	Compensation received as service pay during the taxable years 1941-1944 inclusive, and during subsequent years up to one year after the termination of the present war, for active service during such war, by (1) a member of the armed forces of the United States, (2) a member of the merchant marine of the United States serving outside the limits of the United States, or (3) a citizen or resident of the United States serving in the armed forces of any of the United Nations during such war, is excluded from gross income and exempt from tax. Utah income tax already paid on any such compensation will be refunded upon the filing of a claim therefor. Claims must be filed within 3 years from 13 March 1945.
Vermont	Residents having net income of: \$1000 or more if single or not living with spouse, \$2000 or more if married and living with spouse. Married couple having aggregate net income of \$2000 or more. Residents having income from taxable interest or dividends, or taxable income from endowment or annuity contracts or estate or trust funds. Non-residents having net income, in excess of the above exemptions, derived from any property owned or trade, business, profession or occupation carried on in Vermont.	Returns due 15 March with extension allowable for cause shown. Payment is due with return or quarterly on 15 March, June, September and December. Payment by a member of armed forces is deferred without penalty and interest for a period extending not more than six months after termination of military service, if such person's ability to pay has been materially impaired by such service.	Payments received from the United States or its allies, after 24 February 1941 and before six months after the Governor shall declare by proclamation that hostilities have terminated, for services or allowances as a member of the armed forces of the United States or its Allies, are excluded from gross income and exempt from tax.
Virginia	Persons having gross income of: \$1000 or more if single or not living with spouse, \$2000 or more if married and living with spouse or if a widow or widower with dependent minor child or children.	Returns due 1 May, with extensions allowable for cause shown. Payment is due on or before 5 December (tax is billed by tax authorities). There is no penalty or interest on a member of the armed forces for failure to file timely returns, or to make timely payment, if returns are filed and payments are made within 1 year after the termination of such service. However, request for cancellation of such interest or penalty must be made and proof of service in armed forces submitted when return is filed or payment made.	Pay and allowances received from the United States by a member of the armed forces during each of the years 1942 and 1943 to an amount not in excess of \$500 per annum, and during each of the years 1944 and 1945 to an amount not in excess of \$1000 per annum, are excluded from gross income and exempt from tax; persons in armed forces stationed in Virginia who are not domiciled in Virginia and who maintain no permanent place of abode there are not subject to Virginia income tax.
Washington	None.		
West Virginia	None. Repealed as to all taxable years beginning on or after 1 January 1942.		
Wisconsin	Persons having a net income of: \$800 or more if single, \$1600 or more if married, or gross income of \$5000 or more.	Returns due 15 March, with extension for cause shown. Military personnel located beyond the borders of the United States are granted an extension for a period not more than 6 months after termination of their period of military service. Interest at 6% is charged in case of extensions (this may not be applicable to military personnel). One third of tax, but not less than \$5, is due with return; balance is due on or before 1 August.	All income from the United States for service as a member of the armed forces of the U. S. received during the year 1942 and subsequent thereto, for the duration of the war plus 6 months after the termination thereof, is exempt from income tax.
Wyoming	None.		

Instructions Issued On Navy Cooperation With Clothing Drive

Believing many men and women of the Navy will find the UNRRA clothing drive 7-31 January a worthy manner of disposing of old and surplus articles of uniform, BuPers has issued Circ. Ltr. 348-45 (NDB, 30 November) directing COs to advise personnel of the drive and to establish facilities for collecting and handling contributions.

A special effort will be made to acquaint personnel reporting for separation of the campaign, which will provide clothing to be distributed by the United Nations Relief and Rehabilitation Administration to needy persons all over the world.

All articles of officers' uniforms, and enlisted men's uniform items except dress blue and dress white jumpers, blue trousers and blue caps, are con-

sidered nondistinctive and may be disposed of after removal of Navy buttons and insignia. Dress jumpers may be converted to undress jumpers by removing cuffs and stars and stripes from the collar and may then be worn. The other distinctive articles may be utilized by reweaving the yarn into new clothing or cutting other clothing from the separated pieces of cloth.

COs of receiving ships and naval stations will provide for storage of donated clothing and will furnish facilities for removing any remaining distinctive markings before delivering it to UNRRA representatives.

BuPers Instructs Waves On Wearing Decorations

The manner in which Wave officers and enlisted personnel shall wear the decorations, medals and badges and their respective ribbons which they are entitled to wear, and authorization for wearing aviation insignia by properly

designated Wave personnel are stated with SecNav approval in BuPers Circ. Ltr. 349-45 (NDB, 30 November).

Ribbons are to be worn on blue, gray and white jackets with one or two rows of three each centered on the left pocket flap, and succeeding rows above the pocket flap. On dresses, ribbons should be centered immediately above the top of the pocket. On shirts, they are to be centered midway on the left side between the outer edge of the collar and the sleeve seam, on a line with the collar tip.

Ribbons are not to be worn on the shirt when the tie is omitted. Medals and badges not having a ribbon may be worn in the same relative position as prescribed for ribbons.

When designation of Wave officers and enlisted personnel carries with it the authority to wear aviation insignia, it shall be worn in the same position prescribed for ribbons, or centered above such ribbons as may be worn at the same time.

More Transferring Officers May Qualify For PG Courses Under New Requirements

REFLECTING Navy policy of broadening educational opportunities for all officers who will serve in the postwar Navy, BuPers has removed the 27 year age ceiling on several postgraduate courses that are to convene during 1946 and announced additional courses of instruction.

In response to recommendations made recently by the Holloway Board (ALL HANDS, December 1945, p. 30), BuPers also has announced that all regular and transferred officers of the rank of lieutenant commander and below will be required to attend the postgraduate general line course. Officers will be ordered to this instruction as they become eligible and available. Alnav 407-45 (NDB, 30 November) announced that the first class will convene in July 1946.

The only age requirement for non-Academy graduates applying for postgraduate instruction is that they have dates of precedence that conform to those of Naval Academy classes specified in original announcements. Alnavs 173, 182, 185, 365 (all of 1945) and that part of BuPers Circ. Ltr. 216-45 which sets an age limit of 27 years by convening date of class have been modified accordingly by Alnav 414-45 (NDB, 15 December).

The requirement that all Reserve officers who complete postgraduate classes must stay in the Reserve for a minimum of 10 years—contained in BuPers Cir. Ltr. 76-43—is also cancelled by Alnav 414-45. Instead, Reserve and temporary officers whose request for permanent status in regular Navy is not yet approved must be acceptable for transfer in accordance with BuPers Circ. Ltr. 288-45 and must submit a signed statement not to resign during the curriculum and to serve three years after completion if selected. These statements must accompany applications and reach BuPers not later than 1 Apr 1946 for Alnav 365-45 (NDB, 31 October) and 1 Mar 1946 for other Alnavs.

BuPers also stated that Reserve officers who are not contemplating transfer to the regular Navy are not eligible for postgraduate courses.

In other actions in the field of postgraduate education BuPers has issued calls for applications for:

- A general line course open to commanders (Alnav 407-45, NDB, 15 November).
- A one-year postgraduate course in communications (applied) (Alnav 401-45, NDB, 30 November).
- A two-year postgraduate course in aerological engineering (NavAct 14-45), NDB, 30 November).
- A three-year postgraduate course in naval engineering (design) (Nav Act 13-45, NDB, 30 November).
- Senior and junior courses (11 months) at the Naval War College (Alnav 402-45, NDB, 30 November).
- A one-year course in naval intelligence (Alnav 365-45, NDB, 15 November).

Classes for all courses start in July 1946 and for most of them a year of sea duty is required. Applicants must also meet the physical requirements of a general line officer of the regular Navy.

Complete details on procedure for applying may be found in the original announcements. Length of each course is indicated after the title in the following summaries:

General Line Course, 1 year. *Commanders* may be ordered to the first class which convenes at Quonset Point, R. I. on 1 July 1946, if application is submitted via official channels to reach BuPers prior to 1 Apr 1946. Lower ranks need not apply as they will be ordered to the school when they become eligible and no action will be taken on applications submitted in response to Alnav 175-45, now cancelled.

Communications (applied), 1 year. *Eligible:* Officers of regular Navy classes 1941 to 1944 inclusive; non-Academy graduates of corresponding dates of precedence; Reserve and temporary officers who request permanent status in the regular Navy and who are acceptable for transfer in accordance with BuPers Cir. Ltr. 288-45. Reserve and temporary transferees should have successfully completed courses in mathematics through quadratics as a minimum, should have had at least one year sea duty as of 1 Feb 1946, and should have had sufficient communications duty to evidence suitability for further communications training. Applications should be submitted via official channels to reach BuPers before 1 Mar 1946.

Aerological Engineering, 2 years. *Eligible:* Officers of regular Navy classes 1940 to 1944 inclusive; non-Academy graduates of corresponding dates of precedence; Reserve or temporary officers who request permanent status in regular Navy and who are acceptable for transfer in accordance with BuPers Circ. Ltr. 288-45. Reserve and temporary transferees should have schooling in mathematics through differential and integral calculus equivalent to that required for a B.S. degree in mechanical, civil or electrical engineering or in applied physics. Applications should be submitted

via official channels to reach BuPers before 1 Mar 1946.

Naval Engineering (design), 3 years. *Eligible:* Officers of regular Navy classes 1942 to 1944 inclusive; non-Academy graduates of corresponding dates of precedence; Reserve and temporary officers who request permanent status in regular Navy and who are acceptable for transfer in accordance with BuPers Circ. Ltr. 288-45. Reserve and temporary transferees should have had schooling in mathematics through differential and integral calculus equivalent to that required for a B.S. degree in mechanical, civil or electrical engineering or in applied physics. Applications should be submitted via official channels to reach BuPers prior 1 Mar 1946.

Senior and Junior Courses at Naval War College, 11 months. The senior course will be available to officers of the line and staff of the Navy of the ranks of commander and above and to Army, Marine Corps and Coast Guard officers of comparable rank. Junior course will be available to lieutenant commanders of the line and staff of the Navy. Applications should be submitted via official channels to reach BuPers before 1 Apr 1946.

Navy Intelligence, 1 year. *Eligible:* Line officers of the regular Navy classes 1937 to 1943 inclusive and temporary officers and Reserve officers transferring to the regular Navy of corresponding dates of precedence. It is planned to assign graduates of this course to intelligence billets when on shore duty. Successful completion of this course will in no way interfere with the usual rotation of sea and shore duty. Applications should be submitted via official channels to reach BuPers prior 1 Apr 1946.

Add Blue Wool Muffler To Enlisted Uniform

A blue wool muffler, commercial size, has been added to the uniform of enlisted men other than CPOs, cooks and stewards in a change of 1941 Navy uniform regulations directed by BuPers Circ. Ltr. 353-45 (NDB, 15 December). Wearing of the muffler will be optional except as prescribed by COs when weather conditions require. The blue muffler may be worn at sea by CPOs, cooks and stewards instead of the prescribed white muffler.

VOTING INFORMATION

VERMONT

Annual town meetings will be held in each town and city in Vermont on 5 Mar 1946. Local officials are to be elected and two questions relative to the sale of intoxicating beverages are to be voted upon. Absentee ballots are furnished in all towns and cities using the Australian ballot system. Applicant should state on the post card application that he desires ballots for the annual town meeting. Members of the merchant marine and "certain attached civilians" may vote on the same basis as servicemen.

WISCONSIN

A spring primary election will be held in Wisconsin on 5 Feb 1946. It applies principally to Milwaukee and cities having the commission form of government. Members of the merchant marine and "certain attached civilians" (when outside the United States and attached to the armed forces) may vote in this election by absentee ballot on the same basis as servicemen. The postcard application for ballots will be accepted at any time prior to election.

LOUISIANA

A primary election for municipal and parochial officers will be held for the City of New Orleans on 22 Jan 1946. A second primary, if necessary, will be held on 26 Feb 1946, and the general election will be on 2 Apr 1946. Members of the armed forces who are already registered may vote by absentee ballot.

Navy Alters Conditions For Good Conduct Award To Follow Joint Policy

Embodying the recommendations of the Joint Army-Navy Personnel Board, BuPers Circ. Ltr. 346-45 (NDB, 30 November) specifies the following general alterations in eligibility requirements for the Navy Good Conduct Medal and subsequent bronze star awards for service terminating on or after 15 Aug 1945:

- Service—any consecutive three years for USNR, USN or USN-I personnel, rather than by enlistments as formerly.

- Conduct—slightly lower than before, now averaging 3.8 conduct with 3.5 for proficiency in rating.

- Authorization to wear ribbons and stars—direct from COs with medal awarded by BuPers on CO's recommendations, rather than authorization by BuPers.

The changes were made in a revision of Art. A-1046, BuPers Manual. For service terminating before 15 Aug 1945, requirements remain as stated in Art. A-1046 before the revision.

The Army, Marine Corps and Coast Guard are expected to revise their Good Conduct Medal requirements in line with the joint committee's recommendations, standardizing on a general eligibility level of average conduct, with a record of no court martials and not more than one lesser offense.

Navy Mutual Aid Group Accepting New Members

The board of directors of the Navy Mutual Aid Association has authorized acceptance of applications for membership from permanently commissioned and warrant officers of regular Navy, Marine Corps and Coast Guard on active duty—not over 45 years of age, Navy midshipmen and Coast Guard cadets—(Alnav 417-45; NDB, 15 December).

The medical certificate incorporated with the application must be completed by a Navy medical officer or U. S. Public Health Service officer. Regular monthly premium rates have been distributed to many activities and are published in the *SandA News Letter* for November 1945.

The Association's directors announce that extra hazardous duty rates—\$5.30 for aviation members and \$2.50 for submarine members—have been continued through 1946. Extra hazardous duty allotments now active will be continued automatically through December 1946.

No Victory Medal Stars

In Alnav 428-45 (NDB, 15 December), SecNav states that no stars indicating sea or foreign duty have been authorized for wearing on the ribbon bar of the World War II Victory medal. COs are directed to take immediate steps to stop unauthorized wearing of such stars.

ALNAVS, NAVACTS IN BRIEF

No. 382—Announces by name appointment for temporary service to rank of commander certain members of Supply Corps, USN and USNR.

No. 383—Announces by name appointment for temporary service to rank of commander certain members of Hospital Corps, USN and USNR.

No. 384—Modifies Alnav 260-45 (NDB, 15 Sept) dealing with handling of publications by vessels and shore stations being placed out of commission, out of commission in reserve or out of service in reserve.

No. 385—Supplements Alnav 284-45 (NDB, 30 Sept) dealing with issuing of clothing to enlisted personnel on return to States.

No. 386—Contains administrative announcement on repairing of ships.

No. 387—Contains announcement on demobilization policy for certain personnel in flight training.

No. 388—Contains details on new income tax law. See p. 68.

No. 389—Contains changes in point system announced in ALL HANDS, December 1945, p. 72. For latest information see p. 62 this issue.

No. 390—Contains administrative details on payment of mustering-out pay.

No. 391—Amends General Order 223 on reorganization of Navy Yards and establishment of Navy Bases.

No. 392—Contains details on administrative action to be taken by ships carrying personnel eligible for discharge upon debarkation in States.

No. 393—Announces by name appointment for temporary service to rank of captain certain members of Medical Corps, USN and USNR.

No. 394—Announces by name appointment for temporary service to rank of captain certain members of Staff Corps, USN and USNR.

No. 395—Contains restatement of current demobilization policy. See p. 62.

No. 396—Announces reestablishment of rule permitting early discharges. See p. 67.

No. 397—Deals with administrative handling of pay records for Navy and Coast Guard personnel being demobilized.

No. 398—Contains administrative policy on transfer of supplies to Army



ATB, Coronado, Calif.

... An amphibian re-converts.

under nonreimbursement policy outside continental limits of U. S. as of 1 July 1945.

No. 399—Deals with MAQ for enlisted personnel.

No. 400—Establishes rules on ship's stores aboard vessels in inactive fleet.

No. 401—Calls for applications for course in communications. See p. 76.

No. 402—Invites applications of Navy line and staff corps officers who are commanders or above for Senior Course and lieutenant commanders for Junior Course at Naval War College, Newport, R. I., starting 1 July 1946. See p. 76.

No. 403—Modifies Alnav 276-45 (NDB, 30 September) to identify officers remaining on duty beyond date of eligibility for release as: (Ind)—requesting indefinite postponement of release; (MN)—retained on grounds of military necessity; or (EMN)—retained on grounds of extreme military necessity.

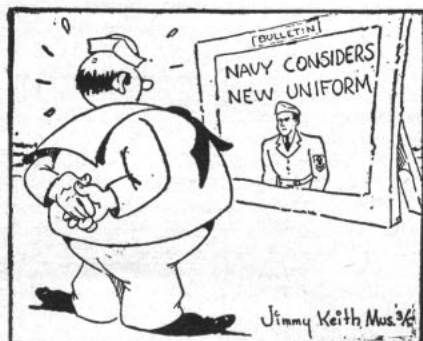
No. 404—Provides for reduction of nonpilot personnel serving under flight orders to number meeting actual requirements of aviation activities. See p. 69.

No. 405—Orders deletion of Bremer-ton, Wash., from list of receiving ships and stations performing intake function for enlisted personnel and Port Hueneme, Calif., from list of male officer intake stations in demobilization organization, and addition of Acorn assembly and Training detachment, Port Hueneme, Calif., to both lists.

No. 406—Transfers authority for disposal of surplus property, including captured enemy property, in foreign areas from area commanders to State Department representatives.

No. 407—Cancels Alnav 175-45 (NDB, 31 July) requesting applications for postgraduate general line course from USNR officers and announces that officers in postwar Navy will be ordered to a one-year course at Quonset Point, R. I. as facilities become available. See p. 76.

No. 408—Removes age limits prescribed in BuPers Circ. Ltr. 288-45 (NDB, 15 November) for USNR and



Hi, Sailor (NOB Trinidad)

"Boy! That sure would improve my appearance."

ALNAVS, NAVACTS (CONT.)

temporary USN officers transferring to the regular Navy whose permanent status is warrant officer or chief warrant officer. See p. 65.

No. 409—Announces appointment to next higher rank for temporary service, to rank from 1 Dec 1945, of regular and Reserve Navy Nurse Corps lieutenants (junior grade) who reported for continuous active duty between 2 and 15 Mar 1943 and ensigns who reported for continuous active duty between 2 and 15 Apr 1944.

No. 410—Announces by name appointment for temporary service to rank of commander of certain officers of the regular Navy and Naval Reserve.

No. 411—Announces appointment to next higher rank for temporary service, to rank from 1 Dec 1945, of those lieutenants—of the regular and reserve (including Women's Reserve), line and staff corps, whose dates of commencement of continuous active duty are within the period 2 Nov 1943 to 1 Dec 1943 inclusive; and those lieutenants (junior grade), ensigns and noncommissioned warrant officers of the regular and Reserve (including Women's Reserve), line and staff corps, whose dates of commencement of continuous active duty are within the period 2 May 1944 to 1 June 1944, inclusive.

No. 412—Changes Manual on De-

mobilization plans and procedures—revision one, dated 24 Sept 1945, to provide for demobilization of eligible Armed Guard enlisted personnel through Port Directors of continental ports.

No. 413—Clarifies eligibility of regular Navy, Marine Corps and Coast Guard personnel who voluntarily extend enlistments for reenlistment benefits outlined in Alnav 360-45 (NDB, 31 October). See p. 63.

No. 414—Cancels BuPers Circ. Ltr. 76-43 providing postgraduate training for USNR officers; and sets up new age eligibility and service requirement for Reserve and temporary USN officers transferring to the regular Navy who apply for appointment to certain postgraduate training courses. See p. 76.

No. 415—States that enlisted personnel 38 years of age and over with dependents may be released from service upon their own request with certain exceptions. See p. 62.

No. 416—Orders destruction of certain burn treatment and burn and gas protective ointments in excess of requirements and war reserves.

No. 417—Concerns applications for membership in the Navy Mutual Aid Association; announces extension of extra hazardous duty rates through 1946. See p. 77.

No. 418—Deals with status of temporary USN officers under the Permanent Promotion Law. See p. 67.

No. 419—In addition to Alnav 384 (see above), further modifies Alnav 260-45 (NDB, 15 September) to provide for disposition of electronic equipment instruction books.

No. 420—Deals with trial by court martial for murder and punishment with death of persons subject to the Articles for the Government of the Navy.

No. 421—Urges recommendation at earliest practicable date of awards both for combat or other meritorious service outside the U. S. and war service within the U. S. to proper authority, further clarifying Alnavs 291-45 (NDB, 30 September) and 357-45 (NDB, 31 October).

No. 422—Announces suspension until 1 Feb 1946 of immunization requirements for Navy dependents proceeding to the Hawaiian Islands, if compliance is impossible before departure and an agreement is signed that inoculation will be undergone after arrival in the islands.

No. 423—Restates and directs "rigid and impartial" adherence to the Navy's policy of no differentiation in attitude and conduct of affairs with individuals wearing the uniform of any U.S. armed service regardless of race or color.

No. 424—Announces appointment of named officers of regular Navy and Naval Reserve to the rank of captain for temporary service with dates of rank specified in the Alnav.

No. 325—Lists by name officers of regular Navy and Naval Reserve recommended for promotion to the rank of captain whose appointments will be authorized when they are assigned billets commensurate with rank of captain.



USS Cumberland Sound

No. 426—Emphasizes that Marine aviators ordered to U.S. for reassignment are not traveling under orders to separating activity and provisions of Alnav 254-45 (NDB, 15 September) terminating flight status do not apply.

No. 427—Invites applications from qualified Reserve and temporary USN officers for appointment as legal specialist officers in the regular Navy, and changes BuPers Circ. Ltr. 303-45 (NDB, 15 October) to stipulate a degree in law as a qualification for eligibility.

No. 428—Instructs COs to take necessary steps to stop the wearing of stars on the ribbon bar of the World War II Victory medal, since no authorization has been made for such stars.

No. 429—Directs attention of COs to the importance of immediate compliance with the BuPers letter dated 31 Aug 1945 contained in pamphlet NavPers 15632, "Operation and Engagement Stars," so records of personnel aboard their commands will be complete.

No. 430—Announces discontinuance on 31 Dec 1945 of procedures permitting Navy and Coast Guard personnel to forward money from abroad to the U.S. through disbursing officers to avoid war risks. (This is not to be confused with family allowances and allotments made from service pay for insurance, war savings and other purposes which will be continued.)

No. 431—Amends Alnav 326-45 (NDB, 15 October) to include Ecuador, Mexico and Norway in the list of countries eligible for miscellaneous issues as cash lend-lease.

No. 432—Announces approval of an act allowing officers to receive active service pay and allowances for terminal leave and pay as a federal employee concurrently, retroactive to 1 May 1940. See p. 67.

No. 433—Amends CNO letter dated 30 Nov 1944 to permit naval personnel to bring back or mail to the U.S. one enemy firearm per individual.

No. 434—Modifies Alnav 277-45 (NDB, 30 September) regarding security measures aboard naval activities during public visitation to prohibit display of classified equipment to unauthorized persons.

No. 435—Prohibits transfer of foreign-procured ship's store stock to

PROMOTIONS BY ALNAV

A total of 13,014 officers were made eligible for promotion to next higher rank for temporary service by Alnavs 409, 410, 411, 424 and 438, briefed on this page. The breakdown:

Naval Reserve: (including Women's Reserve): 297 to captain, 2,819 to commander, 140 to lieutenant commander, 2,294 to lieutenant, 5,523 to lieutenant (junior grade), and 178 to commissioned warrant officer.

Regular Navy: 270 to captain (29 of these EDO), 380 to commander, 23 to lieutenant commander, 191 to lieutenant, 220 to lieutenant (junior grade), and 558 to commissioned warrant officer.

Nurse Corps (Naval Reserve): 74 to lieutenant; (Regular Navy), 46 to lieutenant and one to lieutenant (junior grade).

In addition to these promotions, 408 men were appointed, in NavAct 16-45, for temporary service to warrant officer: 353 in the Naval Reserve; 55 in the regular Navy.

Besides the promotions to captain listed above, Alnav 425-45 listed 47 officers in the Naval Reserve and 106 in the regular Navy recommended for promotion to the rank of captain for temporary service, with appointments to be authorized when they are assigned billets commensurate with the rank of captain.

shore-based activities in continental U.S. or territories without arrangements for customs treatment.

No. 436—Expresses Fleet Admiral Ernest J. King's appreciation for whole-hearted efforts, devotion to duty and cooperation of Navy, Marine Corps and Coast Guard personnel and the Army upon being relieved by Fleet Admiral Chester W. Nimitz as CNO.

No. 437—Cancels Alnav 284-45 (NDB, 30 September) and provides that clothing will be issued to men returned to U.S. for separation will be in accordance with Alnav 385-45 (NDB, 30 November).

No. 438—Announces appointment of named officers of the regular Navy to the rank of captain for temporary service in EDO classification.

No. 439—Supplements Alnav 387-45 (NDB, 30 November) in stating that certain personnel in flight training are excluded from provisions of the demobilization program unless and until separated from training.

No. 440—Announces Fleet Admiral Ernest J. King relieved as CNO by Fleet Admiral Chester W. Nimitz at 1100 15 Dec 1945.

NavActs

No. 9—Provides for acceptance, through refund of mustering out payments, or rejection of promotion to lieutenant commander by lieutenants who become eligible for advancement in rank under Alnav 317-45 (NDB, 15 October) while on terminal leave.



Typhoon Express (Philippines)

"SPAM! SPAM! SPAM! That's all you bring home since that Navy took over."

No. 10—Encourages USN and USNR officers, particularly those qualified for command, executive and engineering duties, now on duty afloat to volunteer for retention on active duty until demobilization is complete and ships of the reserve and inactive fleet have been properly laid up. See p. 67.

No. 11—Adds "Industrial Relations (Personnel Relations)" to BuAer, BuOrd and BuShips listings and "Aerological Officer" to BuAer listing of professions and specialties in which qualified officers are encouraged to apply for EDO appointments in the regular Navy. See p. 65.

No. 12—Specifies that reasons must

be given in cases of cancellation of orders for discharge or release written in accordance with Alnav 252-45 (NDB, 15 September).

No. 13—Invites applications for a 3-year postgraduate course in naval engineering (design), convening July 1946, from regular Navy officers of classes 1942 to 1944 inclusive, non-Academy officers of corresponding dates of precedence and USNR and temporary USN officers qualifying for and requesting transfer to the regular Navy. See p. 76.

No. 14—Invites applications for a 2-year postgraduate course in aerological engineering, convening July 1946, from regular Navy officers of classes 1940 to 1944 inclusive, non-Academy officers of corresponding dates of precedence and USNR and temporary USN officers qualifying for and requesting transfer to the regular Navy.

No. 15—Invites applications for a 4-months course and duty outside the continental U.S. in island administration from officers of the line and staff corps regulars and Reserves including the Medical Corps. (Dispatch applications were due at BuPers by 15 Dec 1945.)

No. 16—Announces appointment to warrant grades for temporary service, to rank from 1 Dec 1945, if still on active duty certain named personnel who agree to remain on active duty until 1 Sept 1946 or end of current enlistment or enlistment extension, whichever is later.

ALL THUMBS

NO LAND-ATOLL!



FANTAIL FORUM

QUESTION: What have you learned in the Navy that will be useful in civilian life?

Elsie L. Elwell, Sp(S)3c, Danbury, Conn.: "So far as earning a living is concerned I've learned nothing. But I have learned to understand people because I've had to live with so many different types. I'm sure I would not have had that experience if I'd been a civilian during the war."



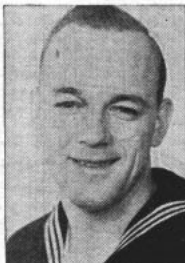
Beverly Snyder, HA1c, Bolton Landing, N. Y.: "My work in dental technology has been interesting and I hope to use it in civilian life. But maybe even more important is that I've acquired self-confidence. Meeting so many different people has given me a broader outlook on life. I'm not sorry I joined the Waves."



Jane Beckman, Sp(X)3c, Fremont, Ohio: "I learned to operate an IBM machine. Before I joined the Waves I never heard of such a machine. Now I plan to earn my living working that machine after I get out. Also I've had a lot of good experience with people and I've made many friendships I hope to carry into civilian life."



Edward J. Vrska, SK1c, New York City, N. Y.: "As far as my duty in the Navy is concerned I haven't learned a thing that will help me when I return to civilian life. I was a furrier when I joined the Navy and will go back to the fur business upon discharge. But I have learned something that will be of value to me forever, and that is the value of life itself. When my ship was sinking, all hands thought they had about two hours to live. That everyone was saved doesn't alter the fact that out of this experience came the realization that life is sweet. During those hours



when death seemed so close I came to appreciate the real meaning of courage, loyalty and faith. This is what the Navy has taught me."

Gloria Fernandez, Sp(S)3c, Gloversville, N. Y.: "I've learned to meet situations quickly and to organize my affairs. I used to be very shy before I came into the Navy. I'm still a little shy, but I'm much better able to mix with people. I can talk to people much more easily now."



Nelson Schweerz, GM1c, New York City, N. Y.: "I picked up a limited amount of mechanical knowledge. But I developed character and learned to make friends. Also, when you have to depend on yourself a lot you learn self-assurance and learn plenty about self-control."



Marilynn Turner, S1c, Highland Park, Ill.: "I was a draftsman before the war, but my work for the Navy gave me a chance to broaden my knowledge in that field. Another thing I learned that you can't value in terms of money is tolerance and also patience. I might have learned a great deal about



drafting by staying home during the war, but I would never have learned the lessons in tolerance and patience."

Francis W. Smith, Jr., Cox, Washington, D. C.: "Guess I learned a lot of things. I spent 14 months with the Air Corps and learned about planes and can use that in case I want to go into aviation. Then when I was detailed to underwater demolition work, I learned a lot about explosives and may be able to use that living when I get



knowledge for a out."

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. If therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed.," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because inactivity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

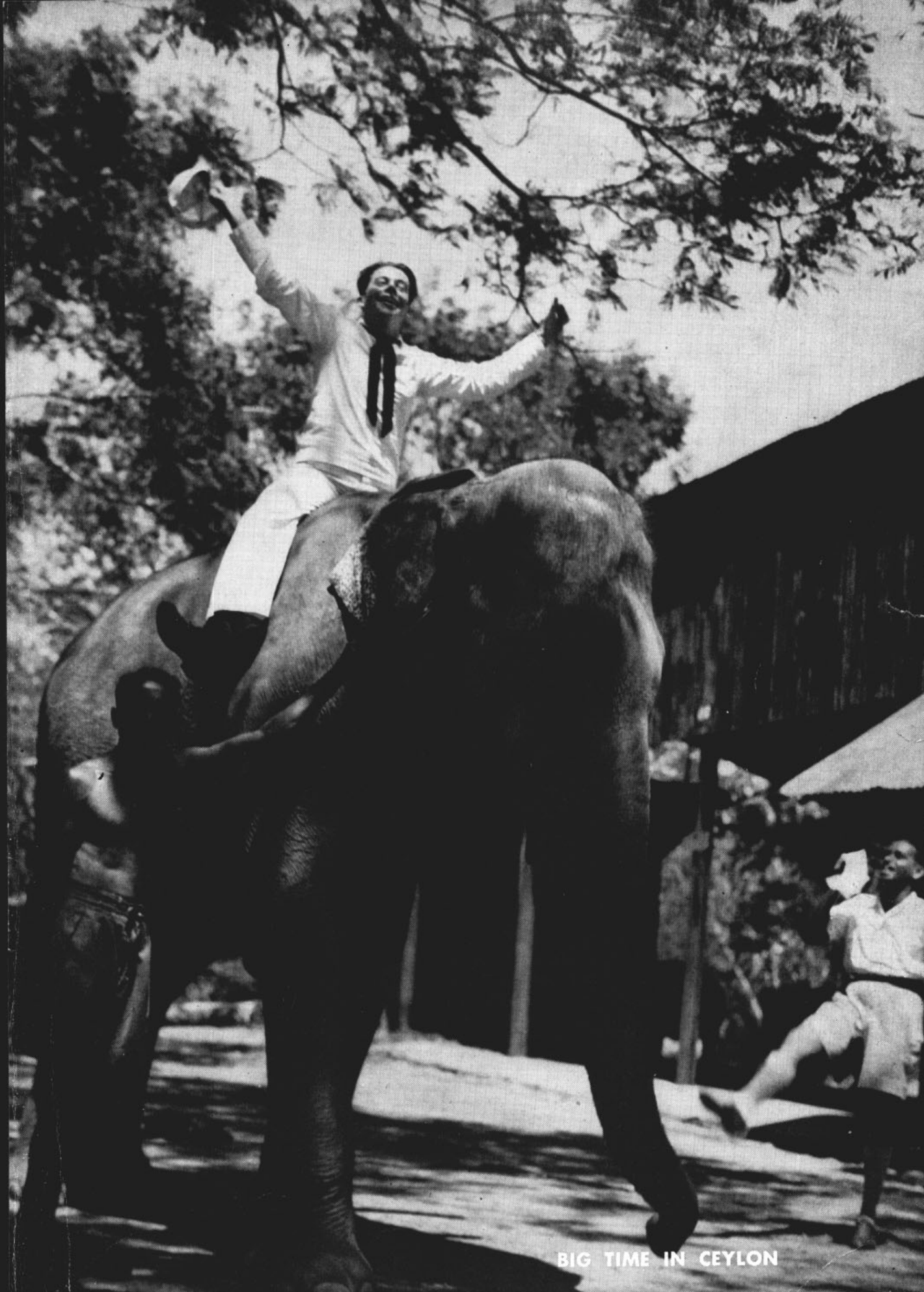
The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly. Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

At ship's stores and ship's service stores where unit packaging plan for magazines is in effect, ALL HANDS is on sale to naval personnel at 15c per copy as indicated on the cover of those issues.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.



BIG TIME IN CEYLON

WHEN YOU'RE DISCHARGED
OBTAIN THESE BENEFITS BY JOINING THE

NAVAL RESERVE (V6)



- **Keep your rate.**
- **Get expert training.**
- **Stay eligible for advancement and longevity.**
- **Have an opportunity to attend drill with pay and take summer cruises.**

**ACTIVE DUTY ONLY WITH YOUR CONSENT EXCEPT IN
A NATIONAL EMERGENCY**

EX-REGULARS AND RESERVES ELIGIBLE (ALNAV 261)

There Will Be a Recruiting Officer at Your Separation Center