

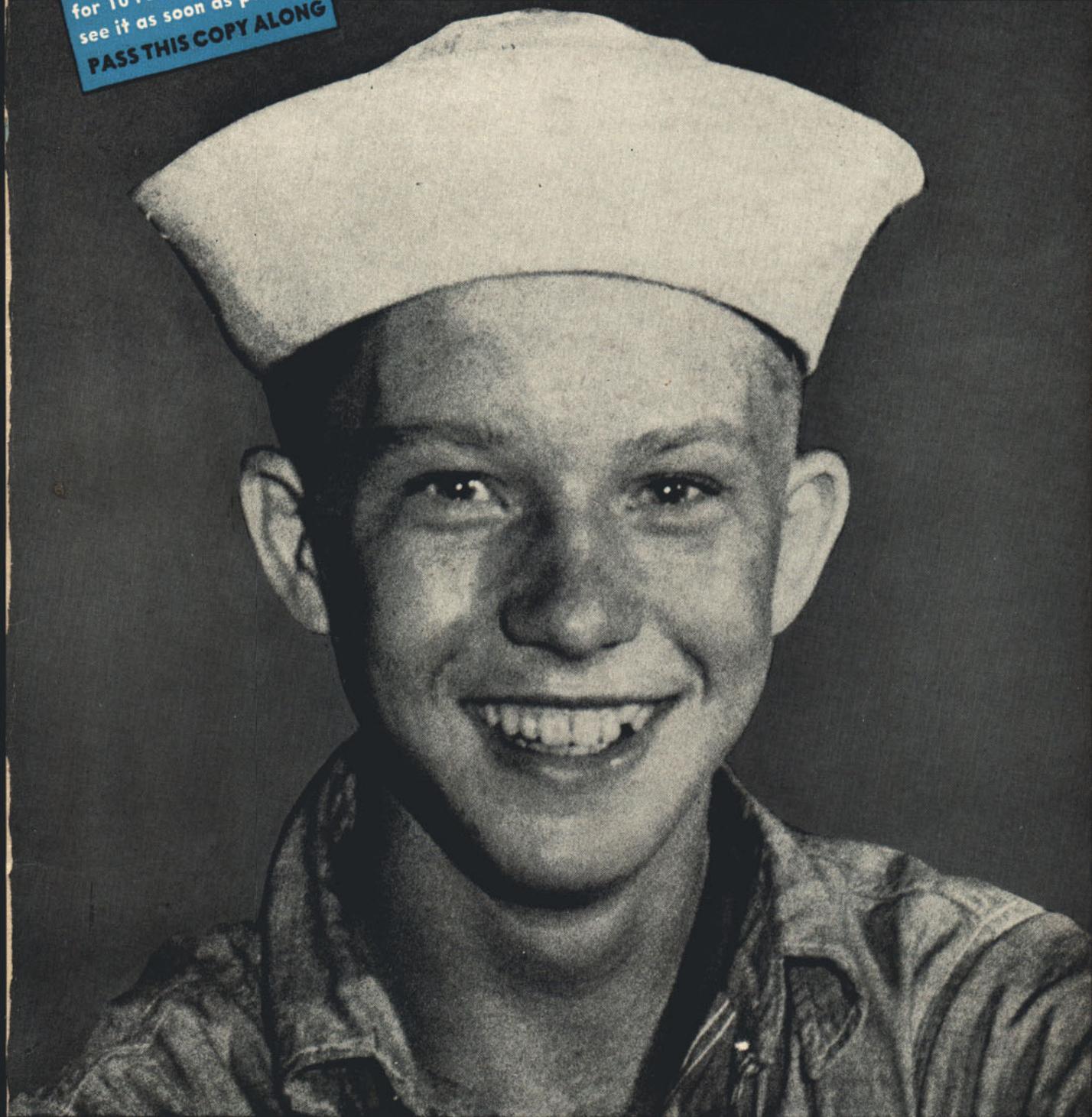
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

SEPTEMBER 1945

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



FINAL VICTORY!



JAP
CURTAIN

ALL HANDS

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SEPTEMBER 1945

NAVPERS-O

NUMBER 342

VICE ADMIRAL RANDALL JACOBS, USN

The Chief of Naval Personnel

REAR ADMIRAL WILLIAM M. FECHTELER, USN

The Assistant Chief of Naval Personnel

TABLE OF CONTENTS

	Page
What's Next?	2
SPECIAL SECTION ★ FINAL VICTORY	
Final Victory Is Ours!	6
The Road Back	10
Blueprint That Failed	12
Peace for Japan	14
Cashing in on Navy Skill	16
Radar	19
The Sweeps Sweep On	22
Reserves at Academy	26
That Insurance of Yours	28
Veterans Go to Work	31
Learning While Waiting	32
Sweet Land of Liberty	34
Along the Road to Tokyo	36
Letters to the Editor	38
The Month's News	40
News of the Navy	48
Report from Home	53
Magazine Digest	56
New Books in Ships' Libraries	58
Decorations and Citations	59
The Bulletin Board	66
Transfer to Regular Navy	66
Transfer to Regular Marine Corps	69
Transfer to Regular Coast Guard	69
Navy Demobilization Point System	70
Marine Corps Demobilization Point System	72
Coast Guard Demobilization Point System	73
Month's Always in Brief	74
'All Thumbs'	79
Fantail Forum	80

THIS MONTH'S COVERS

- FRONT COVER: After nearly four years of blood and sweat comes this Navy grin of joy and triumph that means final victory. (Official U. S. Navy photograph.)
- AT LEFT: Near misses of American and British planes attached to the U. S. Third Fleet curtain the Japanese battleship Haruna hiding in the Kure area. A few moments earlier, Allied bombs badly damaged the big ship's superstructure. (Official U. S. Navy photograph.)
- BACK INSIDE COVER: Picture of the Month.

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IT IS FOR 10 READERS

WHAT'S NEXT?

Navy Plans Call for Release of 1,500,000 to 2,500,000 Within 18 Months; Transfers to USN Now Being Accepted

THE fighting was over. After nearly four years the climax came abruptly in smashing victory. But it was not the end—it was only the beginning of peace, and the big question now took shape:

What's next?

The questions to be answered affected personally every man who had fought the war, the future Navy, the nation itself, and all the world. How—and especially *how soon*—would the men who had left peacetime ways now return to civilian life? How would the business of maintaining the peace begin and carry on? What kind of Navy would the maintenance of the peace require, and how would that Navy be developed? How would a nation geared to total war now revert to postwar living? This was only the skeleton of the body of questions—and they were all urgent.

For the U. S. Navy, the answer took the form of swift action to demobilize its huge wartime fighting force and to establish a peacetime fleet capable of carrying out its postwar responsibilities.

The action included these steps:

- A plan for releasing personnel was announced.
- Personnel Separation Centers were set up.
- The civil readjustment program was speeded.
- Preliminary work of determining the size and composition of the postwar Navy was under way.
- Procedures were set up to permit transfer of officers and enlisted men to regular Navy.

First step in the demobilization of personnel was the announcement of a plan to release 1,500,000 to 2,500,000 Navy men and women within the next

year to 18 months (see p. 4). Programs for demobilizing personnel in the Marine Corps and the Coast Guard were likewise put into immediate operation.

As part of its demobilization program, the Navy established a series of Naval Personnel Separation Centers (see p. 5) and made plans to send all persons eligible for release to these centers.

Other Navy programs for assistance to personnel awaiting demobilization were expanded and expedited.

Already functioning as an integrated part of Demobilization, the Naval Civil Readjustment program established 6 Apr 1944 was set to aid personnel in making the readjustment to civilian life and in using Navy training and experience to get a better job (see p. 16).

The Educational Services Program, inaugurated in 1942, was already being expanded in order to help greater numbers better their educational qualifications while they await demobilization (see p. 32).

To men anxious to return to their civilian careers, the demobilization plan was the answer to the question of when they will be released: they will take their turn until, military commitments permitting, 2,500,000 are out by the end of 18 months. To some men who had thought the oft-repeated "duration and 6 months" meant 6 months from the date of enemy surrender, it was necessary to explain that the term had never meant that, but rather six months after the war is officially terminated by the President or Congress. Regardless of how much later that might make it legally possible to hold men in service, the Navy was already starting to get its men out as quickly as possible.

'AS A TEAM WE HAVE WORKED AND FOUGHT'

Fleet Admiral Ernest J. King, Commander in Chief of the U. S. Fleet and Chief of Naval Operations, congratulated all naval personnel on the victory over Japan and called upon them to rededicate their efforts to resolving the great problems of peace.

His message follows:

"The last day of final victory has at last arrived. Japan has surrendered. Her fleet, which once boasted it would drive us from the seas, has been destroyed. The United States naval services played a major role in this mighty triumph, therefore we observe this hour with a special pride and satisfaction in our achievements.

"Especially do we remember the debt we owe the thousands of our comrades of the Navy, Marine Corps and Coast Guard who are absent today because they gave their lives

to reestablish a world in which free peoples might live. Our sympathies go out to their relatives and friends. At the same time, we extend thanks and appreciation to our companion services of the Army, and to the gallant Allies who fought beside us and to the millions of people on the home front who supported us with their labors and their prayers. It is as a team we have worked and fought to the victorious conclusion of the war.

"As we turn now from the vital tasks of war, I call upon all members of the naval services to rededicate their efforts with the same courage, devotion to duty and united spirit of the work of resolving the great problems of peace. Only by so doing can we fulfill our obligations in preserving the freedom which has been gained at such great cost and effort. I am proud to have served with everyone of you."



MERE FRACTION of our total fleet is

The Postwar Navy

Final decision as to the size and structure of the peacetime Navy rests with Congress. There has been speculation, however, that the fleet should be divided into active and inactive status; that between 25% and 30% of major warships be retained in a fully active fleet; that 50% be tied up as an inactive fleet, and the remaining 20% be scrapped as obsolete.

Under such a plan, the inactive portions of the fleet would include certain carriers and carrier task forces, bombardment forces, amphibious craft, mine forces, escort and antisubmarine forces and components for service force craft.

The inactive fleet further would be divided into two groups, one for the Atlantic and the other for the Pacific, and given permanent berths in the nation's western, eastern and Gulf Coast ports.

Emphasizing that "the size of our Navy cannot be static," Secretary Forrestal recently presented tentative plans for a postwar Navy to the Congressional Naval Affairs Committees. His presentation included a six-point formula for determining the naval forces it would be desirable to

this array of ships. Almost every type except BBs are here. National policy will determine their future.

have in active status at any time. Under this formula, the forces would be composed of:

(1) The minimum combatant naval craft required as our contingent to be contributed to the concert of international force.

(2) The minimum combatant naval craft (including that earmarked under the point above) required to afford effective combat superiority over the active naval forces that any other single power, or any combination of likely enemies, whichever is the larger, could bring to bear in the western part of the North or South Atlantic Oceans or anywhere in the Pacific Ocean, including, in each case, the approach thereto.

(3) The minimum additional combatant naval craft, if any, required to provide for such policing (apart from that cited in the first point) as the interests and commitments of the United States require.

(4) The minimum additional combatant naval craft, if any, required for local defense and sea frontier forces.

(5) The minimum additional combatant naval craft, if any required to provide for training and for the continuing developments of the art of

naval warfare, including training in and development of the art of amphibious warfare in conjunction with the ground forces and triphibious warfare in conjunction with the ground and land-based air forces.

(6) The minimum auxiliary naval craft, including landing craft, required for the support of the foregoing combatant forces and of shore activities.

Personnel needed for the postwar Navy under such a system, according to estimates of Senator David Walsh, chairman of the Senate's Naval Affairs Committee, would total at least 500,000 officers and men.

Moves are already under way to obtain the personnel necessary for manning the post-war Navy.

One of these moves was the announcement last month of procedures whereby applications may be filed now for transfer to the regular Navy so that appointments can be made after Congress acts.

The announcement invites reserve officers, temporary USN officers, enlisted reservists and inductees who are interested to make applications now through regular channels.

Procedures covering the transfer of officers are established in Alnavs 202, 206, and 207. Two directives, BuPers Circ. Ltrs 224 and 225 (NDB, 31 July, 45-911 and 912) provide for the transfer of enlisted men. (See p. 67.)

In addition, the Marine Corps and Coast Guard have announced that reserve officers may apply for transfer to the regular service (see p. 69.)

Present plans of the Navy contemplate maintaining major naval bases in the Pacific at Kodiak and Adak in Alaska; Balboa, C. Z.; Hawaii; Guam; Saipan; the Bonins and the Ryukyus and possibly other small islands.

Supporting bases, ranging from small "caretaker" installations to sizable ones, are planned for Galapagos Islands, Attu, Johnston Island, Midway, Wake, Samoa, Eniwetok, Kwajalein, Palau, Dutch Harbor, Palmyra, Canton Island, Majuro and Ulithi.

Making the Jap stronghold of Truk into a U. S. Navy base is also under consideration. This is the only one on the list not already in use as a U. S. Navy base.

For details on procedures covering transfer to regular Navy:
Officers Page 65
Enlisted Men Page 67

NAVY DEMOBILIZATION STARTS

DETAILS of the Navy's plan to release personnel, as part of its demobilization plan, were outlined for all ships and stations last month in Alnav 196-45 (NDB, 15 Aug, 45-970) as amended by Alnavs 200, 205 and 210 (NDB, 31 August).

The new system replaces the "computed-age formula" release plan which was undertaken while the war was still on, but does not affect established procedures for discharges for special reasons.

The plan applies to all personnel of the Naval Reserve, to inductees, and to those in the regular Navy who are serving beyond the expiration of enlistment.

Briefly, there is established a formula which, first, gives credit for age, length of service and dependency, and, second, sets "critical scores" that represent the minimum number of points required for release. (For answers to specific questions see p. 70.)

The points or credits are computed as follows:

(1) You rate ½ point for each year of age, computed to your nearest birthday.

(2) You rate ½ point for each full month you have been on active duty since 1 Sept 1939. You may count *all active service* you have had as an enlisted man or woman, officer candidate, warrant officer or commissioned officer in the armed services of *any* of the United Nations after 1 Sept 1939. You may also include American Field Service while serving with any of the same armed services.

(3) You rate 10 points for a state of dependency which was in existence as of 14 Aug 1945.

If it proves administratively feasible, it is also intended that points be allowed for sea and foreign duty, but such a change would not affect the points allowed for other factors or raise the "critical score."

To be eligible for release, personnel in the Navy must have the following minimum number of points or critical score:

Male enlisted personnel.....	44
Female enlisted personnel.....	29
Male commissioned or warrant officers	49
Female commissioned or warrant officers	35

Under the Navy's system of demobilization, 327,000 personnel will be released by 15 December, and by next August more than 600,000 additional

'ALL HANDS MAY TAKE PRIDE'

Secretary of the Navy Forrestal addressed the following message to all personnel of the Navy, Marine Corps and Coast Guard following announcement of the Japanese surrender:

"All hands of the United States Navy, Marine Corps and Coast Guard may take satisfaction in the conclusion of the war against Japan and pride in the part played by them in accomplishing that result.

"The demobilization of the armed forces of the United States and the return to conditions of peace will create problems taxing patience and control almost as great as the tensions of war. I ask that the discipline which has served so well to bring this democracy through hours of great crisis be maintained to the end that nothing shall mar the record of accomplishment and glory that now belongs to the Navy, Marine Corps and Coast Guard."

will have qualified for separation under the present "critical score."

However, it is the Navy's intention, subject to military commitments, to discharge or release to inactive duty upwards of 2,500,000 personnel within the next 18 months. To provide for this, a systematic reduction of minimum points is contemplated as separa-

tion centers are expanded and routine stepped up.

A Marine Corps demobilization plan was announced by SecNav on 15 Aug 1945, following in general the Army's discharge point plan (*for details see p. 72*). The Coast Guard announced by AlCoast 63-45 a demobilization plan similar to the Navy's (*see p. 73*).

SEPARATION CENTERS OPERATING

NAVAL Separation Centers began large scale operations last month as the Navy's demobilization program got under way.

Starting with the centers at Lido Beach, Long Island, and Navy Pier, Chicago, as a nucleus, 23 other centers, including five for the Women's Reserve, are being put in operation throughout the country to handle the tremendous flow of naval personnel back to civilian life. The two original centers had been in operation some time on an experimental basis prior to the surrender of Japan.

Before coming to the center, a man who is eligible for discharge will have opportunity to learn of his rights and benefits as a veteran regardless of how far removed he is from home shores.

This information will be made available to him aboard ship, at shore station staging areas and at receiving stations through Civil Readjustment officers, Educational Services officers and other officers connected with the Civil Readjustment program.

When the prospective dischargée arrives at the center he is first given a complete final medical examination. This is particularly important because of service-caused disabilities which might necessitate a pension at some future date.

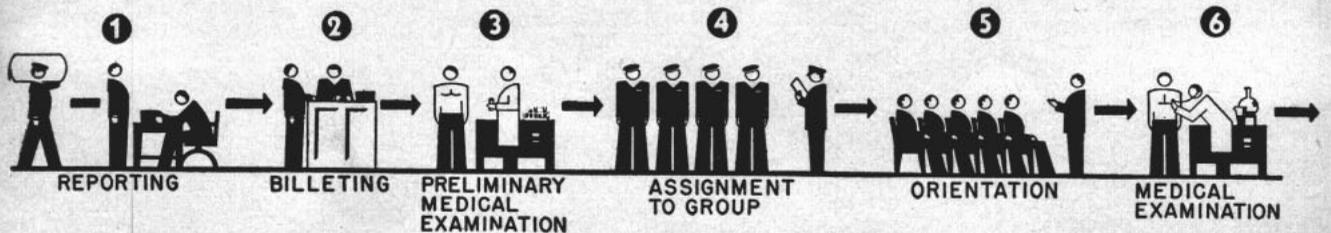
To avoid confusion it is contem-

plated that the men as they arrive will be separated into groups of approximately 25 men with petty officers in charge. It will be the duty of these specially trained petty officers to see that the welfare of the men is maintained at a high level as regards billeting, messing, and the recreational facilities to be made available at the centers.

The man who completes his separation will receive such of the following as suit his individual case: a certificate of discharge, a notice of separation, a certificate of satisfactory service, a description of his Navy rating in terms of the nearest comparable civilian occupations, an honorable service lapel button, an honorable discharge button, and a list of the people in his community related to his desired civilian job. Official notices of separation will also be mailed to former employers of veterans. (For separation process, see chart below.)

He receives all of his accumulated service pay, and the first \$100 of his mustering-out pay if he is eligible. He is given complete information concerning rights and benefits, and his civilian readjustment problems are discussed at length in an individual interview.

Readjustment officers cannot of course map out anyone's future civilian life. But they can provide him





Official U. S. Navy photograph

OFF THE SHIP and rollin' home for keeps is now the destination of hundreds of thousands of bluejackets. First stop will be separation centers set up by Navy to speed demobilization. Exact Navy size will be determined by Congress.

with sufficient informational tools to help him make his own decisions, if he has not already made them.

Whether his personal problems concern employment or schooling or family, each man will have opportunity to talk them over with a Navy interviewer, who may be an officer or an enlisted man.

Should the interview reveal need for more specialized information the dischargee will be referred to one or more of nine Navy and civilian consultants who will be available at each Separation Center. They include: a chaplain, an Educational Services officer, a Benefits and Insurance officer, and a Legal Assistance officer. The other five will be from these civilian agencies: the Veterans Administration, the American Red Cross, the U. S. Employment Service, the U. S. Civil Service Commission and the Selective Service Administration.

The Veterans Administration representative gives such assistance as may be indicated with respect to benefits and claims.

The Red Cross will advise largely on personal matters, especially, those demanding immediate attention.

U. S. Employment Service and Civil Service Commission representatives

will give information on job opportunities and veterans' rights.

The Selective Service representative advises the veteran on his reemployment rights.

After consulting with any or all of these representatives the dischargee returns to his original general interviewer for a final talk. And then he should be on his way. His entire stay at the center should have been no more than three days, and when the separation process swings into high gear the time should be even shorter than that.

The Civil Readjustment Program for Wave enlisted personnel and for all officers will be comparable to that for enlisted personnel, though differing in some details.

The Civil Readjustment Program was established by the Navy 6 Apr 1944, and officers were appointed to coordinate discharge procedures in the naval districts. In June of this year classes started at Great Lakes to train officers and men for the program.

Every effort will be made to send the dischargee to the Separation Center nearest his home in order to reduce travel and make the least possible hardship for him.

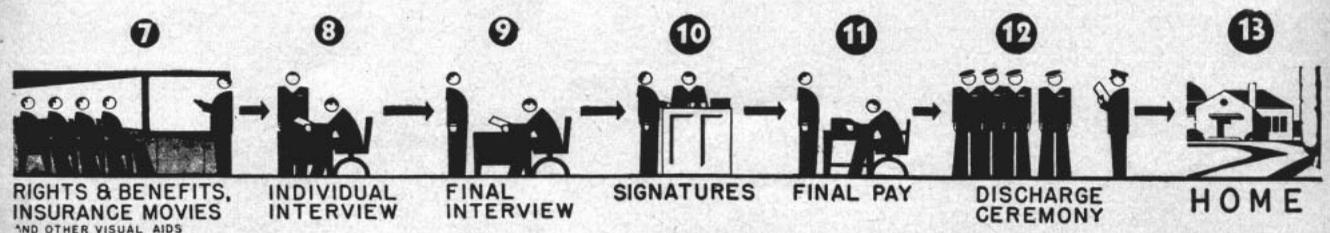
Nor will the man be cast entirely adrift after he has been separated and returned home. For the District Civil Readjustment Officer nearest to his home will write to him shortly after his return to offer help in future matters pertaining to the Navy which may arise.

Locations of the Naval Separation Centers are:

(1) For enlisted men: Bainbridge, Md.; Boston, Mass.; Camp Wallace, Tex.; Charleston, S. C.; Great Lakes, Ill.; Jacksonville, Fla.; Lido Beach, Long Island, N. Y.; New York, N. Y.; Los Angeles, Calif.; Memphis, Tenn.; Minneapolis, Minn.; New Orleans, La.; Norfolk, Va.; Norman, Okla.; St. Louis, Mo.; Sampson, N. Y.; San Francisco, Calif.; Seattle, Wash.; and Toledo, Ohio.

(2) For Waves—officers and enlisted women: New York, N. Y.; Chicago, Ill.; Memphis, Tenn.; San Francisco, Calif.; and Washington, D. C.

(3) For male officers: Boston, Mass.; New York City; Philadelphia, Pa.; Norfolk, Va.; Los Angeles, Calif.; Seattle, Wash.; Washington, D. C.; Charleston, S. C.; Jacksonville, Fla.; New Orleans, La.; Memphis, Tenn.; Camp Wallace, Tex.; Great Lakes, Ill.; and Camp Shoemaker, San Francisco, Calif.



FINAL

Allies Force Jap Surrender As Atomic Bombs Blast Two Cities and Russia Joins War

AT 1900 EWT on 14 August the long vigil of the world's peoples—wary of years of war—ended with President Truman's statement:

"I have received this afternoon a message from the Japanese government in reply to the message forwarded to that government by the Secretary of State on August 11. I deem this reply a full acceptance of the Potsdam declaration, which specifies unconditional surrender of Japan. . . . There is no qualification. . . .

"Meantime, the Allied armed forces have been ordered to suspend offensive action. . . ."

His announcement, made simultaneously with that of Prime Minister Attlee, was flashed all over the world by radio. It started the wildest celebration in history, everywhere except in Japan. There, Emperor Hirohito broadcast an imperial rescript telling his people that he had decided to surrender.

"Should we continue to fight," said Hirohito, "it would not only result in an ultimate collapse and obliteration of the Japanese nation, but also it would lead to the total extinction of human civilization."

Premier Suzuki, in a speech following the Emperor's, laid the surrender to "the atom bomb and the entering of the Soviets into the war."

Said Japan's Domei news agency in a broadcast: "Tears flow unchecked. How can the people raise their heads? With cries of 'Forgive us, oh Emperor! Our efforts were not enough,' the heads bow lower and lower as the tears flow unchecked."

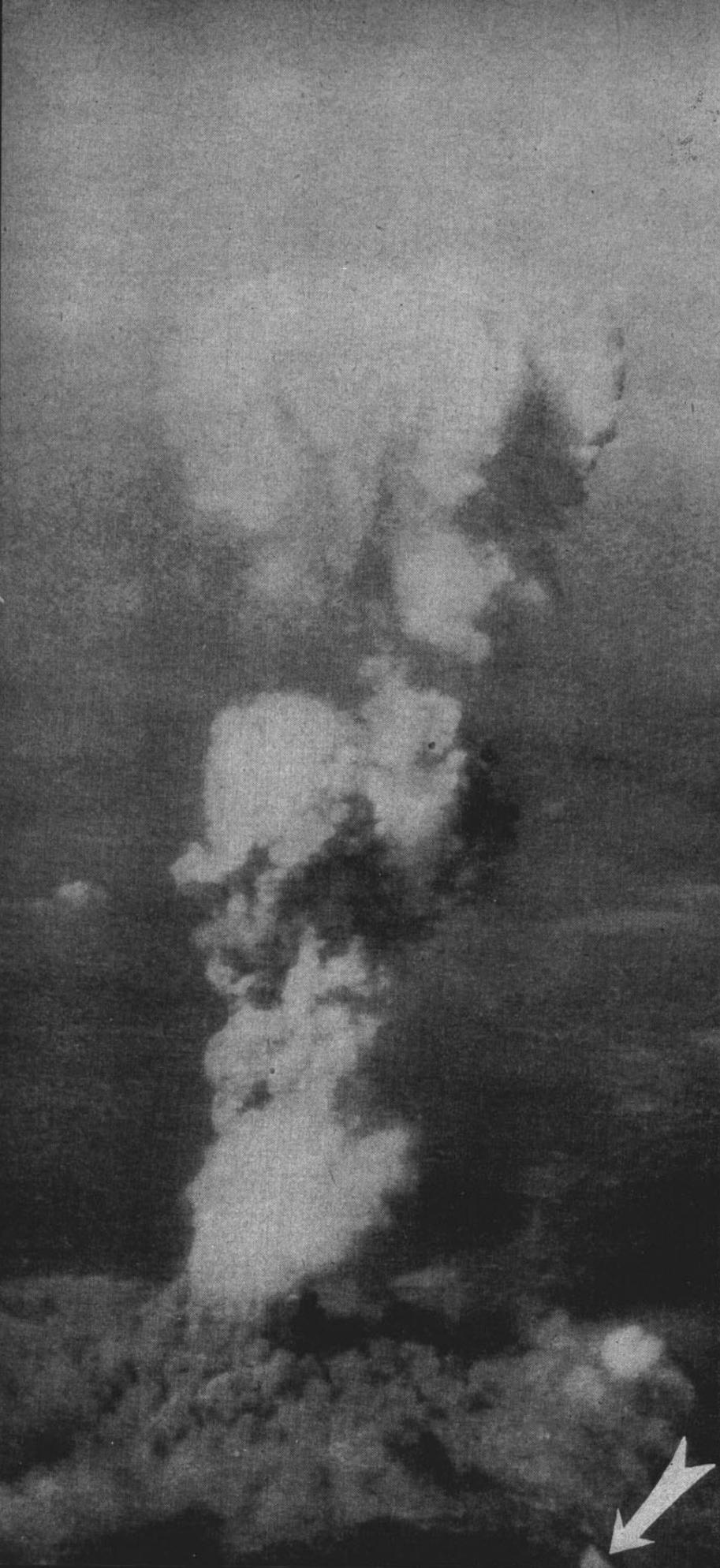
In high Japanese government circles the sorrow must have been greater. War Minister Gen. Korechika Anami committed suicide. So did Vice Admiral Takijiro Onishi, vice chief of the Navy general staff and founder of the "Kamikaze" suicide-attack corps. Hirohito must suffer the shame and degradation—according to the Yamato code—of submitting to the orders of General of the Army MacArthur, designated by President Truman as Supreme Commander. And Gen. MacArthur made it clear he would tolerate no nonsense.

What Japan Faced

Even had the atomic weapon and Russia's entry not meant the enemy's immediate surrender, the great Allied land, air and sea forces massed against the Japs eventually would have forced the enemy to accede to unconditional surrender demands or face annihilation. The power:

- The atomic bomb constantly threatening the obliteration of every city of Nippon;
- Search planes, medium and heavy

FIRST ATOMIC BOMB sends smoke billowing high above Hiroshima.



VICTORY IS OURS!

bombers chopping merchant shipping to kindling;

- Vast fleets of Superfortresses scorching and blasting war plants and military objectives by the score;

- Carrier aircraft pounding airfields and installations at will and destroying the remnants of the Jap Fleet;

- Massed Fleet guns hammering important coastal targets;

- A mine and Fleet blockade that surrounded the home islands and held imports of war materials to less than a trickle;

- Swiftly growing Allied land forces in the Ryukyus and the Philippines;

- A new and powerful enemy—the mighty Russian Army—ripping open the crack Jap Manchurian armies.

Japan wisely elected to quit.

It was a far cry from early 1942

when a mutilated American Fleet faced a rampaging Jap military machine. But that Fleet first checked the enemy at Coral Sea and Midway, then tightened its lines of offense with supporting landings and bitter battles in the Solomons, followed by the great sweep up through the Marshalls, the Gilberts, the Marianas and the Philippines. With home-front production supplying on an unprecedented scale the air and surface might to tackle the best the Japs had to offer, the Allied forces stepped up the tempo and smashed island after island until, in the fading days of 1944, the Jap homeland began to writhe under the whiplash of death and destruction and the shadow of inevitable doom to come. The bitter battles that won the Marianas, Iwo Jima and Okinawa also decided the end of Japan.

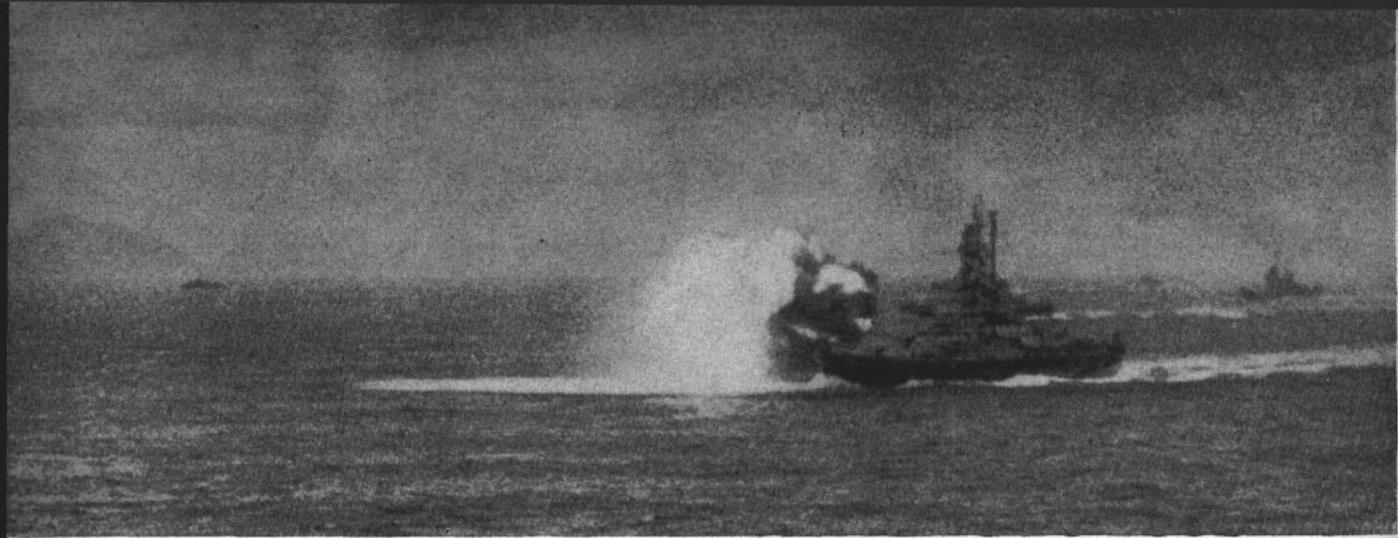
Russia declared war on Japan 9 August, just 90 days after the end of the war against Germany. Quickly her forces shot spearheads into Manchuria, Korea and the southern half of Sakhalin (see p. 41). Arrangements for her entry were completed at the Potsdam Big-Three conference in what was described as the first application of United Nations peace machinery. For the Japs, the mobilization of the big Russian forces against her came as a staggering blow three days after the atomic bomb rocked her tottering empire.

Only twice was the horrible new atomic bomb dropped—on Hiroshima and Nagasaki. The incredible devastation resulting from the bomb's explosion undoubtedly helped bring about Japan's decision to surrender.



Official U. S. Army Air Forces photographs

DAY AFTER ATOMIC BOMB dropped, Hiroshima looked like this. Three-fifths of city was blasted out of this world. Arrows above and on opposite page mark same spot. Second bomb was dropped on Nagasaki, leveled a square mile.



IN DEFIANCE of seemingly helpless foe, a Navy battleship during closing days of war steams up to shoreline of Jap home islands to systematically demolish steel plants and other installations with fire power of its heavy guns.

The Atomic Bomb Hits

Early reports from Tokyo said practically all living things in Hiroshima were destroyed beyond recognition by the heat and pressure of the blast. Army reconnaissance photographs substantiated the statement, clearly showing that 60% of Hiroshima's total built-up area of 6.9 square miles was completely destroyed—a total of 4.1 square miles wiped out. Extensive damage was caused to those sections of the city not completely destroyed.

Enemy reports said the bomb was dropped by parachute and that it exploded in the air above the city. The resulting explosion and fires swept across rivers and firebreaks and, according to the crew of the Superfortress "Enola Gay," which dropped the first bomb, sent a tower of smoke seething 40,000 feet into the air. "My God," was their reaction.

Capt. William S. Parsons, USN, veteran Navy ordnance expert who participated in the development and design of the bomb, went on the first mission as a self-described "weaponeer." Said the Captain:

"When the bomb dropped we put as

much distance between ourselves and the ball of fire as we could. In our desert experiments at about dawn there had been a blinding flash when the first one exploded, but yesterday, in the bright sunlight, the flash was not so great.

"I heaved a sigh of relief because I knew the bomb was a success. We felt the first concussion about one minute after the bomb hit, and within another minute or two a great black cloud of boiling dust and churning debris was 1,000 feet off the ground and about it while smoke climbed like a mushroom to 20,000 feet. A few fires were visible around the edges of the smoke but we could see nothing of the city except the dock area, where buildings were falling down."

Gen. Carl A. Spaatz, chief of the U. S. Army Strategic Air Force, offered no prospect of relief for the Japs, announcing that more B-29s were ready to follow the first one in atomic-bombing other Nip cities. He also disclosed a leaflet campaign informing the Jap people that Hiroshima had been bombed with the revolutionary weapon and that more could be expected.

The Second Bomb

Three days later the second strike came. At Nagasaki, important seaport with a prewar population of 253,000, a new bomb which, officials said, made the first bomb already obsolete, wiped out almost one square mile of Nagasaki's 3.3 square miles of built-up area. It is believed the bomb scored a direct hit in the heart of the great Mitsubishi steel works, hurling a column of boiling smoke—containing debris—into the air.

Late in the month, while formal peace terms were being negotiated, Japan gave a detailed report on the effect of the bombs—70,000 persons killed outright, 120,000 wounded, 290,000 made homeless and an unknown number missing.

The Tokyo broadcast also quoted a man identified as a scientist assigned to survey the damage. He described the flash and pressure of the concussion as "extremely powerful," and added that "there are about 10 minutes between the time houses are destroyed and the time they first catch fire."

"Since the explosive pressure is cir-



SHELLS like this 2,400-pounder, pouring from 16-inch guns, helped pulverize virtually undefended Jap coast.



FLAME AND SMOKE belch from muzzles of Allied warship as "sacred soil" of Japanese is shelled at close range.



BOMB HITS near stern of Japanese battleship of Ise class, hiding in Kure area, Honshu, as American sea and air units blistered Nips' home islands. Netting camouflages ship which enemy still did not order into action in war's final days.

cular," he said, "it is ineffective to seek shelter behind any object, although the effect is somewhat weaker than from the front." There also was a difference as to the severity of burns sustained. "The side directly confronting the bomb is serious, while the opposite side is much lighter."

He added that "anything black absorbed the heat more than white. And it left black stains on white clothing. From five to 10 minutes after the atomic bomb exploded, a black shower was apparent."

President Truman, who first announced the use of the bomb while returning to the United States aboard the cruiser USS *Augusta*, said the weapon marked the entry of the world into the "age of atomic energy." Simultaneous announcements at the White House and by the War Department disclosed that the bomb possesses more power than 20,000 tons of TNT, a destructive force equal to the bomb load of 2,000 Superfortresses, and more than 2,000 times the blast power of the world's most devastating bomb, Britain's 11-ton "Grand Slam." The explosive charge, however, is "exceedingly small." (For story of atomic bomb's development, see p. 44.)

New Weapons

On 9 August, when President Truman reported to the nation on the Big Three conference in Berlin, he stated:

"The Japs will soon learn some of the other military secrets agreed upon at Berlin. They will learn them first hand—and they will not like them."

What the President was talking about was disclosed later by General of the Army Arnold, chief of the Army Air Forces. These included radio-steered bombs with a 3,000-mile range which could pin-point targets by heat, light and metal reactions, and a new super-bomber "considerably better" than the B-29, faster, with two or three times its range.

The Russians were tremendously important in the final scheme of victory. In a few action-packed days the tank-tipped Red spearheads lunged 150 miles into the heart of Manchuria, heading for Harbin, vital railway and military center, while crack Russian Marines invaded Korea and other troops made amphibious landings on the southern (Jap) half of Sakhalin.

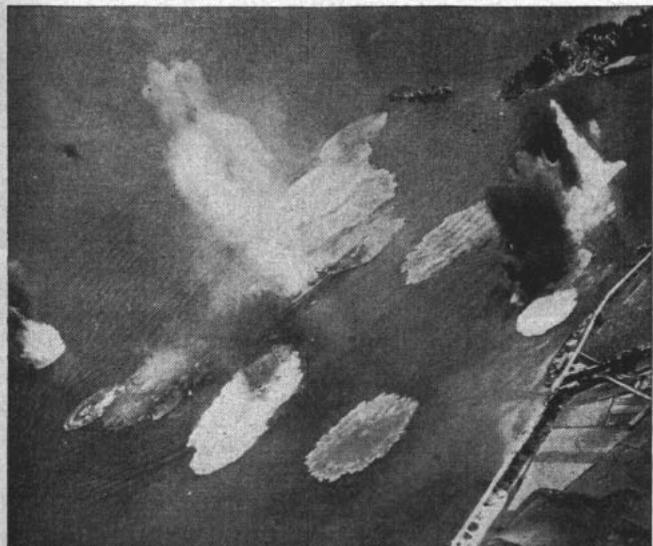
Even as peace came to the world Admiral William F. Halsey's mighty 3d Fleet was standing off Honshu's

shores ready to launch another smashing 1,000-plane carrier strike like previous attacks that had destroyed hundreds of enemy planes on battered enemy airfields. Only the day before the fleet's planes had hammered the Tokyo area with rockets, bombs and machine-gun slugs.

The 3d Fleet was one of the most potent weapons of the war. One of the final CincPoa communiques listed its ships as follows:

Eight battleships, 16 aircraft carriers, 19 cruisers and 63 destroyers, in addition to these British vessels: one battleship, four aircraft carriers, six cruisers and 18 destroyers.

All around Japan—and the remnants of her empire—the greatest blockade in history slashed her supply lines to sources of raw material and food. Mines by the hundreds—laid by submarine, surface craft and Superfortresses—cluttered the approaches to the four main islands and even disrupted traffic in the Inland Sea. Navy, Marine Corps and Army planes of every type haunted merchant shipping night and day. The Japanese Navy could do nothing to prevent these ever-increasing forays for it was almost nonexistent.



HAMMER BLOWS of U. S. carrier based planes rock Jap cruiser of Tone class during assault on Kure naval base.



TRAPPED by Allied naval air fleet, Jap cruiser *Oyodo* lies on side after vain dash for safety in Kure area.

THE ROAD BACK

Vicious Hard-Slugging Battles Mark Victorious Drive From Solomons Across 3,500 Miles to Shores of Honshu

JAPANESE seapower—that once powerful force which threatened at one time to control the Pacific—today is little more than a small number of shattered hulks lying on the ocean's bottom along the Allies' trail of reconquest. Only a few score ships camouflaged and hidden for safety remain. If the locations of every sunken ship of the Jap Navy (see below) were marked with buoys, the road to Tokyo would be clearly defined—from the Solomons 3,500 miles to the shores of Honshu.

Drive to Victory

It was in the Solomons that the Allied forces began their first major offensive in the long drive to victory.

There had been vicious, hard-slugging sea battles before—in Makassar Strait, off Rabaul, in the Java Sea, in the Coral Sea and at Midway. But these had been defensive in character, with generally outnumbered and out-gunned U. S., Australian and Dutch forces fighting heroically to halt farther Jap aggression.

The real comeback started on 7 Aug 1942 when the 1st Marine Division landed on Guadalcanal. And the Navy, for the next year, protected that landing with vicious combat in nine major surface actions—Savo Island, Eastern Solomons, Cape Esperance, Santa Cruz, Guadalcanal, Tassafaronga, first and second battles of Kula Gulf and Vella Gulf.

Change in Strategy

That period marked the change in Allied strategy from a distinctly defensive phase to one of offensive-defensive, protecting and strengthening vital bases and preparing for the strictly offensive phase to come. The period ended with the recapture of the Aleutians in the North Pacific—Kiska and Attu.

American forces had been pouring into Australia and the full-fledged offensive began, up the ladder of the Solomons into New Guinea under General of the Army MacArthur's command. But the major offensive which was to hack deep into Jap-controlled ocean areas was the Navy's at sea and in the air and the Marines' on land. And at every stage of the game it was Navy air power that provided the necessary air coverage for each step until the areas were secure and air strips made available.

From the Gilberts to Guam

Up through the Gilberts—and the bloody battle of Tarawa—and on into the Marshalls swept the now potent American spearheads. Across thousands of miles of sea, feinting, soft-ening, crashing ashore, they moved to the Marianas, the greatest strategic

victory up to that time and one that was never to lose its importance.

Guam, Saipan and Tinian—won at bitter cost—provided the Navy with bases for supply and the Army with bases for B-29s. From there the Navy carried the assault to the Philippines, nullifying the Jap air force there and paving the way for the MacArthur-men to land. It was there, too, in the Philippines, that the Navy won the greatest sea fight of the war—the Battle for Leyte Gulf—and contributed more to the eventual ineffectiveness of the enemy's naval power than in any other series of actions.

Iwo Pays Off

The tidal wave that was engulfing Japan's early conquests changed its course again and swept, this time, up to the doorstep of the homeland. A tiny chunk of rock and ash was the arena for one of the bloodiest battles of the war. The Marines with Fleet support conquered Iwo Jima at terrible cost but their valor later saved the lives of thousands of flying men when Iwo became an emergency landing place for distressed B-29s.

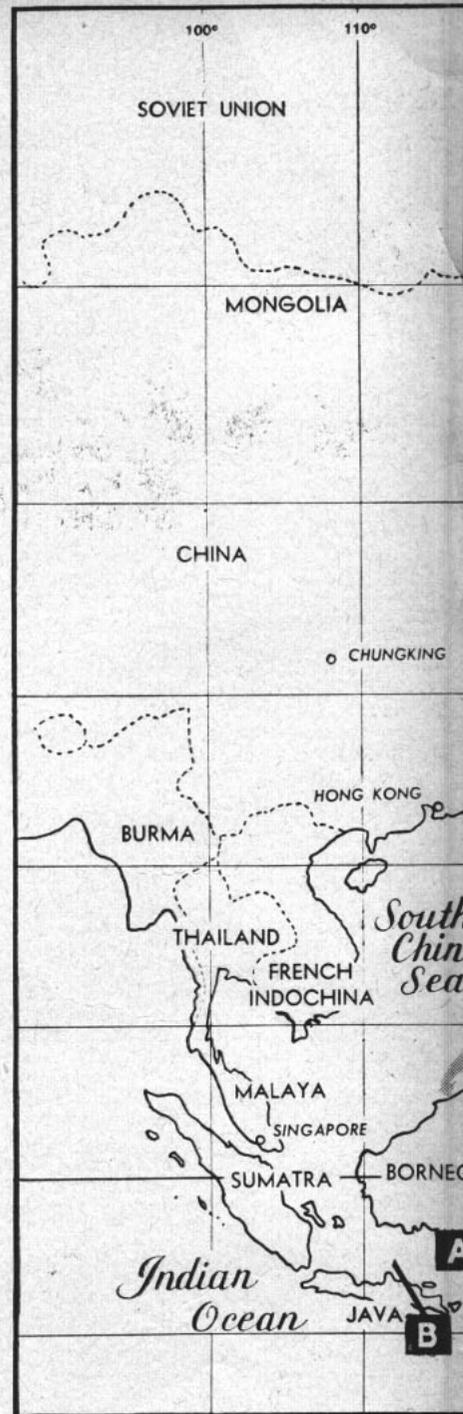
Okinawa—only 330 miles south of Kyushu—came next. Again the Navy bore a heavy share of the fighting and achieved spectacular successes during the early days of the campaign in landing marines and soldiers and sufficient supplies. Throughout the campaign, continuing support was given to the marines and army forces which fought one of the bloodiest battles of the Pacific to conquer the stubborn Jap land forces. It was at Okinawa that the Navy suffered the greatest losses in its history—from the enemy's fanatic Kamikaze planes—but Okinawa was needed in the strategy which was pushing Allied powers right down the Jap throat, and which with the atomic bomb and the Russian entry as specifics forced the final surrender.

Jap Fleet Cut to Ribbons

U. S. forces whittled Japan's estimated 382-combat-ship Navy down to a bare 55 vessels during the war in the Pacific, figures made public by Fleet Admiral Nimitz disclosed last month. Most of the remaining vessels were destroyers or submarines, with Japan's battle-line strength almost completely shattered. A breakdown of estimated losses follows:

Battleships: All 12 Jap BBs—10 pre-war and two 45,000-tonners completed since 1941—out of action. Two were sunk in 1942, four in 1944 and five in 1945. Only the damaged and crewless *Nagato* is still afloat.

Carriers: Japs started war with nine large carriers, added six to eight later, for a total of 15 to 17. Two are



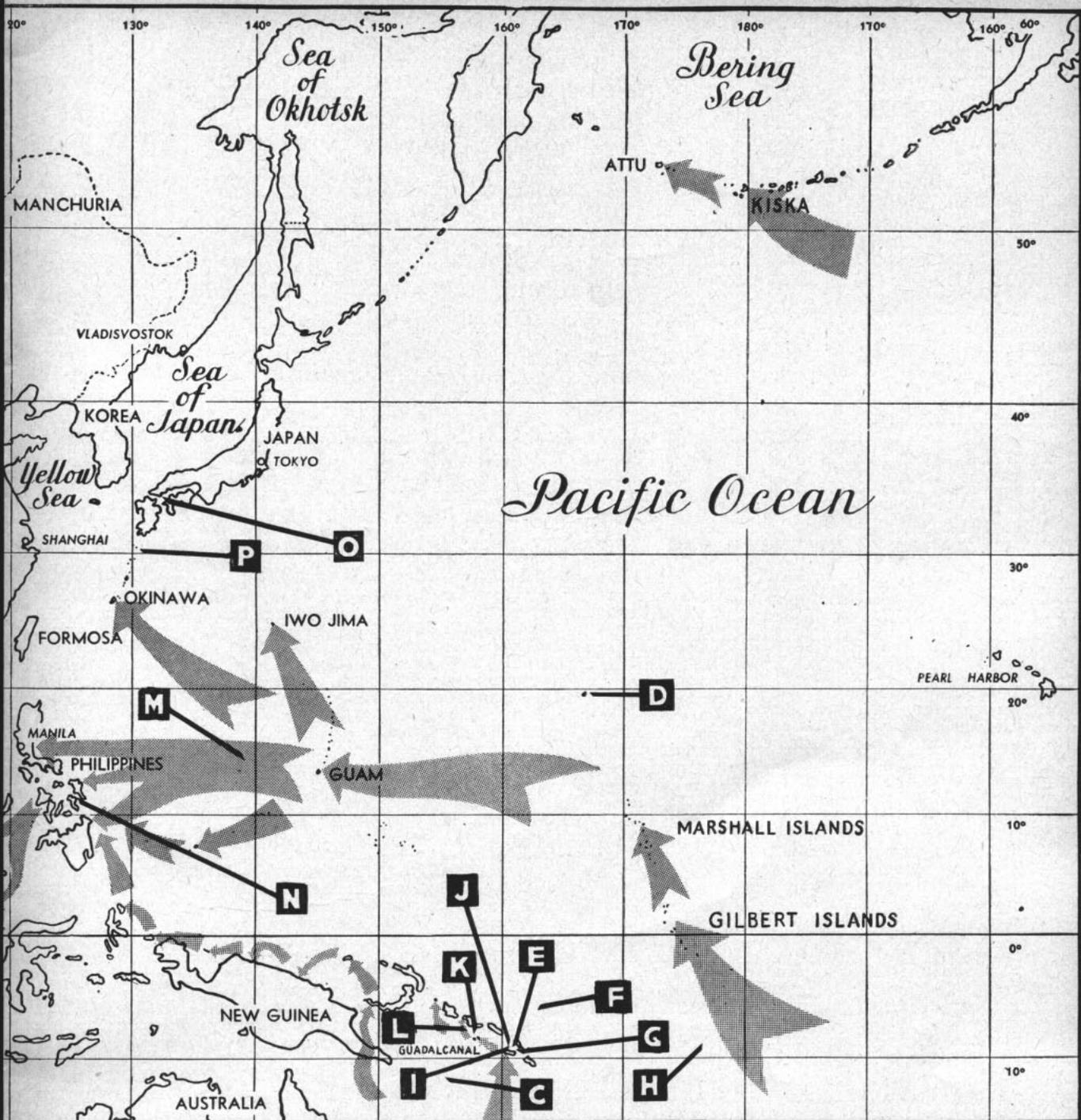
left, both damaged. Eleven out of 13 light carriers were also lost.

Heavy cruisers: All but two of the 19 with which Japan opened the war have been sunk. Those two are both heavily damaged.

Light cruisers: Of the 24 with which Japan started the war, plus four or five built during the war, not more than two remain, both decommissioned.

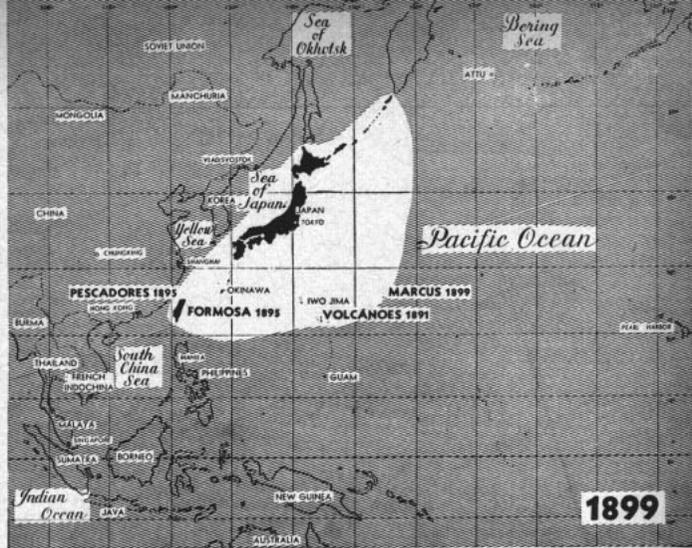
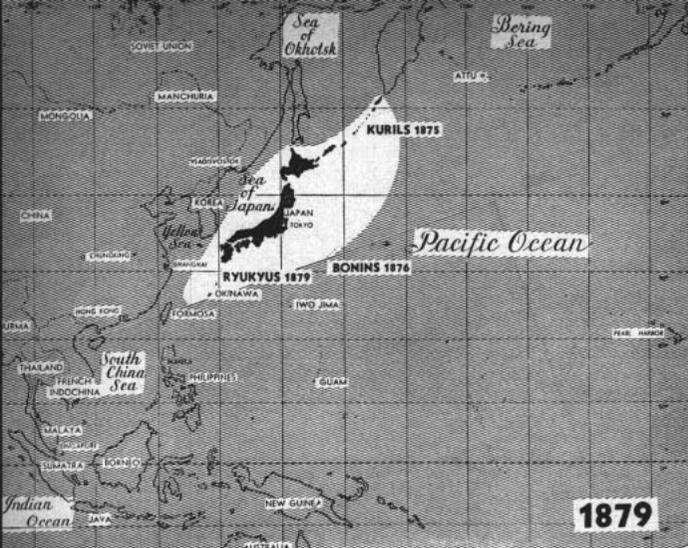
Destroyers: Seventy or 80 have been built since the war started, to add to her original 165. Only 26 remain.

Submarines: Starting with 140, the Japs built an additional 100. They have 22 left, six of them German U-boats.



THE ROAD TO VICTORY in the Pacific began deep in the Solomons when the Japs seriously threatened to cut off Australia as the only major supply base available to the Allies. Arrows on the map depict the advances of General of the Army MacArthur's troops after marines landed on Guadalcanal. The Southwest Pacific island-hopping campaign carried the Allies through the Solomons to New Guinea and on to Morotai in the Halmaheras which provided one springboard for the invasion of the Philippines. The end of the North Pacific land fighting came with the recapture of Attu and Kiska. Arrows sweeping up from the South Pacific indicate the path of the U. S. Navy's advance through the Gilberts, the Marshalls and eventually the Marianas. From Guam, Saipan and Tinian the Navy struck at the Palaus to establish another springboard and then at the heart of the Philippines at

Leyte-Samar. Final major naval campaigns were those of Iwo Jima and the Ryukyus. Letters on the map indicate major naval engagements of the war, listed here chronologically: A—Makassar Strait (24 Jan 1942); B—Java Sea (27 Feb 1942); C—Coral Sea (7-8 May 1942); D—Midway (3-6 June 1942); E—Savo Island (9 Aug 1942); F—Eastern Solomons (23-25 Aug 1942); G—Cape Esperance (11-12 Oct 1942); H—Santa Cruz (26 Oct 1942); I—Guadalcanal (13-14-15 Nov 1942); J—Tassafaronga (30 Nov 1942); K—1st and 2d Battles of Kula Gulf (6 and 13 July 1943); L—Vella Gulf (6 Aug 1943); M—Marianas Turkey Shoot and Philippine Sea (19-20 June 1944); N—Leyte Gulf (23-26 Oct 1944); O—Yamato strike (7 Apr 1945); P—Inland Sea air strikes (24-25 and 28 July 1945). U. S. Navy forces also landed Australian troops at three points on Borneo.



★ **FINAL VICTORY!**

BLUEPRINT THAT FAILED

Allied Guns and Bombs Blast to Shreds Japanese Plans For Domination of East Asia and Eventually the World

HITLER has his "New Order" . . . Japan had her benevolent-sounding "Greater East Asia Co-Prosperity Sphere."

Hitler had his "Mein Kampf" . . . Japan had her "Tanaka Memorial."

This latter document did not define Japan's territorial ambitions as clearly as did Hitler's volume, but it was a blueprint of world conquest. Authored in 1927 by ex-Premier Baron Giichi Tanaka, it was supplemented in 1931 by Gen. Shigeru Honjo's suggestions to the Japanese war minister that:

"With such wealth and resources (Manchuria, Mongolia and China) at our disposal, we would then be in a position to drive away the United States to the east of Pearl Harbor and Great Britain to the west of Singapore and to hold supreme power on the Pacific . . . while all the islands constituting the South Sea Archipelago . . . Australia, New Zealand, etc., would be within easy grasp . . . conquer the whole continent of Asia . . . subjugate the whole continent of Europe . . . [and] Africa by force."

Big talk. Tough talk. But not novel talk for a Jap war lord. Honjo's pre-

decessors had been saying things along those lines practically ever since Commodore Perry pried the lid off the hermit islands in 1853. By 1868 a militaristic clique had gained control and from then until 14 Aug 1945 every move every Jap ever made was intended to bring the world under Japanese domination. "A War Atlas for Americans," published for the Council of Books in Wartime, tells us:

"It was possible . . . to whip a feudal state into a predatory empire because the Japanese people were thoroughly indoctrinated with obedience. Narrow Shintoism—the worship by the Japanese of themselves as a divine race—was easily converted to a racial cult which set the Japanese above all other humans . . . Rule of the world by the Japanese is a racial obligation, willed and destined to the Japanese by the Sun Goddess."

The Japs planned shrewdly. Each territorial gain paved the way for the next. Each provided new resources, new slaves to make the next possible.

The first move (see 1879 chart) saw them acquire the Kuril Islands by diplomacy in 1875. The following year they laid claim to the Bonins. Three

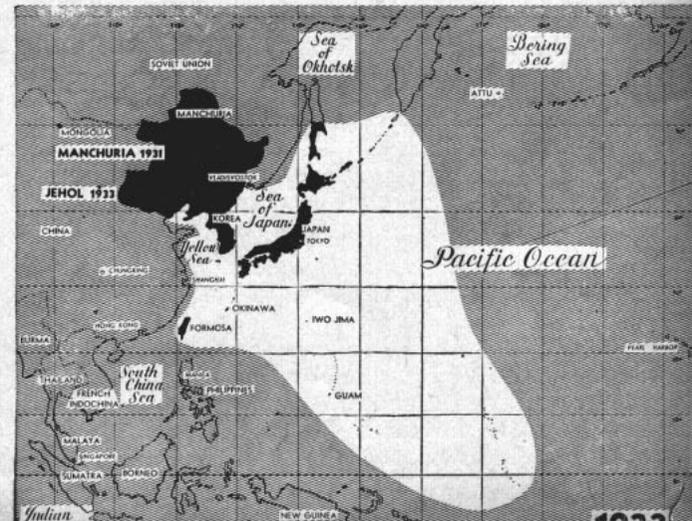
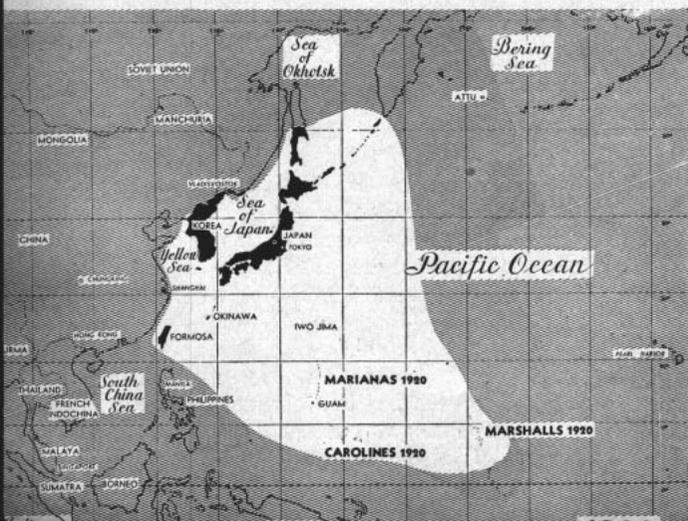
years later they took the Ryukyu chain, which includes Okinawa, bloody scene of this war's last major battleground.

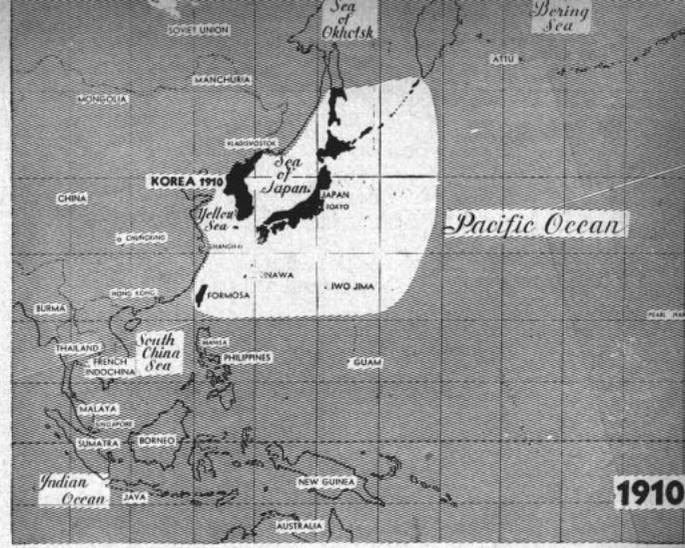
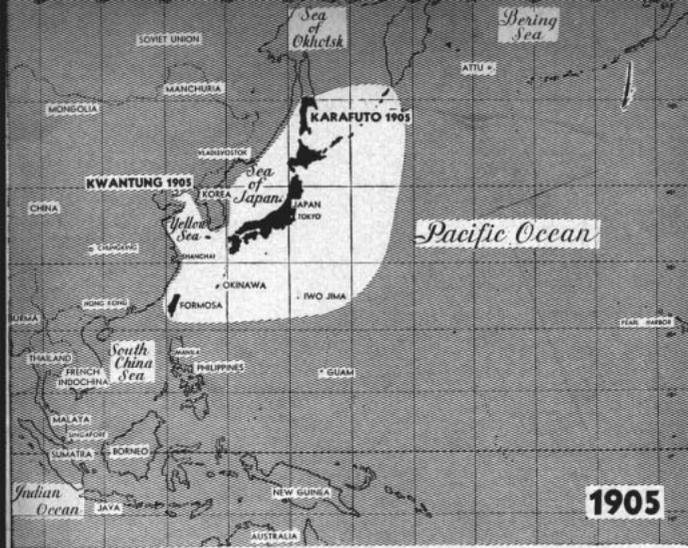
Careful not to arouse suspicion of her long-range ideas of world domination, Japan waited patiently for 12 years before making her next grab. Then (see 1899 chart) she took over the Pescadores and later Marcus Island. Fattened by these acquisitions, she sneered at the moribund Chinese Empire and seized Formosa in 1895.

With the turn into the 20th century, the covetous Japs flexed their muscles and felt they were tough enough to go after bigger game. Treacherously, they struck in 1905 (see 1905 chart) at Czarist Russia, won a quick victory, gained one-half of ore-rich Sakhalin island and a foothold in Manchuria. The festering Empire had spread to the Asiatic continent. She was quick to increase her holdings: in 1910, Korea was arbitrarily annexed.

All this time, America saw no menace of dark days to come. To those few Americans who bothered to learn of the existence of the little Sons of Nippon, Japanese were quaint folk who turned out dainty silk things . . . not murderous little plotters of world conquest.

When World War I broke out in 1914, the Japs swooped gleefully into





German-leased Shantung in China. The following year they flung their infamous "Twenty-One Demands" at China, intending to reduce the latter to a weak protectorate. Soon after, when Russia was torn by revolution, the Japs dashed to Vladivostok, hoping to take over Siberia. Local resistance and outside pressure postponed these enterprises.

But the Japs didn't come out of World War I without some choice plums. Unsuspecting, the Allies allowed her to pick off the Carolines, Marianas and Marshall Islands (see 1920 chart). Right away, despite signed agreements, the Jap war lords started creating little Gibralters on each island.

By now, the U. S. could see the course Japan had laid out. Our statesmen moved to stabilize the Far East by treaties. The Washington Disarmament Conference limited battleships; in the Four-Power Pact, England, France, Japan and the U. S. agreed to respect each other's island possessions and to consult in case of trouble; and in the Nine-Power Pact all nations with Far East possessions guaranteed the territorial integrity of China and an "Open Door" for trade. Japan signed each with her tongue in her cheek. Her militarists were twiddling their thumbs, waiting for the right time to strike again. First, they had to purge those who might favor cooperation with the Western Powers. In 1930, Premier Hamguchi, who had signed a pact to limit cruisers and de-

stroyers in a ratio inferior to the battleship agreement, was assassinated. One by one others who opposed the militarists were liquidated.

The warlords now were ready to start their big push. Their eyes were set on Manchuria, rich with raw materials and the gateway to Siberia and China's five richest provinces. And so it was that on 18 Sept 1931 Jap drums rolled, Jap guns cracked and Jap soldiers marched into Manchuria (see 1933 chart). Excuse given was that Chinese bandits had dynamited the South Manchurian Railway at Mukden. Here was the first act of fascist aggression—the first of a series that was to culminate in World War II.

The Western Powers, sunk in the world's worst depression, had too many domestic problems to make an effectual issue of the "Manchurian incident." Emboldened, the Japs two years later took Jehol, which became part of the puppet state of Manchukuo.

Next stop on her timetable of tyranny was north China. The peaceloving Nips reported that the cruel, aggressive Chinese had attacked Marco Polo Bridge on 7 July 1937. Immediately, large Jap forces struck back. Within two years they cut off China from outside aid, except for a thin trickle of supplies sweated along the Burma Road. As Germany's armies swept over Europe, the Japs tightened their stranglehold. They drove into French Indochina and, by early '41, dominated one-quarter of China and ruled half the population. They began to wave their fists.

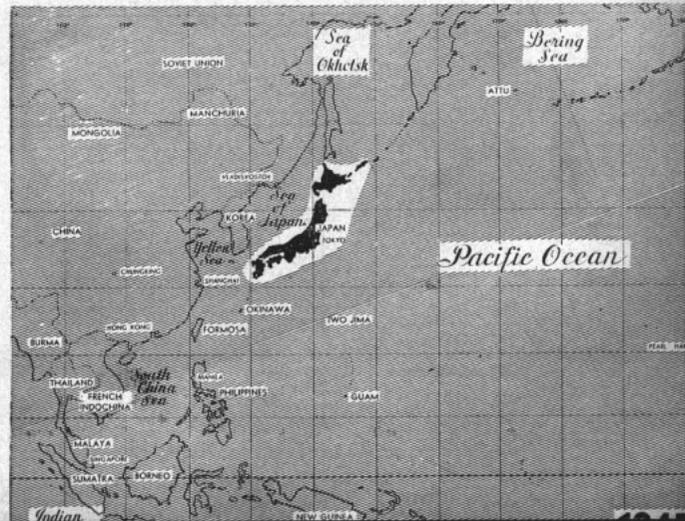
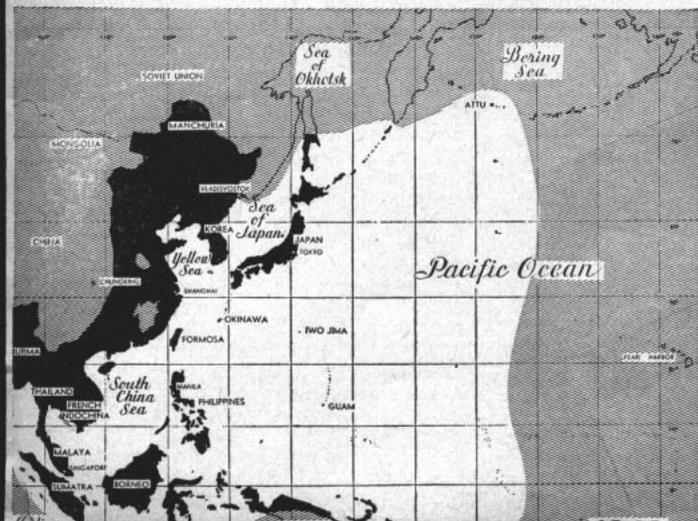
Since '31, the U.S. had protested Jap aggression, yet had supplied the necessary materials. At first, Americans favored a hands-off policy. As late as January 1938, a poll indicated 70% wanted our forces withdrawn from China. But Chinese gallantry and Jap brutality changed U. S. opinion. And in July 1939, the President banned shipment of aviation gasoline to Japan and put export of oil and scrap under government license. In turn, aid to China was increased.

Japan countered by signing a triple alliance with Germany and Italy in September 1940. Flushed with the reflected glory of Axis triumphs in Europe, and confident Britain couldn't and the U.S. wouldn't interfere, the Japs began to swagger. In February 1941, Foreign Minister Matsuoka declared "the white race must cede Oceania to the Asiatics."

In the summer of 1941, we applied economic pressure . . . froze Japan's assets here, barred her ships from the Panama Canal, severely restricted petroleum export and bought Latin America raw materials to keep them from the Japs. In August, the Japs opened a long series of diplomatic talks. Her proposals were prohibitive. She would make no advance south of Indochina if we resumed trade with her and abandoned China. The U.S. offered to cooperate economically if Japan withdrew from China and stopped using force.

Japan's answer was delivered at Pearl Harbor on 7 Dec 1941.

Our answer to that came last month.



PEACE FOR JAPAN

Her Dream World of Conquest Shattered, Defeated Japan Finds Herself Back to Where Commodore Perry Found Her

AND NOW Japan is back where she started . . . back where Commodore Perry found her. Her dream of world conquest is shattered; her Far Eastern empire is scattered. Her predatory Army must disband; her Navy—what little we left of it—must be un-gunned. She can go back to making her silks and dishes and toys and all the other dainty and delightful little things which she made and sold to us in exchange for martial materiel. But she's done with making war.

The Potsdam Declaration to which she agreed:

- Doomed her militarists;
- Stripped her of her ill-gotten empire, limiting her to the home islands . . . and "such minor islands as the Allies shall determine";
- Limited her industries to those that "will sustain her economy, but not those which will enable her to rearm for war";
- Stipulated that the Japanese people must be given an early opportunity to express their choice of government;
- Permitted occupation of whatever part of Japan the Allies desire.

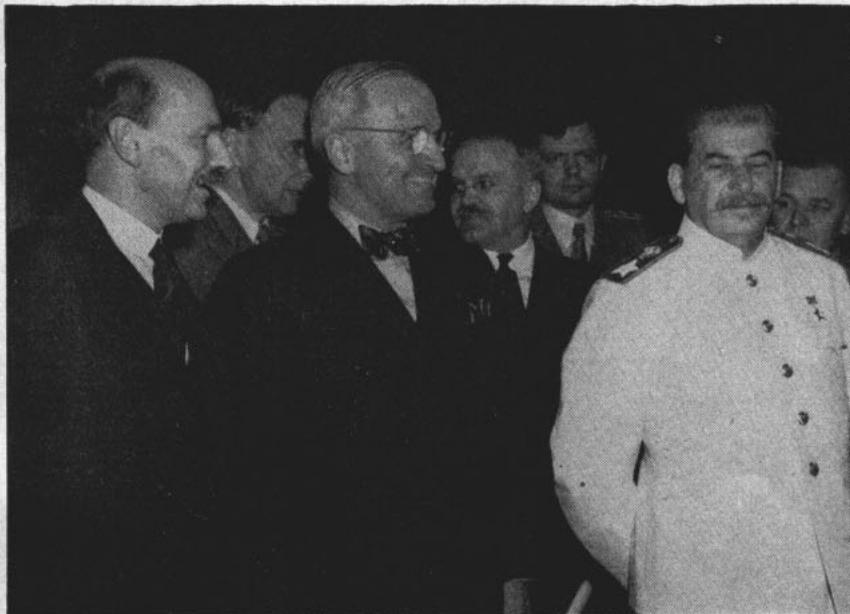
These terms were at first rejected in their entirety by the Japs. But soon after the first atom bombing and Russia's entry into the war (which was the first application of the United Nations' Charter provision, whereby a member joined with others in war against an aggressor) the Japs sued for peace . . . with a reservation. They wanted to have Emperor Hirohito keep his throne and "his prerogatives . . . as a sovereign ruler." The Allies quickly agreed that the Emperor could keep his throne, but insisted he would have to take orders

from the Supreme Commander of the Allied forces. After some hemming and hawing and hara-kiri, the so-called Sons of Heaven said they were so-happy. And those are the terms under which the Navy will land Allied troops in Japan. It is complete victory . . . utter defeat . . . and, as the late President Roosevelt pledged what seems an age ago, unconditional surrender. For anything the Japs do from now on and for some time to come they will have to get a chit from the Allies.

The actual mechanics of occupation worked slowly. First, the cease-fire order had to be spread throughout the Far East . . . Burma, Indochina, China, Manchuria, New Guinea, Singapore, Sumatra, wherever Japs were fighting. Members of the Imperial family had to be flown to the far-flung battlefronts to order the Jap field commanders to heed the Emperor's command. Japanese envoys went to Manila to confer with General of the Army Douglas MacArthur, who had been named Allied Supreme Commander, on the precise wording of the surrender terms. The surrender was scheduled to be formally accepted by the Allied powers on Friday, 31 August in a ceremony on board the USS *Missouri* in Tokyo Bay.

Meanwhile, plans were completed for naval and marine forces to put ashore in the vicinity of the Yokosuka naval base while Gen. MacArthur and his forces simultaneously made an air-borne landing near Tokyo.

It was reported that Lt. Gen. Jonathan M. Wainwright, hero of Corregidor, would be present at the signing of peace terms. Giving substance to this story was the dramatic rescue of



Official U. S. Army Signal Corps photographs

NEW BIG THREE laid groundwork at Potsdam for working together to beat Japs. Left to right, they are Premier Attlee, President Truman, Premier Stalin.

the general from a prison camp in Manchuria. He was located by volunteer paratroopers and flown to Chungking. The 61-year-old general, close associate of Gen. MacArthur, was in good health.

MacArthur will rule with a stern but fair hand. This was evidenced even while negotiations were under way for the surrender conference in Manila. When the Japs pleaded for time to make arrangements, MacArthur agreed; when one deadline passed and they asked for another, he told them to get on the ball. They did.

Military rule of the Japanese will be in line with policies of the United Nations. They are agreed that the eventual peace terms for all of the aggressor nations will be severe enough to prevent them from ever again starting a war, but lenient enough to give their peoples a chance . . . if they want it . . . to take their places among the decent nations of the world.

That is the pattern that was cut out at the United Nations' Conference in San Francisco, written into the United Nations Charter and amplified by President Truman upon his return from the Big Three Conference in



Potsdam with Marshal Stalin and Prime Ministers Attlee and Churchill. Said the President in an address beamed over the radio to the American people and the rest of the world soon after his arrival from Germany:

"How glad I am to be home again! And how grateful to Almighty God that this land of ours has been spared.

"We must do all we can to spare her from the ravages of any future breach of the peace. That is why, though the United States wants no territory or profit or selfish advantage out of this war, we are going to maintain the military bases necessary for the complete protection of our interests and of world peace. Bases which our military experts deem to be essential for our protection, and which are not now in our possession, we will acquire. We will acquire them by arrangements consistent with the United Nations Charter.

"No one can foresee what another war would mean to our own cities and to our own people . . .

"That is why the United Nations are determined that there will be no next war.

"That is why the United Nations

AMERICAN and RUSSIAN chiefs of staff meet in conference palace at Potsdam: Fleet Admiral King, Generals of the Army Marshall and Arnold at right, Russians at top. This first application of United Nations peace machinery brought Russia into war, and resulted in a speedier Japanese surrender.

are determined to remain united and strong. We can never permit any aggressor in the future to be clever enough to divide us or strong enough to defeat us.

"That was the guiding spirit in the conference at San Francisco.

"That was the guiding spirit in the conference at Berlin.

"That will be the guiding spirit in the peace settlement to come."

At the Berlin conference, President Truman said, a Council of Foreign Ministers of Britain, Russia, France, China and the U. S. was set up "to reach common understanding regarding the peace settlements."

This Council, the President said, will, as its first task, draft peace treaties for Italy, Rumania, Bulgaria, Hungary and Finland.

"These treaties," he said, "will have to be passed upon by all the nations concerned. In our own country, the Senate will have to ratify them. But

we shall begin at once the necessary preparatory work. Adequate study now may avoid the planting of the seeds of future wars . . . The Council . . . will also have to start the preparatory work for the German peace settlement. But its final acceptance will have to wait until Germany has developed a government with which a peace treaty can be made."

In the meantime, the President said, the occupying powers "seek to rid Germany of the forces which have made her so long feared and hated, and which now brought her to complete disaster. They are intended to eliminate Nazism, armaments, war industries, the German general staff and all its military tradition. They seek to rebuild democracy by control of German education, by reorganizing local government and the judiciary, by encouraging free speech, free press, freedom of religion and the right of labor to organize."

Japanese papers please copy.

CASHING IN ON NAVY SKILL

Rating Description Booklets Will Show Your Prospective Boss How Your War Training Fits You For Better Job

TO HELP YOU take advantage of what you are learning in the Navy to get a better job after you return to civilian life, the Navy is developing a personal document for you to use in "selling" yourself to a potential boss.

In plain language, so there's no trouble translating technical Navy experience to civilian jobs, the document will tell prospective employers for you:

- What you did in your Navy job.
- What special skills or knowledge you acquired doing it.
- What representative civilian jobs are closely related to the work you did in the Navy.
- What representative jobs are less closely related, but for which you could easily fit yourself after a certain amount of training.

You will get this document, known as your Rating Description, when you leave the Navy. For enlisted men and women only, it will be made out in your name for your own personal use and signed by the separation officer. (Officers, whose assignments generally do not fit as precise a pattern as the Navy's rating structure, will instead retain when they leave the service a copy of their qualifications record, from the new officer's qualification record jacket [ALL HANDS, Nov. 1944, p. 16].)

No exercise in double-talk, the rating description describes your Navy work clearly, precisely and in sufficient detail—what you did, what you had to know to do it, what tools and equipment you worked with. It tells whether the machines you used were steam-driven or electrically driven, whether the engines were turbines or reciprocal engines. When an employment interviewer goes through it, he has a good line on what you've done and can do.

If you had a job and want to go back to your old employer, it will show him what added experience you now have, perhaps indicate to him that you can handle a bigger job in that line or a different kind of job.

If you never had a job before—or don't want to go back to your old job or even your old type of work—and if you want a job that your experience in the Navy has fitted you for, your rating description will help you prove your ability to fill it.

'Closer Than You Think'

You may think that this doesn't affect you because your job in the Navy is far different from any civilian job—or at least the one you're interested in. Often it is. But in many cases it is closer than you think. The last 10 years have seen the growth of a new development called occupational analysis, or "job science." This is the study of jobs and the relationships between them. It reveals what skills used in one job may make you

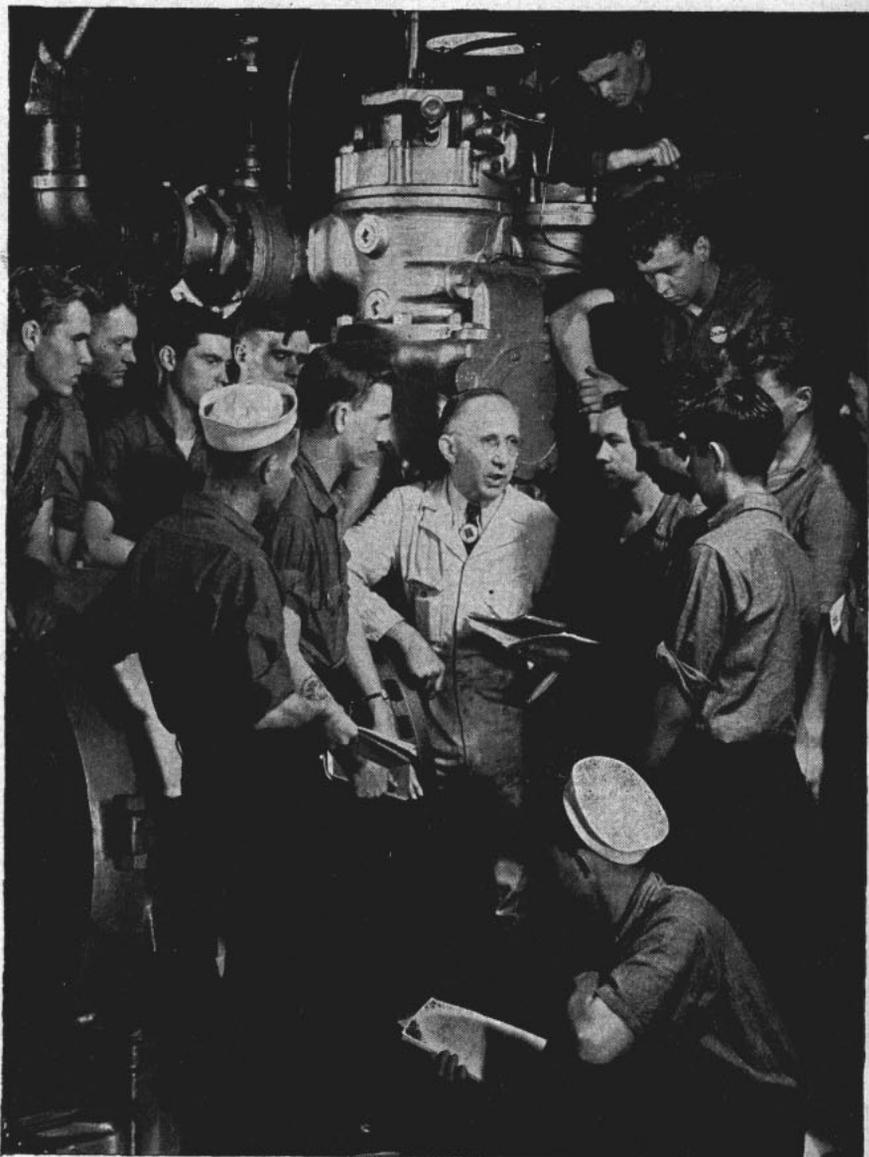
useful in another. Almost every known skill falls into one or more "job families"—groups of jobs which, while different in themselves, require similar knowledge or skills. And the connection which has been found between different types of jobs is sometimes very surprising!

Through this new "job science," the Navy men and women who come out of this war will have greater resources to help them than the veterans of the first World War. How thoroughly the field has been studied is indicated by the listing and defining (in the "Dictionary of Occupational Titles" and its supplements) of 21,653 jobs known under 36,653 titles. This dictionary is one of the most widely used references

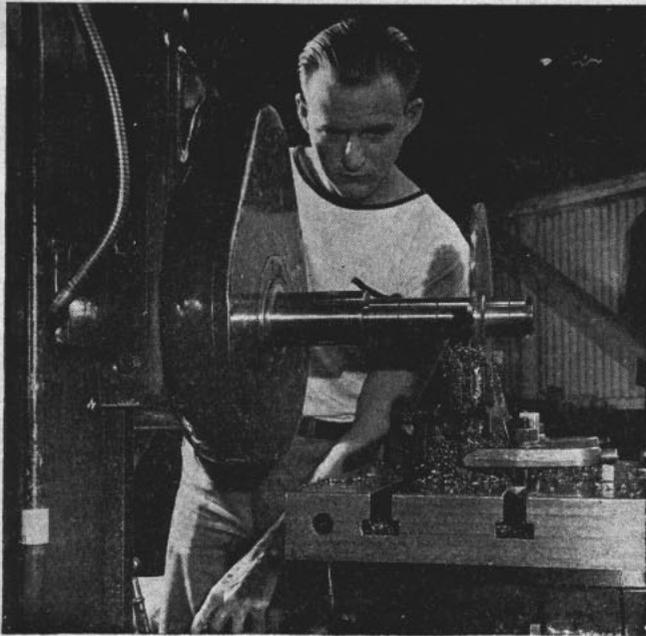
on occupational placement, with more than 50,000 copies in use by United States Employment Service, the armed services, Selective Service, Government agencies and industrial organizations.

Finding out where you can best use your Navy skill in civilian life is sort of a reverse switch on what happened when you came into the Navy. Then the Navy had to study what you had done in private life, figure which of its technical pigeonholes you could be fitted into to best fill the needs of the service. That was tough fitting in some cases; up against the 21,653 kinds of civilian jobs, the Navy has only 185 ratings, designators, and skill designations in its rating structure.

By contrast, the reverse angle is easier. You have a wider choice going out than coming in. Not only have you learned more but, instead of having to



Official U. S. Navy photograph
TECHNICAL training such as these aircraft carrier machinists mates were getting opens up new job possibilities for them in industry.



Official OWI photograph

NOWHERE are opportunities as great as in the U. S. for skills such as this civilian uses in his work.



Official U. S. Navy photograph

THIS SAILOR operating a radial drill is war trained but it's training he can use to land a postwar job.

fit one particular job, you may find that your experience leads to many kinds of jobs. According to the War Manpower Commission, an electrician's mate first class in the Navy can be placed in some 99 related civilian occupations.

Because naval ships and aircraft have complicated weapons and equipment, Navy jobs are largely technical ones. And since no country has wider opportunities for men with technical and mechanical skills than the U. S., the chances of your Navy training and Navy skill leading you to a good civilian job are definitely on the bright side.

Giving You All Possible Credit

Care is being taken to insure that your credentials for applying for a job do you full justice.

If you are a non-rated man at the time of your discharge, but a qualified striker for a certain rate, you will be given the description for that rating—since you have qualified for such work and acquired the necessary skills.

It is the Navy's policy to issue a rating description booklet that most accurately reflects the dischargee's naval experience as determined by examination of his service record, regardless of what his actual rating may happen to be at time of discharge.

If you had some particular specialty in your rating which would not be adequately covered in the usual rating description (for example: if you were an electrician's mate but specialized in gyrocompass or did collateral work as a sound-motion-picture projector operator, or if you were a pharmacist's mate specializing in X-ray work), the interviewer who talks with you before you leave the Separation Center will make a note to that effect on your "Notice of Separation from the U. S. Naval Service" (NavPers-553). This is another document you will get to show your length of service, service schools you attended, your off-duty

educational courses, non-service education, usual civilian occupation and job preferences.

A separate rating description has been prepared for non-rated Waves whose duties vary from the standard seagoing ratings.

The man who is not a petty officer will obviously not have as complete a rating description as the man who has won his rating badge, since his duties are not as specialized. However, even the seaman's rating description will show possibilities of employment open to him. If he is a qualified striker, he will get the higher rating description also.

Since the rating description will be used largely by employment interviewers, it is just the beginning. The interviewer will bring out further information about the man's background by talking with him—and there's nothing in the rating description which says that you just hand it out like a pass and stand tongue-tied. You can talk up and tell in greater detail what you learned in the Navy, what you did before you got into the Navy, or what you do as a hobby or why you think you'd be good at a certain type of work.

If the employment interviewer wants to find out more, there are tests that will measure your general and specific aptitudes and help you locate the kind of work you can handle. Many men have found out in this way that they were qualified for better jobs than they thought.

How the Job Was Done

Nearly 500 different rating descriptions have been prepared to date, covering the various grades of more than 125 rates, and additional descriptions are now in the process of being prepared. (For a sample description, see the next page.) The descriptions are a product of combined research and analysis by both Navy and civilian Government people, with BuPers get-

ting valued help from ships, shore stations, schools and other bureaus.

The Navy prepared the first four parts of the rating description ("Introduction," "General," "Duties Performed" and "Basic Knowledge and Skills") and the War Manpower Commission (Division of Occupational Analysis and Manning Tables) supplied the fifth part ("Related Civilian Occupations").

The skeleton base for the Navy's part in preparing the descriptions existed in current Qualifications for Advancement in Rating. The next step was to utilize billet-analysis schedules which had been obtained through ship-board study. BuPers' field analysts observed men at their jobs, during general quarters, during condition watches and at their routine duties: talked with the men and their superiors, and wrote up detailed analyses of the tasks performed, together with such performance requirements of the job as responsibility, knowledge, skills, tools and equipment.

Since this intensive analysis could only be done on a limited number of ratings at first—those on which the expanding Navy needed information most quickly—a number of questionnaires was sent out to produce information on all ratings. A minimum of five questionnaires was sent out on each rating: two to shore stations, two to ships, one to a school.

From the 485 questionnaires returned, BuPers got a wealth of information on the specific duties in each rating under varied conditions of sea or shore duty. The cooperation of ship, school and station personnel in filling out this questionnaire, NavPers 16470, was invaluable in helping to prepare the rating descriptions.

On new ratings, experts were consulted in bureaus having cognizance over the ratings and instrumental in establishing them. Special studies were made of Seabee ratings, not only through questionnaires but in the

field. Seabee officers from the Aleutians and the South Pacific were called in to BuPers to help prepare detailed analyses of the ratings. On some ratings, such as Specialist P(MP), studies were made at the main center of activity, in this case Anacostia's Photographic Science Laboratory.

Information from all sources was squeezed into a rating description, reviewed and rewritten by men with first-hand experience of Navy ratings. Both the OinC and exec of the Billet Analysis section have had many years at sea and cast an eagle eye over seagoing rate descriptions. Where there was any question, it was taken to experts in various bureaus—aviation ratings, for example, to BuAer and DCNO(Air).

Once the first four parts of the rating description were completed, the task of supplying the related civilian occupations was similarly approached in exacting fashion by WMC experts who used the new "job science" to the fullest to insure that all possible related civilian jobs were listed.

The Over-all Picture

Rating descriptions are one of the ways the Navy is trying to carry out its obligation to discharged naval personnel as a part of its demobilization plan and civil readjustment program. The Navy recognizes that few outside the service would know what a yeoman is, or a quartermaster, not to mention distinguishing fireman from fire controlman and fire fighter. These rating descriptions clear that up.

However, furnishing you with official records to back up your statements of skill, experience and character is about as far as the Navy can go in putting you in a civilian job. In a free country, the rest is up to you.

To help you as a civilian, however, the government has an agency which you may use if you wish—the United States Employment Service, now under the War Manpower Commission. USES offices alone are placing 80,000 veterans a month in jobs, about 75% of them veterans of this war. In doing this they use detailed information on Navy ratings, and the "Dictionary of Occupational Titles."

Other publications developed for use by USES employment interviewers include "Special Aids for Placing Naval Enlisted Personnel in Civilian Jobs," now being brought up to date through the new rating descriptions; "Selective Placement for the Handicapped," which shows how disabled men can fill many more useful jobs than they would ever think of; and "Labor Market Information for Service to Veterans," up-to-date one-page summaries each month of more than 100 major employment centers in the country, showing job opportunities open and expected, names of major firms, wage rates, living conditions, etc.

Having placed more than 800,000 veterans last year, USES is gaining plenty of experience to help those larger numbers of men and women who will want jobs when they get out.

That day probably still seems a long way off; but the steps to help you find your way back to a decent place in civilian life are under way now. The rating description is one more step in that process.

SAMPLE RATING DESCRIPTION

ELECTRICIAN'S MATE, Second Class

TO THE VETERAN: *This Rating Description is an official document of the United States Navy. It has been issued to you mainly to help you get a job in civilian life which will make the best use of your naval training and experience. Don't hesitate to show it to any employer or prospective employer. Your Rating Description may prove to be one of your most valuable papers. Take care of it.*

I. INTRODUCTION

This description is designed to give prospective employers, employment service officials, educators and other interested persons an over-all picture of the technical responsibilities assumed, duties performed, and knowledge and skills acquired by personnel in this rating. Representative related civilian occupations are included as a placement guide.

It is the Navy's policy to issue a Rating Description booklet that most accurately reflects the dischargee's naval experience as determined by examination of his service record. For this reason, the booklet issued will not always correspond to the rating classification held by the dischargee.

Special skills, training or qualifications other than those described in the following sections may be obtained from the certificate of discharge or other separation records and by personal interview.

Enlisted personnel of the Navy are divided into two groups, rated and non-rated. The rated personnel are petty officers and are divided into four levels of responsibility and skill, ranging from third class, upward through second class and first class, to chief, which is the highest petty officer rating.

II. GENERAL

Electrician's mates are petty officers who maintain and repair all electrical equipment (with the exception of electronic equipment) on board ships of the Navy. This equipment is quite varied and includes such things as motors, generators, battery chargers, telephone systems, signal systems, electrical controls, power distribution systems, and lighting systems.

The ELECTRICIAN'S MATE, Second Class, repairs motors, generators, switchboards, searchlights, etc., and does many other jobs requiring a good knowledge of A. C. and D. C. electrical theory. He receives general supervision from an electrician's mate, first class, or chief.

III. DUTIES PERFORMED (Representative duties performed by an ELECTRICIAN'S MATE, Second Class.)

A. Operational and Supervisory

(1) Installs small motors, switches, circuit breakers, outlets, etc. (2) Stands watch on main switchboard which includes (a) starting, stopping, and operating in parallel both A.C. and D.C. generators, (b) maintaining proper voltage and frequency under varying load conditions, and (c) shifting loads between machines with either automatic or a manual controls. (3) Enters meter readings and other data in operating records.

B. Maintenance and Repair

(1) Repairs motors and generators (excluding main generators and main propulsion motor) including (a) changing brushes, (b) cleaning, varnishing, and baking windings, (c) replacing field coils, (d) stoning and sanding slip rings and commutators, (e) testing windings for short circuits, open circuits, and grounds, and (f) checking reassembled motor or generator for proper operation. (2) Repairs motor controllers and starting apparatus, including adjustment of automatic pressure operated switches and time delay devices. (3) Repairs

switchboards and adjusts dial mechanism on automatic phones. (4) Maintains and repairs searchlights, including automatic carbon feed mechanisms. (5) Maintains reproducing unit on speech amplifiers by checking circuits, cleaning relays and contacts, and replacing worn or damaged parts. (6) Repairs electric ovens and ranges. (7) Makes emergency repairs when vital electrical equipment is damaged.

IV. BASIC KNOWLEDGE AND SKILLS

1. Understands the principles governing the operation of A.C. and D.C. motors and generators.
2. Understands the design of control panels and switchboards for various purposes.
3. Knows the correct kind of wire or cable to use for various purposes.
4. Understands the use of all electrical accessories such as switches, junction boxes, terminals, etc.
5. Understands design and use of various controls such as rheostats, circuit breakers, etc., and multiple controller stations.
6. Knows the circuits for many different types of electrical equipment.
7. Is skilled in the use of all electrician's tools.
8. Can read blueprints and wiring diagrams of electrical equipment.
9. Can use all electrical testing equipment to discover electrical faults.
10. Can operate a battery charging panel and has a thorough knowledge of the maintenance and care of portable storage batteries.
11. Understands the operation and maintenance of self-synchronous motors.
12. Has a thorough knowledge of all safety precautions to be observed in operating and repairing electrical equipment.

V. RELATED CIVILIAN OCCUPATIONS

An ELECTRICIAN'S MATE, Second Class, with the experience described above is qualified for various civilian occupations. Listed below are some of the more closely related fields of work with specific examples of suitable OCCUPATIONS.

An ELECTRICIAN'S MATE, Second Class, can repair the electric motors in all types of household appliances and industrial machinery and can install telephones, buzzers, and alarm systems. He is qualified for such civilian jobs as ELECTRIC MOTOR REPAIRMAN, ELECTRIC APPLIANCE SERVICEMAN, SHOP ELECTRICIAN, TELEPHONE INSTALLATION and REPAIRMAN, and ALARM SYSTEM INSTALLER in any industry.

With some additional, on-the-job experience, an ELECTRICIAN'S MATE, Second Class, can qualify for highly specialized jobs such as TELEPHONE SWITCHBOARD REPAIRMAN, TROUBLE SHOOTER, LINEMAN, CABLE SPLICER and TELEGRAPHIC TYPEWRITER INSTALLER in the telephone and telegraph and electric power industries; PUBLIC ADDRESS SYSTEM INSTALLER and SERVICEMAN, ELECTRICIAN, and PLANT MAINTENANCE ELECTRICIAN in the ship and boat building and construction industries.

With considerable experience with the control switches, brakes, and safety devices used on elevators, he can qualify for a job as ELEVATOR INSTALLER or ELEVATOR REPAIRMAN.

With some additional experience in the handling of delicate electrical apparatus and in using machinist's tools, the ELECTRICIAN'S MATE, Second Class, can qualify for a job as ELECTRICAL INSTRUMENT REPAIRMAN.

With some experience in stage lighting, the ELECTRICIAN'S MATE, Second Class, can qualify for such jobs as STAGE ELECTRICIAN or STUDIO ELECTRICIAN in the theater and motion picture industries.

R A D A R

The Magic Eye that Can See Through Darkness, Fog, Smoke and Rain Is Credited with Changing Face of War

RADAR, the magic eye that can see through darkness, fog, smoke, and rain and the device that materially turned the course of the war, was unveiled for the public last month.

The incredible wartime record of radar reads like the most fantastic of pseudo-scientific fiction. Here is part of the record:

- Radar helped our Navy sink the Japanese fleet and beat the U-boat by pointing out unseen enemy targets, aiming the guns at the targets and recording the shots.

- Radar enabled our huge bombing fleets to reach their targets and hit them accurately by giving the air navigators eyes to see through the darkness and overcast.

- Radar materially helped the English survive the Battle of Britain in 1940 by enabling a small RAF to spot each incoming Nazi raid in time to throw fighters against it.

- Radar licked the buzz bomb by aiming anti-aircraft guns and directing fighters at the deadly doodlebugs.

"Radar," says a report made public by the Office of War Information, "has, more than any single development since the airplane, changed the face of warfare; for one of the greatest weapons in any war is surprise, and surprise is usually achieved by concealment in the last minutes or hours before an attack. The concealment formerly afforded by darkness or fog or cloud or artificial smoke or the glare of the sun simply does not exist in the world of radar."

Tested afloat for the first time in 1937 aboard an old four-stacker, the USS *Leary*, radar since then has become standard equipment on almost every fighting ship, above and below the surface, on airplanes and at shore stations.

The basic principle of radar (the name comes from "Radio Detection and Ranging") is not a difficult one. Heinrich Hertz, the discoverer of radio waves, proved in 1886 that radio waves are reflected from solid objects. And in 1904 a German engineer was granted a patent in several countries on a proposed way of using this property in an obstacle detector and navigational aid for ships.

In 1922 two scientists, Dr. Albert Hoyt Taylor and Leo C. Young, working at the Naval Aircraft Radio Laboratory, Anacostia, made a discovery which led to the actual development of radar. While testing plane-to-ground communications in the short-wave bands at Haines Point they were at first disturbed to notice that ships moving in the Potomac River distorted the pattern of radio waves, causing a "phase shift," or fluctuating signal.

When they paused to think about it, however, they began to realize the potentialities of what they had come upon. Hitherto, it was not known that waves could be reflected from small

moving objects as definitely as from large masses, such as mountains.

Development was pursued almost continually after that until 1935 when greatest impetus for future progress was given by Congress in the form of a \$100,000 appropriation, made to the Naval Research Laboratory for the specific development of radar.

In the '30s radar of one type or another was also in the laboratories of England, France, Germany and possibly Japan, having occurred to other scientists spontaneously as far as is known.

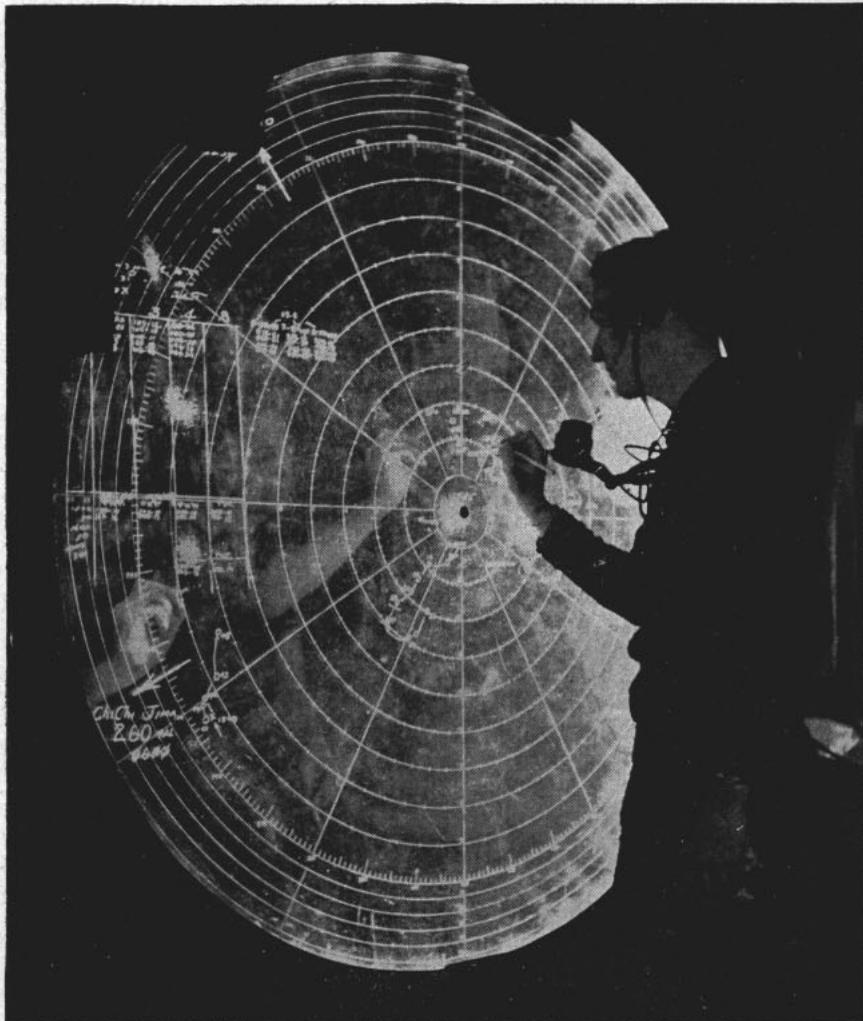
A rather crude radar was tested successfully in 1937 aboard the *Leary* and a greatly improved one was given extensive trials at sea on the USS *New York* in 1939. Before that experimental work conducted from the ground employed a variety of ships and aircraft and the dirigible Akron.

The typical radar set, as it is known today, consists of a receiver and transmitter in the same place and often employing a common antenna. The transmitter sends out energy in very small bursts called "pulses," without which the mere reflection of waves had been a rather empty phenomenon. These bursts of ultra high frequency waves travel at the speed of light, 186,000 miles a second.

After each pulse the transmitter waits a relatively long time—a few thousandths of a second—before sending the next pulse. During this interval the receiver gets back the echoes of the pulses from any object which might have been in the way, the echo being known as a "pip." The "pip" is recorded as an interrupting rising and falling line on the pulsing line ("time base") on the face of a cathode ray tube.

In the Plan Position Indicator ("PPI") the echoes are distributed in multitudinous form to outline a rough map on the face of the tube.

Since light goes 186,000 miles a second, or 328 yards each millionth of a second, and since the radar waves must travel twice the distance from the radar to target (out and back), an object 1,000 yards from the



Official U. S. Navy photograph

INFORMATION from various radar "eyes" is compiled on a glass plotting diagram in the radar plot room of a carrier. Men mark data from both sides.

radar will give an echo only six millionths of a second later than the transmitted pulse. This time can be measured with an accuracy which corresponds to only 5 or 10 yards range, or about one thirtieth of a millionth of a second.

Direction is obtained by providing the radar with a directional antenna which sends out the pulses in a narrow beam, like a searchlight. The antenna may be rotated as the pulses are sent out, and the "pip" occurs when the antenna points at target.

On a warship where exact range is desired the radar echoes are so displayed that the operator can read a range scale down to a few yards. In the case of Army anti-aircraft fire, the radar antenna actually moves automatically so that it always points at the plane without help from an operator, and the guns follow by remote control.

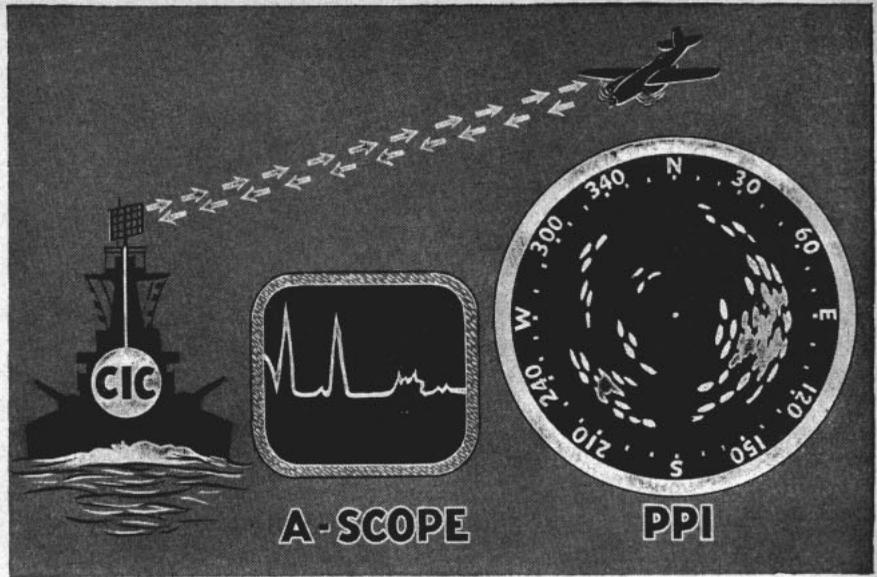
The British carried this system further in the perfection of IFF (Identification of Friend or Foe), in use by their ships and ours today, which enables a "pip" to be identified as foe or friend. It is the electronic equivalent of the painted insignia on an airplane or visual recognition signals at sea.

In the Battle of Britain the Germans found that no matter where their bombers crossed the Channel or at what hour English fighters were already in the air awaiting them. In darkness this is the method by which the RAF accomplished the feat: a ground radar operator chose a specific Nazi plane and then helped a fighter plane to maneuver one to three miles behind the bomber. From there on the fighter plane switched on his own radar and flew until he could actually see the dim outline of the enemy raider.

Thus the average losses of the Luftwaffe were 15%, and in the great battle of 15 Sept 1940 the Nazis lost 185 aircraft out of 500 which attacked.

Radar warning and radar-controlled fire made an even greater record against the buzz bombs, the V-1's. One Sunday late last August, for example, only three out of 105 of the robot bombs which crossed the Channel actually arrived over London.

In the Battle of the Atlantic radar



HOW RADAR WORKS is shown in diagram. Ship sends out waves which reflect from targets (plane, for example). In combat information center (CIC), targets are viewed on A-scope, which shows time interval or distance, and plan position indicator (PPI), which shows bearings of target around ship (center).

was useful not only in detecting surfaced subs from ships and aircraft, but in keeping track of stragglers from the convoys. The U-boats tried all sorts of listening devices to detect radar, and at one time even used a special paint on their hulls, believing the Allies to be using some infra-red detection device.

At the end of the war the Germans had perfected the Schnorkel, a breathing tube to enable the submarine to stay under water, concluding that constant submersion was the only way to escape detection. U-boats for the year preceding the May surrender were being sunk at the rate of nearly one a day.

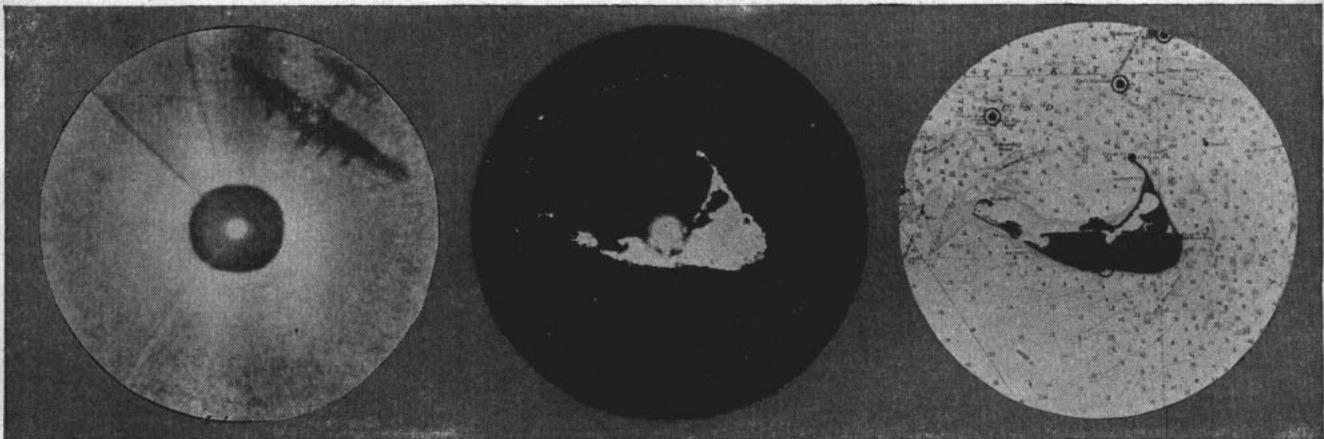
Radar now forms literally the mechanical brain center of our fighting ships, and is contained in what is known as the Combat Information Center (the "CIC"). Purpose of the CIC is to coordinate the information gained by radar as well as that from lookouts, from other technical devices, and from other ships, to evaluate the

information and channel it to other stations. Here, in effect, the target is not only picked up, but the guns aimed and the hits observed—all by radar.

The radar training program of the Navy has had to be at once one of the largest as well as one of the most elastic. Innovations have come along so rapidly that radar technicians and operators cannot expect to keep up with their work without refresher training from time to time. Schools for officers and enlisted men are scattered all over the U. S. and Pacific.

And the radar man's lot is not always a happy one, as the following assertion from an instructor at the University of Houston school shows:

"The radio technician has long hours—much longer in fact than anyone else, as he is never through. He is expected to be a combination of genius and magician who by the mere wave of his hand can remedy all troubles, stand everyone's watches, attend all drills, repair all radio equipment, answer all manner of fool



FROM THE AIR radar defines targets below. Left hand circle shows how AAF bomber appeared in radar scope of plane above. Center circle is radar silhouette of Nantucket Island. Compare it with actual chart (right).

questions, teach budding radiomen to be radio engineers overnight, have complete knowledge of every job, be able to neither eat nor sleep and still remain happy and smiling under any difficulties that may arise. . . ."

As for the new peacetime world, radar will be of vast importance in increasing the safety of air and sea travel, making navigation untroubled by darkness or weather.

With respect to land travel, particularly railroads, its direct use is more doubtful. Lack of crystal clarity of the radar image and the fact that it still is not a close-range device at present tends to rule it out for this.

But radar has opened up the whole field of electronics, and the vast number of personnel trained by the Army and Navy should carry research into channels only guessed at now by the men who bend over their research tables from early morn till late night.

Although a great number of persons shared in the development of radar, the names of Dr. Taylor, Mr. Young, and Dr. R. M. Page stand out in the Navy's part of the research.

Dr. Taylor, who is known as "the father of radar," has had a long and successful career in the field of radio science. As a commander in the Navy in the first World War he organized the wartime transatlantic communication activities for the Navy.

In 1927 he was awarded the Morris Leibmann Memorial Prize by the Institute of Radio Engineers, and became president of the Institute in 1929. He is now the Chief Consultant and Chief Coordinator for Electronics at the Naval Research Laboratory. Radar he defines as "a great wad of energy in a little tube."

Mr. Young began amateur radio station operation in 1908 as a boy of 17 and later was employed in the telegraph department of the Pennsylvania Railroad. During the first World War he was associated with Dr. Taylor in communications work.

After the war he helped develop aircraft radio and has been working with Dr. Taylor at the Naval Research Laboratory since 1923. He was first to utilize the "pulsing" principle.

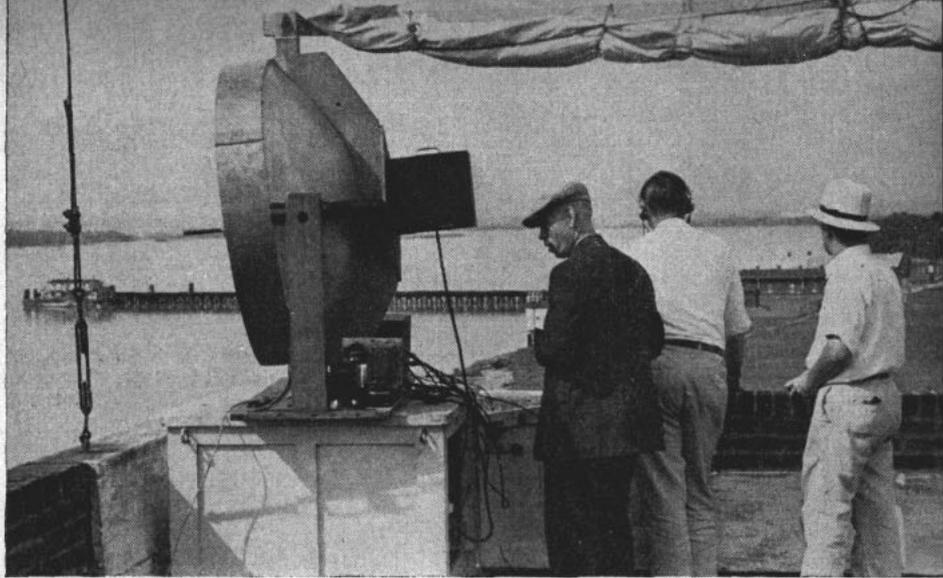
Dr. Page has been with the Laboratory since 1927. He has given many secret lectures on radar and many radar patent applications are filed in his name.

Rear Admiral Harold G. Bowen, USN, is Chief of Research and Inventions, and recently was cited by the Secretary of the Navy for "outstanding services in the development and perfection of radar. . . ."

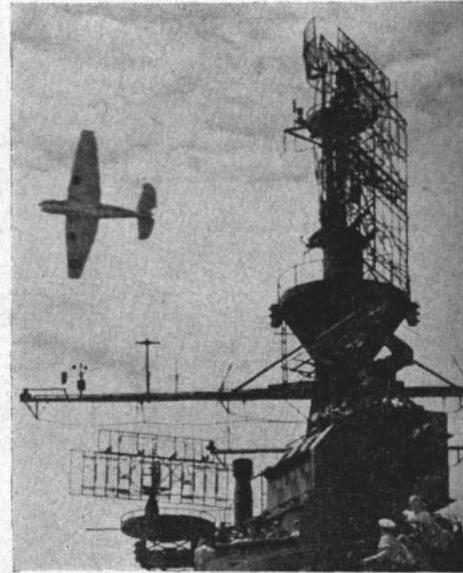
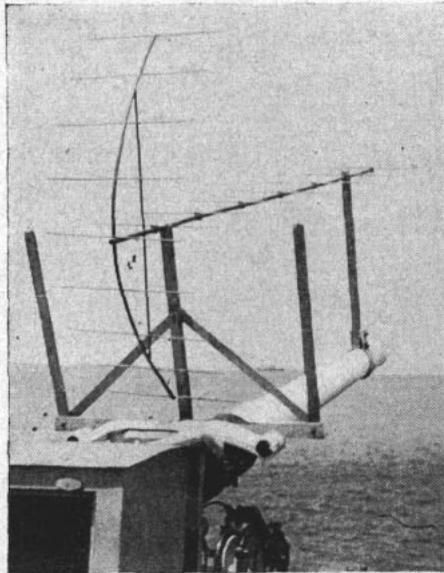
Admiral Bowen, who was appointed to the U. S. Naval Academy in 1901, has been Fleet Engineer of the Pacific Fleet, Chief of the Bureau of Engineering, and Engineer-in-Chief of the Navy.

Rear Admiral A. H. Van Keuren, USN, Director of the Naval Research Laboratory, has long been associated with naval construction and technical work. The Laboratory itself was established in 1923.

In addition to radar work, research in other fields goes on there: supersonics, ballistics and high pressure in ordnance, light and optics, chemistry, metallurgy, shipboard communications, armor plate, and fire control.



PRELIMINARY TEST of radar took place on Naval Research Laboratory roof at Anacostia in 1937 (above). Dr. A. Hoyt Taylor, "father of radar," is at left near apparatus. This, later installed on USS Leary, was first sea-going radar.



Official U. S. Navy photographs

ANTENNA of first radar, mounted on gun of USS Leary, is contrasted to today's antennae on island of a carrier (above). A radar operator is pictured on watch (below). Before him is circular PPI; above it is rectangular A-scope.



THE SWEEPS SWEEP ON

Even With Fighting Over, the Dangerous Work Of Clearing Mines from Ocean Lanes Continues

THE cocky little fleet plodded slowly up the channel between two jagged islands that spat red flashes from concealed mouths of their rocky caves. Dozens of mines, their ugly horns fouled with barnacles and seaweed, bobbed to the surface in the wakes of the slashing sweepwires like grotesque oversized ping-pong balls. Waterspouts from Jap shellbursts walked threateningly out from shore.

It was an unusually perilous and hectic pass. Helmsmen wrenched their rudders to port and starboard, swinging the vessels clear of the deadly globes sawed loose from their cables by preceding sweepers. Three-inch guns barked back at the Japs as fast as guns crews could ram projectiles into breeches. Smoke and clouds of dust curtailed the island's emplacements; enemy fire faltered, fizzled, stopped. Still the mines kept coming.

For three days the fleet minesweepers plowed the depths between Corregidor and Carabao islands and when the ordeal was finished they had forced the waters to disgorge 401 Jap mines which were either detonated or sunk. The way was clear once more for American vessels to enter Manila Bay after three years of Japanese control.

For a division of six 1,000-ton minesweepers the total was almost inconceivable but, considering their record, it was to be expected. In little more than a year—while clearing sub-surface fields from Kwajalein to Brunei Bay—that division swept more than 900 mines from waters around enemy-held islands so that landing craft and warships and, later, cargo vessels,

could storm, support and supply beachheads hacked out by combat troops.

Minesweeping at its best is an unpleasant task—at its worst it's one of the most perilous jobs in the Navy, always fraught with potential death, always injecting some violent action into what should be a tranquil day, always taxing the courage of even the bravest man. No matter how many mines a sweep's crew has cleared it never loses respect for the death-dealing spheres that can disintegrate a ship with one powerful blast or kill a man 100 yards away with a chunk of jagged metal. In mine warfare even friends are enemies: without proper, cautious treatment an American mine will kill Americans or Japs with the same indiscriminate violence.

Prelude to Occupation

Even with the surrender of Japan, the men of the sweeps must go on with their grim duty, for the seas around Japan must be cleared of all mines if American ships are to supply without danger the armies of occupation. There will be thousands of Jap mines to sweep and an undisclosed number of American mines dropped by Superfortresses in their blockade of the enemy home islands. While other Navy crews may relax from the strain of battle, the minemen will have to continue at war with a hidden, murderous enemy.

In the Pacific the sweeps played a vital role. The only task forces that operated without the help of the minesweepers were the fleets that struck

from the air. Every harbor, every anchorage, every inlet and bay in the Pacific, into which U. S. ships now sail with safety, first had to be cleared of mines or the threat of them. The waters off every Jap-occupied island are swarming with mines—according to Navy amphibious plans—until proved otherwise. For the men who have to prove the plans right or wrong it's almost as tough to sweep clean waters as it is to cut loose a score of underwater explosives every 100 yards. Perhaps tougher. The mental strain of moving at slow speed within range of enemy shore batteries, not knowing if or when the ship will be blown into the air, is enough to change a man unconditioned to this type of action into a white-haired idiot.

Mines as weapons were born hundreds of years ago during the siege of Antwerp when the Dutch destroyed 800 Spaniards by use of a clockwork-impelled "explosive vessel." Various other nations took up the practice, modifying and improving the original idea until, by the time of the American Civil War, mines had been developed into major defensive ordnance. Mines were the reason for Admiral David Farragut's oft-quoted order—"Damn the torpedoes! Full speed ahead!"—during the Mobile Bay action. The "torpedoes" Farragut so heartily damned corresponded to our present-day mines, and Farragut's lead ship, *Tecumseh*, had been sunk by one.

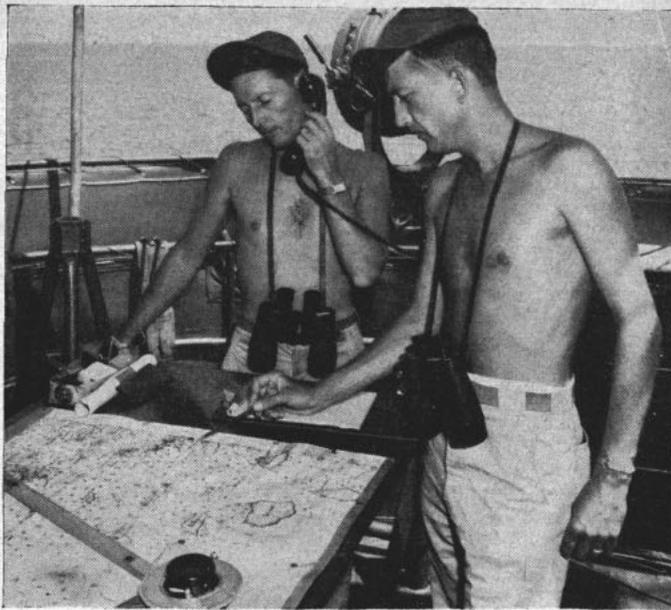
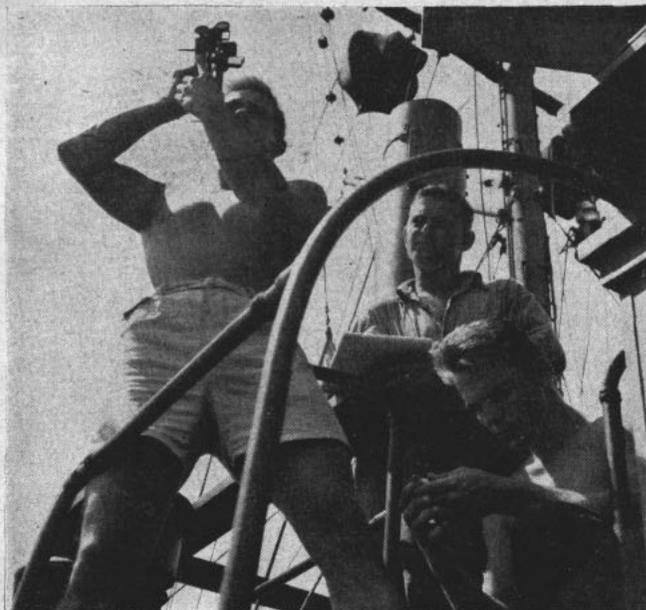
Widely Used in Last War

But the employment of mines, both offensively and defensively, began in earnest in the last war when the moored contact mine was developed to such an efficiency that that it was still



Official U. S. Navy photograph

JACK-OF-ALL-TRADES, the minesweeper USS Swallow passes mail to destroyer. These small craft perform many duties besides minesweeping. They are also used as tugs, rescue craft, messenger ships, escorts, traffic control ships.



Official U. S. Navy photographs

MISCALCULATION in navigation might mean death for crew and another sweep sunk. Navigator (left, above) takes sun sights which minesweeping officer (right) in charge of operation uses to chart waters cleared of mines.

being used in this war with virtually no changes. The famous American-British field in the North Sea—in which 71,000 mines were sowed—successfully effected the greatest anti-sub blockade in history.

German inventive genius opened a new era in mining in World War II. Magnetic mines, developed by the British during World War I but not used, were improved upon, and other influence types—acoustic, magnetic, and combinations of these—were evolved and their effectiveness soon felt by Allied shipping. Harbor and river mouths were blocked with large numbers of these new devices, destroying many ships before Allied experts were able to perfect methods of combatting them.

Battle of the Atlantic

Despite their newer mine operations, the Germans still relied principally on the older and proved moored contact mine. Indicative of this reliance on established operational procedure is the record of U. S. Navy minesweepers during the Battle of the Atlantic: they swept 1,933 enemy mines in European waters and only 326 of them were of the influence types. All the rest were moored contact.

Although it seems likely that the Japs had access to a large proportion of weapons planned and used by the Germans in their Atlantic campaign, they either lacked the ingenuity to produce the potent influence mines or, for some inexplicable reason, they considered them unimportant as weapons. Navy minesweeper skippers in the Pacific reported that the Japs seemed to lack a working knowledge of mine warfare. Logical locations for minefields that would protect important harbors or bays were completely barren. Others, which might not have been of such value, were clogged with explosives.

Almost all Jap mines are of a standard type: moored contact, four

to five feet in diameter, containing between 300 and 400 pounds of explosive and with four or five metal detonating horns. For that reason sweeping methods in the Pacific were fairly well standardized. Most suspected fields or potential invasion waters were cleared with ordinary wire sweeps but were also swept for influence mines by a method which the Navy still conceals under close security wraps.

Modern sweeping gear for moored mines appears on the surface only as a float—known as a “pig”—which resembles an airplane drop tank from which a short staff flying a red and black striped “obstruction” flag sticks up. The pig cuts along the surface far astern and to one side of the ship and marks the underwater location of the “otter”—a weighted, oblong box similar to a paravane and equipped with fins which force it to maintain a straight course approximately 35

degrees to port or starboard of the vessel. Connecting the pig and the otter is a cable known as the “float pendant,” the length of which determines the depth of the sweep, usually 80% of the depth of the water in the area.

To the otter is attached the after end of the actual sweeping wire, a $\frac{3}{8}$ -inch serrated cable usually about 300 fathoms in length which, when contacting a mine cable, saws along it until the mine is cut loose and surges to the surface.

The sweep wire is connected at its forward end with the “depressor,” another weighted box like the otter, which plows along below the surface just aft of the ship's stern and also forces the sweep wire to stay at a predetermined depth all along its length.

When two sweep wires are in use—one to port and one to starboard sweeping about a 200-yard path—the cables hauling the sweep gear are at-

MOROS SWEEP MINES WITH OUTRIGGER CANOES

Although the United States Navy developed minesweeping to a fine and exacting art, the Sulu Fleet of the Philippine Navy got the same results with an outrigger canoe, a manila line and a hammer or hatchet.

In the shallow waters around the Sulu Archipelago, native Moros contributed greatly to the job of clearing Jap mines and Navy men expressed their gratitude by dubbing these groups of outriggers “The Sulu Fleet.”

Working in pairs the outriggers move slowly over a minefield along a certain track. The men dive overboard and swim underwater to locate the mines. Then a piece of rope is attached to the mooring cable a few feet below the mine and the other end of the line is attached to

the boat. A second diver, armed with a hatchet or hammer, goes below and hacks away at the cable until it parts and the mine floats to the surface. It is then towed away for disposal.

Filipino disposal methods are much more dangerous—but sometimes more profitable—than the American way. Minesweepers generally detonate or sink freed mines with cannon fire. But the Moros can use the TNT in a mine for fishing so they generally haul the deadly globe to a beach where they crack it open with hammers or hatchets. They then remove the explosive and use smaller amounts of it to kill fish at sea.

No casualties resulted from Moro minesweeping but 15 natives were killed in the salvage operations.

tached to a three-drum winch on the ship's fantail. To each outboard drum are attached the sweep wires. Around the center drum is wound another cable connected with the depressor. All three cables are knotted together just astern of the ship so that the single depressor will pull both sweep wires down to the proper depth.

Only one other piece of equipment is used to complete sweep gear. A large V-shaped knife with sharp, steel teeth is attached to the end of the sweep wire just ahead of its connection with the otter. If the sweep wire hits a mine cable too late for the sawing process to be effective, the cable automatically slips into the knife's teeth and is cut in two.

YMSs, the light wooden motor minesweepers, have several of the knives along their sweep cables because their speed is not sufficient to enable the regular serrated wire to cut through mine cables.

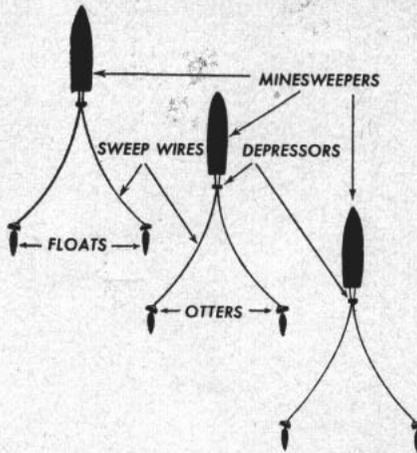
Three Formations Used

Minesweeping vessels always work in formation, usually in divisional strength of six. Three formations—wedge, protective echelon and open echelon—are used.

Wedge formation, usually employed when there is a need for speedy clearance of an area, is formed triangularly with the lead ship at the apex and others following to port and starboard, each succeeding sweeper stationed at regular intervals so that their course takes them within the path swept by preceding sweepwires. Principal drawback to this method is that it forces the lead or guide ship to move through uncleared waters each time the division turns to make a fresh pass.

Most commonly used formation is the protective echelon, or ship-to-gear.

OPEN ECHELON FORMATION



Only during the first pass is the guide ship in danger of hitting a mine for, after that, it moves within the outer boundary of the area already swept while its sweep wires in turn protect the following ships. In a starboard protective echelon sweep, each ship is stationed aft and to starboard of the vessel preceding it but within the channel cleared by the first ship's cables.

Gear-to-gear, the sweepmen's name for open echelon, is the most dangerous and least used. In this method each sweeper sails in the open without benefit of cleared channels. The ship's deploy so that their pigs overlap, thereby sweeping a larger area in a shorter time but endangering every ship in the formation. Gear-to-gear sweeping often is used at night when it is impossible to see and destroy freed and floating mines. Skippers hope that the shallow draft of their ships will protect them from moored explosives which are usually sowed to strike only deeper draft vessels.

These sweeping methods and formations were common to the three types

of minesweepers in general use in the Pacific. Whether they were operating in enemy waters in preparation for an invasion or clearing harbors so that supply ships might use them safely, their tactics differed only according to enemy opposition.

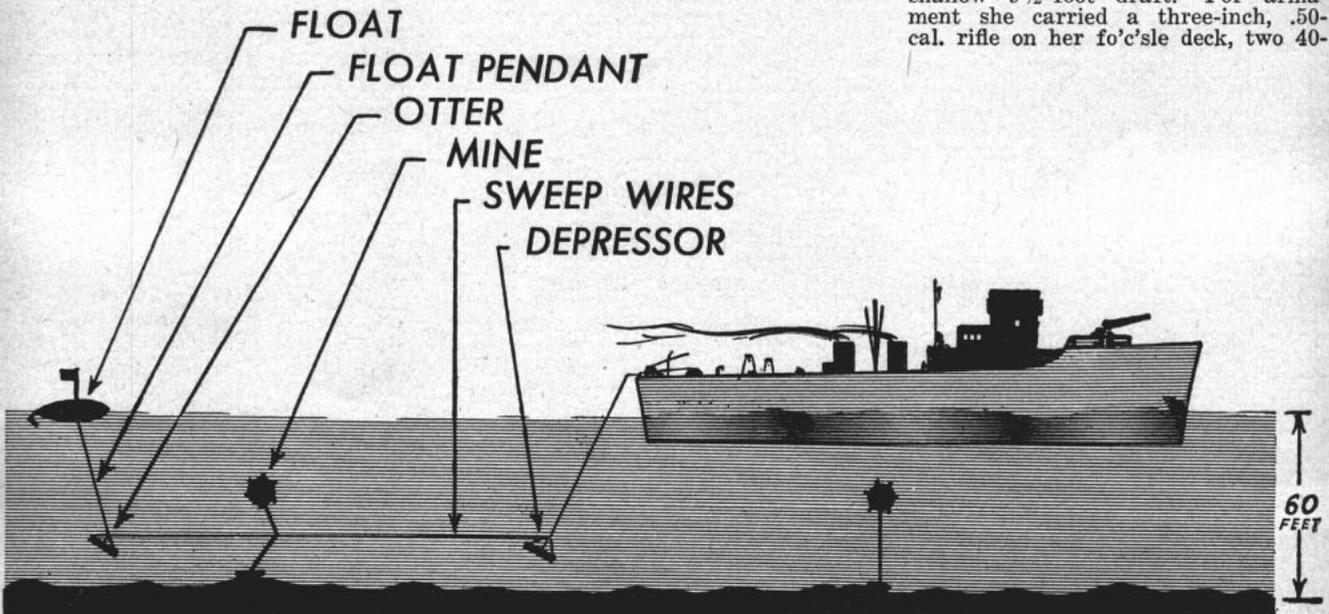
DMSs, fast minesweepers converted from old four-pipe destroyers of 1918 vintage, were the largest sweeps in operation. AMs, steel-hulled fleet sweeps in varying lengths but all approximating 1,000 tons in displacement, were used in most Pacific sweeping operations as were the YMSs—wooden-hulled motor minesweepers originally designed for coastal operations but, because of their non-magnetic hulls, found tremendously effective in clearing influence mines.

On sweeping operations where it is expected there will be large numbers of mines, each division usually is accompanied by a "destruction vessel"—a DD, DE or LCI. Its task is to destroy mines as they are cut loose so that the sweepers will not have to interrupt their main job. This ship also provides fire support for the sweeps when they are in range of enemy shore batteries or in danger of air attack.

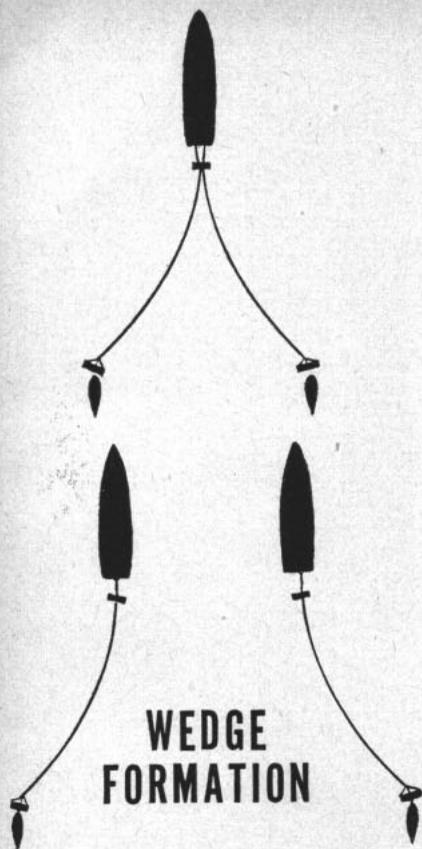
Vice Admiral Daniel E. Barbey, USN, 7th Amphibious Force commander, recently disclosed that the 35 minesweepers were engaged in sweeping more than 8,000 square miles of harbors, bays and inlets of the Philippines and Borneo, one of the biggest mine elimination jobs performed in this war. DMSs, AMs and YMSs were engaged in the operations which resulted in the disposal of 1,500 mines and the loss of 12 minesweepers. USS *Salute*, one of the fleet sweepers, was in on almost every major sweep.

A Typical Fleet Sweep

The *Salute*—AM 294—was commissioned at Seattle on 4 Dec 1943. She was a typical fleet sweep: 180 feet long with a 33-foot beam, diesel engines that drove her at 15 knots, a shallow 9½-foot draft. For armament she carried a three-inch, .50-cal. rifle on her fo'c'sle deck, two 40-



SWEEP GEAR used to cut loose moored mines is shown here. Only the pig appears on the ocean surface.



mm. and six 20-mm. guns scattered about her superstructure, depth charge racks and K-guns on her fantail. As commissioned she displaced 945 tons.

First of her division to be completed, the *Salute* was tested at Kwajalein where she cleared mines from difficult shoal waters near the island, following the invasion. For a minesweeper it was a routine task.

Salute moved in with the rest of her division at Leyte in October of 1944, three days before the landings were scheduled. This was a large area to sweep and there had to be channels sufficiently large for the greatest invasion force yet assembled in the Pacific to maneuver. For three days they swept, always in danger of enemy guns or aircraft, always waiting for the mines to bob to the surface. With 20-mm. they sprayed the vicious mines; some hissed, sighed and sank in a burst of yellow smoke but others exploded with a thunderous "carumph" that sent foamy towers of water swirling into the air and chunks of jagged steel screaming above the surface.

On to Corregidor

From then on—for seven long months—the sweeps were never idle. After Leyte they took on Ormoc, then Mindoro, Lingayen Gulf, Subic Bay and, the toughest of all, Corregidor and Manila Bay.

Five miles of open water separates Corregidor from Carabao. Slowed by the four-knot drag of their heavy sweeping gear, the AMs started down the broad channel, "cutting mines like mad." When 78 had been gouged from

the bay, the sweeps turned back and started the nasty job of detonation. Some skippers preferred rifle fire while others relied on 20s and even 40s to sink or explode them.

Lt. John Rex Hodges, USNR, captain of the *Salute*, reported that the mines were the standard Jap contact type and that they were popping up so fast it was almost impossible to hold formation. On the first day of the sweep Jap 75-mm. batteries on both Corregidor and Carabao opened up on the fleet sweeps. A few of the shells from Corregidor landed within 25 yards of *Salute* so Lt. Parker A. Kitchell, USNR, (the gunnery officer, later exec), decided he'd had enough. He took charge of the three-inch gun and, with none of the modern fire-control devices used on larger ships to aid him, fired 150 rounds into the Corregidor emplacements. The Japs quit.

Home-Made Mines

"The Japs used one of the few bastard-type mines I've ever seen in Manila Bay," said Lt. Hodges. "Apparently they took some old oil or gasoline drums, loaded 'em half full with TNT, stuck on a few acid-type horns and moored them to the bottom. Other than the regular contact type which we swept all through the Philippines, I had seen only one other odd enemy mine. That was at Leyte."

Jap air attacks at Leyte were heavy. Besides customary bombing and strafing runs and some test flights with Kamikaze planes, the enemy also dropped floating mines.

After Manila Bay, where one Min-Div also swept American moored control mines sowed before the Jap invasion in 1941, and similar-type enemy mines operated electrically from a control post on land, the *Salute* and other sweeps in the division continued their job of clearing up other waters off Philippines shores. They swept the east coast of Luzon in March, off Legaspi and through San Bernardino Strait in April and then headed for new waters—Balabac Straits between Palawan and Borneo.

Balabac was difficult because it was narrow and long and its surface area totaled more than 400 square miles—a lot of territory to cover yard by yard. After disposing of 54 mines from the Straits and clearing the way for another invasion fleet, they headed for Borneo.

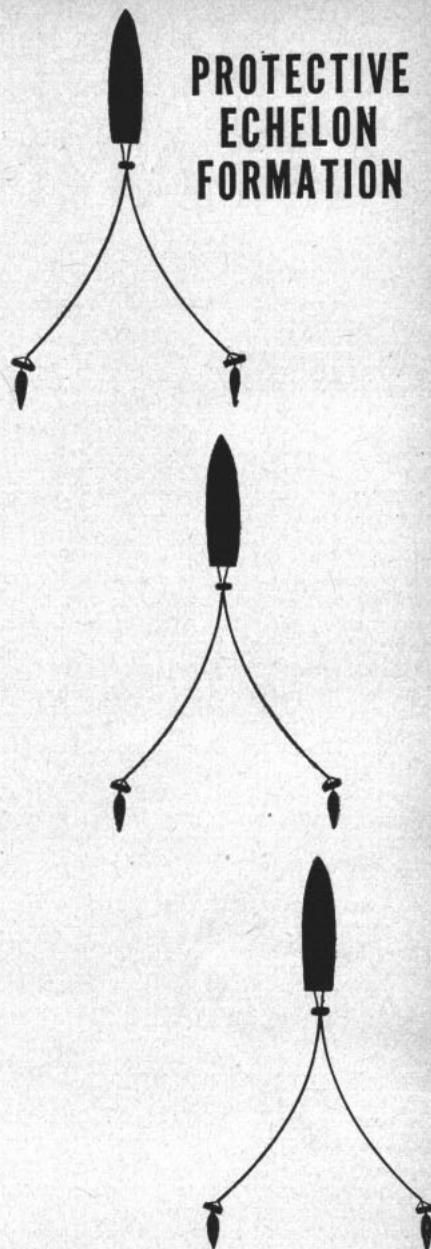
Finale at Borneo

Tarakan already had been invaded but Australian forces, intent on clamping a rigid grip around Borneo's rich oil areas, were ready for another attack. They headed for Brunei Bay on the northeast coast, just north of Miri, one of the world's most productive oil centers.

On 7 June the sweeps went in, ready for shore batteries and plenty of mines. The Japs held their fire and evidently reported the sweeper's activities to the homeland for Tokyo radio immediately blatted about another landing on Borneo.

The Last Pass

During the first two days of the operation the *Salute* and her sister



ships cut about 40 mines, mostly across the main entrance to the bay where a fairly thick field had been laid. They could take no chances so they moved in on another pass, deep into the bay and out. *Salute* was guide ship, leading a wedge formation to speed the job. Not far from the bay entrance a tremendous explosion shook her and—men on other ships said—lifted her clear out of the water. She shuddered and settled, her crew rattling about the decks like tenspins in a bowling alley.

When the smoke and spray had cleared they inspected the damage. A hole had been blown through her bottom and all decks up through the boat deck. Her back was broken. Nine men were dead, eight wounded. For seven hours she remained afloat, then she slipped quietly to the bottom, a year after she'd cleared her first minefield.

Two days later Australia's Diggers punched ashore seven miles from where the *Salute* lay in her watery but glorious grave.

RESERVES AT ANNAPOLIS

Nearly 150 Seagoing Veterans Enrolled in Line Course Now Offered to Reserves for First Time

AN INTENSIVE 10-month post-graduate line course for Naval Reserve officers began last month at the U. S. Naval Academy as the first step in the Navy's program to provide Reserves with military educational opportunities equal to those given Regular Navy officers.

A professional naval education was one of the points included by Secretary Forrestal in a statement for ALL HANDS last month (p. 67) in which he outlined what the Navy intends to offer Reserve officers.

Selected from a group of nearly 800 candidates, the class comprises nearly 150 veterans of the war at sea and is the first made up entirely of Reserve officers. Officers enrolling in the class had to indicate their willingness to continue voluntarily in the Naval Reserve for 10 years. Many have already declared they will request transfer to the Regular Navy if they successfully complete the training.

Completion of this course is not in itself a qualification for transfer to the Regular Navy. Transferring officers must, of course, meet such other requirements as the age and physical stipulations. However, the education offered is designed to give graduates the professional training necessary to place them on equal footing with the regular officers if they transfer or to prepare them for continuation in the postwar reserve.

The course gives enrollees a stiff curriculum of 28 hours a week, about twice that of the average college. Subjects taken up will include electricity, electronics engineering, naval engineering, damage control, navigation, seamanship, ordnance and gunnery, maneuvering board, communications, tactics, meteorology, military law, military character, organization and administration. Physical education is compulsory, also.

The course aims to give the officers in slightly less than one year what in normal times would be extended over a two and a half year period.

During the latter part of the course, the students will go aboard small craft to work out task force problems in Chesapeake Bay. After graduation (set for 8 June) they will tour various other naval training activities while awaiting their new assignments.

The officers vary in age from 22 to 35, the average age being 27, but nevertheless all are seagoing veterans. Many were detached directly from their ships to attend the course, and a few literally came all the way from Japan's home waters in a week's time.

Picked from a group of nearly 800 candidates, these officers have seen

service on almost every type of fighting and auxiliary ship afloat. About 25% came from duty aboard destroyers, 13% from submarines, 9% each from cruisers and destroyer escorts, 8% each from carriers and minesweepers, 7% from battleships and the rest from landing craft, Armed Guard vessels, and shore stations.

Vessels prominent in their service records include the *Princeton*, *Helena*, *Bogue*, *Alabama*, *Arizona*, *Trigger*, *Massachusetts* and *Shangri-La*.

Fifty-four of the officers have been given awards or commendations. The most decorated is Lt. Richard S. Garvey, USNR, 27 years old, who has received four Silver Star Medals and wears the Presidential Unit Citation for outstanding submarine duty.

Chosen at random, these four officers represent a cross-section of the class and of personal reasons for requesting training:

Lt. Comdr. Warren C. Boles, USNR, of Marblehead, Mass., who is 35 years old, has been a yacht broker and a sports writer, and has known the sea since he was "knee high."

He considers the line course "a very good break as the Navy is the best opportunity for a person who likes sea life." He is married, has two boys, and likes the security of the Navy.

On active duty in the Naval Reserve since 1939, Mr. Boles has amassed a total of 63 months' sea duty. He has served on the *Helena* and the *Vincennes*. He wears the Navy and Marine Corps Medal, the Purple Heart, the Navy Unit Commendation Medal and the Naval Reserve Medal.

Lt. Robert H. Alexander, USNR, 25 years old, of San Francisco, comes by his love of the Navy naturally, his father being a retired naval officer.

"I've always liked military life," he says. "I was in the National Guard in New Hampshire. I've always felt that the armed services are essential to the good of the state. I would have gone into the Navy after high school, but my family was moving around a good deal and it was hard to decide then."

He attended the University of New Hampshire for two and a half years before taking his Navy indoctrination at Northwestern University in 1940. With a total of 55 months' sea duty, Lt. Alexander has served on the *Shangri-La*, the *Chester* and the *New Orleans*.

Lt. John F. Jones, USNR, of Chatsworth, Ga., 23 years old, has been in the submarine service ever since he finished the USS *Prairie State* midshipman training in 1941. With 40



RESERVES BEGIN general line course

months' duty aboard undersea craft of the fleet, he has been awarded three Silver Star Medals, the Bronze Star and a letter of commendation.

"Some outside jobs may pay higher," Lt. Jones believes, "but I'm satisfied with Navy life and the career it offers."

Lt. (jg) Thomas M. Lemon, jr., has been on active duty ever since he took his degree in chemistry at the University of Texas in 1943. He had been in the NROTC while at the University, and subsequently completed his officer's indoctrination there.

He has served on the USS *Richmond* for two years. Now not quite 23 years old, Mr. Lemon feels that he has progressed far enough in the service to make him desire to continue on.

He considers the Navy a "good life" and further feels that he is more



Official U. S. Navy photograph

at the U. S. Naval Academy Post Graduate School. An instructor is shown here pointing out a maneuvering problem.

familiar with it now than the chemical engineering he started out for.

The officers in the postgraduate course hail from 30 states and the District of Columbia. Their aggregate sea duty is approximately 450 years, and this despite the fact that few went to active duty before late 1941. About 70% are married.

Their civilian backgrounds cover a range of pursuits, among which are law, teaching, accounting, advertising, reporting, library work, life insurance, department-store management, chemical engineering, and designing. A number have been in the steamship business and the merchant marine.

One officer had been with the Standard Oil Co., another a draftsman at the Naval Gun Factory in Washington, another a field executive of the Boy Scouts of America, another a

banker and later a railroad man, still another ran a garage. A few had seen Army service.

A great number entered the naval service immediately after college. The colleges and universities they come from are large and small, scattered far and wide: Harvard University, North Georgia College, Alabama State Teachers College, the University of Richmond, Bucknell University, and Ohio State are but a few.

Those eligible for the course were lieutenant commanders under 36 with a minimum of four years' sea duty, lieutenants under 31 with at least two and a half years' sea duty, and lieutenants (jg) under 29 with a minimum of two years' sea duty. More than 100 of the present group are lieutenants.

In explaining the purpose of the

course, Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, stated:

"The course presages an extensive and immediate program for the benefit of Reserve officers in contrast with World War I when such activities did not get under way until after cessation of hostilities.

"Although the size and composition of the postwar Navy have not been fixed by Congress, it is assumed that a considerable expansion of the Navy establishment will be necessary. The Academy experiment is considered the first step toward assuring Reserve officers who transfer equal opportunity with each other and with Regular Navy officers."

Capt. H. A. Spanagel, USN, is head of the Post Graduate School at the Academy, while Comdr. C. L. Steiner, USN, is in charge of the line course.

THAT INSURANCE OF YOURS

Should You Convert? When? What's the Best Plan For You? Here Are the Answers on Your NSI Policy

MEN now in the service have been thinking and hearing a good deal about the privileges and rights they will enjoy as veterans when they return to civilian life. One of the most important privileges is that you can keep your National Service Life Insurance policy after you leave the Navy, and arrange to convert it to a permanent form of insurance when you are ready.

(Of course, if you're staying in the regular Navy, the same applies.)

Anyone who has made a study of life insurance will tell you without hesitation that men in the service get a wonderful bargain in life insurance from the government. Briefly here are some of the reasons:

• **Low cost.** The government pays all losses due to the extra hazards of service plus all of the expenses of administration. This reduces the cost to you.

• **No restrictions.** Regardless of the job a veteran takes in civilian life—whether he takes up aviation or becomes a deep-sea diver—the extra hazards do not affect his National Service Life Insurance because it was issued without restrictions as to residence, travel or occupation.

• **Dividends.** It is quite likely that NSI policyholders will receive dividends in the future, as declared by the Veterans Administration. Any dividends paid will of course reduce even further the actual cost of the insurance.

• **Your own needs.** Everyone needs life insurance, just as everyone needs food, shelter, clothing, medical attention and other types of protection. But life insurance is like a life preserver—you can't delay getting it until the emergency occurs when you have to use it. This fact is particularly important to the man who may have acquired physical disabilities while in the service. These disabilities may prevent him from getting more insurance in the future and it is vitally important for him to keep the protection he already has.

Your Present Policy

Now, let's consider a few details about this insurance. First, your present policy (unless it has already been converted) is *term* insurance. If it was issued effective before 1 Jan 1946 it can be *kept* as term insurance for eight years from the date it was taken out. The fact that a man leaves the service during this eight-year period doesn't make any difference. He doesn't have to change his policy until the end of the term period whether he goes out or stays in.

While in service, you signed an allotment of pay which authorized the

disbursing officer to deduct your premium each month from your pay, and the Navy Department then sent it to the Veterans Administration. In order to continue the protection in force after you leave the service, you must start sending in your premiums by direct remittance. Premiums may be paid by check, money order or bank draft, payable to the Treasurer of the United States and mailed to the Collections Sub-Division, Veterans Administration, Washington 25, D. C. The first payment should be made in the first month following your discharge. Failure to continue payments when due will result in lapsed insurance.

The 3 Permanent Plans

Of course, even though the policy can be continued with its low-premium rate on the term plan, most men will eventually want to make a change to a permanent plan. The three types of permanent insurance are:

1. Ordinary Life.
2. 30 Payment Life.
3. 20 Payment Life.

Here's an illustration of the difference between term or temporary insurance and these permanent plans. Term insurance is like *renting a house*. You pay rent, you enjoy the comfort and protection of the home, just as if you owned it. But at the end of the lease when you move out the landlord doesn't give you back any of your rent payments.

Permanent insurance is like *buying the house*. At the end of 20 years on a 20 Payment Life policy you own your "life insurance" house. There are no more payments or "rent" to be made. This is also true after 30 years on a 30 Payment Life and on a somewhat different basis for Ordinary Life.

Premiums depend on the plan selected. The 20-payment plan has the highest premium because the purchase of the insurance is completed in the shortest period. Ordinary Life has the lowest premium of the three.

Which Plan for You?

The big question facing most men on their insurance as they return to civilian life is "How much permanent

life insurance do I want and need and what is the best plan for me to choose?"

The answer to this involves many factors and, except in certain instances, the question cannot be answered at the time a man leaves the Navy. The plan and amount selected depend on the kind of a job you will have in civilian life, your income, your dependency situation and how much money you can reasonably afford to invest in life insurance each year. You can keep the full \$10,000 or you can keep any part of it in even multiples of \$500, but not less than \$1,000.

It's usually best to delay this important decision until you're back in civilian life and know what your job, income, etc., will be. However, if you already know this and decide to make the change immediately, you can make the arrangements through your Navy Benefits and Insurance officer.

Here's a specific illustration of the monthly premium for \$10,000 on each of the three plans, based on age 25:

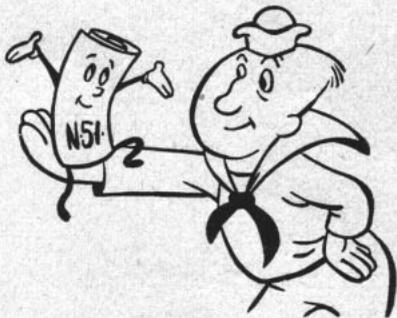
Plan	Monthly Premium for \$10,000
20 Payment Life.....	\$21.20
30 Payment Life.....	16.70
Ordinary Life	13.70

The term insurance premium a man of 25 would pay for the same amount of protection is \$6.70. Actually, however, over the long pull the permanent insurance will have a *lower net cost* because a part of every premium then goes into the cash value which is the personal property of the insured. (During the war, term insurance was more suitable since during an emergency period of unusual hazards combined with a loss of earning power it afforded the maximum protection for the minimum outlay.)

For a man on a restricted budget who needs as much insurance protection as he can possibly secure for his family, Ordinary Life is often considered a desirable plan to choose. While it is true that you have to pay premiums for life if the face amount of an Ordinary Life policy is kept in force on a premium-paying basis, it is possible to stop premium payments and take a paid-up policy for a lesser amount whenever you feel that your need for the full amount has diminished.

For instance, a man aged 25 takes out \$10,000 Ordinary Life. He buys it at a time when his expenses are high and his income low . . . the very time when protection is most essential. By the time he reaches age 65, his children have grown up, he is ready to take it easy. At that age his \$10,000 Ordinary Life policy can be exchanged either for approximately \$8,000 of fully paid-up life insurance (with no more premiums due) or he can take the cash value of \$5,700.

However, for the man who happens to be in a position where he can afford to invest more money in life insurance each year, then 30 Payment Life or 20 Payment Life will likely have the



greater appeal. Each of these has the advantage of becoming fully paid-up for the full face amount after the designated number of years. You're paying premiums only during those years when you're normally at your peak earning capacity. Because the amount invested is higher, these plans also offer somewhat higher cash values than Ordinary Life.

Fortunately, a man leaving the service doesn't need to make up his mind at once. He has plenty of time to consider all of these facts—and should wait until he will know what financial obligations he can safely assume and still provide adequately for the support of himself and his dependents.

Other Privileges

It should be mentioned that *all* permanent plans contain the "paid up" privilege just described for Ordinary Life. This provides a safety valve for almost any possible future emergency.

Another choice for a man unable to continue premium payments is to let the insurance protection continue under what is called "extended term insurance." Under this option the *full amount* of the policy stays in force but for a *limited period* of time, depending on how long the policy has already been in force. Either of these options is available after one year's premiums have been paid.

After a National Service Life Insurance contract is converted to a permanent plan it begins to accumulate a loan value (equivalent to 94% of the cash value of the policy). This loan value is an extra security in an emergency since, if necessary, you can borrow on it either to secure cash or to pay premiums.

Disability Protection

A further safety valve for future emergencies is the disability clause contained in every National Service Life policy. Uncle Sam provides this disability protection free of charge. Total disability is "any impairment of mind or body which continuously renders it impossible for the insured to follow any substantially gainful occupation." Anyone who becomes so disabled at any time before reaching 60 while his policy is in force on a premium-paying basis may submit a claim to the Veterans Administration for waiver of premiums after the disability has continued for six or more consecutive months. Many men who have been injured and disabled in the service have already, upon application, received a refund of premiums under this provision.

One caution: never stop paying your premiums, even though disabled, until Veterans Administration has advised you that your claim is approved.

Paid as Monthly Income

One question often asked is, "Now that I am leaving the service will the policy still be paid as a monthly income to my beneficiary in case of my death?" The answer is yes. There are two options under which NSI can be paid to a beneficiary and each provides a monthly income. (Note: next



month's ALL HANDS will carry an article discussing these two options.—ED.)

Experience both in government and private life insurance shows that an income settlement is usually most satisfactory for the average beneficiary. A widow is faced with enough problems without having the additional worry of how to invest, safely and prudently, a sizable sum of money. There have been occasions where a widow has been left with sufficient insurance to care for a family, but since it was paid in one sum, the money was soon gone—either through poor investments, or unwise advice from relatives and friends. It should also be kept in mind that a widow's income may be supplemented by Social Security payments, by whatever additional private life insurance her husband owned, and quite possibly by pension as a dependent of a war veteran.

Three Conversion Options

Some men want to know whether it is possible to salvage, so to speak, the time they've already been paying under the term plan and thus get some privileges for the premiums already paid.

The answer is "yes." At all times, after one year and before the end of the specified term or span of existence of his low-premium contract, every policyholder has a *three-way option* when it comes to conversion.

(1) *He can begin the new plan as of the time he converts and at the rate for the age he has then attained.* For example, he first purchases the insurance at age 21 and waits until he is 25 to convert, say, to Ordinary Life. The new policy will be effective from that time on, and his premiums will be based on age 25 (\$1.37 per

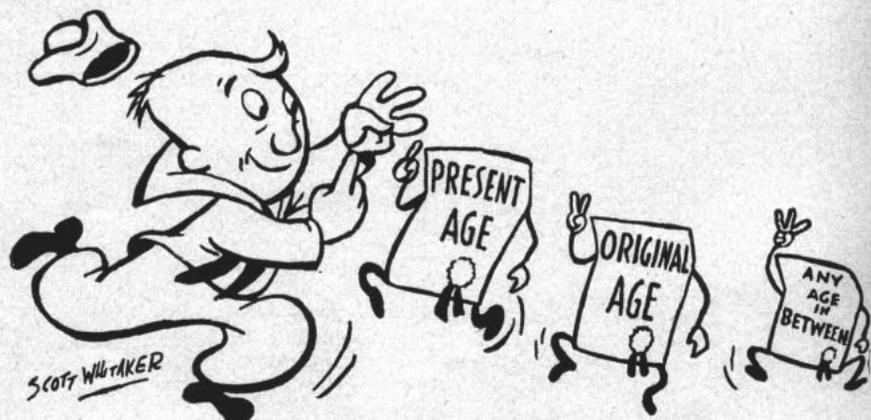
month for each \$1,000 of insurance).

(2) *He can "date back" the converted insurance to the original effective date of the "term" insurance and base his new premium on his age at that time . . . by making payment of the reserve on the new policy.* Take a concrete case. A person first purchases the "term" insurance at age 21, waits until age 25 to convert, but wishes to make the new contract effective as of his original age of 21. We'll suppose he has chosen an Ordinary Life plan for his new contract. Now, in order to date the new plan back to age 21 and have the premiums based on *that* age, instead of 25, he must pay at one time, when he converts, the amount of "cash value" or "cash reserve" that an Ordinary Life policy *would* have accumulated if he had been carrying it for those four years, i. e., from age 21 to age 25.

In other words, he creates by a single stroke, through his cash payment, the "reserve value" that builds up under an Ordinary Life plan which is begun at age 21 and on which premiums have been paid to age 25. The cash payment is roughly the difference in the premiums (plus some interest) between the "term" plan and the new plan for those four years involved. A Benefits and Insurance officer can compute the exact cost for you.

Of course, this conversion calls for a cash outlay of some size. In our sample case of "age 21-25," for example—which involved converting from the term-plan to the lowest premium permanent type (Ordinary Life)—the lump-sum cash payment would be \$30.76 for each \$1,000 of insurance concerned. But if the policyholder has some savings, he can take advantage of this type of "dated-back" conversion. Or he could use some or all of his mustering-out pay for this purpose.

The value of a retroactive conversion to most policyholders, if within their financial reach, is obvious. For one thing, a lower premium is payable since it is based upon an earlier age. In our "age 21-25" case above, the insured would then be paying Ordinary Life premiums based on age 21 (\$1.25 monthly per \$1,000 of insurance) instead of the premium for his attained age of 25 (\$1.37 monthly). Moreover, he will have put four years of payments behind him, and he will have from the day he makes the



WHAT DOES IT COST TO CONVERT?

Table below shows the comparative monthly premiums for the type of term insurance most Navy men are now carrying, and for the three forms of permanent insurance to which they will eventually want to convert.

Although monthly premiums are shown here for easy comparison, premiums may also be made quarterly, semi-annually and annually, with slight savings in each case if you do so.

For details on the various ways in which you can convert, including cash payment for "converting back," see the accompanying article, p. 29, column 2.

MONTHLY PREMIUMS PER \$1,000 INSURANCE

Age	Present "Term" Premium	Ordinary Life	30-Payment Life	20-Payment Life
20	.65	1.23	1.54	1.96
21	.65	1.25	1.56	1.99
22	.66	1.28	1.59	2.02
23	.66	1.31	1.61	2.05
24	.67	1.34	1.64	2.08
25	.67	1.37	1.67	2.12
26	.68	1.41	1.70	2.15
27	.69	1.44	1.73	2.19
28	.69	1.48	1.76	2.23
29	.70	1.52	1.79	2.27
30	.71	1.56	1.83	2.31
31	.72	1.60	1.87	2.35
32	.73	1.65	1.90	2.39
33	.74	1.69	1.95	2.44
34	.75	1.75	1.99	2.49
35	.76	1.80	2.03	2.53
36	.77	1.85	2.08	2.59
37	.79	1.91	2.13	2.64
38	.81	1.98	2.18	2.70
39	.83	2.04	2.24	2.76
40	.85	2.12	2.30	2.82
45	.99	2.54	2.67	3.18
50	1.27	3.12	3.20	3.67

conversion a cash "reserve" on which he can call in an emergency.

Choice of Dates

The third possibility is merely a variation of the second just outlined:

(3) Instead of "going back" all the way to the original date of the term insurance, a policyholder can choose any date on which a premium has become due between that time and the present . . . again, by making a cash payment on the new policy. For example, he has purchased term insurance at age 21 and decides to convert when he is age 25. For one reason or another, he is unwilling or unable to make the cash payment required to convert all the way back to age 21, but he does wish to "date back" the new plan for at least some time. He can consequently choose any date on which a premium has become due between the original date and the present—for instance, age 22, 23 or 24.

If an insured chooses one of the other two "permanent" plans of NSI, i. e., 30-Payment or 20-Payment Life, the "reserve" necessary for a "dated

back" conversion will be greater, because these are higher-premium policies whose "cash values" are correspondingly higher.

Changing Beneficiaries

Another frequent question is, "How do I name a new beneficiary or change a beneficiary already named?" It is only necessary to complete a change of beneficiary form, sign it, and return it to the Veterans Administration, Washington 25, D. C. If it isn't possible to return one of these forms, the Veterans Administration will accept a written request from the insured if it is signed by him, dated, and includes all the necessary information needed to identify him. Under present law you may name any of the following as beneficiaries: your wife; your children (including an adopted child, stepchild or illegitimate child); your parents (including parent through adoption or someone who took the place of a parent); and your brothers or sisters. If the experience after World War I is any guide, it's possible Congress may now amend the law to provide for a wider choice of eligible beneficiaries.

Private Life Insurance

Many men leaving the service are also looking for a word of advice about their private life insurance. If premiums have been paid by allotment of pay, it will be necessary for you to resume payment of premiums by direct remittance to the life insurance company after you leave. This should be done without delay to avoid any risk of the insurance lapsing.

Some men have had the premiums on private life insurance deferred under the provisions of the Soldiers and Sailors Civil Relief Act. These premiums must now be paid after they

leave the service, although it isn't necessary to do it immediately. Each man has a grace period of two years after leaving the service in which to get his back premiums paid up.

In any event, the best thing to do is to write to your insurance company, tell them you're being discharged from the service, and ask for their suggestions and advice about your policy.

Summing Up

To wind up, here's a brief review of some of the essential facts a serviceman should know about National Service Life Insurance as he returns to civilian life:

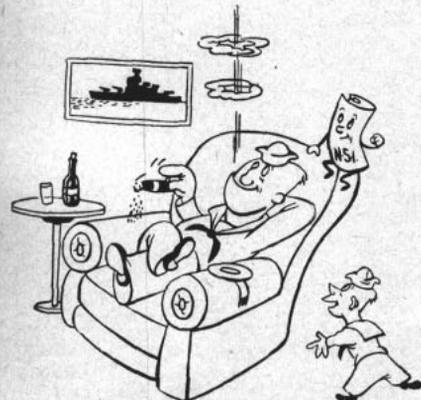
- Whether in or out of the Navy, you have a government life insurance contract. Whether you keep it as term insurance or change it to a permanent plan, the policy remains government insurance. It will not be turned over to some private company after you leave the service.

- To keep this valuable policy in force, you must start sending premiums to the Veterans Administration after your discharge. You should not wait until you get a notice that a premium is due. The address is: Collections Sub-Division, Veterans Administration, Washington 25, D. C.

- You don't have to convert right away. You can do it any time before your eight-year term insurance policy expires.

- After you convert your policy to a permanent plan, it begins to acquire permanent cash and loan values. These enable you to hedge against almost any type of emergency that may arise in the future.

- If you want any information on your policy while you are still in the service, see your Benefits and Insurance officer. If you need any information after you get out, just write the Veterans Administration in Washington or to its nearest local office.



WHAT'S IN A NAME?

SCHOONER

It is said that in 1713 Captain Andrew Robinson, a famous shipbuilder of Gloucester, Mass., had a vessel of a new type on the stocks, and up to the date of her launching he could not decide what to name her nor how to describe her.

As she left the ways, a bystander cried, "Isn't she beautiful. Look how she scoons!" Scoon, a word of Scandinavian origin, meant to skip or skim over the water.

When Captain Robinson heard this compliment for his ship he said, "A scooner let her be."

Although in early New England records the word appears originally to have been written "scooner," an "h" got added to it later.



VETERANS AT WORK

War Manpower Commission's State-by-State Survey Shows Trends in Employment of Returned Servicemen

IDEAS as to how veterans of this war are returning to civilian employment are many and varied. According to the War Manpower Commission, any innocent bystander listening to the variety of contradictory opinions would hear that (1) veterans are settling down in their pre-service jobs; veterans are a job-hopping lot; (2) veterans have lower absenteeism and turnover rates; also, higher; (3) veterans want their jobs in their own home communities, and veterans have the travel itch.

What are the facts? To try and find some answer, WMC recently queried the men whose task it is to find jobs for veterans—WMC's Veterans' Employment Representatives, located in each State office of the United States Employment Service. The survey was made this year, a few months before Japan surrendered. Here is a summary of their replies:

- Most discharged servicemen were seeking jobs in their home communities; those seeking jobs elsewhere were attracted mainly to the West Coast.

- About half return to their former employer, although only from 10 to 25% want to return to their old jobs. Most are looking for new jobs because skills gained in the service have opened new avenues of employment, family responsibilities have increased to such an extent that the pre-service job is financially impossible, or the service position was on a higher level and paid more than the pre-service job.

- Very few veterans are seeking additional training at this time; most want to become wage earners immediately. Younger veterans, however, show a great deal of interest in continuing their formal education.

- Many communities are operating under some type of cooperative plan to help veterans reestablish themselves.

- Many veterans seek to take advantage of skills picked up in the service, but some find that their service-acquired skills have few counterparts in civilian industry.

- As to whether veterans present employment problems, opinion was divided. Some state that employment problems, turnover and absenteeism among veterans are the same as among nonveterans; others state that many veterans who are employment problems now had difficulty holding a job before they came into the service;

those veterans who are holding unskilled jobs.

- Almost all employers show willingness to hire veterans and to participate in community programs.

- Veterans who left jobs to enter the armed service know what jobs they want, and—in many instances—where they can find them. Veterans entering the labor market for the first time need patient, effective counseling.

- Most veterans took "postwar" jobs rather than war jobs, either to get as far away from the war as possible or for security. Those who took war jobs did so either from a patriotic urge or the attraction of high wages.

- Few veterans are accepting vocational rehabilitation for service-connected disabilities because jobs which they can perform are plentiful and they want to become wage earners as soon as possible.

- Veterans who were white-collar workers and had relatively high-salaried jobs are returning to them; others want "heavy" jobs because of the higher wages, or outdoor occupations because of their liking for outdoor life as experienced in the service.

Individual comments by Veterans Employment Representatives from several states:

Oklahoma: "Through the press, wisecracks over the radio, and conver-



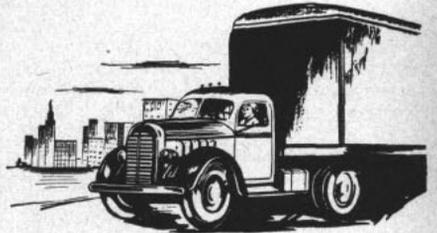
sations with men returning to duty after furloughs, many servicemen are convinced that civilians are living a life of ease with fantastic incomes. A serviceman seldom hears of a war worker making less than \$100 a week. . . . No one has suggested that there may be stiff qualifications for such jobs that do exist, that past experience is necessary. When veterans with fixed ideas are exposed to ordinary job openings and wages, they are inclined to believe that someone is holding out on them."

Connecticut: "A number of veterans who decided to return to work soon after discharge, intend to take advantage of education or training privileges at a later date. . . . A few examples where Army and Navy training has been utilized in civilian employment include: an EM3c who was placed as an electrician; veterans placed as auto mechanics because of service training in this field; first-aid man placed in the hospital of an industrial concern; radio mechanic and aerial gunner (TSgt) placed as trouble shooter on communications equipment."

North Dakota: "We find that most of the veterans are primarily inter-

ested in permanent jobs rather than immediate but temporary war jobs. Civil Service attracts them since it appears to offer lifelong security."

Missouri: "Surprisingly few returning veterans are asking for additional training at this time. Those who do ask for training favor the apprentice courses where their apprenticeship scales together with Government allowances add up to a fair sum compared to the monthly allowance for other educational pursuits. . . . The trend is 'work now while manpower is



needed and leave the training until later."

Pennsylvania: "We have found the veteran who is a problem after placement to be the exception rather than the rule; that employers, although their publicity on the subject is sometimes misleading in its optimism, are receptive to veterans; that interested agencies are anxious to coordinate their activities and to cooperate with each other; and, finally, that a genuinely sincere public interest exists which if intelligently nurtured will assure that 'maximum' of service held out to veterans in the GI Bill of Rights."

Texas: "Some veterans who had done inside work prior to military service have found that outdoor life is much more healthy and on the basis of their training in the service are now seeking outdoor employment. . . . In general, the majority of veterans are interested in securing jobs with postwar security."

California: "Veterans are returning to or staying in California in ever-increasing numbers. At present, 43.3% of all hospital discharges are giving California addresses. At the Camp Beale Separation Center in California, discharges who give California addresses run as high as 87.5%. . . . To date, over 100 Community Veterans Employment Councils have been organized."

Washington: "Only a few veterans want additional training now. A considerable number have applied for it but they want to accumulate a cash reserve. This is true whether the veteran is entitled to GI training or rehabilitation. Practically all of those who had acquired a high degree of skill before leaving the service want to continue in that trade or profession when they get back. For instance, the Wenatchee USES office placed a veteran with a cook's rating as a meat cutter in a local store; he is manager of the department today. The Tacoma office has placed as a refrigerator serviceman an ex-sailor who took a Government course in refrigeration while in the Navy. A veteran who studied radar for six months in the Navy was placed by the Vancouver USES as a journeyman radar technician."



still others maintain that turnover and absenteeism rates are higher among

LEARNING WHILE WAITING

Many Courses Available to Help You Get Diploma Or To Better Your Qualifications for a New Job

TIME on your hands? With the fighting over, you may be among those who will have more off-duty time while you await your turn for demobilization. If you are, the Navy's Educational Services Program, now being expanded and adjusted to meet this situation, is a bet you won't want to overlook.

Here are ways in which you can use the program and your spare time to your advantage:

- If you look forward to plying a trade after your discharge you can get vocational training now.
- If you lack a high school diploma or a college degree you can take courses to give you credits you need.
- If you have a degree and want to broaden your educational qualifications for a better civilian job, you can study in any field you choose.
- If you've been in the service a long time you can catch up on current developments as a means of orienting yourself in the postwar world.
- If you want vocational and educational advice you can get it from a person who will consider your individual problem.
- If you have a hobby, this will give you a chance to ride it.
- If you're just looking for a constructive way of spending your free "waiting time," this'll do it.

The First Step

Whatever your interest in further education may be your first step will be to get in touch with the educational services officer at your ship or station. You'll find one more easily because under the expanded educational

program now being put into effect every station having 2,000 personnel will have one educational officer assigned to it, and stations with higher complements will have additional officers and men detailed to them.

Capital ships, which have never had a full-time officer assigned to educational duties, are included in the list of billets, and naval hospitals within the continental U. S., which have a ratio at present of one educational officer for each 500 patients, will share in the expansion. Every U. S. Naval Personnel Separation Center will have at least one educational officer.

Where no educational services billet has been established, the commanding officer has been directed to assign an officer to this work as collateral duty.

Wide Choice Offered

In case you need extra credits for your diploma, you'll find that the available courses cover all the standard subjects. But whether it's to complete your formal education, to give you vocational training, to fill you in on a hobby or merely to amuse you, you're likely to find your choice.

Judging by the demand for textbooks distributed by the Educational Services Section of the Bureau of Naval Personnel the first six months of this year the most popular subjects seem to be: mathematics, business, science, social studies, mechanical training, English, foreign languages, literacy training, and agriculture.

In addition to these class-room courses, you'll also have the opportunity to enroll in the correspondence and self-teaching courses offered by

the U. S. Armed Forces Institute (USAFI). This joint Army-Navy school has its headquarters in Madison, Wisconsin and nine branches located throughout the world: Pearl Harbor, Manila, Calcutta, Noumea, Panama, San Juan, Seattle (Alaska branch), London, and Rome.

These correspondence courses give you an even wider list of subjects to choose from. In the catalogue of the Institute, there are listed 250 different courses at levels ranging from elementary school to college. You'll find as widely varied titles as these:

"The Short Story," "Business Law," "Marine Engineering," "The Victorian Age in English Literature," "Plumbing and Gas Fitting," "Spherical Trigonometry," "News Reporting," and "Foundry Practices."

You can make your application for the Institute's courses to the educational services officer or to USAFI headquarters, Madison, Wis., or USAFI branches.

You'll pay an initial fee of \$2.00 for the first course, but if you maintain satisfactory progress no fees are required for additional courses.

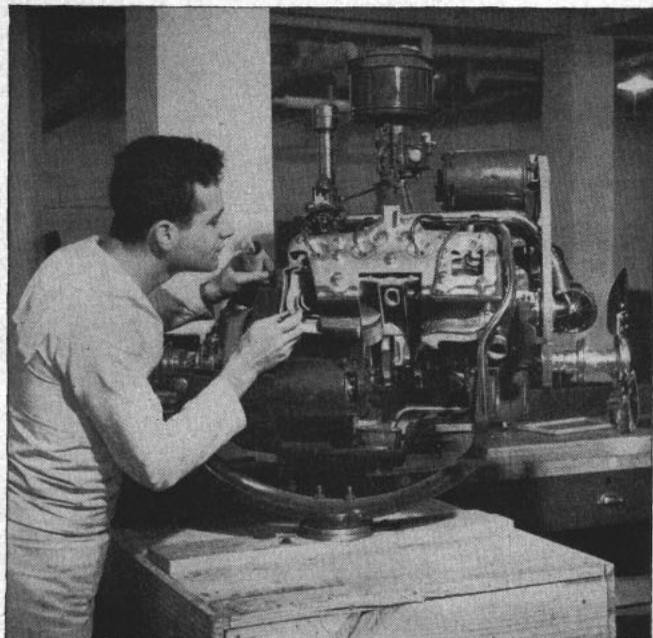
Besides the Institute's own offerings, 85 colleges and universities offer through the Institute an estimated 7,000 correspondence courses covering between 350 and 400 subjects of high school and college caliber. For these university extension courses you'll have to pay one half the cost of each course and the government will pay the remaining half provided that its contribution is no more than \$20.

Postwar Orientation

Aside from the class work there is the orientation program, expanded and adjusted to the demobilization period. This will give you an opportunity to

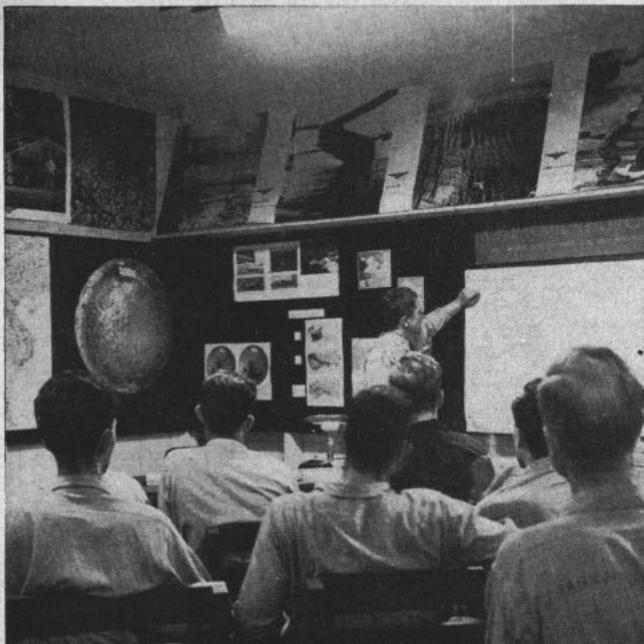


EDUCATIONAL SERVICES help a man fill in wartime gap in learning, improve his chances for postwar employment.



SAILOR STUDIES cutaway motor at St. Albans naval hospital. Hospitals in U. S. will get more E. S. officers.

Official U. S. Navy photographs



ORIENTATION classes help men follow and understand news developments. Newspapers are part of E. S. program.



ABOARD SHIP educational officer advises men about USAFI courses. Catalogue features 250 different courses.

Official U. S. Navy photographs

brush up on developments and help you understand the problems you'll meet in the postwar period.

Most of the same orientation media that were used to keep you up on the war's progress and issues will continue to be used: discussion groups, maps, photographs, pamphlets, and motion pictures. These are open to everyone and you'll be kept informed what's coming by your bulletin board.

The educational and vocational counseling service is another important part of the program that may be of help to you. It's the job of the officers concerned with this field to advise you, on the basis of your background, interests, talents and future job preference, what courses to take in order to achieve your goal.

Getting the Credit

If you want any of these educational activities you plan to make use of in the next few months to serve as credits applied toward a high school or college diploma, the procedure is a simple enough matter of filing a request. Your educational services officer can show you how.

The Navy itself is not authorized to award high school or college credits. However, it can help you toward getting them by sending a record of your service studies, including military training and duties, to any school you select. Most high schools, colleges, and universities will credit you with some points toward a diploma or degree.

For example, if you've ever gone to boot camp or indoctrinational school, taken a training course for advancement in rating, or even just performed your naval duties long enough to gain useful experience, you may find that you can get academic credit in high school or college when you return to civilian life.

If you were within striking distance of a diploma when you entered the service you may even find that you

have enough credit now to put you over the top. In any case your naval experience may have helped you accumulate enough credits to help make up, in some way, for some of the time you lost while out fighting.

The plan for giving you this credit rests upon a series of evaluations, in scholastic terms, of the different courses and experiences of service personnel. These evaluations were made by civilian educators, and have been made available in printed form to all academic institutions. They are not binding upon the schools, but constitute recommendations to them as to how much credit should be allowed.

Under these recommendations, if you are an enlisted man who had recruit training you may be granted as much as half a year's high school credit for your work in the Navy. If you are an officer with eight weeks of indoctrination you may receive three semester hour credits in a university.

To take advantage of this phase of the educational program, details of which were announced in BuPers Circ. Ltr. 349-44 (NDB, 30 Nov 1944, 44-1323) you apply on USAFI Form 47. After being certified by an officer appointed by your commanding officer the application is then mailed by him to the school you choose. The school returns it with information showing how much credit they give you for your naval experience, and perhaps with recommendations for additional courses to be taken, if you are still remaining in the service for a while. Copies of this form may be obtained from your educational services officer.

The First Experiment

Aware that 70% of its enlisted personnel had not completed high school, the Navy on 1 Sept 1942 placed in operation the first Educational Services Center at Guantanamo Bay, Cuba, largely on an experimental basis. This base was a good testing

ground as its complement was large, its location remote, and leisure hours went begging.

The response to off-duty instruction of things non-military was so enthusiastic that during the next four months similar centers were opened in Iceland, Bermuda, Puerto Rico, Trinidad, Ireland and at three bases in Alaska. On 3 Feb 1943 the Educational Services Section was formally established.

Classes have been and still are being held in a variety of buildings and ships, from Quonset huts to more or less permanent structures, from battle-ships to minesweepers, with officers and enlisted men acting as teachers.

The typical class meets two to three times a week, for one or two hours, over a period of from six weeks to six months. Average enrollment has been about 20 students to a class, and statistics show that about 65% of the students who enroll have actually completed their classes.

Pretentious names are carried by some of these schools which have boasted a total enrollment of 250,000 persons in the past 12 months. There is the "University of Midway," "Adak Academy," the "College of the Aleutians." And on the other side of grandeur, "Snaf U" at Guantanamo Bay.

These two excerpts from letters illustrate what the program up to now has meant to men in the Navy:

"I have already received my first three marks from my correspondence courses in rhetoric 121. They are as follows: B- B- A- . . . here's hoping this program will keep growing. Personally I think it's the best break a sailor ever had."

"I am a man that could not read and write when I came in the Navy. I could not read any name I know. I am not good. But I am going to get where I can read what I want to . . . I will not forget what you all have been doing for me."



Guitars sing, grass skirts swish in native show at Camp Erdman.



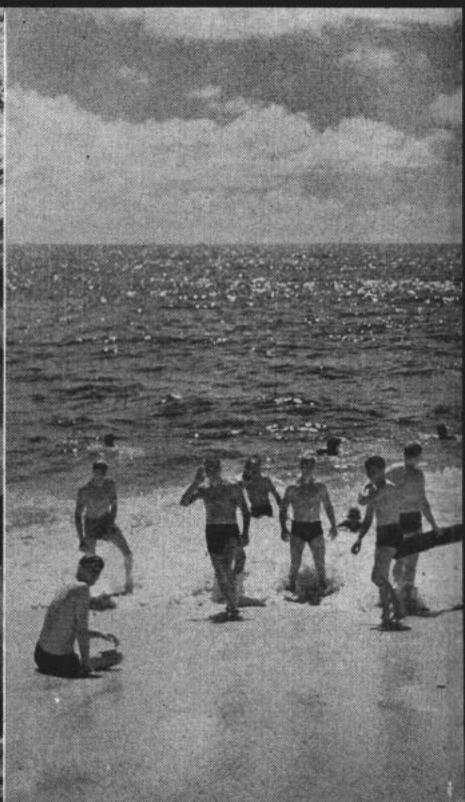
The Breakers recreation

SWEET LAND OF LIBERTY

BEACHHEAD for fun—that's what Hawaii, famed vacationland in the days before Japs dropped bombs on Pearl Harbor, is for Navy men on liberty. Where once tourists spent small fortunes for a few days' stay at famous resorts, sailors, marines and coastguardsmen enjoy themselves for practically no cost, thanks to the Pacific Fleet and 14th N. D. Recreation and Morale Office. Scattered through Oahu, the principal island, where Honolulu and Pearl Harbor are located, are several recreation camps where men who fought hard and victoriously

Athletic gear locker is one of the busiest spots at Camp Andrews.

Bathing suits are Camp





center at Wakiki Beach.

Nimitz Beach is scene of picnics with beer, hotdogs and trimmings.

in the defeat of the Japanese can now find physical and mental release.

Typical of these recreation centers is Camp Andrews, about an hour's train ride from the Navy Yard station. Railroad tickets, the only expense, are usually paid for by a ship's recreation fund. Men can stay at the camp for as many nights as their liberty permits. They sleep two to a cabin in real beds that don't rock and enjoy such dream luxuries as soft white sheets and pillow cases.

Uniform of the day at the camp is swim trunks. But

it's optional. A pair of dungarees or any kind of trousers will do. It all depends on the individual's idea of comfort or whether he wants to swim, knock himself out on the sports field or just lie in the sun and take things easy. It isn't even necessary to dress to go to the mess hall.

Similar to Camp Andrews is Camp Erdman, for officers only. Nimitz Beach is a sports and picnic area open to officers and men from 0900 to 1800. The other recreation resorts are Richardson Recreation Center, Bagley Beach, The Breakers and Hale Luana, for Wave officers.

Andrews' uniform of the day.

Camp Andrews is a beachhead for fun. Men enjoy the sun and games.



His Ship Came In

BACK in the winter of '41-'42, among the grim and grimy workmen rushing construction of the USS *Lardner* at the Kearney, N. J., shipyards was an earnest young man named Charles D. Klein of Jersey City. Klein had his sights set on a carrier pilot's commission and soon after the destroyer slid down the ways on 20 Mar 1942 he enlisted in the Navy. He made the grade in flight training and, in due time, was out with the fleet.

Just before sunrise on last 15 June, Ens. Klein and his Avenger crew took off by catapult from the USS *Manila Bay* on antisubmarine patrol. The catapult, however, was faulty and the plane, failing to attain sufficient speed, spilled over the escort carrier's bow and into the water. Klein and his crewmen—Ray Baudier, ARM2c, of New Orleans, and Victor Grigoza, AOM3c, Elizabeth, N. J.—scrambled out just before the plane sank below the surface.

Visibility at that hour was extremely poor but nevertheless rescue

ALONG THE ROAD

plaints about the regulation short-cropped haircuts that he had his own head sheared bald.

"Now when a fellow complains," Daily explained to John Troan, Y3c, USNR, a Navy correspondent, "I just say to him, 'Fella, you still look better than me.' And he goes away grinnin'."

Whew!

Speaking of barbers, we are reminded of the close shaves experienced by Pfc. Burton H. Gilleo, USMCR, of Bridgeport, Conn. During two weeks on Iwo Jima, Gilleo had more of 'em than a watermelon has seeds.

A Jap bullet pierced his helmet . . . but didn't even graze his noggin.

Shrapnel riddled his pack . . . but didn't even bruise his epidermis.

Five times rocket bombs landed within 50 feet of him and knocked his

On the other hand, Gilleo, a member of a demolition outfit, blew up three Jap-infested caves, burying an estimated 15 Japs.

GUNologue

If 5-in. guns could talk, Robert Rice, S1c, USNR, a Navy correspondent, believes the No. 2 5-incher aboard his destroyer would have something like this to say:

"Close shaves? Brother, I had one the other day. We were riding off Okinawa when a Jap fighter sneaked through our air patrol and started coming at us from the starboard. Our 20s and 40s shot him full of holes like a month-old meal ticket. His engine began smoking and he tumbled from the sky and we let out a cheer—but it choked in my muzzle! He was coming right at me.

"My gunners held their breath . . . and anything else they could grab. Down the plane plummeted, spraying gasoline onto the flying bridge. I figured this was the end for me. There was a roar . . . then a whoosh . . . then a splash . . . but no crash. By some freak, that plane had swooped right between my belly and the deck. It hadn't touched either of us and had swept on over the side and hit the water about 10 feet off the port bow.

"Mac, that thing passed so close to me it burnt all the paint off my belly. And that burnt me up. I've always been mighty proud the way the fellows took care of my looks. I'm just about the smartest-looking gun in the whole dam' Navy.

"So the next day when another plane came at us I personally took care of him. The 20s and the 40s were blazing away, but I wasn't taking any chances on them this time. I got this buzzard in my sights and let go just one shot—a tracer. Boy, it sure looked pretty as it sailed right up at him and



was swift. Within a few minutes, Ens. Klein and his crewmen were plucked from the water and hoisted aboard a destroyer.

It was the USS *Lardner*—the ship that Ens. Klein helped build.

Chipper Clipper

Robert A. Daily, SSMB3c, USNR, of Fall River, Mass., is one Navy barber who has nothing but satisfied customers—well, nearly satisfied.

The 34-year-old Yankee clipper who is Mr. Zip-Zip aboard an aircraft carrier grew so tired of hearing com-

plaints about the regulation short-cropped haircuts that he had his own head sheared bald.

Several times Jap soldiers picked up his own grenades and tossed them back at him . . . without damage, except, of course, to his pride.

TO TOKYO

smacked him . . . yeah, you guessed it, right in the belly. He came apart like a kite in a typhoon.

"Soon as they could, the boys gave me a fresh coat of paint for that one . . . and I'm feeling a lot better, thank you."

Boom and Bored

From Mort M. Horowitz, a Coast Guard combat correspondent, comes the story of an LCI skipper who grew weary over the hard and dangerous life aboard his tiny craft . . . you know, the limited fresh water, the cramped sleeping quarters, incessant general alarms and absolute lack of recreation. So he put the following "Notice to Watchstanders" on the bulletin board:

"Be especially on the alert for suicide planes, suicide ships, suicide submarines, suicide swimmers—and suicides!"

Ifs, Ands, and Butts

Next time somebody starts whining about how tough things were during the cigaret shortage tell 'em about Marine 1st Lt. George Thompson, of Dorchester, Mass., and four other leathernecks of the 29th Regiment's 1st Battalion. A temporary cigaret shortage almost cost them their lives on Okinawa.

They had been pursuing some 15 Japs down a heavily wooded hillside when they burst into a seaside clearing and stumbled into the middle of 350 armed Nippos. They could never hope to shoot it out with such a large force. Lt. Thompson had to think fast . . . and the first thing he thought of was the Jap's love of American cigarets.

He pushed his pistol into a back pocket, motioned to the other marines to sling their rifles over their shoulders and shouted: "Tobakko! Tobakko!" Several Japs stepped forward, hands outstretched. The marines quickly passed Thompson four packs of cigarets and, grinning broadly and chatting amiably, he distributed them among the enemy.

When Lt. Thompson ran out of cigarets, one of the Jap officers stepped forward, snapped to attention, saluted, handed two sabers and a wrist watch to a marine . . . and then blew himself to his ancestors with a hand grenade. Other officers followed suit.

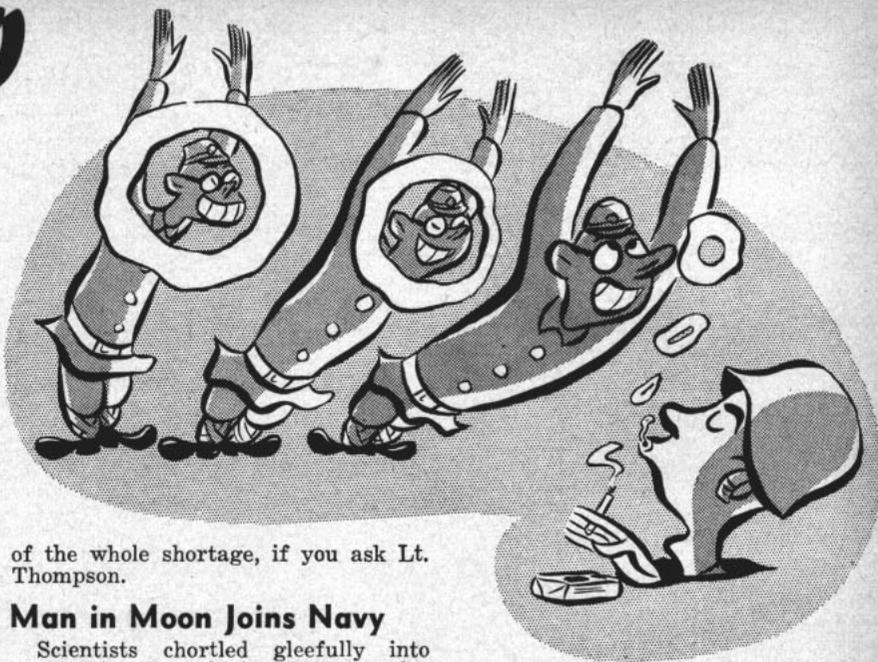
Suddenly four grenade-laden Japs moved menacingly toward Lt. Thompson. He figured it was the end.

"Tobakko!" growled one Jap.

Thompson looked from marine to marine. None had any cigarets left. When he turned back to the Japs and shook his head, they hurled their helmets angrily to the ground. In desperation, he pointed up the cliff toward American lines.

"Lots of tobakko there!" he shouted. "Lots of it!"

One hundred and fifty Jap soldiers surrendered . . . and, later, 350 Jap civilians streamed meekly out of nearby caves. It was the best cigaret line



of the whole shortage, if you ask Lt. Thompson.

Man in Moon Joins Navy

Scientists chortled gleefully into their telescopes during last month's eclipse of the sun . . . but their joy wasn't in the same league with that shown by the crews of three destroyers over an eclipse of the moon.

They were on patrol one moon-bright night in a forward area. They stood out sharp and clear and were perfect targets in the daylight-like brilliance when 10 or 12 single- and twin-engined Jap bombers appeared.

But, just then, bridge personnel on one of the destroyers heard a sky lookout, Colin Elliott, S1c, USNR, of Waco, Tex., yelp: "Moon eclipsin', bearing 160 degrees relative, position angle 45."

As darkness gathered, the ship's gunners heeded the advice of the skipper, Comdr. A. E. Teall, USN, of San Francisco, to keep blazing away. Two planes hit the sink . . . and then the eclipse became complete and the night was as black as the inside of a kettle.

The ships steamed safely along.

Definition of Shipmates

Laden with ammunition and gasoline, *LST 749* was plowing toward the Mindoro beachhead when Jap bombers

swooped in. The *LST's* gunners, well aware of the deadly cargo under their feet, stuck defiantly to their mounts.

"No matter how fast the Japs came, nor how many, the boys just kept shooting," was the skipper's proud report. "The fellows who were at the guns didn't want to leave them."

But the Nips attacked in such strength that, no matter how hard the *LST's* crew fought back, the enemy was bound to find its mark . . . and, in time, 749 was mortally wounded. The skipper ordered the crew over the side. The ammunition aboard was beginning to explode and shells were flying.

As the men started over the side, three drew back. They could see 13 of their shipmates, wounded and sprawled in grotesque pain on the deck. The three—Ens. Thomas McLaughlin, USNR, Chicago; Alan H. Penberthy, SM2c, USNR, Brooklyn; and James Bosley, BM2c, USN, Maud, Ohio—told the skipper they wanted to stay and help him with the wounded.

A powder-keg was as harmless as a lawn-party tea-table compared to the bomb-blasted *LST's* deck, but the trio and the skipper stayed—and every last man of the wounded 13 was saved.

P.S.—And on the Road to Berlin . . .

It was early 1944. The *USS Ludlow*, Atlantic Fleet DD, was dueling German shore batteries off the Anzio beachhead. . .

A six-inch enemy shell slashed into the crew's mess. Explosive spilling from its shattered nose, the shell rolled around with the ship's motion. Death and destruction rolled with it.

On the double to the compartment came James D. Johnson, CGM, USN, of College Point, N.Y. With him, to help open hatches and clear the way, was Joseph M. Wittich, CM1c, USN, of Jamaica, N.Y.

Johnson burst into the mess and quickly corralled the shell. He could

feel its warmth through his gloves. Swiftly, but gently, he lifted the two-foot, 100-pound projectile. Then, a thin trail of explosive trickling behind him, Johnson scrambled topside past unbreathing men, dashed to the rail and dumped his dangerous burden overboard.

As the shell plopped into the water, the *Ludlow's* crew loosed a collective sigh that would have provided enough wind to whisk a sailboat from Hampton Roads to Cherbourg.

Later, complimented by the destroyer squadron commander, Johnson added only this to the story: "I was going topside anyway."

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.

RATES FOR THE TRIP HOME

SIR: Can a New York serviceman who is discharged in California purchase a round-trip railway ticket to his home at furlough rates?—L. J. M., CSF.

• No, but he can purchase a one-way ticket at furlough rates (1¼ cents per mile) upon presentation of the identification discharge certificate which is given him when he is separated from the service.—ED.

MINORITY HASH MARKS

SIR: Something's snafu—since when did a minority enlistment entitle a guy to a hash mark?—H.H.W., YIC, USN.

• What's your authority for telling R. W. S. (July 1945, p. 39) that a minority enlistment makes him eligible for a hash mark?—R.J.G., CMO MM, USN.

• The Act of 29 Aug 1916, as briefed by Melling in "Laws Relating to the Navy, Supplement 1929," provides that for all purposes of the law a complete enlistment during minority shall be considered as four year's service. Consequently, BuPers holds that a minority entitles a man to a hash mark.—ED.

VICTORY MEDAL

SIR: Having been shore-based for three dreary years in the States while my pals have been overseas earning their much-deserved medals and ribbons, I'm wondering if I shall have ended this war without having any decorations to brighten up my uniform when I attend the veteran's convention, say in 1960.

Okay, so I sound slightly ribbon-jolly. But what's my chance of at least getting a Victory Medal for World War II to help prove to my grandchildren that I really was in the war?—B.R.J., Lt., USNR. (Your chances would appear to be good. See p. 78).—ED.

MEDALS AND AWARDS

SIR: Are comparative figures available on top decorations and awards to officers and men in the Navy and Marine Corps?—B.L.T., Lt., USNR.

• The following tabulation covers those awarded between 7 Dec 1941 and 31 Dec 1944.—ED.

	NAVY		MARINE CORPS	
	Officers	Enlisted	Officers	Enlisted
Medal of Honor.....	23	9	17	11
Navy Cross.....	1,301	206	206	217
Distinguished Service Cross.....	0	0	2	8
Distinguished Service Medal.....	120	0	22	1
Legion of Merit.....	1,111	54	131	9
Silver Star.....	1,564	902	305	756
Distinguished Flying Cross.....	1,664	463	358	48
Navy and Marine Corps Medal.....	375	1,086	28	151
Bronze Star.....	1,625	1,303	163	364
Total.....	7,783	4,023	1,232	1,565

FAMILY ALLOWANCE

SIR: I was married on 11 Dec 1944 while on 30 days' rehabilitation leave. Upon return from leave on 12 January, I made application for family allowance. The family allowance, however, was retroactive only to 1 January. Since it was a physical impossibility for me to make application while on leave, I can't see why I should lose family allowance from the date of my marriage through 31 December. Please explain.—R. A. B., CY, USNR.

• The Family Allowance Law provides that benefits shall be paid for the period beginning with the first day of the month in which application is filed or the first day of the month in which the dependent

first becomes entitled, whichever is later. Since your application was not filed until 12 Jan 1945 benefits are payable beginning with 1 Jan 1945. The only way you could have collected family allowance for December was to have filed application at some naval activity during your period of leave.—ED.

COMMUTED RATIONS

SIR: Enlisted men stationed at the NOB, near the NAS where I am stationed, are paid subsistence (I believe \$3.05 per day) while we are on commuted rations at the rate of 65 cents per day. Even though I purchase all my food at the commissary, 65 cents per day does not cover it and I find myself digging into money which my wife has set aside for other things. What is the explanation for this?—A.W.K., Sic.

• "Commutated rations" are authorized within the discretion of the CO and are payable to enlisted men on duty at a station where a general mess is available, but who, for personal reasons, desire to subsist off the station. Since the mess is available, only the value of the ration, i. e., 65 cents per day, is allowed. "Subsistence allowance," on the other hand, must be authorized by the commandant of the naval district and is payable to enlisted men on duty at a station where a general mess is not available. The current value of a subsistence allowance is \$2.25 per diem.—ED.

UNIT COMMENDATION AWARD

SIR: There is a sentence in the Secretary of the Navy's letter establishing the Navy Unit Commendation award which leads us to believe that our ship is eligible for this honor. It says: "To justify this commendation the unit must have performed service as a unit of a character comparable to that which would merit the award of a Silver Star Medal or a Legion of Merit to an individual."

Our CO was recently awarded the Silver Star for safely maneuvering his ship during enemy air attacks during the Gilbert Islands operation. The citation which went with the award said he maneuvered his ship, his gunners shot down so many enemy aircraft, etc., so actually his ship and crew aided materially to this award.

Would the crew of that ship then rate the Navy Unit Commendation award, under authority of the sentence quoted above?—B.O.G., Pharm., USN.

• No, the fact that a CO of a vessel is awarded the Silver Star Medal, or other decoration, does not automatically entitle the personnel of the vessel to wear the Navy Unit Commendation. Before consideration can be given to the award of a Navy Unit Commendation, a recommendation must be submitted to the Secretary of the Navy via official channels, by the ship's CO or the SOP in the area in which the ship or unit was operating. If and when the recommendation receives the approval of the Secretary of the Navy, the personnel of the vessel are then individually authorized to wear the Navy Unit Commendation ribbon.—ED.

'RELATIVE RANKS AND RATES'

SIR: Your table, "Relative Ranks in the Armed Services," (June 1945, p. 68), places Corporal (and Assistant Cook, Field Music Corporal and Steward's Assistant, 1st Class) on an equal plane with Seaman, (and Fireman, Hospital Apprentice Bugler and Steward's Mate) 1st Class. Although they are in the same pay grade, the Marine Corps ratings are considered non-commissioned (petty) officers and, therefore, outrank (outrate) non-rated Navy personnel in that pay grade.—H.P., Sgt., USMC.

• Correct.—ED.

GCM vs. HONORABLE DISCHARGE

SIR: Is it possible for an enlisted man who has a conviction by general court-martial in his record to receive an honorable discharge?—M.D., Lt., USNR.

• No, not in his current enlistment except: (1) When BuPers approves the recommendation of the CO that an honorable discharge be issued rather than the character indicated by Art. D-9103 BuPers Manual. (See Art. D-9102(3)).

(2) When a man has been awarded a Medal of Honor, or has been decorated for heroism, or for distinguished service, or has received a letter of commendation from the Secretary of the Navy, he is entitled to an honorable discharge provided his record of service subsequent to the act for which decorated or commended would so entitle him. (See Art. D-9115(7)(e)).

(3) When a man is discharged as a result of disability incurred in line of duty and resulting from action against an enemy, he normally receives an honorable discharge regardless of his previous record of service. (See Art. D-9105 (4) (6)).—ED.

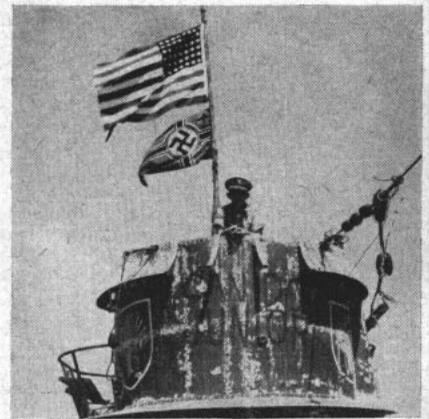
CLOTHING ALLOWANCE

SIR: I was in the regular Navy for two years, in V-5 for two months and then in V-6, USNR, which is my present status. I was told I should have got a new issue of clothing upon leaving V-5 but will now have to wait a year from the time I left V-5 before I will receive a clothing allowance. Please explain.—P.M., Sic.

• A cash clothing allowance was not authorized in your case upon return to general service, since you previously had received such an allowance, and since your V-5 status was not a first reporting for active duty in a status in which entitled to an issue of clothing in kind. However, you are entitled to quarterly cash maintenance allowance as of the first day of the first quarter following your return to general service.—ED.

SIR: I entered the Navy on 21 Jan 1943 and on 1 July 1944 was accepted for V-12 training. On 15 Nov 1944, I was returned to duty in the fleet. When will I be eligible for clothing allowance again? (I received no clothing while in V-12).—D. M. H., PhM3c.

• See reply above, as the same principle is involved in your case. You are entitled to quarterly cash maintenance allowance as of 1 Jan 1945.—ED.



CAN DO, JUNIOR

SIR: The captured German submarine pictured on the June cover of ALL HANDS has the words "Can Do, Junior," painted on the conning tower. (You might have to look very hard, but it's there.)

Since "Can Do" is the motto of the Seabees, did they have anything to do with capturing the sub? If not, why were the words written on the conning tower?—H.O'D., Sic.

• The USS Guadalcanal, from which the crew for the captured sub was taken, is known as the "CAN DO" ship, and when she took the smaller vessel in tow, the "JUNIOR" came naturally. (For the benefit of guys with 5/20 eyes, we've retouched the "Can Do, Junior" slightly; see above.)—ED.

TATTOOED LADY

SIR: Recently I saw an item in a newspaper which told of a soldier who had returned from the war with a "lady" tattooed on his chest. His wife, so the story said, insisted that he have a skirt tattooed on the lady in question. Which makes us wonder: (1) Can tattoos be removed? (2) Is there any Navy regulation which forbids a man from being tattooed?—A.G.N., Cox., USN.

• (1) BuMed says there is no SAFE way of removing tattoos, except by surgery. Once on, unless the wearer cares to risk the trouble and scars of surgery, they're on for good, although in time they do diminish slightly in color. (2) There is no Navy regulation which forbids a man from being tattooed. However, The Blue-jackets' Manual, 1940 edition, p. 21, offers this friendly advice: "Do not get tattooed. Ask any man you see who has been tattooed and he will tell you that he would give anything to have the tattooing removed. It is dangerous, costly, and an awful lot of trouble the rest of your life."—Ed.

UNIFORM ALLOWANCE

SIR: When a man goes from PO1c to CPO he is eligible for a uniform allowance of \$250. However, when a woman gets the same promotion she doesn't rate this extra dough. How come?—L.S.T., M1c, USN.

• When a man goes to chief he needs to buy a completely new and different outfit of clothing, while a woman need buy only gold buttons, new rating badges and a new hat.—Ed.

HOMETOWN, U. S. A.

SIR: Those guys in last month's Fantail Forum who think that the big towns are the best liberty towns are talking through their well-known bonnet, as far as some of us guys out here in the Pacific feel.

The town that's going to look best to us is HOMETOWN, U.S.A.

When we hit the beach, we'll be passing up those big bergs and their clip-joints like greased lightning. The trains can't move fast enough to get us back home where we belong and where the folks know you and appreciate what you've done in helping to set what the Japs used to think was their Rising Sun.—J.M.O., BM1c, USNR.

GOOD CONDUCT AWARDS

SIR: Does a venereal disease disqualify a man for a good conduct ribbon?—O.E.V., AMM1c.

• No.—Ed.

SIR: In your July 1945 issue, p. 38, we note that naval reservists must complete only three years of service to earn the good conduct ribbon. Regulars must complete four years.

Most regulars, we believe, consider their good conduct ribbon their most prized award. However, with all reservists wearing it for three years' service it means very little to a man with any amount of naval service.

We believe reservists should wear the Naval Reserve good conduct ribbon, which before the war took 10 years to earn.—L.R.T., Lt. (jg), USN; R.B.S., Lt. (jg), USN, and J.W.G., ShCk., USN.

• Gentlemen, your facts are confused. The Naval Reserve ribbon has nothing to do with the good conduct award. The Naval Reserve medal may be awarded to any officer or enlisted man in the Naval Reserve upon completion of 10 years' honorable service, either on active or inactive duty, in conformance with the requirements in BuPers Manual, Art. A-1049.

The good conduct medal, however, may be awarded to either reservists or regulars who fulfill the requirements in BuPers Manual, Art. A-1046. Reservists must serve three years and regulars must serve periods as specified in this article to be eligible. Both must maintain a clear record of offenses and a proficiency mark of 3.5 for the award.

A regular would have bronze stars on his good conduct ribbon signifying subsequent awards of it for long and meritorious service and this in itself would add a distinction that could not be attained without long service.

The rules for awarding the ribbon have not been cheapened in wartime, and there is no reason why you can't feel as proud of your good conduct ribbon today as you did before Pearl Harbor.—Ed.

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

PEACETIME NAVY

SIR: There has been so much publicity given to the advantages which a man receives when he returns to civilian life, such as the benefits under the G.I. Bill of Rights, that some of us regulars who have had a good life in the Navy think you should point out, for the guidance of those who may want to join the regular ranks, just what the peacetime Navy is like.—C.J.M., CGM, USN.

• The rules on transferring over to the regular Navy are announced on p. 67. Details on life in the peacetime Navy will be published in subsequent issues.—Ed.

ARMY WINGS

SIR: I am an Ex-Army Air Force officer, now serving in the Naval Reserve. Am I entitled to wear my Army wings on my Navy uniform?—E. L. D., Sp(S)2c, USNR.

• No.—Ed.

GOLD HASH MARKS

SIR: Your July 1945 issue, p. 39, tells H. A. K. that three consecutive good conduct awards or 12 years of continuous active service are required to rate gold hash marks. Then you add, "in no case, however, may a man with less than 12 years' service wear gold stripes."

Would a man with this service be eligible: a minority enlistment of three years and two reenlistments of four years each—total 11 consecutive years of service with marks entitling him to three good conduct awards?—I.G.G., Y2c.

• No. Although this ruling might appear to be inconsistent with the answer given above on minority enlistments, the regulations specifically say that a man is not eligible to wear gold service stripes until he has had 12 consecutive years of service with marks entitling him to three consecutive good conduct awards.—Ed.

B AND B-1 DEPENDENTS

SIR: I have two Class A (wife and child) and one Class B (mother) dependents for family allowance. I have been told that my Class B dependent should receive \$50 a month as a Class B-1 dependent because she is solely dependent upon me for support. I have also been told, however, that because I have Class A dependents I cannot have a Class B-1; only Class B (who receive \$37 monthly). Can I still get Class B-1 and would it be retroactive?—D.T.B., CRM, USNR.

• If you can establish to the satisfaction of BuPers (by letter via official channels) that you are the chief support of your mother, she will be entitled to receive family allowance as a Class B-1 dependent. The fact that you have Class A dependents does not in itself prevent the establishment of entitlement to Class B-1 allowances. The final determination will depend on the individual facts of your case; likewise the effective date will depend on the facts presented.—Ed.

ALLOWANCE FOR CHILDREN

SIR: An enlisted man of the Navy divorced his wife and legal custody of their child was given the mother. No alimony is paid to the ex-wife but family allowance, Class A, is being paid for the maintenance of the child in the maximum amount allowed by the Government (\$42). The mother of the child recently married an enlisted man in the Army and he intends to file for family allowance for his wife and the sailor's child. (1) What amounts will the child receive from Navy and Army? (2) If the sailor remarries, how will the amounts be affected?—D.G.T., SKD1c.

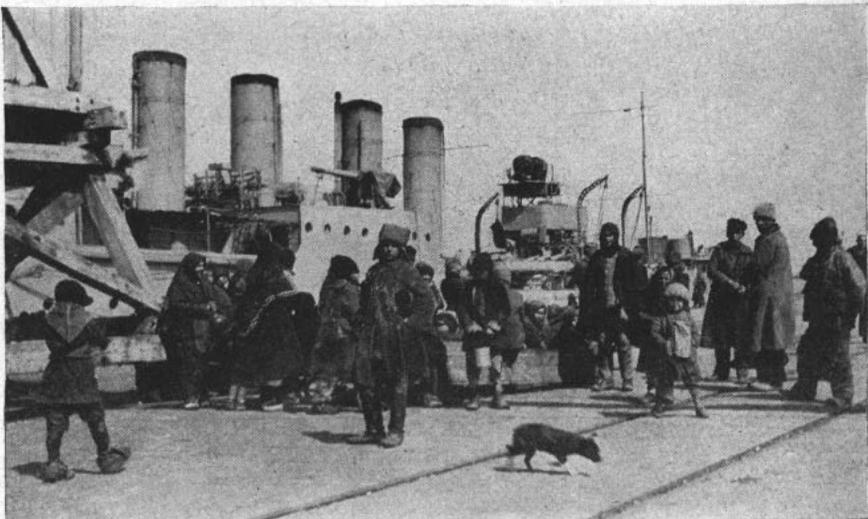
• (1) \$42 from the Navy; \$30 from the Army, provided that the child is a member of the stepfather's (soldier's) household.

(2) If the sailor remarries and applies for family allowance benefits on behalf of his new wife the benefit payable to the child by reason of the sailor's service will be reduced to \$30. The amount payable by reason of the soldier's service will, of course, be affected by the remarriage.—Ed.

FILARIASIS

SIR: You mention in your article "Good News on Filariasis" (July 1945, p. 13) that 92% of the patients who passed through Klamath Falls were returned to full active duty. Can you refer us to any official directive which governs their reassignment after completion of treatment?—G.W.F., MM3c.

• Yes. See Joint BuPers-BuMed-Mar Corps ltr. of 28 May 1945 (NDB, 31 May, 45-594).—Ed.



Townspeople at the dock of the four-stacker DD Williamson in Odessa in 1922.

TRIP TO ODESSA

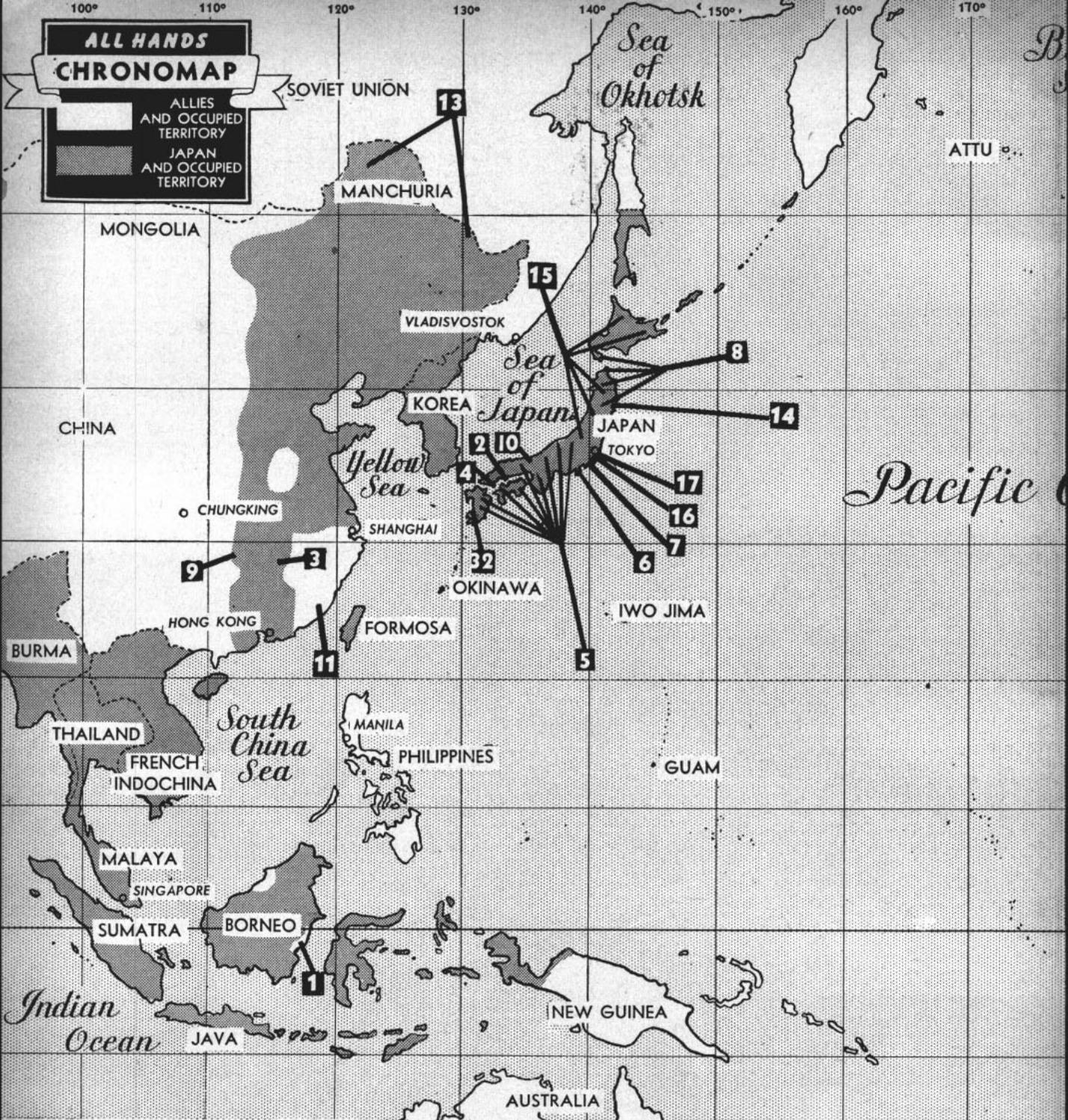
SIR: In the July 1945 issue, p. 52, you state that the fleet tug USS Moreno was the first U. S. naval vessel in 30 years to visit the Black Sea port of Odessa, Russia.

As the mail orderly aboard the DD 244, USS Williamson, I recall that we made two trips to carry food and supplies to Odessa during the winters of 1921-22, during

which time we were based at Constantinople, Turkey.

The picture which I am enclosing (see above) shows the "Willie" alongside the dock at Odessa.—E.J.F.

• Right; the Williamson's log reveals that she was in Odessa twice, but both times in 1922 (6-15 April and 22 June-2 July).—Ed.



WHAT HAPPENED & WHERE

1. Australian forces made a new landing in the upper waters of Balikpapan Bay without meeting any Japanese resistance (23 July).
2. Third Fleet carrier planes smashed at the remnants of the Jap Fleet hiding at Kure and other places in the Inland Sea (24-25 July).
3. Chinese forces captured Nanyung, 11th former American air base city to be retaken in recent months (27 July).
4. Virtually every enemy battleship and carrier

in the Kobe-Kure area was sunk or knocked out by 3d Fleet planes attacking the Inland Sea (28 July).

5. Fleets of Superfortresses forwarded 11 Japanese cities with leaflet raids that they soon would be subjected to heavy fire-bomb raids (28 July).
6. U. S. battleships stood off the Japanese coast and shelled the steel city of Hamamatsu (30 July).
7. Airfields, military installations and war plants in the Tokyo area were shot up by 3d Fleet carrier planes in a strike coordinated with coastal bombardment (30 July), followed the

next day by another strike at Nagoya.

8. Four Jap cities—Hachioji, Toyama, Mito and Nagaoka—hit in biggest B-29 raid of the war (2 August). Eight hundred Superfortresses dumped 6,000 tons of bombs on the cities.
9. Chinese forces captured Sinning in drive towards Lingling (4 August).
10. The war's greatest weapon—the atomic bomb—was dropped for the first time, on Hiroshima (6 August). The tremendous blast wiped out 4.1 square miles of the city.
11. Chinese forces recaptured Yeungkong (8 August), opening up a wide area of the China coast.
12. The second atomic bomb attack of the war

THE MONTH'S NEWS

JAPS FINALLY QUIT . . . SOVIET DRIVE PAYS OFF . . . ATOM STORY ROCKS WORLD

PERIOD 21 JULY THROUGH 20 AUGUST

War Grinds to Halt

The Mikado had announced complete and unconditional surrender to the Allies. Slowly arrangements were completed for the formal signing of the surrender (see p. 14). Meanwhile, on the many fronts that had made up the war in the Pacific, the war machine was grinding to a halt, not at one appointed hour, but over a period that covered days.

Several days after the surrender announcement, Japan was still fighting the Russians in Manchuria, Korea and the southern half of Sakhalin Island. Finally it took a stern Russian ultimatum to bring about mass surrenders of Jap troops, though some resistance continued.

The final phase of the Russian part of the war was marked by an unbroken string of Soviet successes that began on 9 August when the Reds smashed across the border of Outer Mongolia and into Manchuria. Other Russian columns struck into Manchuria from the north and east along the 2,000-mile front.

Main objective of at least three Russian armies in Manchuria was the great Jap arsenal city and communications hub, Harbin. Within a week after the Russo-Jap conflict began, the Russians were less than 180 miles from Harbin, having seized more than 20 strongpoints.

On 12 August, when the rest of the world was waiting for Japan to surrender, the Russians announced they had invaded Korea under cover of their Pacific Fleet. Quickly captured were the naval base of Rashin and the nearby port of Yuki.

The next day Tokyo declared that the Reds had landed on Karafuto, Jap-held southern half of Sakhalin Island. The Soviet forces established beachheads on the west shore of the island within 30 miles of Japan.

Explaining the continuance of war-

fare beyond the Jap surrender to the Allies, the Russians said they would cease fighting only when the Jap forces laid down their arms. In keeping with this policy, Marshal Vasilevsky, commander of Russia's Far Eastern Armies, on 16 August ordered the Jap Kwantung army to surrender by noon, 20 August. A day before the deadline thousands of Jap troops began laying down arms and surrendering.

Pre-Surrender Attacks

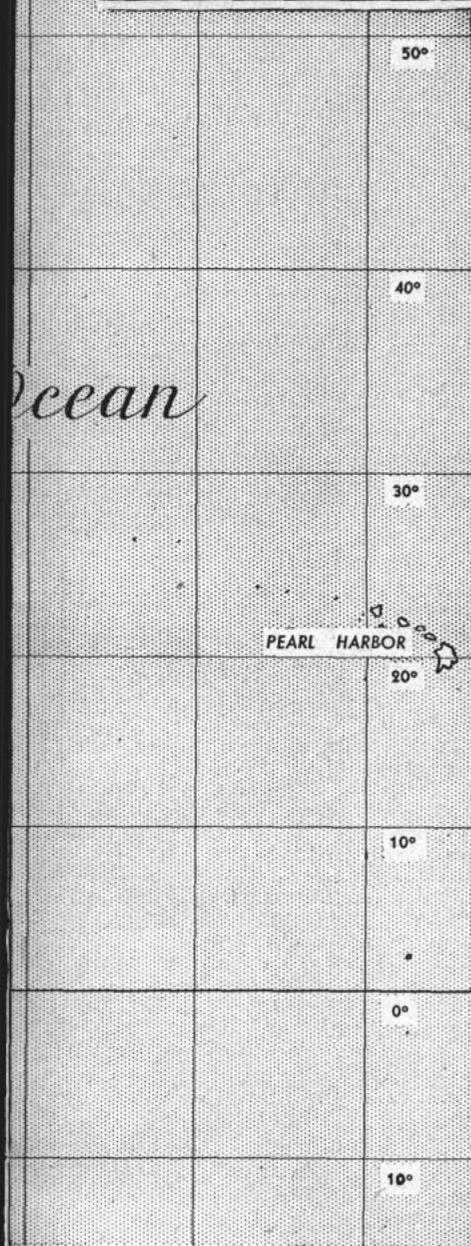
Up to the very moment of Japanese surrender, powerful American Navy forces were off the coast of Japan with their air arms, ready to unleash crushing blows against Tokyo if the Nips showed any fight.

While the atomic bomb proved the most dramatic touch of the closing days of war, the Navy's surface units and planes had already eliminated the remains of the once-great Imperial Fleet with a series of paralyzing blows in the last week of July. These attacks also played havoc with Jap supply depots, transportation centers and naval bases.

The Navy's mightiest assault of the war began on 24 July when 1,000 carrier planes swarmed over the bulk of the Jap Navy in the Inland Sea, concentrating on Kure. The attacks wound up on 28 July and it was announced that virtually every remaining enemy battleship and carrier had been sunk or put out of action for the duration. The Americans were assisted by British carrier planes.

Communiques specified the damage for the attacks of 24, 25 and 28 July in the Kure area as follows:

The battleship *Haruna*, beached; converted battleship *Hyuga*, heavily damaged; battleship *Ise*, apparently resting on the bottom; heavy cruiser *Aoba*, guns silenced and stern on the bottom; cruiser *Oyodo*, lying on its



levelled a large area of Nagasaki, important industrial city on Kyushu (8 August).

13. Red Armies launched twin drives into northern Manchuria following Russia's declaration of war against Japan (9 August).
14. Powerful American and British Fleet units pummeled Kamaishi with heavy shells (10 August).
15. Northern Honshu's network of airfields took a tremendous pounding from 3d Fleet planes in a two-day strike (9-10 August).
16. Third Fleet, standing off Honshu's shores, sent 1,000 carrier planes against Tokyo in the final strike of the war (13 August).
17. Tokyo surrendered, acceding to the terms set forth in the Big Three's Potsdam ultimatum (14 August).

LAST OCTOBER



U. S. forces land in Philippines under cover of 7th Fleet bombardment and 3d Fleet carrier raids. Jap fleet smashed in Battle for Leyte Gulf, with up to 30 ships sunk and many others severely damaged. In Europe U. S. 1st Army breaches Siegfried Line and Bulgaria signs armistice

OCTOBER 1945

SUN	MON	TUE	WED	THU	FRI	SAT
*	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	*	*	*

What will we do this year?

side; cruiser *Tone* beached. Other heavily damaged vessels were the aircraft carriers *Amage* and *Katsuragi*; light cruiser *Kuma*. Other damaged vessels were the light aircraft carrier *Hosho*, the escort carrier *Kaiyo*, and several destroyers. In addition, 19 planes were shot down, 111 destroyed on the ground and 119 damaged on the ground. All told, 189 enemy ships were sunk or damaged and 283 planes destroyed or damaged.

Then on 30 July the 3d Fleet and units of the British Task Force co-operating with the 3d Fleet closed in on Japan, attacking with surface units and planes. The targets were near Tokyo, Nagoya and Maizuru. This time they concentrated on ground installations and transportation hubs.

During the final days of the war, the Navy's carrier aircraft concentrated on northern Honshu, inflicting heavy damage on industrial targets of Hamaishi on 9 Aug. One of the last blows struck, however, was directed at Wake Island, where the Japs had scored one of their earliest victories of this war.

By-passed Battles

Announcement of Japan's acceptance of surrender terms by President Truman on 14 August came at a time when powerful units of the U. S. Pacific Fleet were cruising off the Japanese mainland and hundreds of thousands of Army and Marine Corps troops were poised at advance bases in readiness for an invasion of the heart of Nippon's empire.

This vise, closing around an ever-narrowing sphere of resistance, might seem to indicate that fighting which had raged over vast Pacific areas for the past three and a half years was now confined to the Jap home islands and to China.

Yet the surrender announcement found Japanese forces still battling Allied troops on islands hundreds of miles removed from the main theater of action—islands which in some cases had been the scenes of bloody campaigns as far back as three years ago, and which had been officially reported as secured.

Where fighting was still going on as the end of the war neared:

- in Bougainville in the Solomons, where Australians were in sight of the end of the campaign after nine months of fighting by them, following a year of American campaigns;
- on New Britain in the Bismarcks;
- in northeastern New Guinea;
- in the Philippines, where American and native forces on Luzon had compressed most of the Jap survivors in the southern Cordillera mountain



FIRE BOMBS from B-29s drift in toward a target, the docks and warehouses at Osaka, during a daylight incendiary attack shortly before surrender . . .

ranges and in the foothills of the Sierra Madre mountains, while other units on Mindanao engaged in widely scattered clashes with enemy bands in the upper reaches of the Agusan River valley along the Kibawe-Tolomo trail;

- in Borneo, where Australian troops were conducting mopping-up operations in Brunei Bay, Tarakan and the southeast Borneo area of Balikpapan.

Meanwhile isolated Japanese forces on islands in the Marshalls, Carolines, Solomons, Bismarcks, New Guinea, Netherlands East Indies, the Philippines and Kurils had been taking a daily aerial pasting from shore-based Army and Marine Corps planes which bombed and strafed barracks, destroyed transport and fuel supplies, harbor buildings and river craft.

The spotlight had shifted from these actions but the Japs had not been neglected. Wherever a Jap garrison or stronger unit remained, it was being harassed and pounded from land, sea and air.

U. S. Ship Losses

A few minutes before President Truman announced Jap capitulation, the Navy disclosed the sinking of the heavy cruiser *Indianapolis* with 1,196

casualties—every man aboard. In one of the worst disasters of the war, the *Indianapolis* was sunk by torpedoes after delivering atomic bomb materials to Guam.

Casualties included five Navy dead, including one officer; 845 Navy missing, including 63 officers; 307 Navy wounded, including 15 officers; 30 Marine missing, including two officers, and nine enlisted Marine wounded. The skipper, Captain Charles B. McVay, USN, was among the wounded.

Three days before the news of the *Indianapolis*, the Navy had announced that 113 vessels, previously unannounced for reasons of security, had been stricken from the Navy Register because of loss or damage either as the result of enemy action or perils of the sea. In addition, 45 LCTs, not previously mentioned, had been stricken from the Navy Register.

Included among the vessels stricken from the Register were the destroyers *Parrott*, *Tucker* and *Worden*. Eliminated, too, were the AKs *Aludra* and *Deimos* and the APA *Thomas Stone*. Also among these 113 vessels were a DE, 19 LSTs and 45 PTs.

The Navy announced also that three submarines—the *Bonefish*, *Lagarto* and *Snook*—were overdue and presumed lost. The destroyer *Callaghan* was lost in the Okinawa area as a result of enemy action.

On 11 August the Navy summarized its losses of the war, counting vessels sunk; overdue and presumed lost; destroyed to prevent capture; stricken due to loss or damage. The total was 434, including one battleship, 11 carriers, six heavy cruisers, three light cruisers, 70 destroyers, 10 destroyer escorts, 51 submarines and 282 miscellaneous.

On the credit side of the ledger, the Navy released two communiqués on

CASUALTY FIGURES

Casualty figures among naval personnel through 20 August totaled 147,338. Totals since 7 Dec 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	32,806	23,891	9,443	1,961	68,101
U. S. Marine Corps..	19,615	55,935	888	1,683	78,121
U. S. Coast Guard..	808	213	95	1,116
Total	53,229	80,039	10,426	3,644	147,338

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



Official U. S. Army Air Forces photographs

... Bombs set target ablaze. "X" marks relative position of photos. AAF reports that attacks like this have destroyed 26% of this Jap city.

actions by our submarines in the Far East. The first report, dated 21 July, reported the sinking of 11 enemy vessels, including four combatant ships. On 10 August, the Navy said our subs had sunk 13 more enemy vessels, including a light cruiser.

Battering by Bombs

The day Japan surrendered our B-29s carried out one of their heaviest assaults on the mainland, including three powerful strikes at Tokyo, which came after the Tokyo Radio had broadcast acceptance of the Potsdam terms but before President Truman announced receipt of the surrender at the White House.

This 14-hour assault, unleashing 6,000 tons of bombs, brought to a close nearly a month of mounting destruction that was still far from its potential when the war ended.

From 24 Nov 1944 until 1 Aug 1945, the B-29s flew 27,919 sorties on 311 missions. In all, 62 cities were attacked, including six assaults on Tokyo, five on Nagoya, four on Osaka and three on Kobe. They burned out 157.98 square miles, killing or making homeless nearly 8,500,000 persons.

The B-29 program hit its stride on 27 July, when three cities were struck. The next day the Superforts dropped a strange cargo—thousands of pamphlets telling the Japs the name of 11 cities that would be struck in the near future. This unprecedented threat was made good on the following day when six of the cities were battered.

On 2 August the B-20 flyers launched their most powerful attack of the war, with 800 Superforts unloading 6,000 tons of bombs on Hadioji, Toyama, Mito and Nagoka. Only one plane was lost, although the Japs had

been notified in advance that these cities would be hit.

Three days later the Japs were stunned when a B-29 dropped the first atomic bomb on Hiroshima, laying waste 60% of the city (see p. 7). The same day other heavies smashed four other Jap cities and mined waters around Japanese ports.

During July, the average B-29 had a bomb load of 7.7 tons and dropped a total of 42,711 tons. The average crew flew 96.51 hours during the month, participating in seven sorties.

Although the raids of the B-29s were the most spectacular, other air groups played an important role in bringing Japan to her knees. During the first seven months of this year the Far Eastern Air Force alone destroyed 2,864,932 tons of shipping and 1,375 planes. This did not include nearly 100 ships sunk in the three-day attack on Kure and the Inland Sea toward the end of July.

Planes of other commands smashed at military targets on Formosa and along the China Coast. One of the important missions of the 20th Air Force was completed on 4 August when it was announced that these flyers had closed off every major Jap port by air-sown mines.

Wind-up in China

Chinese troops had cleared a 50-mile stretch of the Chinese "invasion coast" west of Hong Kong; captured the port of Yeungkong, second most important Japanese-held city in southern China; reoccupied Wuhu Island, at the mouth of the Min River, east of liberated Foochow; recaptured nine former American air bases and were driving on a 10th at Lingling at the time Japanese acceptance of unconditional surrender terms was announced.

Lt. Gen. Albert C. Wedemeyer's 14th Air Force attacked Japanese communications and troop convoys along a 90-mile stretch of the Yangtze River. Earlier in the month General Wedemeyer had predicted large-scale offensives by United States-trained Chinese forces, including paratroopers.

Striking from recently liberated Sinning, Chinese forces were reported five miles from the railway city of Tungan, 24 miles west of Lingling and 95 miles northeast of Kweilin. Others driving eastward against the narrowing Japanese corridor from Kwangai Province were within five miles of cutting off the enemy escape route up the Kwangsi-Hunan railway. Meanwhile, other units of the Chinese reoccupied the former treaty port of Tsangwu in an advance along the West River in Kwangsi.

Burma fighting centered in the lower Sittang River Valley where Indian troops sank a number of craft loaded with Japanese trying to escape eastward along a riverway in the Nyaunglebin area. The Japs lost more than 11,200 men in an attempt to escape a trap in lower Burma between Mandalay-Rangoon road and the Sittang River.

Far from solving China's vexatious internal problems, the end of the war brought them to a head, releasing a flood of stories—most of them unofficial—concerning the possibility of factional disputes in China.

QUOTES OF THE MONTH

- *Admiral Halsey* on day Fleet Admiral Nimitz issued "cease fire" order: "It looks like the war is over, but if any planes appear, shoot them down in a friendly fashion."
- *Rabid baseball fan*, who learned of Jap surrender while leaving ball park: "That settles it. The Red Sox can't miss the 1946 pennant."
- *Tokyo Radio*, as Jap collapse seemed imminent: "Even in this hour of darkness we have not lost our sense of humor. Even in despair we are laughing."
- *Same Tokyo Radio*, after Jap surrender, quoting Japs near Emperor's palace: "'Forgive us, Oh Emperor!

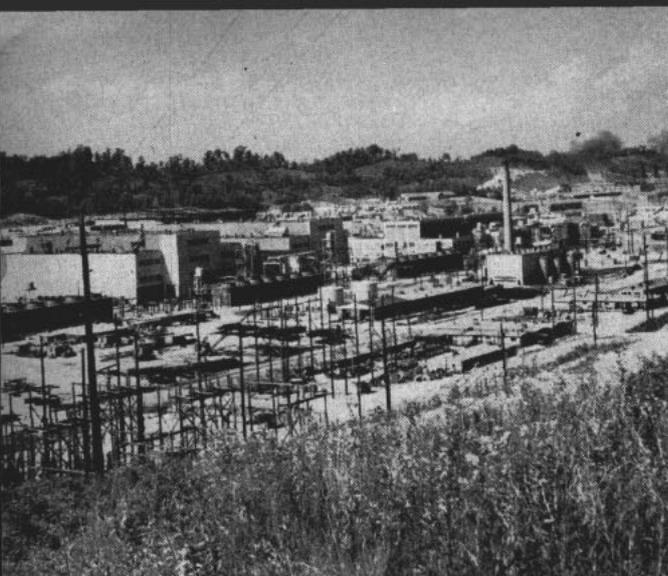
Our efforts were not enough.' The heads bow lower and lower as the tears flow unchecked."

● *Draft dodger's* explanation of failure to report to Selective Service: "I was too busy dodging my wife to report."

● *Young woman* watching surrender celebration in Washington, D. C.: "If I were a mother I'd certainly have my daughter locked up tonight."

● *British Embassy clerk*, in a toast to his country after Labor victory: "Well, my country—right or left."

● *Pierre Laval* at trial of Marshal Petain: "I hate war—even when we win, and we always lose."



TWO AMERICAN CITIES were born to house workers of two gigantic production plants that worked to produce the atomic bomb. View on left is of Clinton Engineer Works at Oak Ridge, Tenn.; on right is plant area of Hanford Engineer Works near Pasco, Wash. At one time 125,000 men and women worked in these plants.

ATOMIC ENERGY: A NEW ERA

The atomic bomb that fell on Hiroshima with such devastating effect was the answer to a problem that had engaged the world's greatest scientific minds for more than a decade.

Discovery of a weapon so destructive that it would insure absolute victory was revealed to the world by President Truman on 6 August. Some 16 hours before, an American Superfortress had dropped on Japan an atomic bomb which crashed with the explosive power of 20,000 tons of TNT. This destructive force, equal to the bomb load of 2,000 B-29s and more than 2,000 times the blast power of England's famed "Grand Slam" bomb, laid waste 60% of the Jap city.

A scientific landmark of the century had been passed, said the President, and the "age of atomic energy," which could be a tremendous force for the advancement of civilization as well as for destruction, was at hand.

Most closely guarded secret of the war, the atomic bomb was developed by American, British and Canadian scientists. Associated with them have been two Jewish physicists who were expelled from Germany, and a Danish professor who fled from German-occupied Copenhagen with secrets that he carried immediately to London and Washington.

While Great Britain and Canada share the scientific knowledge from which the atomic bomb became a reality, the United States is the sole custodian of the actual manufacturing secrets.

Aware of the tremendous responsibility involved in the discovery of a weapon too dangerous to be loose in a lawless world, President Truman revealed that the U. S. and Britain, who made the discovery after joint research, would not reveal the secret "until means have been found to control the bomb so as to protect our-

selves and the rest of the world from the danger of total destruction."

A committee headed by Secretary of War Stimson was established last May to plan for future control of the bomb, the President revealed. He added that he will ask Congress to cooperate with this committee to the end that the bomb's production and use be controlled, and that atomic power be made an overwhelming influence toward world peace.

\$2,000,000,000 Experiment

By far the most destructive force ever unleashed on the world, the atomic bomb harnesses the energy of the atom, the basic power of the uni-

verse. Its secret is atomic fission, the scientists' age-old dream of splitting the atom. Essential to its production is uranium, a rare and heavy metallic element which is radioactive and akin to radium.

A lustrous white metal, uranium does not exist in pure form in nature, but comes from pitchblende, the source of radium, or from carnotite, a canary-yellow mineral found in sandstone. Uranium is produced in Colorado and in Canada, which has one of the world's largest deposits of pitchblende. Other deposits are known to be in Austria, England, Russia, Sweden and Norway.

The imagination-sweeping experiment in harnessing the power of the atom has cost America \$2,000,000,000 since 1939. "But the greatest marvel," President Truman said, "is not the size of the enterprise, its secrecy or its cost, but the achievement of scientific brains in putting together infinitely complex pieces of knowledge held by many men in different fields of science into a workable plan."

From the very start research developed into a race with the enemy. Ironically enough, Germany started the experiments but the U. S. finished them, and with the help of a scientist Germany herself had exiled on "racial" grounds.

The principal character in the dramatic story of the long search for a method of releasing atomic energy is Dr. Lise Meitner, a woman physicist whom the nazis expelled from Germany as a "non-Aryan." With her associates, Dr. Otto Hahn and Dr. F. Strassmann, both chemists, she had been working in the Kaiser Wilhelm Institute in Berlin, bombarding uranium atoms with neutrons and then submitting the uranium to chemical analysis. Her work was interrupted at its most exciting stage by exile from Germany. Dr. Meitner continued her experiments in Copenhagen, where she discovered that a radioactive barium came from uranium as a result of splitting the uranium atom in two nearly equal halves. This ra-



Official U. S. Army photographs
OFFICER IN CHARGE of atomic bomb project, Maj. Gen. L. R. Groves.

radioactive substance, much more powerful than radium, proved the key to atomic energy.

The news was cabled at once to Dr. Niels Bohr, one of the world's greatest scientists, then in America. The experiment was successfully repeated at Columbia University on 24 Jan 1943.

At first it was believed that it was ordinary uranium of atomic weight 238 that was being split, but later experimentation revealed that a much rarer uranium twin, U 235, held the key to the release of atomic energy.

The chain of scientific discoveries which led to the atomic bomb began at the turn of the century when radio activity was discovered. Until 1939 work in this field was world-wide, being carried on particularly in the United States, England, Germany, France, Italy and Denmark. Near the end of 1939 the late President Roosevelt appointed a commission to investigate the use of atomic energy for military purposes.

Research, which had been conducted on a small scale with Navy funds at the Naval Research Laboratory, was put on a full-scale basis. At the end of 1941 it was decided to go all-out on research and the project was put under the direction of a group of eminent American scientists in the Office of Scientific Research and Development, under Dr. Vannevar Bush.

It was at this time that President Roosevelt and Prime Minister Churchill agreed to continue the joint research of the two countries in the United States.

War's Top Secret

The major part of the program was turned over to the War Department, with Maj. Gen. Leslie R. Groves in charge. At Philadelphia the Navy had built an experimental pilot plant and in 1944 this was expanded to produce larger concentrations of the key chemical needed for the atomic bomb. Maj. Gen. Groves visited the Navy plant in



Official U. S. Navy photograph
WEAPONER, Capt. William S. Parsons, USN, helped "deliver" bomb.

June 1944 to obtain blueprints for construction of additional plants.

Two of these were located at Clinton Engineer Works in Tennessee and a third at the Hanford Engineer Works in the state of Washington. These plants grew into large self-sustaining cities, where at one time 125,000 men and women labored to harness the atom.

From the outset extraordinary secrecy and security measures surrounded the project. The work was completely compartmentalized so that while many thousands of people were associated with the program, no one was given more information than was absolutely necessary to his own job.

A special laboratory was set up near Santa Fe, N. M., under the direction of Dr. Robert Oppenheimer of the University of California. Dr. Oppenheimer supervised the first test of the atomic bomb on 16 July 1945 in a remote section of the New Mexico desert lands.

On the night of 12 July the experts began the final assembly of the bomb, in an old ranch house. The bomb was hauled to the top of a steel tower on Saturday, 14 July, and two days later a group of eminent scientists gathered to witness the results.

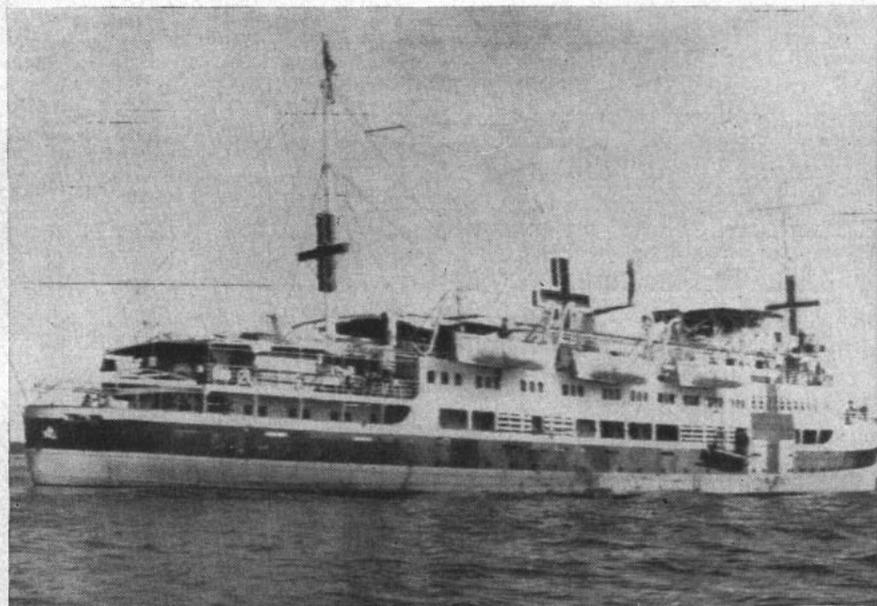
The nearest observation post was a timber and earth shelter 10,000 yards south of the tower. At another point, 17,000 yards from the experiment, key figures took their posts to watch.

At 3 a. m. the party moved to the forward control station, to await the firing hour of 5:30 a. m. Tension reached a tremendous pitch. Time signals—"minus 20 minutes," "minus 15 minutes"—were repeated. At "minus 45 seconds" a robot mechanism took over, and from then on there was no human control. Lying face downward, with their feet toward the steel tower, the watchers waited.

Then came a blinding flash, followed by a tremendous, sustained roar and a heavy pressure wave which knocked down two men outside the control tower some five miles away. The steel tower was completely vaporized.

The explosion over, the men leaped to their feet, shook hands, embraced each other. No matter what might happen now, all knew that atomic fission would no longer be hidden in the cloisters of the theoretical physicists. All seemed to sense immediately that the explosion far exceeded all hopes.

They had been present at the birth of a new age—The Age of Atomic Energy. Now they, and their countries, had the profound responsibility to help in guiding into right channels the tremendous forces which had been unlocked for the first time in history.



JAP HOSPITAL SHIP in closing days of war was stopped by American destroyers and found to contain 30 tons of contraband. Lt. (jg) Robert L. Kowertz who led a boarding party found machine guns in crates marked 'medical supplies.'



Official U. S. Army Signal Corps Radiophotos

WORLD AFFAIRS

Potsdam Pact

Germany is to be stripped of her great war-making capacity and reduced to a third-rate industrial power to "convince the German people that they have suffered a total military defeat," by a decision of the Big Three on 2 August, at the conclusion of 16 days of interrupted conferences in Potsdam, Germany.

The Reich will be decentralized politically and economically and, under Allied control, will be compelled to work her way back to "a democratic and peaceful basis" on a standard of living "not exceeding" that of other European countries.

Reparations based not on cash payments but on removal of capital equipment, war materials and finished products from Germany, were called for in the document signed by President Truman, Premier Stalin and Britain's new Prime Minister, Clement R. Attlee.

Each of the Big Three powers will fill its own reparations claims, largely by taking goods and equipment from its own occupation zone. In addition, Russia will get 10% of removable industrial equipment from the Allies' western zones as a flat payment, and an additional 15% for which she will pay in goods. Russia renounced all claims to gold captured in Germany by the U. S. and Britain.

Boundaries were left for the peace conference, except that Russia's request for the Baltic port of Koenigsberg was recognized and Poland's claims to Danzig and East Prussia territory were tentatively approved. Allied correspondents were promised full freedom in Poland and the Balkans.

The document made no mention of Russia's intentions in the Pacific war

but these were revealed a few days later when the Soviet Government announced that it would consider itself in a state of war with Japan as of 9 August.

The agreement revealed that the war criminal trials will begin soon with the first list of defendants to be published before 1 September, and that a Council of Foreign Ministers, including those of China and France, will be established to prepare peace treaties with Italy, Bulgaria, Finland, Hungary and Rumania, with Italy receiving first consideration.

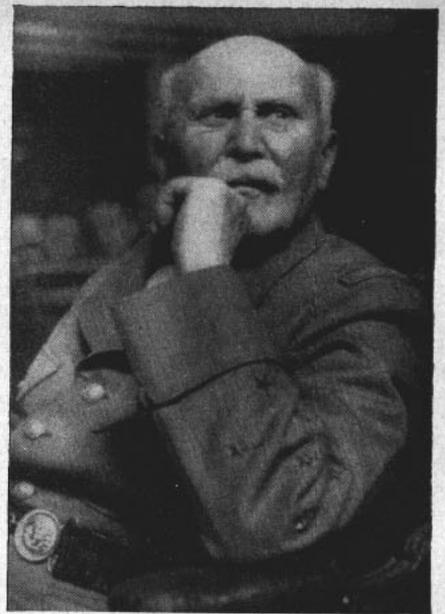
Franco's Spain will not be invited to join the United Nations because of "its support of the Axis powers."

President Truman presided at all 13 meetings of the Big Three. The sessions were interrupted twice, first by the return of Mr. Churchill to England to learn the results of the general election and again when Premier Stalin suffered a minor indisposition. Churchill attended nine meetings before the conference recessed and Attlee, returning as the new British Prime Minister, attended four meetings in that capacity. Attlee, however, was familiar with what had happened before he took over as British spokesman, having sat in on the earlier discussions. Closing sessions found Stalin sole remaining member of original Big Three of Roosevelt, Churchill and Stalin.

The Occupied Lands

Germans—for the first time in 12 years—were offered the opportunity to return to democratic government when military officials in the U. S. zone of occupation announced they would consider applications for the formation of democratic political parties and labor unions and to hold public meetings.

First applications were expected to be for public meetings to discuss formation of parties. In the U. S. zone



Photograph from Press Association, Inc.

MARSHAL PETAIN shows impatience at his treason trial. Verdict: guilty.

the political trend at present is toward the left, with the Communist Party and the Social Democrats two of the strongest parties.

In Berlin, Allied rulers of the German capital were operating in complete unanimity following disappearance of mutual suspicions which cropped up during the initial stages of establishing a working relationship.

Two thousand German civilians have been arrested in an attempt to curb black-market activities. Meanwhile, the three governing powers are putting their food and coal supplies into a "common pot" for expeditious distribution to Berlin's hungry millions. Residents of all three occupation zones are getting the same amount of German-grown food. Berlin's highest court, the Landsgericht, was opened under AMG auspices.

- The first mass crackdown on Germans occurred on 21-22 July when a force of 500,000 U. S. soldiers isolated entire communities, searched buildings and examined all persons in selected sections of the U. S. zone. Much contraband material and a number of SS men were seized.

In other sectors there were some disturbances. Nazi-trained "Werewolves" were reported carrying out a program of "organized sabotage" in Czechoslovakia, particularly the Sudetenland. Reopening of movie theaters in Munich brought mass shouts and boos at the showing of a short depicting the execution in gruesome details of four German spies.

- Evacuation of German troops from Norway started with a vanguard of 1,100 officers and men from the Trondheim area who were packed into cattle cars for shipment home via Sweden. Altogether more than 75,000 will be transferred in this manner.

- The Allies repatriated 3,848,000 displaced persons in Europe as of 17 July, but 819,915 still remain in displaced-person camps in the U. S. zone of occupation alone.



Official U. S. Army Signal Corps photograph

HIS MIND ON THE EXPOSURE, an American Army man takes a snapshot of French bathing beauties at Cannes, an Army recreation area on the Riviera.

• The Big Four signed an agreement for occupation and administration of Austria similar to that in effect in Germany. Complete separation from Germany, restoration of 1937 frontiers and return to democratic government were the Allies' goals.

• The Allied Commission in Rome has virtually freed all of Italy's foreign trade, so that other nations will be permitted to deal directly with the Italian Government or commercial agencies without going through the Allies.

Master Race on Trial

German leaders, who once strutted arrogantly through the salons of Europe, are now housed in the bare cells of Nuremberg's city jail to await trial early this month before the International War Crimes Court.

Scheduled to face the first session of the court in the nazi shrine city are Reichsmarshal Herman Goering, Joachim von Ribbentrop, Franz von Papen, Dr. Alfred Rosenberg, Field Marshal Gen. Wilhelm Keitel, Dr. Robert Ley, Julius Streicher, Arthur Seyss-Inquart, Dr. Hans Frank and Gen. Gustav Jodl.

The nazi war criminals were transferred to the Nuremberg jail from a Luxembourg hotel where they had been held since their capture.

An international tribunal consisting of four judges from the United States, the United Kingdom, France and the Soviet Union will sit in judgment on the war criminals. There will also be four alternate judges, in order to replace any member who becomes ill.

The tribunal conducting the "master trial" of German leaders will be guided by a new code of international warfare which defines aggressive war as a crime against the world and provides punishment for those who provoke such wars. Subsequent trials of war criminals by courts in the occupation zones will have the legal precedents of the Nuremberg trial to guide them.

• German civilians were discovering that nazi war propaganda was just that when military tribunals of "soft Americans" began passing out death sentences to those found guilty of murdering American flyers shot down behind enemy lines during the battle of Germany. Trials were held in Darmstadt and Munich.

• A British military tribunal also meted out a death sentence following conviction at Bari, Italy, of Italian Gen. Nicola Bellomo for the killing of one British officer and the attempted killing of another when they were prisoners of war.

• Vittorio Mussolini, son of the late Italian dictator, has been placed at the disposal of the High Commission for Punishment of Fascist Crimes and appears likely to be brought to trial by the Italian purge tribunal.

Labor's Landslide

Britain, surging sharply to the left, smothered the Conservative Government of Winston Churchill and put the Labor Party into power with 390 out of 640 seats in Commons, in the first general election in 10 years. Re-

turns tabulated on 26 July were from the election of 5 July.

The landslide gave Labor nearly half of the popular vote, and Mr. Churchill and his Foreign Secretary, Anthony Eden, were among the few survivors among Tory Cabinet members. Liberal and Communist parties also fared badly.

Maj. Clement R. Attlee, Labor Party chief, accepted King George's invitation to form a new government and the new Prime Minister immediately appointed six strong Labor leaders to key positions in his Cabinet.

Ernest Bevin succeeded Eden as Foreign Secretary and the No. 2 post, that of Chancellor of the Exchequer, was filled by Hugh Dalton. The office of Lord Privy Seal went to Arthur Greenwood, and Herbert Morrison, Bevin's chief rival in Labor ranks, was named Lord President of the Council. Sir Stafford Cripps became President of the Board of Trade and Sir William Jowitt, distinguished lawyer, was appointed Lord Chancellor.

Mr. Churchill, in relinquishing the post of Prime Minister which he had held since May 1940, said, "I regret that I haven't been permitted to finish the work against Japan. For this, however, all plans and preparations have been made and the results may come quicker than we have hitherto been entitled to expect."

Attlee, in his first speech as Prime Minister, pledged anew his nation's determination "to finish the war with Japan." He said his new government sought the fullest cooperation of all nations, a security that will banish war forever, and a widespread prosperity among all the peoples and nations of the world.

Professor Harold J. Laski, Labor Party chairman, announced that the new government's aims would include nationalization of the Bank of England, of coal, power, steel and transport, and an "orderly, straightforward" socialization of Britain.

• Only two dissenters barred unanimous ratification of the United Nations Security Charter by the U. S. Senate on 28 July. William Langer (R-N.D.) and Henrik Shipstead (R-Minn.) cast "noes" in the 89-2 ratification vote.

• Premier T. V. Soong relinquished his post as China's Foreign Minister and turned it over to the Information Minister, Dr. Wang Shih-chieh. Dr. Soong retained his post as Premier.

• King Peter has been virtually exiled and the Yugoslav monarchy liquidated by Premier Marshal Tito, who told the National Assembly that the "outmoded, tyrannical institution" was "incompatible with democracy." In London, King Peter, charging Tito had established a dictatorship, disowned the three regents he had appointed early this year to represent him in defending the constitutional rights of the people.

• Field Marshal Sir Harold R. L. G. Alexander, one of Britain's conquering heroes, was appointed Governor General of Canada to succeed the Earl of Athlone. He will take office next spring.

OUT OF CLOUDS a kamikaze dives for USS Suwanee. Astern is an F6F

... which veers off as the ship's guns belch smoke and lead. But Jap . . .

... scores—not fatally, however. The CVE returned to action after repairs. Official U. S. Navy photographs



Official U. S. Navy photograph

STILL SHOOTIN' is the 34-year-old battleship Wyoming, a gunnery ship since 1942. She fired more flak in war than any other ship but never met the enemy.

NEWS OF THE NAVY

Cut! Six billion dollars in prime contracts have been canceled by the Navy, in addition to the \$1,200,000,000 shipbuilding schedule that was halted.

Moving quickly to speed national reconversion, the Navy explained that there would be large cuts in aircraft production and ordnance, particularly explosives, projectiles, bombs, mines and torpedoes.

Ships on which work will be halted include the battleship *Illinois*, the carriers *Reprisal* and *Iwo Jima*, and the heavy cruisers *Northampton*, *Cambridge*, *Bridgeport*, *Kansas City*, *Tulsa*, *Norfolk*, *Scranton*, and three others not yet named. In addition, work will stop on 16 escort carriers, 11 light cruisers, 11 destroyers, six submarines, 25 minesweepers and 14 auxiliaries.

Preparations had been under way for several months for the termination of Navy contracts. The Navy's termination policies and procedures were established by the Industrial Readjustment branch of the Office of Procurement and Material.

Century note: Ceremonies marking the Centennial of the U. S. Naval Academy, on 10 Oct 1945, will be held during the week of 7-13 October under plans now being developed by the Centennial Commission.

In addition to the ceremonies planned at the Academy, the Commission is arranging for simultaneous observances by Naval Academy Association branches throughout the nation. Because of transportation difficulties, attendance at the Academy observance will be restricted.

The Commission, created by a special Act of Congress, is headed by President Truman as Honorary Chairman, with Ralph A. Bard, former Under Secretary of the Navy, acting as chairman.

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

To be vice admiral:

Robert C. Giffin, USN, as ComServLant.
Alan G. Kirk, USN.
David W. Bagley, USN, as a member of the Joint U. S.-Mexican Defense Committee.

To be rear admiral:

Oswald S. Colclough, USN, as Assistant Judge Advocate General.
Edward H. Smith, USCG, as district Coast Guard officer 3ND.
Gordon T. Finlay, USCG, as district Coast Guard officer 8ND.
Earl G. Rose, USCG, as task force commander, in the U. S. Atlantic Fleet.
Joseph Greenspun, USCG, as chief finance and supply officer.

To be commodore:

James M. Shoemaker, USN, as commander naval air bases Philippines.
Ben. H. Wyatt, USN, as an island commander in the POA.
Richard R. McNulty, USNR, as supervisor of U. S. Merchant Marine Cadet Corps.
Milton R. Daniels, USCG, as district Coast Guard officer 4ND.
Merlin O'Neill, USCG, as district Coast Guard officer 5ND.
Frederick A. Zeusler, USCG, as district Coast Guard officer 13ND.
Eugene A. Coffin, USCG, as district Coast Guard officer 14ND.
Adolf V. S. Pickhardt, USN, as chief of staff to commander, U. S. Naval Forces, Northwest African waters.
James A. Hirshfeld, USCG, as district Coast Guard officer, 9ND (Cleveland).
Roger E. Nelson, USN, as commandant, NOB, Guam.
Norman H. Leslie, USCG, as district Coast Guard officer 17ND.
James W. Boundy, (SC) USN, pay director, as fleet or force supply officer, U. S. Pacific Fleet.

To be brigadier general in the Marine Corps:

Ford O. Rogers, USMC.
Byron F. Johnson, USMC.

Navy hits 150 Jap-held shores. Since the turn of the tide in the Pacific war at Guadalcanal in August

1942, the Navy has landed combat troops on enemy-occupied islands on an average of once a week. More than 150 times the Navy put ashore U. S. soldiers and marines and units of the Australian and New Zealand Armies in hacking a trail of conquest from the Solomons to the Ryukyus.

The amphibious assaults ranged in size from small landings—in the early stages — to several-division attacks like Saipan, Leyte, Lingayen, Iwo and Okinawa.

Indicative of the massive job were the landings made by the 7th Amphibious Force under Vice Admiral Daniel E. Barbey, USN—56 in all. In those assaults an estimated 1,076,000 men were put ashore along with approximately 5½ tons of supplies and equipment per man. To maintain each man an additional ton of supplies a month had to be landed.

Support of the landing forces contributed greatly to the complexity of the supply problem. At Tarawa the Navy used 3,000 tons of gun ammunition; the Marshalls took 16,000 tons; in the Marianas 36,000 tons were fired and another 16,000 for Iwo Jima, while 47,000 tons blasted from the Navy's rifle barrels in the first 75 days of the Okinawa campaign.

Admiral Barbey, who has returned to the States for a rest, began his operations on 30 June 1943 when a handful of men stormed tiny Woodlark and Kiriwina Islands southeast of New Guinea. Later landings, in New Guinea, the Philippines and Borneo, carried American forces 5,000 miles closer to Tokyo. His largest strike was in Lingayen Gulf on 9 Jan 1945 when the 7th Amphibs put ashore 134,500 men and 151,850 tons of supplies and equipment.

Grand Job! General of the Army H. H. Arnold, Commanding General of the Army Air Forces, praised the "grand job" of the Navy in the Pacific in a letter received last month by Artemus L. Gates as Acting Secretary of the Navy.

The letter, dated 6 August, read: "We of the Army Air Forces deeply appreciate the cordial message you sent us on our 38th Anniversary and by Presidential proclamation, the first official Air Force Day.

"Having recently seen for myself the grand job the United States Navy is doing in the Pacific as together we bring destruction to the heart of Japan, I think this is an appropriate occasion to express our gratitude through you to your officers and men. Under trying conditions, the Navy is giving us that friendly kind of cooperation which can only spell disaster for our enemies."

Brazil's PBYS. The first Brazilian-trained crews for PBY Catalinas, which were acquired from the U. S. Navy, have completed their 2½-month course and were awarded their diplomas in a ceremony at the Galeao Island Base in Rio de Janeiro's beautiful bay. Instructors in the Brazilian Aircraft Training Unit, all officers and men of the Brazilian Air Force, received their training from the U. S. Navy.

Arrangements for the acquisition of the planes and the training of the Brazilian pilots were made when Admiral Jonas H. Ingram, USN, Commander-in-Chief of the U. S. Atlantic Fleet, commanded the U. S. 4th Fleet which cleared the South Atlantic of German submarines. This fleet used Brazilian bases.

The USS Wyoming, the battleship which served with the British Grand Fleet in World War I, used more anti-aircraft ammunition than any other ship in this war without seeing the enemy or leaving Chesapeake Bay. Her seven kinds of anti-aircraft guns have fired more than 1,700,000 rounds of ammunition since March 1942, when she became an Anti-aircraft Gunnery School. More than 35,000 officers and enlisted men have been trained aboard the Wyoming without a casualty.

Tokyo Rose, who put the broad in Japanese broadcasting, was another casualty of the war last month when the Navy Department, tongue in cheek, awarded her a mock "citation" for having unwittingly helped us win the war against Japan.

In a verbal atomic bomb dropped unerringly on Japan's foremost feminine case of unlock-jaw, the Navy "cited" Tokyo Rose's radio propaganda for "meritorious service contributing greatly to the morale of United States armed forces in the Pacific."

Taking the Rose's favorite weapon, the air waves, and coiling them neatly about the lady's neck, Capt. T. J. O'Brien, USN, Director of Welfare, took to the air to broadcast the Navy's thanks for her propaganda, which had so lightened the Navy's task of keeping its personnel entertained.

In return, Capt. O'Brien stated, the Navy now granted Tokyo Rose permission to broadcast "to the United States Army of Occupation in Japan and to the ships of the United States Fleet at anchor in Yokohama Bay, the history-making scene of Admiral Halsey riding the Japanese Emperor's white horse through the streets of Tokyo."

The "citation," recorded by Capt. O'Brien for broadcast over "The Navy Reporter," short-waved to personnel overseas, announced that "The men and women of the Navy, Marines and Coast Guard take pleasure in presenting this citation to Tokyo Rose, of Radio Tokyo, for service as set forth in the following:

"For meritorious achievement while serving as a radio propaganda broadcaster for the Japanese. While the United States armed forces in the Pacific have been extremely busy capturing enemy-held islands, sinking Jap ships, and killing Japs and more Japs, Tokyo Rose, ever solicitous of their morale, has persistently entertained them during those long nights in fox-holes and on board ship, by bringing them excellent stateside music, laughter and news about home. These broadcasts have reminded all our men of the things they are fighting for, which are the things America has given them. . . ."

NAVY NOW 84% RESERVE

More than 84 out of every 100 people serving in the United States Navy are reserves, according to a recent analysis of the Navy's officer and enlisted personnel.

The figures, as of 30 June 1945, close of the Navy's fiscal year, are:

	Number	%
USN—Officers...	50,039	15.2
USNR—Officers...	278,363	84.8
Total officers....	328,402	
USN—Enlisted..	328,221	10.7
USNR—Enlisted..	2,584,608	84.5
USN-I—Inductees.	147,322	4.8
Total enlisted...	3,060,151	
Total personnel.	3,388,553	

Included in the reserves are 82,175 Waves—8,385 officers, 73,790 enlisted.

As of 30 Sept 1939—22 days after the declaration of the limited emergency—the Navy had 11,793 officers and 114,625 enlisted men on active duty.

Seeing Job Through. Comdr. Tova P. Wiley, USNR, assistant director of the women's reserve of the Navy, issued the following statement following the Japanese surrender:

"We are confident that until the time comes for Waves to return to civilian life, they, like other members of the naval reserve, will continue to carry on in their jobs in the same fine spirit with which they have served during the long months of war.

"In the time following V-J Day Waves will work wherever they are needed in the shore establishments. Some will be assigned to separation centers where they will help process the papers of men and women already eligible to return to civilian life.

Others will continue to care for the sick and wounded in naval hospitals.

"In the meantime, wherever they may be, at home or overseas, Waves take intense pride in contributing to the work of the Navy and in helping the Navy see its job through to successful completion."

Drilling has begun by the Navy on its first test oil well in northern Alaska to determine the productivity of the 35,000 square miles it has held for 20 years, known as Naval Petroleum Reserve No. 4. About 200 men are working on the project, which was begun a year ago. The test drilling is at Umiat, on the Colville River, about 180 miles from Point Barrow.

How Seabees kept busy at a base outside the combat area is revealed in a report covering two years of work at Noumea, New Caledonia, by 181 Seabees and four Civil Engineer Corps officers comprising Unit 504.

They unloaded 65 ships, handling 260,000 tons of cargo, made dock repairs and set up water tanks. They installed 81,550 feet of wiring and set up 36 generators and transformers. In addition, the Seabees painted 112,382 square feet of building, erected nine quonset huts and 86 frame buildings.

They also surfaced 242,927 square yards of coral, excavated 55,825 cubic yards of coral from the sea, maintained 74 miles of road and excavated and graded 22,100 feet of ditches.

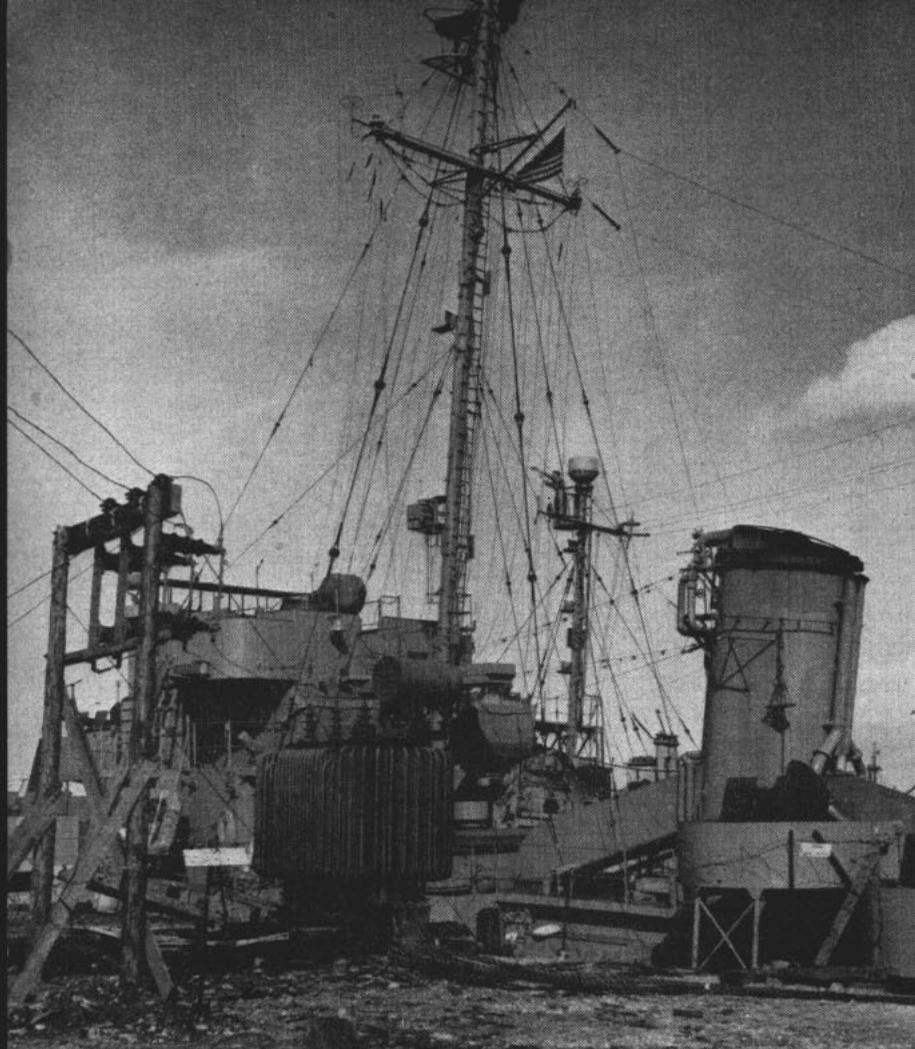
New NROTC-V-12 Units. United States Naval Reserve Officers Training Corps and V-12 units went into commission last month at the University of Nebraska and at the University of Missouri.

At the same time it was announced that 69 V-12 units at many widely scattered colleges and universities will be disestablished.

The two which went into commission are among the 25 new units au-

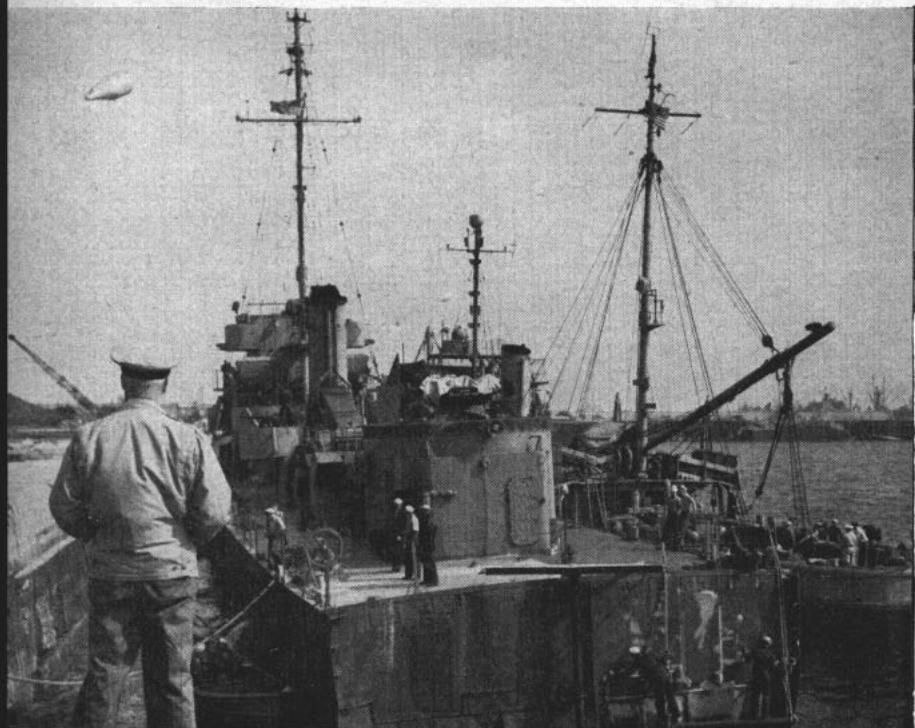


Official U. S. Navy photograph
TOKYO ROSE won a mock "citation" on a Navy broadcast last month when Capt. T. J. O'Brien, USN, "cited" her for entertaining U. S. Pacific forces.



Official U. S. Navy photographs

ELECTRIC POWER for city of Cherbourg during critical weeks after Normandy invasion was furnished by crippled destroyer-escort USS Donnell, it was revealed last month. A victim of a Nazi torpedo that cropped off her fantail (below), the Donnell was towed to the French city. Transformer used as part of power plant (above) was captured from Germans.



thorized to augment the previously existing 27 NROTC units. Eleven others of the 25 have already been approved by the Secretary of the Navy, and all are expected to be functioning at colleges and universities together with V-12 units by 1 November (see June 1945 issue, p. 53).

The combined function is to be redesignated at all the 52 institutions as the U. S. Naval Reserve Officers Training Corps and V-12 Unit.

The 11 others approved by SecNav are located at Dartmouth, Cornell, Columbia, Princeton, Villanova, University of Rochester, Pennsylvania State College, Illinois Institute of Technology, University of Louisville, Miami University (Oxford, Ohio) and Purdue.

• **Capt. Mildred H. McAfee**, Director of the women's reserve, was married August 10 to the Rev. Dr. Douglas Horton, of New York City. He is Minister of the General Council of Congregational Christian Churches and Chairman of the American Committee for the World Council of Churches. It was announced she would continue as WAVE director and as President of Wellesley College.

Big Haul. Two hundred and twenty enemy vessels, including the 42,000-ton battleship *Yamato* and an *Agano*-class heavy cruiser, were sunk by Task Force 58 during its two and a half month period of combat preceding and during the Okinawa campaign. 58's aircraft probably sank 150 vessels and damaged 759 while its warships destroyed two submarines, damaged another and sank a coastal vessel in surface engagements.

Pilots of TF 58 shot down 1,640 Jap planes. Also destroyed were an additional 619 enemy planes on the ground and 1,000 more damaged or probably destroyed for a total of 3,259 between 14 March and 28 May.

Record day for TF 58's aircraft was 6 April when 249 Jap planes were shot down, at a cost of only two of the task force's planes.

Flak-happy "Miss." Thanks to a Jap Kamikaze attack, the 28-year-old battleship USS *Mississippi* is back in action in the Pacific equipped with one of the most potent anti-aircraft batteries of any ship afloat. The need for repairs after a Nip suicide attack brought the *Mississippi* back to Pearl Harbor for repairs and an opportunity for a general overhaul and installation of the new armament.

The matter of increasing the *Mississippi's* anti-aircraft strength had been delayed several months because of the rapid pace of the Pacific advance. Then on the afternoon of 9 Jan 1945, in Linguayen Gulf, a Jap Val smashed into the ship, killing 22 persons and injuring 18 others.

Crewmen extinguished all fires in 20 minutes, made temporary repairs and the *Mississippi*, still fully operable, continued to carry out her assignments for the next two months before proceeding for permanent repairs.

En route to Pearl Harbor her skipper, Capt. Herman J. Redfield, USN,

ALL HANDS

of Coronado, Calif., and his department heads devised plans calling for additional guns, changes in some types and the relocation of others, and general changes in the upper-deck ship structure.

Ordinarily this work would take several months—time which could not be spared—but the plan was so practical that the Navy Yard and Navy Department studied and revised time estimates and then finished the work two days ahead of schedule.

Firepower was increased 300%.

War research for the Navy will be aided by the establishment at the Naval Research Laboratory, now under the Office of Research and Inventions, of four new scientific divisions for research into various phases of electronics as applied to warfare.

The new divisions are fire control, special electronics research and development, ship-shore radio and airborne electronics. They comprise the Naval Research Laboratory Electronics Activities under Dr. A. Hoyt Taylor, Chief Consultant and Chief Coordinator for Electronics.

The vast invasion armada of 2,493 U. S. Navy ships and craft that helped land the men and machines on the beaches of Normandy more than a year ago has left the United Kingdom, its job completed.

In the last convoy to leave were the LSTs which plied back and forth across the mine-filled English Channel on an average of 45 trips apiece carrying trucks, tanks, men and guns to the continent and casualties and prisoners back to England.

On 6 June, a year to the day since the Normandy landings, the last of the U. S. Navy escort ships left Le Havre.

A total of 124,000 naval officers and men took part in the Normandy invasion and the participating craft ranged from battlewagons to LCVPs.

A mosquito repellent effective on the skin up to 11 hours and which gave "encouraging results" against the malaria-carrying mosquito in field trails conducted in South American jungles was announced last month by BuMed. The formula, developed at the Naval Medical Research Institute, Bethesda, Md., after nearly two years of study, is still in an experimental stage and if it is adopted it will be sometime before it can be put in general use within the Navy, BuMed emphasized. The repellent is a liquid, a little thicker than water, practically odorless and almost colorless. Its effects on insects other than mosquitoes have not been compiled.

Seagoing Wave. Waves have been called upon for hundreds of varied assignments since joining the Navy three years ago but none can match the 3,000 miles of "shipboard" duty recorded by Lt. Mary Salber, Delano, Calif., progress and trial board officer in the office of the Superintendent of Shipbuilding at Tacoma, Wash.

Lt. Salber has trod the decks on trial runs of escort carriers, seaplane tenders, destroyer tenders, minesweepers, sub-chasers, tugs and cargo ves-

IN MEMORY OF JOHN PAUL JONES

FOR nearly 200 years the only indication that a great American sailor once worked and played in the tiny village of Kirkbean, Scotland, was a simple slab of granite covering a tomb in the village kirkyard, or churchyard. On it is inscribed:

"In memory of John Paul Senior who died at Arbigland the 24 of October 1767. Universally Esteemed. Erected by John Paul Juneor."

Last month U. S. Navy officers and men paid tribute to "John Paul Juneor" with the dedication of a baptismal font to Scottish-born John Paul Jones, America's first naval hero, in the same kirk near which his father is buried.

The font, designed by George Henry Paulin, well-known London sculptor, is of Portland stone, severely simple, consisting of a hexagonal basin on a plain pedestal. On the flat sides of the basin are bronze plaques showing the U. S. Navy seal, the *Bonhomme Richard*, various types of modern combat ships, Jones' name and dates, and the inscription—"Presented by the officers and men of the United States Navy who served in Great Britain under the command of Admiral Harold R. Stark, USN."

John Paul Jones was born on 6 July 1747 in a little stone gamekeeper's cottage, which still stands, about three miles from the Arbigland parish church. Christened John Paul, he roamed the estate of the Laird of Arbigland on which the cottage was situated. His love for the sea developed on the shores of Solway Firth, just a few hundred yards from the cottage. From a nearby fishing village he first put to sea.

Honeycombing the rough shoreline of Solway are scores of caves, around which have been built one of the many legends about young Jones' early life. Most of the fishermen in the area engaged in smuggling as a dangerous but profitable sideline. Jones is reputed to have been involved in these operations and one of the caves is alleged to have been



Official U. S. Navy photographs

DEDICATING font to memory of John Paul Jones — Lt. Comdr. Chandler who preached sermon; Very Rev Archibald Main, rector of Kirkbean; and Lt. McCombs.

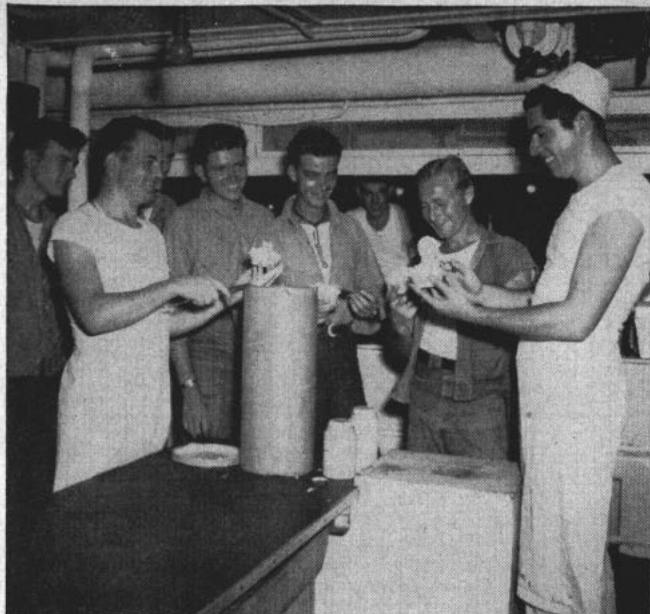
connected by a tunnel to the house where he was born. Today most of the caves are blocked by rock slides and no evidence supports the story.

After several voyages to the United States he and his brother were adopted by a wealthy Virginia planter who, on his death, willed young John his estate on condition he take the family name of Jones.

Jones began his naval career at the outbreak of the Revolutionary War when he was commissioned a lieutenant in the Colonial Navy. His daring exploits in preying on British shipping, first off the coast of Bermuda and later in waters around the British Isles, marked him as one of the outstanding naval men of his time. His most famous action was against HMS *Serapis* off Flamborough Head in Yorkshire, where, in response to a request to surrender his ship, *Bonhomme Richard*, he said: "We have not yet begun to fight."



KIRKBEAN parish church, which gives Jones' Scottish birthplace its name.



A FLOATING ice cream parlor, this concrete barge supplies small units of fleet with fresh and frozen foods. A 'customer' (left) takes delivery of five gallons of ice cream, while (right) a small-craft crew pitches in.

Official U. S. Navy photographs

sels, compiling official trial and departure reports and giving the status of completion at the time of departure. Upon these reports are based the schedules for future work.

Back from the wars after a 150,000-mile tour of duty, including invasions from southern France to Okinawa, men of the Navy's Composite Spotting Squadron One are home on leave.

Main job of the 24-plane squadron was locating targets on the ground, but in southern France they found and also destroyed 1,000 motor vehicles and tanks, 23 locomotives and 195 railroad cars. On the side, they shot down 26 German planes. Flying from a carrier in the Pacific, the men made 3,758 sorties during the Luzon, Iwo Jima and Okinawa campaigns.

Personnel liberated. The following are additional naval personnel liberated from war prisons, as reported to BuPers through 7 August:

ASIATIC

Boyd, George, MM1c, Caridad, Cavite, P. I.
Robinson, Harry Melton, CEM, Manila, P. I.

ATLANTIC

Brown, James Monroe, III, S2c, New York, N. Y.
Carter, Charles Harold, PhM1c, Corsicana, Tex.
Dunn, John Edward, Lt.(jg), New York, N. Y.
Davis, Sumner R., Lt.(jg), Melrose, Mass.
Harris, Richard M., Lt.(jg), Orlando, Fla.
Huizenga, Richard M., 1st Lt., USMC, Coopersville, Mich.
Jennings, Robert E., Lt. Comdr., Menominee, Mich.
Kinney, John, F., 2nd Lt., USMC, Colfax, Wash.
McAllister, John A., 2nd Lt., USMC, Blue Mountain, Miss.
McBrayer, James D., USMC, Lorena, Tex.
McCarley, Donald Welker, ARM2c, Bellaire, Ohio.
O'Malley, John D., Ens., Cincinnati, Ohio.
Palmer, John Higbie, Lt., Chicago, Ill.
Scattergood, Roderick D., ARM2c, Atlanta, Ga.
Thompson, Robert E., S2c, Miami, Fla.

SHIPS & STATIONS

"Ice Cream Ship" of the European invasion was the name affectionately bestowed on the destroyer tender, USS *Melville*, by the hundreds of LST crewmen of the invasion armada served at her soda fountain. Nonetheless, the doughty tender can match her record of wartime duty with practically any ship in the U. S. Navy.

In the first World War, the *Melville* was given rush orders to Ireland to service U. S. destroyers fighting the U-boat menace.

When the massive invasion fleet was assembling off southern England in 1944, the *Melville* again headed for Europe. Her duties included speedy re-arming of LSTs, replacement of anchors and ship propellers, repairing reduction gears, installation of truck elevators and new equipment designed especially for the invasion, and replacement of boat davits to support the 12,000-pound LCVP invasion boats.

After the first flush of the invasion, a steady stream of LSTs pulled alongside of the *Melville* for check-ups and repairs and it was then that the crews availed themselves of the luxury of the tender's soda fountain, barber shop, tailor shop and laundry.

Quota busters. With the first birthday anniversary of their ship approaching, the crew of the Pacific fleet minesweeper USS *Serene* set out to honor her fittingly. They decided to say it with War Bonds.

The fleet quota for the 7th War Bond Drive had been set at \$18.75 per man, and for the 100 potential purchasers on the *Serene* that meant \$1,875. But when the cash stopped rolling in, the crew had bought \$4,350 worth of bonds—232% of the quota.

• **Strong boy:** George L. Henderson, AS, USNR, has received a plaque for

making a score of 100 on the Navy's standard physical fitness test. In all of the five tests, Henderson exceeded the requirements for a perfect score. No comparable record has been reported to date.

Now at Midshipmen's School, Notre Dame, Henderson did 50 squat thrusts, 207 sit ups, 91 push ups, 130 squat jumps and 41 pull ups. Required for an average score of 50 are: 29 squat thrusts, 37 sit ups, 28 push ups, 34 squat jumps and 9 pull ups.

Oldest destroyer, operating as such, in the Pacific Fleet, the USS *Farragut* shows no signs of infirmity. Starting this war from scratch—the attack on Pearl Harbor—the *Farragut* has engaged in 13 major operations in the Pacific and in addition rode out the China Sea typhoon of December 1944, in which three destroyers went down and another was damaged.

The *Farragut* escaped damage at Pearl Harbor and a week later put to sea with a task force. Then followed the Coral Sea engagement, the Guadalcanal landings; the Aleutians campaign, where she was credited with a "probable" submarine sunk; Tarawa; Marshall Islands campaign; New Guinea operations; the bombings of Yap, Ulithi, Woleai, Truk, Satawan and Ponape; the strikes at Saipan and Guam, and the invasions of Iwo Jima and Okinawa.

First of the two-stackers, and first U. S. destroyer built since 1919, the *Farragut* was launched at Quincy, Mass., on 15 Mar 1934 and broke all existing speed records on her commissioning run with a speed of 39.6 knots.

Flat-bottom Queen. LST 477, nicknamed "Queen of the Flat Bottom Fleet," took a firmer hold on that title off Iwo Jima when she withstood a bomb hit and a Kamikaze crash simultaneously, fought off fires and managed to land the 3d Marine Tank Battalion with their tanks, it was disclosed last month.

The LST, a veteran of six cam-

paigns, and the first of her type to beach on a Jap-held island—Attu—has returned to the U. S. for repairs. Three times she has been reported sunk, once through error by the Navy, but this was the first time she had been hit.

At Iwo the Kamikaze plane crashed into *LST 477* on her starboard side forward. At almost the same instant she was hit in the same area by a bomb. A terrific explosion rocked the ship, sending flames and debris 100 feet into the air. An electrical failure stopped the main engines and the ship lay dead on the water.

Temporary repairs were made and three times the *LST* drove in for the Iwo beach, but grounded too far out for the tanks to get off the ramp. She made it on the fourth try with *LCMs* acting as tugs.

Lifesavers. Starting with the rescue of 39 survivors of the torpedoed British steamer *Marconis* seven months before America's entry into the war, the U. S. Coast Guard saved 4,243 military personnel and merchant seamen up to the end of the European war.

Coast Guard vessels were most active in rescue work in 1942 when nazi submarines were picking off freighters and tankers within sight of the Atlantic and Gulf shores.

Along the Atlantic Coast, Gulf of Mexico and Caribbean, 1,658 survivors of enemy torpedoes have been saved through Coast Guard air-sea rescue activities. In the North Atlantic 810 were saved and in the Mediterranean 115. In addition, 1,660 invaders were hauled to safety by rescue cutters in the English Channel during the landings in Normandy.

A saving of \$318,000—despite the fact that it has never had a naval appropriation—is the 13-month record of the youngest of three salvage yards at NOB, Norfolk, Va.

Using buildings and equipment built from salvaged materials, and Navy general court-martial prisoners and POWs for labor, the yard has saved more than \$251,000 from four primary salvage sources—waste paper, discarded lumber, packing boxes and pallets.

• **The high cost** of getting your picture taken is no problem at one advance training base in the Pacific. A surplus of cash has enabled the center's Welfare Department to take pictures free. A small studio has been set up and it is estimated that the work will cost \$40 for each 100 men pictured. Two "shots" are taken of each man, and he gets his choice of which one he wants developed. He then gets two 5x7-inch prints free.

Total sales in 1944 of more than \$493,000,000 were reported by the Navy's 5,500 Ship's Stores, Ship's Services, Marine Corps PXs and Commissaries.

Concentration of the war in the Pacific has brought about an expansion of activities in that area in an effort to furnish cigarettes, ice cream, soft drinks, beer and other items naval personnel want.



Photograph from Press Association, Inc.

HULL OF HAWAII MARS is raised from Chesapeake Bay where it fell 5 August. No one was hurt. The 72½-ton plane, world's largest, will fly again.

REPORT FROM HOME

V-J Jamboree. Anxiety and tension that had piled up in Americans for almost four years exploded all over the nation in frenzied celebrations shortly after 7 p.m. (EWT) on 14 August, when President Truman announced Japan's surrender.

From New York City to the smallest hamlet, civilians and servicemen poured out their joy in noise, song, snake dances, conga lines, impetuous pranks. Men and women embraced in the streets, sharing bottles, jumping on passing automobiles.

Millions, however, celebrated at home, often toasting quietly to pictures of their sons in uniform. For many others, the victory report was a source of sadness. In almost every city, some women wept as they watched revelers singing in the streets their sons would never again see.

Times Square took the lead in one of the greatest emotional jags in this nation's history. Crowds estimated at 2,000,000 milled through the Great White Way, gathering in enormous knots around the statue of the marine quartet planting the flag on Mount Surabachi.

Postwar problems. But before 24 hours had passed, and while the headaches still lingered, Americans began seriously considering postwar plans. What about demobilization, they wondered? How about reconversion of industry; price, wage controls? How about getting jobs for discharged servicemen? And for the 5,000,000 civilians whose defense jobs soon would vanish?

In no case were the answers complete. For one thing, with Congress recessed until 4 September, President Truman was drafting legislation for consideration by the legislators. How closely Congressmen would adhere to

suggestions of the President or his assistants was not known.

So far as demobilization was concerned, some things were definite.

1. Monthly inductions for the Army would be cut from 80,000 to 50,000 immediately.

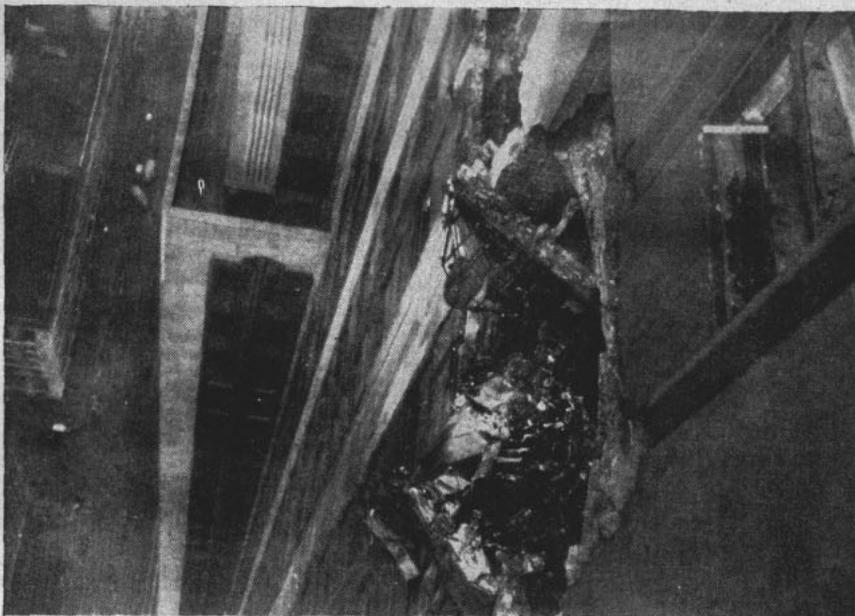
2. The Army planned to release between 5,000,000 and 5,500,000 men within the next year or 18 months, using the point system already established.

So far as civilian problems were concerned, the War Manpower Commission abolished all manpower controls on employers and employees.

Civilians also look forward to the end of rationing on many commodities. Particularly pleasing was the abolition of gasoline rationing. Canned goods and fuel oil also came off the rationing list, and it was expected that shoes would be unrationed by October.

Home-Town Topics. The world that waited so tensely for the official word of the Jap surrender can attribute about 10 minutes of that long vigil to a Washington, D. C. traffic cop. He was only doing his duty on that day when he spotted a car making a left turn against traffic regulations. He stopped the car. The passengers admitted the infraction, explained they were rushing to the State Department with news of the Jap acceptance of our terms. Said the cop: "You can't feed me those horsefeathers," and gave the driver a ticket. The next day he commented: "I was handed an eight-ball." Police authorities gallantly destroyed the ticket.

In Portland, Ore., no sooner had a woman finished celebrating the peace, than she called a newspaper office to ask if gasoline rationing had ended.



Photograph from Press Association, Inc.

EMPIRE STATE BUILDING was scene of tragedy when an Army bomber tore this gaping hole between 78th and 79th floors. Killed were 13; injured, 26.

She was assured it had. "Thank goodness," she said. "I got so awfully tired of stealing gasoline."

A *Ketchikan, Alaska*, newspaper makes the following observation on local moves: "Three liquor stores opened last week. Three new preachers came to town. We're holding our own."

Tip for homecoming servicemen. Romeo Green, of *Urbana, Ill.*, finds that a washing machine is ideal for shelling peas. Just toss the mess into the washer and push the button. He says it doesn't make pea soup.

New Yorkers watched an unusual parade last month when the Stage Door Canteen moved to new, but temporary, quarters at the Hotel Diplomat. Mayor LaGuardia led 150 celebrities and hostesses.

LST 512 had 361,985 visitors in July. Salvaged after being crippled off Normandy, the LST has been touring the Great Lakes and Mississippi to show civilians what life on an LST is like.

Sponsored by the Incentive Division of the Navy, the LST's 12,000-mile tour features dramatic demonstrations of jungle warfare by its crew of combat veterans. An additional 700,000 persons witnessed their "Hit the Beach" demonstrations during July.

Skyscraper Tragedy. One of the most spectacular tragedies of the war occurred far from the fighting fronts on 28 July. That morning, an Army B-25 roared out of thick fog over New York City and crashed into the 79th floor of the Empire State Building, more than 900 feet above 34th street. Killed in the crackup and the ensuing fire were 13 persons, many of them workers in the Catholic Charities office. Twenty-six others were injured by the shock that made a shambles of two floors of the world's tallest building.

Investigators estimated the damage at \$500,000, but said the structure of the skyscraper was unimpaired. Hero of the tragedy was a 17-year-old coast-guardsmen, Donald Malony. A hospi-

tal apprentice, he struggled through the panic-stricken people and the debris and administered first aid on the scene.

On the same day that news of the atomic bomb (see p. 7) heralded a new era in internationalism, the death of Hiram Warren Johnson, one of America's famous isolationists, marked the closing of a period in foreign affairs. The California senator died of thrombosis of a cerebral artery at the Naval Medical Center, Bethesda. Dean of Republicans in the upper house, Senator Johnson was 78, and was serving the fourth year of his fifth term.

A life-long isolationist and bitter opponent of our entry into the League

of Nations, Senator Johnson opposed United States participation in the United Nations Charter. His colleagues paid tribute to his liberalism in domestic affairs and to his sincerity and steadfastness of convictions.

Five days before he went to the hospital on 18 July, Senator Johnson cast the lone vote in the Foreign Relations Committee against reporting the United Nations Charter without change. He had repeatedly clashed with colleagues during hearings.

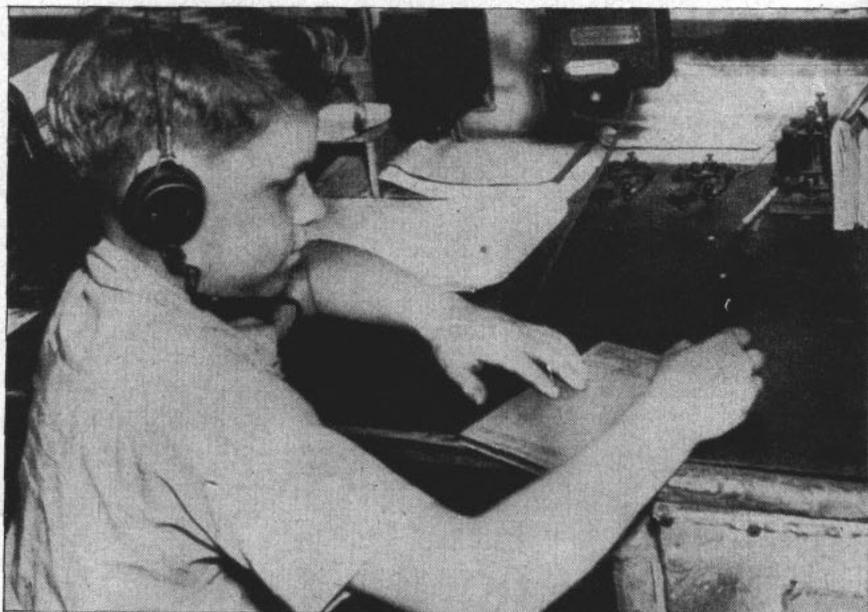
Maj. Richard Bong, holder of the Congressional Medal of Honor and 25 other decorations, died on 6 August in the wreckage of a jet-propelled fighter plane which crashed while he was testing it near Burbank, Calif.

America's most famous ace, the 24-year-old flyer had shot down 40 Jap planes without being injured and had been brought stateside for "safe" duty because the knowledge he had gained in battle was deemed too valuable to risk.

Maj. Bong was testing the Army's latest fighter model, a P-80, which can do better than 550 miles an hour. Witnesses said the flyer was trying to get out of the ship when it crashed. He had released the escape hatch and was partly clear when the flames enveloped him.

ENTERTAINMENT

Top-flight drama critics last month interrupted vacations for one night, traveled to Stamford, Conn., to observe Clare Boothe Luce essay a new career. Already established as playwright and Congresswoman, the beautiful wife of Time-Life-Fortune publisher Henry Luce made her debut as an actress in the title role of Shaw's "Candida." Within a week, she announced she was leaving the show because of more pressing duties in the House of Representatives . . . Another playwright, Pulitzer Prize



Photograph from Press Association, Inc.

YOUNGEST STATION AGENT on Illinois Central RR, Arnold Hering, 14, took over the job for four weeks this summer. He learned Morse code after school.



Photograph from Press Association, Inc.

VICTORY CONGA line swings into action in front of White House to celebrate Japan's surrender. Scene here was typical of U. S. Frenzied celebration snarled traffic for hours along Washington's famous Pennsylvania Avenue.

winner Robert E. Sherwood, has a new play to be produced by the Playwrights Company, with Spencer Tracy as star. It is "Out of Hell," and about the war . . . War and the armed forces still hogged the Broadway screen. Included in this group were: "Story of G.I. Joe," based on Ernie Pyle's writings; "Back to Bataan," "Anchors Aweigh" and "Blood on the Sun." Among the non-military movies, one of the most popular was "Incendiary Blonde," with Betty Hutton in the Hollywood version of the late Texas Guinan . . . When Robert Lawson got his discharge button, it looked as though he was finished as a singer. Bullet wounds with the infantry had given him six months of paralysis and bad stage-fright. He conquered both and last month the 23-year-old tenor got a contract with a good chance of landing a fat part in a musical comedy.

VETERANS

The new Administrator of Veterans Affairs, Gen. Omar Nelson Bradley, took office on 15 August, succeeding Brig. Gen. Frank T. Hines, who had been administrator for the past 22 years. The "doughboys' general" immediately announced the appointment of two generals who had served under him in Europe to be his top advisers in administration and medical services, two Veterans Administration functions which had come under heavy fire in recent months.

Maj. Gen. Paul R. Hawley, who was chief surgeon of the European theater, became medical adviser, and Brig. Gen. Henry B. Lewis, Gen. Bradley's deputy chief of staff in the 12th Army Group, became administration adviser.

Gen. Bradley also announced that:

- appointment of his advisers did not imply any "volcanic eruption" in Veterans Administration organization.
- changes in organization or personnel would come only after study.

- officials unable to carry out their assignments would be relieved.

Jobs for veterans through local offices of the United States Employment Service totaled more than a quarter million in the three months immediately preceding surrender of Japan.

Domiciliary care (care received by a veteran in a home for the disabled) does not bar him from being eligible also for education or vocational rehabilitation under either the GI Bill or Public Law 16. This ruling has been issued by Veterans Administration to clarify veterans' rights, as under the law "duplicate benefits" are barred. (For instance, a veteran cannot get both education under the GI Bill and vocational rehabilitation under Public Law 16.)

The veteran receiving domiciliary care, however, while eligible for education or vocational rehabilitation, is not eligible for certain added financial help given to veterans not receiving domiciliary care—the subsistence allowance of \$50 to \$75 a month under the GI Bill, or the increase in pension while taking vocational rehabilitation under Public Law 16. These are regarded as duplicate benefits, inasmuch as the domiciled veteran would already be receiving subsistence in the veterans' facility.

Farming will attract more than a million war veterans, according to a survey by the Army. One million men in the Army and Navy say definitely that they are planning to go into farming after the war. Another million and a half say they are "thinking quite seriously about it," and about a half or three quarters of a million say they want "a home in the country and a job in town," meaning some part-time farming. Even if half of these three million change their minds, that would still leave a million and a half men heading for the land after their discharge from the service.

Farms in New York will be sought

by from 20,000 to 100,000 war veterans, estimates that state's agricultural consultant to the division of veterans' affairs, Henry B. Little. Veterans' counselors in New York have been urged to discourage the purchase by veterans of cheap or abandoned farms. Best advice for veterans, says Mr. Little, is to start out gaining experience on someone else's farm. "If a veteran takes a job on a good farm and makes good, it will not be long before he will have a chance to rent a good farm or buy one with a small down payment, from some retiring farmer . . . We have a big group of farmers in New York State who have passed retirement age and another big group fast approaching this age."

Scholarships for 1,200 of its veterans have been established by New York State, entitling the holders to attend recognized schools in the state and receive their tuition and fees, not to exceed \$350 per year for four years. For details, write State Education Department, Albany, N. Y.

Interviewers whose job it is to find jobs for handicapped veterans, through the United States Employment Service, say their experiences prove that in the majority of cases there is no such term as "unemployable." Their reasons:

- Many millions of persons termed "unemployable" during the depression have been productive workers in the nation's war program.

- A competitive industry in one large state (a toy factory) is run *completely* by persons all of whom were previously not considered feasible for rehabilitation.

- The experience of USES during the past three years has proven that handicapped workers are capable of performing tasks that they would never have been considered for previously.

USES offices have been finding jobs for more than 10,000 disabled veterans a month.

MAGAZINE DIGEST

Excerpts from current articles of interest to naval personnel

Bicuspid Blasting

BURLY Thomas B. Tucker of Corpus Christie, Tex., is no braver than anybody else about going to the dentist. Recently, after many postponements, Patient Tucker lowered himself into the chair of Dentist Robert Beauregard Black and said: "I am so nervous you can't touch my teeth without novacaine."

Dr. Black took a look. Then, murmuring soothingly, he flicked a metal instrument that looked something like a small pneumatic drill past Mr. Tucker's suspicious eyes and went to work. But Mr. Tucker just relaxed. He felt no jarring, no pressure, no buzzing. Few, if any, of Dr. Black's fingers were in his mouth at any one time. All Patient Tucker felt was an occasional tiny, cool jet of air. When the session was over, he rushed out of the dentist's office to tell people that the days of the buzzing, overheating dentist's drill are over.

In this week's *Journal* of the American Dental Association, Dr. Black is somewhat less inclusive in his claims for his new instrument—several special types of cavities still require ordinary burrs. But he feels that there is definite cause for good cheer among dental patients.

Dr. Black's new method, which he calls "airbrasive," is something like sandblasting, i.e., he wears hard surfaces away with an abrasive propelled by fast-moving air. Into a tooth cavity, a 1/50th-inch nozzle jets a sharply focused blast of fine aluminum oxide particles at 90 pounds pressure per square inch. The jet travels at the rate of 2,000 feet per second. The particles grind the tooth while the air pressure keeps it cool. Another nozzle, on the vacuum-cleaner principle, sucks in the abrasive particles as soon as they have done their work.

Wear and tear use up the stainless steel abrasive nozzles at the rate of four average cavities per nozzle (cost: 1¢).

Dr. Black has devoted six years to developing his technique. But he wants to tinker with the instrument at least another year before submitting it for general use.—*From "Air-blasting Teeth," in Time for 6 August.*

Free Babies

They call them government babies, the half million infants who came into the world last year with all medical bills paid, courtesy of Uncle Sam. They are the children of servicemen, born under the Emergency Maternity and Infant care program.* Their number grows daily, with one out of every six babies born in the country being "government." Before the end of the war, their total will be, it is estimated, at least a million and a half.

They are healthy babies, most of

them, for the government concerns itself not only with payment of medical bills but with seeing to it that both mother and child get the best available medical nursing and hospital care—all without charge, and without embarrassment.

These babies constitute the prize exhibit of the biggest public health experiment ever conducted in this country. Never before has the government assumed responsibility for civilian medical care on so grand a scale. Never before have the nation's doctors agreed to participate in such a far-reaching program of "government medicine."

Katherine F. Lenroot, head of the Children's Bureau, expressed the spirit of the thing this way: "There is one casualty which no responsible nation should ask a fighting man to face. That casualty is the preventable injury of his wife or child back home."

Congress voted agreement and money, and as the program began to go into effect in March 1943, the nation's doctors, with few exceptions, agreed, too, and have been generously cooperating ever since.—*From "Babies for Free," by Amy Porter, in Collier's for 4 August.*

Chow (less) Hounds

In a 40-room laboratory housed in the football stadium at the University of Minnesota 34 young men are being systematically starved. They are conscientious objectors from all over the U. S. who volunteered as "guinea pigs" in a scientific study of starvation. Its immediate object is to find out the best way to rehabilitate the hunger-wasted millions of Europe.

Last February the men were launched on a frugal diet of two meals a day consisting mainly of bread, potatoes and turnips, which approximates the protein-deficient food rations of Europe. Average daily value of the meals is 1,600 calories as compared with the 3,300 calories required by these men prior to the diet. Moreover, the volunteers must do work every day which requires the expendi-



Collier's
"The boss is losing no time getting back into stride."

ture of 3,300 calories. Result is that they have lost about 22% of their weight, their average pulse rate has dropped to 35, their hearts have shrunk and their blood volume is down 10%.

Mentally the men feel a general lethargy, having little interest in conversation or sex. They complain of feeling "old."

... Now in the diet's sixth and last month, the volunteers will be given a three-month rehabilitation diet. They will be divided into four groups and each group will be given different supplementary foods to determine which foods have the best effect in restoring wasted flesh and energy. Many of the men wish to go to stricken areas to add their firsthand knowledge to the problem.—*From "Men Starve in Minnesota," in Life for 30 July.*

Unregenerated Reich

You can't talk to people here [Germany] without noticing how the answers and excuses of the war criminals themselves are parroted by much of the population. Our men are not in town a week before, after getting acquainted with local people, they come back to camp reporting how German girls, once given the confidence to speak their minds, say that Hitler was a great man; he saved Germany from Bolshevism and the Jews, banished unemployment and tried to avoid war. . . .

Incidentally, the one thing you can see in Germany now that might be called a common national ambition is not that Germany can find itself again by adopting democracy and winning the four freedoms as the basis of national regeneration, but that a powerful Reich will rise as the spearhead of a renewed holy war. . . .

What independent testimony one can gather from neutrals who lived in Germany suggests that as long as Hitler was winning or seemed to have a chance, the German people were with him. . . . "It was only when the American bombing became worse and worse that you heard people grumbling—not because they disagreed with the Nazis, but because they were not stronger than the Americans. . . ."

In Italy, at least, the people in the end assassinated Mussolini. In defeated Germany, when the worst war criminals hid among the people for protection, none was harmed. Nowhere was there a popular rising. . . .

In the last days, in the twilight period when Nazi officials had departed and our troops had not yet arrived, few acts of popular vengeance were reported. In the hills of Bavaria and Austria I watched thousands of unguarded SS and Wehrmacht troops march into our camps, still carrying their arms, still docilely obeying their officers. No mutinies; no fights between SS and the Wehrmacht, for all their vaunted rivalries; no assassinations of officers by men. Millions of Germans had been led to crime and punishment by these officers; millions had died or lost everything. But not even a thousand of them rebelled to show the world they repudiated them.

So nothing has really happened to

* See also p. 79.—ED.



The Saturday Evening Post

"What I wouldn't give to be able to haul off and really lam one!"

convince the Hitlerized populace that their defeat was the consequence of their wrongdoing or the depravity of their methods and ends.—From "They're Getting Their Alibis Ready," by Edgar Snow, in *The Saturday Evening Post* for 28 July.

Berlin's Butts

No tobacco has been sold legally in Berlin since May 2. On the black market a single cigarette costs from 15 to 20 marks (a dollar and a half to two dollars, at the official rate of exchange), depending on its quality. American cigarettes are considered the best, and the standard black-market price for a pack of 20 is 300 marks, or 30 dollars. This 10-cent valuation of the mark is the arbitrary one set by our Army Finance Department, and the mark's actual purchasing power, even in the open market, is often from two and a half to three times greater. . . .

The German word for the butt of a cigarette or cigar is *Kippe*. I'd conservatively estimate that at least two million Berliners . . . are now engaged in *Kippensammlung*, or butt collecting. The butt collecting in Berlin, I do not hesitate to say, is the most intensive on earth, and I am not forgetting the *Kippensammlung* on the Bowery and in the Middle East. Remain stationary on a Berlin street while you smoke a cigarette, and likely as not you will soon have around you a circle of children, able-bodied men, and whiskered old men, all waiting to dive for the butt when you throw it away.

Butts are legal tender in the economic system that prevails in Berlin. The other afternoon I was at the home of a woman who was having some glass put in the blown-out windows of her apartment. The glazier had been on the job all day, using old bent nails instead of putty. The woman's 15-year-old daughter came into the living room to say that the glazier had finished and was waiting to be paid. "Na, wo hast du die Kippen gesteckt?" ("Come now, where have you put the butts?") the mother asked the child, who went out and shortly returned with a silver bowl containing about 20 butts. Her mother took the bowl into the next room, where the glazier had been working, and through the open door I could hear him expressing his ecstatic thanks.

"They taste so *wunderschon* in my pipe!" he said. Plainly he was more than satisfied with his day's pay.—From "Letter from Berlin," by Joel Sayre, in the *New Yorker* for 28 July.

Speed-Up School

The most unusual high school in the United States is the Veterans' Institute, a division of Cass Technical High School in Detroit.

On June 5 this year the Institute had 88 students, all veterans of World War II. Some were making up high school deficiencies to go on to college. Some were in technical courses such as machine shop, foundry, commercial art, and music. Others were working for their high school diplomas.

The Institute's tradition-shattering features are these:

- A student may enroll any day he wants.
- He may receive his diploma any day of the year.
- He may select any combination of courses he needs.
- In any course, he may go as fast as his abilities permit.

. . . These men are receiving no capsule substitute for a secondary education. To pass, they must take standard written tests. They must know at least as much about a course in civics or math or chemistry as the average high school student—probably more.

More important than speed is that here the veteran can get just what

he wants—a refresher in blueprint reading, a course in saxophone playing, or a four-year high school education—whenever he is ready to start.

At present, the Institute consists of four classrooms, three laboratories and eight teachers, selected for their versatility and willingness to depart from academic practice . . . Each course is outlined. Geometry I, for example, is divided into seven logical units, each with an outline and assignment sheet which guide the student through the text, telling definitions to learn, problems to do, equations to write down. All this he does, keeping a notebook . . . It's actually a correspondence course with the teacher present to help when necessary. It's tutoring on a group basis. When the man is ready, he takes his exam.

Here's a sample of how the go-your-own-pace system of group tutoring works: Johnny Course waded through Algebra I in two weeks and Algebra II in 10 days. Geometry I took 23 days and solid geometry a month. That was four semesters' work completed in a little over two months. By fall he expects to be going to an optometry school in Chicago . . .

Today, after nine months of operation, nationally famous educators admit that the Veterans' Institute has set off a bomb under our traditional secondary-school methods.—From "High School for Vets," by Franklin M. Reck, in *Better Homes & Gardens* for August.

'WAY BACK WHEN

Simon Lake Built Early Submarines

NAVY men fighting in the Pacific know the submarine solely as a fighting vessel, but Simon Lake, who died on 23 June 1945 at the age of 78, devoted his life to it because he had faith in its commercial possibilities.

During his life Lake constructed underwater vessels for Austria, Germany and Russia as well as the United States. He was the inventor of the even-keel submarine, and was the first to use an internal combustion engine in a submersible.

His first working models were built to run along the bottom of the ocean, and were fitted with wheels. He hoped to recover sunken treasure, so he provided double air chambers with a door from which divers could emerge. His first submarine was built in 1894. Then, in 1897, came the *Argonaut*, the first underwater craft ever constructed and used solely for commercial purposes.

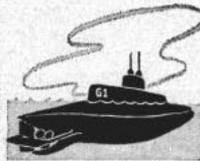
When he asked permission to try to enter unseen the mine field protecting Fort Henry, he was refused. He made the experiment in the *Argonaut*, however, and reach the center of the mine field without being observed.

When he was in Russia in 1901 he

was interested in perfecting submarines which could be used to keep the ice-bound northern ports open to commerce the year around. He returned to America and built the G-1 which submerged to a depth of 256 feet, then a record.

In the first World War, Lake built more than 100 military submarines, which brought him universal recognition, but he continued to believe that the real use for undersea craft was a commercial one. He planned to raise the treasure lost with the *Lusitania*, but the plan never materialized. He built a baby submarine in 1932 to be used for working and cruising on the bed of the sea. It allowed members of his crew to see and to put their hands out and feel, and had metal claws for salvaging purposes. One of his last ventures was in 1934 when he began his search for the \$4,800,000 said to have been aboard the British frigate *Hussar* sunk in the East River in 1780. He spent three years and a fortune, but all he recovered was a handful of modern coins.

Although Simon Lake's inventions were intended to develop the submarine as a peacetime ship, they helped mightily to establish it as a powerful and effective weapon of modern warfare. In the war against Japan, U. S. subs have sunk more than 4,500,000 tons of Jap shipping, including over 126 Jap warships.



NEW BOOKS IN SHIPS' LIBRARIES

Understanding Russia

WITH Russia already one of the Big Three in world diplomacy—and committed by agreement as our ally in peace as well as war—it is of increased importance for Americans to understand the forces that make the Soviet Union an Asiatic as well as a European power; to fit the Russian participation in the Pacific war into a historical pattern of greater importance, perhaps, than the immediate headlines.

What are Russia's ambitions in Asia? To what extent is the Soviet Republic an Asiatic domain? What is the Russian policy toward China, Great Britain, the United States? These and other questions are of keen interest to Americans concerned with the establishment of a permanent peace in the Orient as well as in Europe.

These and many other allied subjects are carefully considered in three recently published books by recognized authorities on Russia. All three of the authors draw upon their extensive knowledge of the Russian people in presenting a picture free of many hastily accepted misconceptions.

One of the best interpreters of Czarist and Communist Russia to the United States was the late Samuel N. Harper. Son of the first president of the University of Chicago and later a professor there himself, Harper was a serious, conscientious and understanding student of Russia, the Russian language and the Russian people. His memoirs, diary, notes and letters, published as "The Russia I Believe In," make available a large amount of interesting information gathered in many months spent in Russia.

He thoroughly mastered the Russian language and then for nearly 40 years lived six months of each year in Russia in active research and study, spending the other six months in Chicago, where he taught and lectured in an attempt to interpret what he had learned of Russia to Americans.

An acute observer, he spent much of his time in Russia touring the countryside. With his knowledge of the language he was able to converse freely with the people. His background gave him entree to academic circles and as an advisor to the State Department he had entree to diplomatic circles also. As a writer and lecturer he met other writers and newspaper men: Bernard Pares, Walter Duranty, Maurice Hindus, Bruce Lockhart and Edgar Mowrer. He led an interesting if exhausting life, and his intense interest in Russia makes this collection of his an engrossing picture of the background of present-day Russia.

The Russian Riddle

Another writer who has talked to hundreds of Russians, Edmund Stevens, was a correspondent for the Christian Science Monitor in Moscow

for several years and is married to a Russian girl. His years of residence in the USSR and his fine knowledge of the Russian language have given him an enviable opportunity to observe and meet the people and to get their viewpoints and opinions. "Russia Is No Riddle" is his report of the impact of the war upon the Soviet people and their government.

Stevens' book is a personal account in which his own impressions are interwoven with the facts of current history. There are pictures of the social life of Moscow, stories of the Russian people's reactions to national and international events, stories of the German occupation, as well as political and military matters. The people he meets are friendly and likeable, and the pages of his book are enlivened by an easy style and sense of humor.

To Stevens the Russians are no riddle, and need not be to anyone who speaks Russian and who remains in the country for more than a few weeks or months. This book is another indictment of those who judge and expound their theories after only a brief glimpse of one section of the vast Russian territory.

War and the Soviet

"The Pattern of Soviet Power," the new book by Edgar Snow, could not be more timely. The author of "Red Star Over China" and "People on Our Side" is particularly well qualified by his background and long acquaintance with Russia to analyze the Soviet policies at home and abroad. The sincerity and careful honesty of his presentation make his new book an important one at this time.

Mr. Snow has surveyed the apparent plan of Soviet policy in the various conquered countries, the education of German prisoners, the more stringent marriage and divorce laws, and the personalities of Soviet leaders.

He reports renewed faith and



Hoist (NTC, San Diego)

"It says help U. S. Navy paper drive—bring this pamphlet with you when surrendering."

energy in Moscow, new conceptions of Russian social life, the arts, and the place of marriage and religion. The Russians have learned how to work and they know their power. The Soviet occupation of conquered countries, he points out, "created conditions which resolved themselves into new kinds of leadership, new power for the workers and peasants; reduction of taxes; strengthening the hands of anti-fascists; reorientation of foreign policy with natural emphasis on Soviet friendship; cooperation between state and employers; economic foundations laid for new anti-fascist government."

All of these writers have seen enough and know enough of Russia to realize the importance of the Soviet Union in the world and in regard to our own future. Each in his own way has made a sincere and honest attempt to interpret the Russians to the Americans, and there is much that can be learned from them.

Muscovy Madam

In a much lighter vein and getting back to the earlier days of Russian history, Phil Stong has written a fictionalized biography of "Marta of Muscovy," commonly known to history as Catherine I, wife of the emperor Peter the Great. Marta was the daughter of a Lithuanian peasant who reached her imperial status through being the mistress of two of Peter's cohorts and then of Peter himself.

This is as much the story of Peter as of Marta and Russia is today greatly indebted to him for its power and its record in the arts and sciences. Peter grasped the value and significance of Western civilization and proceeded to introduce it to his people. He worked at forming an army on the European model, then sought to create a Navy and develop the commerce of his country. Printing and education were promoted, the calendar was partially reformed and systematic taxation of commodities was adopted as a source of revenue. Upon the political life of Russia Peter left his mark.

With him in all of his activities was Marta, who upon her marriage to him became Catherine I. Though she was entirely illiterate she had good judgment and an understanding of human motives. Thus she could calm Peter down when he went off into one of his passionate rages and could and did temper his brutality. The barbarities, wars and intrigues that went into the building of the Russian empire make a fabulous and racy tale and the comparison of the Russia of that day with the Russia of today is interesting to note.

From USSR to USA

For a story set in America, but with many touches of Russian humor, try "Anything Can Happen," by George and Helen Papashvily. A Russian immigrant, George struggles to understand and become a part of America. His joyous philosophy of life and his boundless energy are captured in twenty delightful episodes told to his wife who gives them to us in George's own version of the English language.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

TWO SUBS GIVEN UNIT CITATIONS

Another Sub, 3 Hospital Units Get Commendations

TWO submarines, the *Queenfish*, which sank a Japanese carrier in a brilliantly executed attack on a heavily escorted convoy, and the *Sealion*, the rescuer of 54 British and Australian prisoners of war, have been awarded Presidential Unit Citations. Another submarine, the *Darter*, three hospital units including the hospital ship *Solace*, and Patrol Bombing Squadron 101 have been awarded Navy Unit Commendations.

The *Queenfish* boldly defied severe air and surface attacks, riding dangerously in the shallow waters of a flat, calm sea, to make her periscope attack on the carrier. She sank and damaged thousands of additional tons of enemy shipping and braved the perils of a tropical typhoon to rescue 18 British and Australian prisoners of war, survivors of a torpedoed enemy transport which had been carrying them from Singapore to Japan. (It was simultaneously revealed that the *Barb*, previously awarded the Presidential Unit Citation, also rescued 14 of the prisoners.)

Similarly, the *Sealion* rescued 54 prisoners survivors, besides penetrating deep into hostile waters to maintain a steady offensive against Jap shipping. Consistently outnumbered and outgunned, she pursued an aggressive course, despite formidable

screens and severe antisubmarine measures, to sink thousands of tons of enemy shipping.

Aggressive and relentless in tracking her targets, the *Darter* penetrated enemy waters to contact a Japanese task force. As a result of a brilliantly coordinated attack, the enemy was forced to retire, reducing appreciably the enemy naval strength subsequently brought to bear on our forces. The *Darter* was destroyed by her crew to prevent capture when she grounded while in pursuit of a Jap force during the Battle for Leyte Gulf.

The three hospital units received their commendations for extremely meritorious service during the attack on Pearl Harbor, 7 Dec 1941. Rescue parties from the *Solace* were quickly dispatched to the *Arizona* and other stricken ships and braved flames and explosions to rescue the burned and injured from decks and from blazing water. The rescue parties unhesitatingly risked their lives during repeated trips under the same perilous conditions, each time returning to the *Solace* with boats laden with the injured and dying. Working to the point of exhaustion, the entire staff, doctors, nurses and corpsmen, rendered valiant and self-sacrificing service throughout the emergency.

The Naval Hospital, Pearl Harbor, second of the units to be commended, was set afire when a blazing hostile plane crashed into it shortly after the attack. The staff immediately manned

fire-fighting and battle dressing stations, rapidly extinguishing the fire. As a heavy stream of casualties began flowing in, this gallant organization expended every effort, working without rest to care for the relief of the injured. They rendered a further efficient service by maintaining complete records.

Mobile Hospital Unit Number 2, the third commended unit, quickly prepared for the emergency, immediately manning fire-fighting and battle dressing stations, organizing operating teams and dispatching ambulances promptly to the Pearl Harbor Navy Yard. As the number of casualties mounted, they worked unceasingly day and night for the relief of hundreds of wounded.

Patrol Bombing Squadron 101 was cited for carrying out long-range daylight missions without fighter escort in the Central and Southwest Pacific from 2 June to 31 Dec 1944. They covered wide combat areas from the Palau to Borneo to strike at airfields, seaplane bases, gun positions and vital facilities, shooting down 18 enemy planes and sinking thousands of tons of enemy vessels.

Awards Authorized For 34 Members of Intrepid Crew

Awards for 34 officers and men of the *Intrepid*, *Essex*-class carrier damaged four times by Japanese planes, have been authorized by the Secretary of the Navy. Navy Crosses were awarded to the *Intrepid's* captain, Capt. Joseph F. Bolger, USN, Arlington, Va., who received two; Comdr. William E. Ellis, USN, Norfolk, Va., and Lt. Comdr. Thomas G. Wallace, USNR, Portland, Ore.

Capt. Bolger won his first Navy Cross for heroism during sustained operations against the Japanese from 29 Aug to 9 Nov 1944. When a suicide plane crashed the port gun gallery on 29 October, he quickly began measures to restore the ship to combat status. His second award came for the exceptional efficiency with which he directed his ship when two enemy planes crashed onto the flight deck on 25 Nov 1944. He not only held losses to a minimum but provided sustained antiaircraft fire against continued aerial attack.

Comdr. Ellis distinguished himself as commander of an air group attached to the *Intrepid* in the vicinity of the Philippines from 24 to 26 Oct 1944, leading strikes against task forces that resulted in the sinking of four carriers and the sinking or damaging of other ships. For this he won



Official U. S. Navy photograph

USS SEALION takes aboard oil-soaked Britons and Australians who were Jap prisoners of war on the *Rakuyo Maru* sunk by the U. S. sub three days earlier.

★ DECORATIONS

the Navy Cross. He was awarded a Distinguished Flying Cross for sinking four large enemy transports in the same area on 18 October.

The *Intrepid's* first lieutenant and damage control officer, Lt. Comdr. Wallace, was stunned and burned by the explosion of a bomb on 25 November. His efforts, carried on amid smoke, flame and exploding ammunition, were instrumental in saving the ship from more serious damage and to him went the major credit for getting the fires under control.

Winners of the Silver Star Medal were: Lt. Comdr. Leo L. Hogan, USNR, Evanston, Ill.; Capt. (then Comdr.) Roland P. Kauffman, USN, New York, N. Y.; Alfonso Chavarrias, GM3c, USN, San Clemente, Calif. (posthumously); Samuel M. McDonald, ChBosn, USN, San Diego, Calif.; Charles E. Ross, CCM, USN, Norfolk, Va., and Harold B. Mann, AMM3c, USNR, Descanso, Calif.

Navy and Marine Corps Medals went to: Lt. Comdr. Roy R. Powell, (MC) USN, White Plains, Va.; Henry A. Rich, S1c, USNR, Manchester, Tenn.; Austin McAvoy, S1c, USNR, Detroit, Mich.; Howard F. Noble, PhM1c, USNR, Homestead Park, Pa.; Riley R. Lewallen, PhM3c, USNR, Billings, Okla.; George V. Priest, PhM2c, USNR, Bainbridge, Ind., and Stanley A. Znidar, PhM2c, USNR, Cleveland, Ohio.

Six steward's mates who were manning 20-mm. guns when a Japanese divebomber attacked on 29 October have been awarded the Bronze Star Medal. Although it became apparent that the plane was headed directly for them, they fired their guns until the plane crashed among them.

The men were: Johnell Copeland, StM2c, USNR, Haines City, Fla.; Que Gant, StM1c, USNR, Atlantic City, N. J.; Harold J. Clark, StM1c, USNR, West Palm Beach, Fla.; James E.

Dockery, StM1c, USN, Newark, N. J.; Alonzo A. Swann Jr., StM1c, USNR, Steelton, Pa., and Eli Benjamin, StM2c, USNR, Norfolk, Va.

Other winners of the Bronze Star Medal were: Lt. Comdr. Leo L. Hogan, USNR, Evanston, Ill.; Lt. Comdr. Charles Devens, USNR, Milton, Mass.; Lt. John M. Duthie, USNR, Altadena, Calif.; Lt. Richard E. Moot, USNR, Buffalo, N. Y.; Joseph C. Bollheimer, ChMach, USN, Dayton, Ohio; Alfred J. Brousseau, S1c, USNR, Somerville, Mass.; Leo J. Foley, AMM2c, USNR, Detroit, Mich.; Harry M. Ross, ACOM3c, USNR, Lowell, Mass.; Richard B. Diehl, EM1c, USNR, Plainfield, N. J.; Winston S. Goodloe, AMM3c, USNR, Arlington, Va.; Bruce S. Crutchfield, S1c, USNR, Bay St. Louis, Miss., and Howard W. Formont, CM2c, USNR, Atlanta, Ga.

Medal of Honor Awarded to Marine Killed on Peleliu

The Congressional Medal of Honor was awarded posthumously last month to Pfc. John D. New, USMC, for conspicuous gallantry on Peleliu on 25



Pfc. John D. New

Sept 1944 when he flung himself on a Jap hand grenade to take the full impact of the explosion and save the lives of two companions. New was serving with the 2d Btn., 7th Marines, 1st Marine Div., when a Jap soldier emerged from a cave in a cliff directly below an observation position and suddenly hurled a grenade into the post, from which two men were directing mortar fire. He unhesitatingly gave his life to save

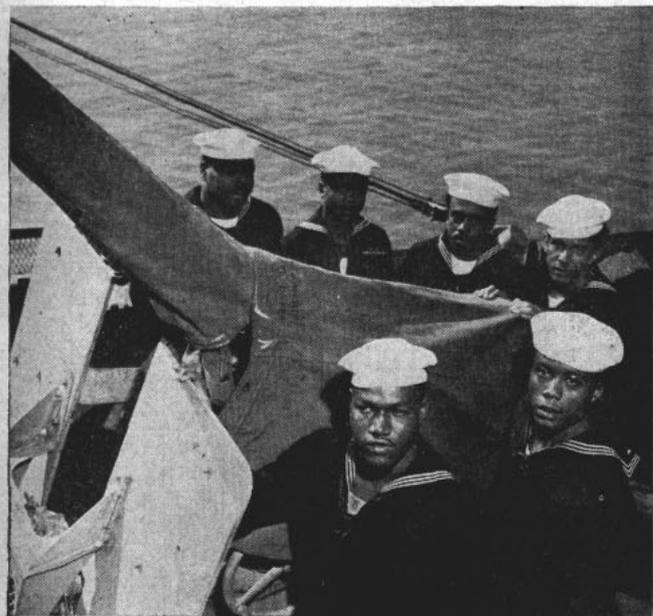
the men. The marine's father, J. J. New, Mobile, Ala., received the award in a ceremony at NAS Pensacola.



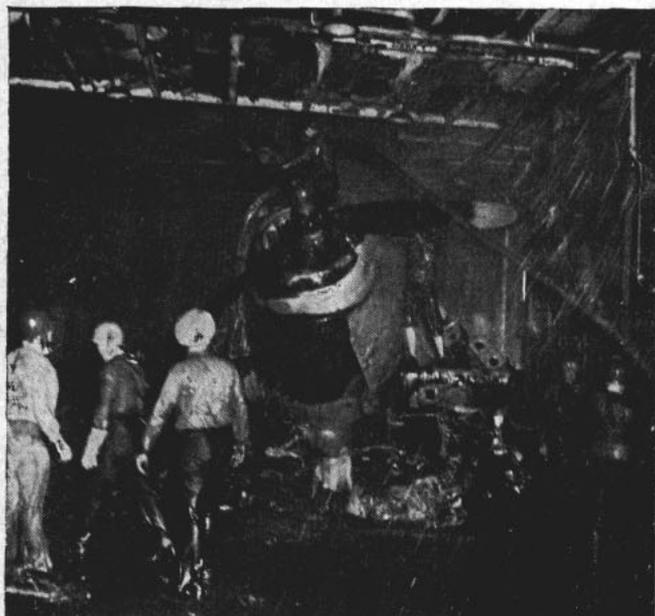
First award:

★ **ARMSTRONG, John B., 1st Lt., USMCR, Los Angeles, Calif. (posthumously):** As executive officer of a battery of field artillery, 4th Howitzer Btn., 5th Amphibious Corps, during the invasion of Saipan, he directed the sustained offensive of his battery despite serious losses in men and materiel. Under desperate attack while placing the howitzers ashore, he personally manned a winch and cable and, through his own disregard of danger, rallied his men to supreme effort in unloading the guns. Later the same day, he led a detail of men in extinguishing fires started in the ammunition dump by enemy shells, working desperately under the most perilous conditions and thereby preventing heavy loss in the congested battery area. With half of his men gone and three guns out of action by the ever increasing fury of the Jap artillery fire, he remained steadfast at his post throughout the night and early morning until he was struck down by a burst of hostile fire. He served as an inspiring example of courage and unwavering determination in the fulfillment of a vital mission.

★ **ARSENAULT, Norman, Pvt., USMCR, Lawrence, Mass. (posthumously):** When his platoon, attached to the 2d Marines, 2d Marine Div., during action at Saipan on 8 July 1944, was pinned down by intense machine-gun and rifle fire, he exposed himself to the barrage to wade out into the ocean where he could direct effective fire into the entrenchment. After expending his ammunition, he fearlessly returned to the beach to replenish his supply. Again he resumed his posi-



INTREPID steward's mates dished out lead to Jap suicide plane until it fell in flames on their gun positions.



FIREFIGHTERS got soaked as they fought fire on hangar deck of the Intrepid after Kamikaze attack last November.

Official U. S. Navy photographs

WINNERS OF THE NAVY CROSS



John B. Armstrong
1st Lt., USMCR



Norman Arsenault
Pvt., USMCR



James H. Ashley Jr.
Comdr., USN



Gerald F. Bogan
Rear Admiral, USN



Joseph Bolger
Capt., USN



Thomas E. Boyce
Lt., USNR



Julian H. Brady
Lt.(jg), USNR



Robert W. Copeland
Lt. Comdr., USNR



Conrad W. Crellin
Lt.(jg), USNR



Thomas J. Greene
Lt. Comdr., USNR



Grover B. H. Hall
Capt., USN



John J. Hudson
Lt.(jg), USNR



Kenmore M. McManes
Comdr., USN



Warren G. Parish
Lt., USNR



Felix B. Stump
Rear Admiral, USN



Walter V. R. Vieweg
Capt., USN



John F. Weber
Ens., USNR



Howard L. Young
Capt., USN

No photographs available of Lt. (jg) Robert T. Browne, (MC) USNR; Lt. Donald D. DiMarzo, USNR; Comdr. Ian C. Eddy, USN; Lt. Lloyd C. Flynt, USNR; Lt. Joseph L. Narr, USMCR, and Young Strickland, CWT, USN.

tion, drawing all hostile fire to himself and enabling his platoon to advance and launch an attack against the strategic cave. Ordered to return to his platoon, he was fatally struck down by bursting enemy shellfire while crossing the open expanse. By his valiant fighting spirit, great personal valor and self-sacrificing efforts, Pvt. Arsenault had accounted for 20 Jap soldiers and was directly responsible for the success of his platoon in capturing the strongly fortified hostile emplacement.

★ **BOGAN**, Gerald F., Rear Admiral, USN, Mackinac Island, Mich.: On 25 Nov 1944, when the ships under his command were under heavy enemy aerial attack, he maneuvered them with such skill and judgment that the least favorable target was presented to the enemy. With some of his ships damaged, he continued to fight his forces so skillfully and vigorously that eight enemy aircraft were shot down and the remainder driven away.

★ **BOYCE**, Thomas E., Lt., USNR, Philipsburg, Pa.: As pilot of a carrier-based plane, he attacked a strong formation of the Jap fleet in the Philippine area, scoring two damaging hits on a battleship. His attack was made

at the center of the fleet formation, through a withering concentration of antiaircraft fire. His display of a dauntless offensive spirit was in large measure responsible for the success of the attack.

★ **BRADY**, Julian H., Lt. (jg), USNR, McComb, Miss.: As pilot of a torpedo plane during the Battle for Leyte Gulf he scored a destructive hit on a heavy cruiser, contributing to its probable sinking. In the face of a severe barrage of antiaircraft fire and the fast maneuvering of the target, he displayed outstanding skill and unwavering courage in driving home his attack.

★ **BROWNE**, Robert T., Lt. (jg), (MC) USNR, Peoria, Ill. (missing in action): While attached to the USS *Johnston* during the Battle off Samar, he acted with cool initiative when the abandonment order was given. He remained on board, supplying injured men with life jackets, assisting to evacuate them from the ship and ministering to the wounded in the face of terrific salvos from hostile gun batteries. A calm and courageous leader, Lt. (jg) Browne served as an inspiring example of fortitude and loyalty throughout the bitter engagement. By his gallant spirit

of self sacrifice, he rendered valiant service to his shipmates at extreme risk to his own life.

★ **COPELAND**, Robert W., Lt. Comdr., USNR, Tacoma, Wash.: As CO of the USS *Samuel B. Roberts* during the Battle off Samar, he was helping to protect a task force of aircraft carriers when a large enemy force attacked. The *Roberts* closed to within 4,000 yards of a heavy cruiser and let go with her torpedoes. She went in again with her 5-inchers, but this time came under the heavy guns of the larger ship. She took several hits aft and sank within 15 minutes. By his heroic action Lt. Comdr. Copeland diverted enemy fire to himself from the almost defenseless vessels which he was protecting. His heroic actions were instrumental in turning back, sorely crippled, a vastly superior enemy force.

★ **CRELLIN**, Conrad W., Lt. (jg), USNR, Los Angeles, Calif. (posthumously): As pilot in a bombing squadron attached to the USS *Essex* during the Battle for Leyte Gulf he was bold and determined under extremely hazardous combat conditions. He courageously participated in a vigorous bombing strike against an enemy task

★ DECORATIONS

NAVY CROSS cont.

force in the Sibuyan Sea, fearlessly maneuvering through withering hostile fire of all calibers. He pressed home a fierce attack against a Japanese battleship and, by his expert airmanship, succeeded in scoring a direct hit upon the enemy vessel before his plane crashed into the sea as a result of an accurate burst from hostile guns.

★ **DI MARZO**, Donald D., Lt., USNR, Lowell, Mass. (missing in action): While serving aboard a warship during a Japanese attack which resulted in fires and explosions, he promptly organized and led his men in effective firefighting measures. He fearlessly spearheaded the damage-control operations and, gallantly disregarding all personal danger, fought relentlessly to bring the raging flames under control. By his forceful leadership, brilliant professional ability and great personal valor in the face of extreme peril, he contributed essentially to the saving of his ship.

★ **EDDY**, Ian C., Comdr., USN, Michigan City, Ind.: As commanding officer of a submarine during an aggressive and successful patrol in the Pacific war area, he launched a series of daring and skillful attacks, sinking or damaging an important amount of hostile shipping.

★ **FLYNT**, Lloyd C., Lt., USNR, Lonoke, Ark.: While flying as section leader during the Battle for Leyte Gulf, he pressed home a divebombing attack on an enemy carrier without regard to personal safety. He released his bombs from low altitude, scoring direct hits which caused fires and serious damage to the ship.

★ **HALL**, Grover B. H., Capt., USN, Boise, Idaho: As commanding officer of an aircraft carrier, he distinguished himself by extraordinary heroism. His courageous, inspiring leadership and professional skill were at all times in keeping with the highest traditions of the naval service.

★ **HUDSON**, John J., Lt. (jg), USNR, Springfield, Ohio: During the Battle for Leyte Gulf he made a glide-bombing-attack against a strong formation of the Jap fleet, scoring a damaging hit on a cruiser. He displayed fearless and skillful airmanship by flying through a withering concentration of antiaircraft fire to make his attack on the maneuvering cruiser. His dauntless spirit and courage were in large measure responsible for the success of the attack.

★ **MC MANES**, Kenmore M., Capt., USN, Marion, Ohio: As commander of a squadron of ships in the Southwest Pacific Area he conducted his attack groups into close quarters with the enemy and launched damaging blows. During withdrawal, he directed gunfire against the upper works of the enemy, silenced their secondary batteries and brought his attack group out of the action unharmed. He contributed his full share in the annihilation of the enemy that decisively stopped their interference with the occupation of this area.

★ **NARR**, Joseph Lawson, Lt., USMCR, Kansas City, Mo. (posthumously): As a pilot attached to Marine Fighting Squadron 121 in combat against enemy forces in the Solomon Islands area from 13 to 30 Oct. 1942, he pressed home attacks with skill and determination. During this period he shot down seven Japanese aircraft, thereby contributing to the security of our forces in that area. His cool courage, splendid airmanship and indomitable fighting spirit were an inspiration to all the members of his squadron.

★ **PARISH**, Warren G., Lt., (MC) USNR, Cleveland Heights, Ohio (posthumously): While attached to the 3d Marine Division hospital at Guam during an attack by Japanese forces on 26 July, 1944, he calmly and deliberately carried on a series of surgical operations on wounded patients. With the hospital subjected to a fierce and organized attack by rifles, machine guns and mortars, and with bullets and fragments continually penetrating his station, he completed his vital task. When his patients had been evacuated, Lt. Parish left his post to render further service to combat casualties. He was mortally wounded while proceeding in front of

our lines to assist another wounded man.

★ **STUMP**, Felix B., Rear Admiral, USN, Clarksburg, W. Va.: As commander of a task unit of escort carriers, he furnished air support to troops landing on enemy-held shores. While his task unit was under almost continuous air attack, he launched strike after strike at the enemy. During this battle, his aircraft caused great material damage to the enemy ships, a number of which were sunk. These attacks were instrumental in causing the enemy to turn away and give up its attack on our forces.

★ **VIEWEG**, Walter V. R., Capt., USN, Berkeley, Calif.: As CO of the USS *Gambier Bay* during the Battle off Samar when a formidable column of Jap ships attacked our escort carriers, he held indomitably to a bold, aggressive course. He waged a fierce battle with planes and gunfire until, with vital machinery deep within the ship destroyed by the continuous blasting of heavy weapons, all hope of escape from disaster was shattered. Determined to fight the *Gambier Bay* to the end, he inspired all hands to heroic effort and, repeatedly exposing himself to the enemy's deadly bombardment, skillfully employed his few available weapons in valiant defense of his stricken vessel.

★ **WEBER**, John F., Ens., USNR, Redding, Calif.: As pilot of a carrier-based torpedo bomber in action against major units of the Japanese fleet near Kyushu on 7 Apr 1945 he made a skillful and courageous attack on a light cruiser. Despite adverse weather and intense antiaircraft fire, he scored a direct hit which contributed materially to the sinking of the vessel immediately after the attack.

★ **YOUNG**, Howard L., Capt., USN, Coronado, Calif.: As CO of the USS *Omanney Bay* during the Battle off Samar, he conducted his command gallantly and with courageous initiative. His superb seamanship and indomitable fighting spirit in the face of overwhelming odds were important factors in turning potential defeat into a decisive victory over the central Japanese force.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ **GEIGER**, Roy S., Lt. Gen., USMC, Pensacola, Fla.: As commanding general of the 3d Amphibious Corps of the 3d Fleet during the capture of the southern Palau Islands from August through October 1944, he performed exceptionally meritorious service. He was largely responsible for the combat efficiency of his forces during operations on Peleliu, Angaur and Ngesebus. Disregarding his personal safety, he made frequent visits to the front under intense artillery and mortar



General Geiger

Navy Presents Awards To 25 Allied Officers

Twenty-five Allied naval officers—19 British, 5 Brazilian and one Netherlands—have recently been presented Legion of Merit awards by the U. S. Navy.

The Legion of Merit in the Degree of Chief Commander, the highest degree in which it is awarded, was conferred upon Admiral Sir John H. D. Cunningham, RN, for outstanding services as Commander in Chief of the Mediterranean Fleet, and Admiral Sir Bertram Home Ramsay, RN, as Allied Naval Commander in Chief, Expeditionary Force, during the invasion of Normandy.

Other awards:

Degree of Commander: Vice-Almirante Alberto de Lemos Basto and Vice-Almirante Durval de Oliveira Teixeira, of the Brazilian Navy; Rear Admiral (then Commodore) Cyril E. Douglas-Pennant, RN; Rear Admiral William E. Parry, RN; Rear Admiral Arthur G. Talbot, RN; Rear Admiral Sir Philip Louis Vian, RN; Comdr. A. R. Hexlet, RN.

Degree of Officers: Capt. Norman V. Dickinson, RN; Capt. John W. Josselyn, RN; Capt. Dennis M. Lees, RN; Capt. Gervase B. Middleton, RN; Capt. John Terry, RN; Capt. Charles R. N. Winn, RNVR; Lt. Comdr. Leslie J. McMillan, RNVR; Lt. Comdr. Edward R. D. Swarder, RNVR; Temporary Lt. Arthur Craig-Bennett, RNVR; and Maj. Patrick H. B. Wall, RM; also: Comdr. Pedro Paulo de Araujo Suzano, of the Brazilian Navy; Coronel Aviador Henrique Fleiuss and 1st Lt. Fausto Ruggiero, Brazilian Air Force; and Lt. Comdr. M. S. Wytema of the Royal Netherlands Naval Reserve.

Degree of Legionnaire: Lt Comdr. Charles H. Pearse, RNVR, and Lt. Ronald H. Boulter, RNVR.

fire. By his brilliant leadership, gallantry and resolute tenacity, he inspired his subordinate commanders to heroic efforts.

First award:

★ **ERSKINE, Graves B., Maj. Gen., USMC, La Jolla, Calif.:** As commanding general of the 3d Marine Div. he performed exceptionally meritorious service to the government in a duty of great responsibility during the preparation for and seizure of Iwo Jima. His dynamic force and personal courage were, in great measure, responsible for the success of his division and of the entire operation.



General Graves

LEGION OF MERIT

Gold star in lieu of fourth award:

★ **CONVERSE, Adelbert F., Capt., USN, Wellsville, Kans.:** Assistant chief of staff for operations, CincLant, November 1944 to May 1945.

Gold star in lieu of third award:

★ **OFSTIE, Ralph A., Rear Admiral, USN, Everett, Wash.:** Commander of a carrier division, occupation of Leyte.

Gold star in lieu of second award:

★ **MCCREA, John L., Rear Admiral, USN, Marlette, Mich.:** Task force commander, commander of a cruiser division, 27 Aug 1944 to 24 Apr 1945.
 ★ **YATES, Charles M., Commodore, USN, Vallejo, Calif.:** Commandant of the U. S. Naval Operating Base, Oran, Algeria; convoy commodore, invasion of southern France.

First award:

★ **ABDILL, Everett W., Capt., USN, Palmyra, N. J. (posthumously),** Chief of staff, Commander, 7th Amphibious force, Leyte, 7-13 Dec 1944.
 ★ **BENNEHOFF, Olton R., Capt., USN, La Jolla, Calif.:** CO of the USS *Thomas Stone*, Algeria, 7-8 Nov 1942.
 ★ **BULKELY, John D., Comdr., USN, Long Island City, N. Y.:** In command of motor torpedo boat squadrons, Bay of the Seine, France, 6 June 1944.
 ★ **CROSSE, Charles W., Rear Admiral, USN (Ret), San Francisco, Calif.:** Commander, Subordinate Command, Service Force, Pacific Fleet, 2 June 1941 to 2 Dec 1944.
 ★ **CRUISE, Edgar A., Capt., USN, Oakland, Calif.:** Atoll commander, Eniwetok, CO naval air base, Eniwetok.
 ★ **CULLINS, Thomas O. Jr., Capt., USN, Ada, Okla.:** CO of the USS *Procyon*, invasion of southern France.
 ★ **DAVIS, Glenn B., Rear Admiral, USN, Norwalk, Ohio:** Commander of a battleship division, central and western Pacific areas.
 ★ **EWEN, Edward C., Capt., USN, Dorchester, Mass.:** Commander of Roi and Namur islands in the Marshalls, 1 Jan to 11 July 1944.
 ★ **FELDMAN, Herbert, Lt. Comdr.,**

USCGR, Staten Island, N. Y.: CO of the USS *Lowe*, 18 Mar 1945.

★ **FOSKETT, James H., Capt., USN, Chevy Chase, Md.:** Naval liaison officer on the staff of Cominch, Levant and Eastern Mediterranean, 10 Mar 1943 to 15 May 1944.
 ★ **FRENCH, Reginald H., Comdr., USCG, Jamaica, N. Y.:** Commander of an antisubmarine task group.
 ★ **GLASS, Richard P., Commodore, USN, Washington, D. C.:** OinC of Base Plan Section, War Plans Division, assistant chief of staff for plans CincPoa.
 ★ **HILTABIDLE, William O. Jr., Commodore, (CEC) USN, Newport, R. I.:** On the staff of the island commander, Guam, OinC, 5th Naval Construction Brigade, 14 Apr 1944 to 17 June 1945.
 ★ **LEE, David R., Capt., USN, Seattle, Wash.:** CO of an advance naval base in the British Solomon islands area, assistant chief of staff for ComSoPac and ComSoPacFor, 8 July 1943 to 1 June 1945.
 ★ **MCCANDLISH, Benjamin V., Commodore, USN, Petersburg, Va.:** Commander, Moroccan Sea Frontier; convoy commodore, invasion of southern France.
 ★ **MCCREA, John L., Rear Admiral (then Capt.), USN, Marlette, Mich.:** CO of the USS *Iowa*.
 ★ **MCDONALD, Charles C., Capt., USN, Long Pine, Neb.:** Naval member of the staff of the Commanding General of the Caribbean Defense Command; commander of the 6th Air Force Patrol Command, 21 Dec 1942 to 3 July 1944.
 ★ **MCMANES, Kenmore M., Capt., USN, Marion, Ohio:** Commander, group of ships, Southwest Pacific Area.
 ★ **RAMSEY, Dewitt C., Rear Admiral, USN, Avon by the Sea, N. J.:** Chief of BuAer, 6 Aug. 1943 to 1 June 1945.
 ★ **RUSSELL, James S., Capt., USN, Coronado, Calif.:** Chief of staff for the Commander of a fast carrier task group, 1 Aug 1944 to 25 Mar 1945.
 ★ **WARLICK, William W., Commodore, USN, West Medford, Mass.:** CO of a battleship, April 1944 to May 1945.
 ★ **WELLINGS, Augustus J., Commodore, USN, East Boston, Mass.:** Chief of Inspection Administration, Office of Procurement and Material, 19 Oct 1942 to 27 July 1945.
 ★ **WYGANT, Benyaurd, B., Capt., USN, (Ret.), Los Angeles, Calif.:** CO of the Naval Reserve Midshipmen's School, Northwestern University, Chicago, Ill.

Oak leaf cluster awarded by Army:

★ **STRAUSS, Lewis L., Commodore (then Capt.), USNR, New York, N. Y.:** Coordinated procurement program, November 1944-January 1945.

SILVER STAR MEDAL

Gold star in lieu of second award:

★ **BULKELEY, John D., Comdr., USN, Long Island City, N. Y.:** CO of the USS *Endicott*, invasion of southern France.
 ★ **CASLER, James B., Lt., USN, San Francisco, Calif.:** Operator and navigator of a vessel, Southwest Pacific Area.

Guadalcanal Native Gets Legion of Merit

For the help he gave the 2d Marine Raider Battalion, Sergeant Major Vouza, a Guadalcanal native who headed the Binu district of native police during operations against the Japs on that island, has been awarded the Legion of Merit, Degree of Legionnaire. Vouza assumed responsibility of procuring and directing natives employed as guides and carriers. From 9 Nov to 4 Dec 1942 he voluntarily performed this task, obtaining both information and carriers, and by his coolness under fire and devotion to duty inspired both natives and marines. Vouza also wears the Silver Star Medal and the George Medal.

★ **COOPER, Francis T. Jr., Lt., USN, Union, Mo.:** Executive officer of a vessel, Southwest Pacific Area.
 ★ **WILSON, Clark L. Jr., Lt., USNR, Riverside, Calif.:** Assistant approach officer on a submarine.

First award:

★ **ARLERS, Raymond T., S1c, USNR, Granville, Iowa:** Armed Guard crew aboard the USS *Marcus Daly*, Philippines area, 24 Oct-10 Dec 1944.
 ★ **ARMSTRONG, Junius, S1c, USNR, Los Angeles, Calif.:** Armed Guard crew aboard the USS *Marcus Daly*, Philippines area, 24 Oct-10 Dec 1944.
 ★ **BAUER, Rudolph C., Comdr., USN, Beverly Hills, Calif.:** USS *Kalinin Bay*, Philippines, 25 Oct 1944.
 ★ **BERMAN, Gerson I., Lt., USNR, Sweetwater, Tex.:** Aboard a submarine.
 ★ **BLAKELY, Edward N., Lt. Comdr., USN, Los Angeles, Calif. (missing in action):** Officer of ship's company aboard a submarine.
 ★ **BORTON, Carl P., PhM2c, USNR, East Orange, N. J.:** Served with the 4th Marine Div. on Saipan, 16 June 1944.
 ★ **BUTLER, David, Ens., USN, Pawnee, Neb. (missing in action):** Diving officer of the USS *Seawolf*, Pacific area.
 ★ **JONES, Earl T., Lt. (jg), USN, Monroe, Ga.:** Aboard a warship, Southwest Pacific Area.
 ★ **KERNODLE, Michael H., Capt., USN, Graham, N. C.:** CO of a carrier, 25 Oct 1944.
 ★ **LEEDS, John R., Comdr., USN, Abington, Pa.:** Participated in amphibious landing, Southwest Pacific Area.
 ★ **MALONEY, Edward L., GM1c, USNR, Blackstone, R. I.:** Invasion of Normandy.
 ★ **METROPOLIS, Charles, PhM3c, USN, Lowell, Mass. (posthumously):** Served with a Marine battalion, Saipan, 4 July 1944.
 ★ **MILLER, Paul, CEM, USN, Thonotsassa, Fla.:** Chief of the Boat on a submarine.
 ★ **PHILIP, George Jr., Lt. Comdr., USN, Rapid City, S. D.:** Executive officer and navigator aboard a warship, Solomons, 10 Jan-6 Apr 1943.
 ★ **TILLSON, Elwood M., Capt., USN, Annapolis, Md.:** CO of the USS *Omaha*, invasion of southern France.

★ DECORATIONS

DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

- ★ BALLANTINE, John H. Jr., Lt., USNR, Southbury, Conn. (posthumously): Pilot, Battle for Leyte Gulf, 24-26 Oct 1944.
- ★ BEIDELMAN, Frederick W. Jr., Lt., USNR, Jacksonville, Fla. (posthumously): Section leader of torpedo planes, USS *Suwanee*, Mindanao Sea area, 25 Oct 1944.
- ★ VOPATEK, Matthias J. Jr., Lt., USN, New Prague, Minn.: Pilot of a patrol bomber, Patrol Squadron 63, Straits of Gibraltar, 16 Mar 1944.

First award:

- ★ ADAMS, Theodore E., ARM2c, USNR, Easthampton, Mass.: Aircrewman of a carrier, East Philippine sea, 20 June 1944.
- ★ ALLEN, Richard A., Lt.(jg), USNR, Riverside, R. I.: Battle for Leyte Gulf.
- ★ ANDERSON, Norman E., ARM1c, USNR, Ossining, N. Y.: Radioman and tail gunner on the USS *Essex*, Battle for Leyte Gulf.
- ★ BAUMAN, John F., Lt., USNR, Kansas City, Mo. (missing in action): Pilot, USS *Wasp*, Tokyo Bay area, 16 Feb 1945.
- ★ BETHEL, James H. Jr., Ens., USNR, Massies Mill, Va. (missing in action): Pilot attached to the USS *Hornet*, Luzon, 15 Dec 1944.
- ★ BEVIS, Edgar A., Lt. (jg), USNR, Newton Highlands, Mass. (missing in action): Leader of a section of bombing planes, USS *Hancock*, Formosa, 13 Oct 1944.
- ★ BLALOCK, Dennis P., AMM2c, USNR, Calhoun, Ga. (missing in action): Turret gunner attached to USS *Essex* in Battle for Leyte Gulf.
- ★ BIYE, Walter K., AOM2c, USNR, Lawrence, Kans. (posthumously): Turret gunner on a torpedo bomber, Philippine area, 6 Oct-19 Nov 1944.
- ★ BORJA, Henry E., ARM1c, USNR, New Orleans, La. (missing in action): Aircrewman attached to the USS *Franklin*, 4 July-25 Oct 1944.
- ★ BOYCE, Thomas E., Lt., USNR, Philipsburg, Pa.: Carrier pilot Pacific.
- ★ BRADY, Julian H., Lt. (jg), USNR,



Seabee

"Oh, boy—souvenirs!"

McComb, Miss.: Pilot of a torpedo plane, 12 Oct 1944.

- ★ BUCHANAN, John E., Lt.(jg), USN, Dorchester, Mass.: Fighter pilot, Battle for Leyte Gulf.
- ★ COMMONS, Billy F., Lt. (jg), USNR, McKinney, Tex. (posthumously): Pilot of a fighter plane, USS *Yorktown*, Luzon, 14 Dec 1944.
- ★ FERBER, Paul L., Lt., USNR, Hackensack, N. J.: Pilot of an observation plane.
- ★ HESSE, William J., ARM3c, USNR, Irvington, N. J. (posthumously): Radioman aboard a torpedo bomber, Philippine area, 6 Oct-19 Nov 1944.
- ★ HUSER, James A., Lt., USNR, Oklahoma City, Okla.: Led a plane section in an attack, Southwest Pacific Area.
- ★ MCMANEMIN, Billie L., Lt. (jg), USNR, Dallas, Tex.: Fighter pilot, Guam.
- ★ MOORE, Elmer K., Lt. (jg), USN, San Antonio, Tex.: Pilot of a Privateer.

NAVY AND MARINE CORPS MEDAL

First award:

- ★ ACCARDI, Vito T., PhM2c, USNR, Brooklyn, N. Y. (posthumously): USS *Eversole*, Battle for Leyte Gulf.
- ★ ALLAN, John M., S1c, USNR, Yonkers, N. Y.: Eniwetok Atoll.
- ★ ANDERSON, Irving R., PhM1c, USNR, Denver, Colo.: Aboard the USS *Saint Lo*, Philippines, 25 Oct 1944.
- ★ GRIDLEY, Lawrence J., Lt., USNR, Omaha, Neb.: Southwest Pacific, April-July 1944.
- ★ KOHLBECK, Norbert A., Cox., USNR, Manitowoc, Wis.: Aboard warship, March 1944.
- ★ MURPHY, Howard A., CTM, USN, Tampa, Fla.: Southwest Pacific Area.
- ★ PATON, Alister R., AOM2c, USNR, Park Ridge, N. J.: Philippines, 15 Dec 1944.
- ★ PETRONICK, Theodore G., S1c, USN, Olean, N. Y.: Iwo Jima, 20 Feb 1945.
- ★ SABADOSO, Anthony J., S1c, USNR, Westfield, N. J.: Eniwetok Atoll.
- ★ SZYDLOWSKI, Chester Z., MoMM2c, USNR, Bristol, Conn.: Leyte, 23 Nov 1944.
- ★ TENGELSEN, Arnold W., S1c, USNR, Noank, Conn.: British port, 15 Sept 1944.

BRONZE STAR MEDAL

Gold star in lieu of second award:

- ★ BRINDUPKE, Charles F., Comdr., USN, San Francisco, Calif. (missing in action): CO of a submarine.
 - ★ MURPHY, Hubert T., Lt. Comdr., USN, Brighton, Mass.: Navigator on a submarine.
 - ★ RUBLE, Harold E., Comdr., USN, Laguna Beach, Calif.: Submarine commander, Pacific area.
- First award:
- ★ AARON, Arnold B., S1c, USNR, Sulphur, Okla.: Member of a gun crew on a merchant ship, Philippines area, 24 Oct-10 Dec 1944.
 - ★ ABAIR, Russell Jr., S1c, USNR, Plymouth, Ind.: Mount captain of a gun on the USS *Samuel Roberts*, Battle for Leyte Gulf.

- ★ ADEE, Loyall M., S1c, USNR, Abilene, Kans.: Member of the gun crew aboard a merchant ship, Philippines area, 24 Oct-10 Dec 1944.
- ★ ALEXANDER, Lester C., S1c, Roanoke, Tex.: Member of the gun crew aboard a merchant ship, Philippines area, 24 Oct-10 Dec 1944.
- ★ ALLEN, Charles, Capt., USN, Bethlehem, Pa.: Commander of a transport division, Saipan, June 1944.
- ★ ALLEN, Charles B., S1c, USNR, North Hollywood, Calif.: Member of the gun crew aboard a merchant ship, Philippines area, 24 Oct-10 Dec 1944.
- ★ ALLEN, Wallace E., Lt. Comdr., (MC) USN, Modesto, Calif.: Senior medical officer aboard a carrier, Southwest Pacific Area.
- ★ ALSTON, Augustus H. Jr., Lt. Comdr., USN, Augusta, Ga. (missing in action): CO of a submarine.
- ★ ANGELBERG, Daniel E., S2c, USN, Sacramento, Calif.: Aboard the USS *St. Lo*, Philippines, 25 Oct 1945.
- ★ ARIZA, Harry J., S1c, USNR, Sunnyvale, Calif.: Member of the gun crew aboard a merchant vessel, Philippines, 24 Oct-10 Dec 1944.
- ★ ARSICS, Michael G., EM1c, USNR, Union, N. J. (posthumously): Aboard the USS *Princeton*, Luzon, 24 Oct 1944.
- ★ BAKUTIS, Fred E., Comdr., USN, Leona, N. J.: CO of a fighting squadron attached to a carrier, Pacific area, 15 Oct 1944.
- ★ BANGLE, James O., Pfc., USMC, St. Paul, Minn.: Member of a wire section on Saipan, 16 June 1944.
- ★ BARNETT, Ralph R., PhM2c, USNR, Greenville, S. C.: Company corpsman, Tinian, 24 July-3 Aug 1944.
- ★ BARRON, Roy C., S1c, USNR, Austin, Tex.: Member of a gun crew aboard a merchant vessel, Philippines area, 24 Oct-10 Dec 1944.
- ★ BAXTER, William R., MoMM2c, USN, Farmington, Pa. (missing in action): Member of a beach battalion, Normandy invasion.
- ★ BAYICH, Joseph J., S1c, USNR, Benicia, Calif. (missing in action): Aboard a warship, Philippines.
- ★ BEACH, William O., Lt. Comdr., USNR, Seattle, Wash. (posthumously): Communications officer on the staff of Commander, 7th Amphibious Force, Philippines, 7, 13 Dec 1944.
- ★ BECKLER, Robert F., CWT, USNR, Newton, Mass.: CWT on the USS *St. Lo*, Philippines, 25 Oct 1944.
- ★ BENEDICT, Stanley D., SSM(B)3c, USNR, Long Beach, Calif.: Repair-party member, USS *St. Lo*, Philippines, 25 Oct 1944.
- ★ BENNINGTON, John P., Capt., USN, Washington, D. C.: Executive officer and chief evaluator for Combat Information Center, USS *Phoenix*, Southwest Pacific Area, 26 Dec 1943 to 6 June 1944.
- ★ BERNA, Odus G., MoMM1c, USN, Groton, Conn.: Aboard a submarine.
- ★ BOATMAN, Ernest C., S1c, USNR, Waco, Tex.: Member of a gun crew on a merchant ship, Philippines, 24 Oct-10 Dec 1944.
- ★ BOHREER, John C., CEM, USN, Wilburton, Okla.: Chief of the Boat on a submarine.
- ★ BOLIVER, J. C. Volley, S1c, USNR, Buena Park, Calif.: Member of the gun crew aboard a merchant ship, Philippines area, 24 Oct-10 Dec 1944.
- ★ BRADSHAW, Thomas I., Lt.(jg),

ALL HANDS

Naval Officers Honored By 3 Foreign Countries

Vice Admiral Aubrey W. Fitch, USN, was presented last month with the National Order of the Southern Cross, degree of Grand Officer, by the Brazilian government for his services as a former member of the American Naval Mission to Brazil. The presentation was made in Washington by Rear Admiral Sylvio de Noronha of the Brazilian Navy.

Award of the Croix de Guerre, with gold star, was made by the French government to Capt. Terence W. Green, USN, Berkeley, Calif., for exceptional service in the course of operations for the liberation of France from June to December 1944. Comdr. Eugene C. Carusi, USNR, Washington, D. C., received the Croix de Guerre, with silver star, for his part in the same operation.

Capt. Lyman A. Thackrey, USN, National City, Calif., received an honorary appointment as a Commander of the Military Division of the Order of the British Empire, for distinguished service in planning operations leading to the invasion of Normandy when he served as assistant chief of staff to Admiral Sir H. M. Burrough, RN, Allied Naval Commander in Chief, Expeditionary Force.

USNR, Lampeter, Pa.: Served on an aircraft carrier, Philippines, 24 Oct 1944.

★ BUZBEE, James L., FC2c, USNR, Fort Worth, Tex.: Aboard a warship, Philippines.

★ COOPER, Francis T. Jr., Lt., USN, Union, Mo.: Battle station operator, Southwest Pacific Area.

★ DOBSON, Lawrence J., Lt. (jg), USN, Los Angeles, Calif.: CMO, submarine war patrol.

★ DOYLE, James A., Pfc, USMC, Kansas City, Mo.: Served with a Marine infantry battalion, Saipan, 17 June 1944.

★ ENBODY, David B., Lt., USCGR, New



Hoist (NTC, San Diego)

"I'm sure glad we're drawing clothing allowance this time."

York, N. Y.: Executive officer, USS *Lowe*, action against enemy submarine.

★ EVANS, Ernest E., Comdr., USN, Tulsa, Okla. (missing in action): CO, USS *Johnston*, 16 May 1944.

★ HALJDUKIEWICZ, Alexander E., MM2c, USNR, Gardner, Mass.: Served on an aircraft carrier, Philippine area.

★ HURLEY, Roderick L., Lt. (ChC) USNR, Englewood, N. J.: Chaplain in the Iwo Jima campaign.

★ JONES, Robert, StM3c, USN, Newport News, Va.: Aboard an aircraft carrier.

★ LOOKABAUGH, Carl V., Corp., USMC, Struthers, Ohio: Served with a Marine infantry battalion, Saipan, 2 July 1944.

★ LUSE, James D., Lt., USCG, Medford, Mass.: Antisubmarine warfare officer, USS *Lowe*, 18 Mar 1945.

★ MCCABE, Frank M., Lt. Comdr., USCG, Brooklyn, N. Y.: CO of the USS *Menges*.

★ MCCracken, Glenn W., CMO, USNR, Eddyville, Iowa: CMO on a warship, Southwest Pacific Area.

★ MCKNIGHT, John R. Jr., Comdr., USN, San Diego, Calif.: CO of a warship.

★ METCALF, William G., Lt., USNR, Belmont, Mass.: Assistant beach master in landings on Hollandia, New Guinea and the Philippines.

★ MICHELS, Gordon A., Lt. (ChC) USNR, Harvey, Ill.: Chaplain of a Marine battalion on Saipan, 15 June-4 July 1944.

★ MONTROSS, Keats E., Comdr., USN, Saginaw, Mich. (missing in action): CO of a submarine.

★ MOORE, Raymond A., Lt. Comdr., USN, Wheelock, Tex.: Navigator on a submarine.

★ NEILL, William C., Lt. (ChC) USNR, Roanoke, Va.: Chaplain with a Marine artillery regiment, Saipan, 15 June 1944.

★ QUINN, Charles M. Jr., Lt., USN, Baltimore, Md.: Junior turret officer, turret officer and main battery assistant on a battleship, February 1942 to April 1945.

★ ROILAND, William F. Jr., Ens. (then TM1c), USN, Cut Bank, Calif. (missing in action): In charge of the after torpedo room on board the USS *Seawolf*, Pacific area.

★ SCHMIDT, Maximilian G., Comdr., USN, Boonville, Mo.: CO of a submarine.

★ SEIDEL, Harry E. Jr., Comdr., USN, Takoma Park, Md.: CO of a destroyer, invasion of southern France.

★ SOULE, Floyd M., Comdr., USCGR, Woods Hole, Mass.: Operations officer on the Greenland patrol, November 1942 to May 1945.

★ STANFORD, Alfred B., Comdr., USNR, Essex, Conn.: OinC of a Navy reconnaissance party, Brittany, France, 24 Aug 1944.

★ SULLIVAN, Emmett J., Capt., USN, Seattle, Wash.: CO of a squadron of airships.

★ WOOD, Harry C., (ChC) USN, Wollaston, Mass.: Division chaplain of a Marine assault division on Iwo Jima, 19 Feb-16 Mar 1945

★ YOUNG, Howard L., USN, Coronado, Calif.: CO, USS *Ommaney Bay*, Battle off Samar.

WHAT'S YOUR NAVAL I. Q.?

Uniforms

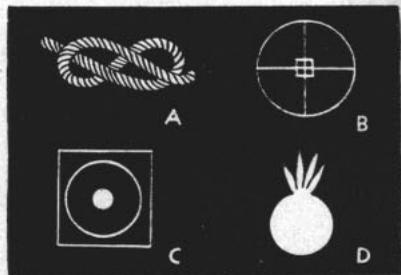
1. If a nice motherly type of lady sitting next to you in a restaurant ahems politely and murmurs, "My good man, will you tell me which way the eagle on a naval officer's cap device should face?" you should say, "Madam, it faces (a) dexter, (b) forward, (c) right."

2. Officers and men in the Navy are permitted to wear civilian clothes when (a) at home with two old high school friends, (b) attending a non-air-conditioned movie, (c) playing a brisk sport.

3. Lt. (jg) McCann's wife, trying to be helpful, sewed his decorations on his uniforms in the following order: (a) Presidential Unit Citation, (b) Navy Unit Commendation, (c) Purple Heart, (d) Silver Star Medal. In what order should they have been arranged?

4. According to Uniform Regs, rating badges are to be worn on the sleeve of coats and jumpers between the shoulder and elbow. They are worn on the right sleeve by all petty officers of the (a) artificer branch, (b) special branch, (c) commissary branch, (d) seaman branch, (e) stewards' branch.

5. These distinguishing marks are well known to Navy men. Who wears which?



- (1) Gun-pointer (2) Seaman gunner (3) Rifle sharpshooter (4) Ex-apprentice

6. If you overheard a CPO referring to the "cut of his jib" you know he would be talking about (a) the shape of his nose, (b) his Navy haircut, (c) his general appearance, (d) the piece of meat he had at mess.

7. An officer who wears two sprigs of two live oak leaves, spreading, with an acorn on the stem of each sprig, stem curving slightly, embroidered in gold, would be just the man to (a) put an amalgam filling in your favorite bicuspid, (b) build a dry dock, (c) take out an old tonsil, (d) supply your groceries.

8. Which of these medals cannot be worn in miniature? (a) Silver Star, (b) Civil War Campaign Medal, (c) Medal of Honor.

9. A captain is permitted to wear a plain black visor on his cap (a) only when he has official reason for not attracting attention, (b) anytime except on formal occasions, (c) only when attending a funeral.

10. If the uniform of the day for enlisted men was posted as Undress, Blue, B, Yeoman McCarthy would wear (a) blue undress jumper, (b) ribbons, (c) neckerchief, (d) blue cap, (e) blue trousers, (f) black socks and shoes, (g) white hat.

Answers on page 75.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

TRANSFER TO REGULAR NAVY

OFFICER

RESERVE officers and temporary USN officers may apply at once for transfer to the regular Navy, and all commands have been urged to encourage the best reserve and temporary officers to make prompt application.

Although no final appointments can be made until Congress has approved legislation covering the postwar Navy, it now appears that the Navy will need up to 30,000 additional regular officers and that the Marine Corps will need up to 5,000 additional regular officers.

To speed preparations for the postwar Navy, applications for transfer will be processed now, in advance of legislation, so that appointments to the regular Navy can be made quickly if Congress acts.

All fleet commanders, naval district commandants, river command commandants and air functional training commands will establish boards to pass upon applications.

Applications are to be made by official letter to the Chief of Naval Personnel via commanding officer or reporting senior and via the local board. Final selections will be made by selection boards in the Navy Department.

"The substance of the plan for transfer," said Under Secretary Artemus L. Gates, "is that the Reserves selected will be on equal footing with their contemporaries now in the Regular service, that there will be equal opportunity for promotion and assignment with complete disregard of the fact that some graduated from the Naval Academy and some did not. To assure that this can be done, those officers transferred to the regular Navy in the ranks of ensign or above will be given a course of instruction which will give them an opportunity to progress on equal terms with officers now holding permanent commissions. Transferred Marine Corps officers will be given the same opportunity to attend service schools."

Initial appointment in the regular Navy or Marine Corps will be made in the same temporary rank and with the regular navy or Marine Corps position on the permanent lists will correspond to that of officers now in the regular Navy or Marine Corps with similar seniority and service. When temporary ranks terminate after the emergency is over, and the status of all officers is adjusted to meet the requirements of the author-

ized postwar Navy, those transferred and those now in the regular Navy and Marine Corps will be affected equally and without discrimination.

As soon as military conditions permit, all officers recommended for transfer who have not had recent home leave will be granted leave. As soon as practicable, officers will be rotated between sea and shore duty, with preference for shore duty being given to those officers with the longest sea or foreign service.

Plans for the transfer of reserve officers and temporary USN officers to the regular Navy are covered in Alnavs 202, 206 and 207 (NDB, 31 Aug.).

Here are the detailed terms of the proposed transfer:

1. Age. The age requirements will carry out the basic idea that an officer transferred should be within a few years of the age of the present regular officers with the same temporary rank and service, so that he will not be handicapped by reason of his age in his career as a regular naval officer. All appointees must be able to give a total of 25 years of active service subsequent to 7 Sept 1939, or, in the case of Reserve officers, subsequent to entry upon active duty and prior to attaining the statutory retirement age of 64 years. There is one exception in that the Medical Corps will be required to give a total of 20 years active service.

Although these are the basic rules covering the age requirements, there are certain border-line cases which will be covered by detailed tables of the age-and-rank equivalents of reserves among their contemporaries in the regular Navy. These are being distributed to all commands by BuPers.

The Navy Department will request legislation, moreover, which will permit the retention on active duty of a number of older reserves in senior ranks in order that the naval service may avail itself of their abilities and experience.

2. Education. Line and Supply Corps officers who are ensigns and above must have had four semesters (two years) of college or must pass an examination which would disclose equivalent educational qualifications. It is stressed that the test in lieu of two years' college education is not an examination on academic subjects but a test to determine satisfactory general background and mental capacity. SecNav has said that "lack of college education should not deter an officer considering transfer." Sample examinations will be provided, so that officers taking this educational test

may become familiar with its nature in advance.

For staff corps officers other than supply officers, professional degrees will be required. Educational requirements may be waived by the President or by SecNav, however, for officers with special qualifications. No formal educational requirements are made for chief warrant or warrant officers, and officers who fail of transfer in officer status may apply later for transfer to warrant commission.

3. Physical Standards. All applicants are required to meet the standards set by BuMed for rank and corps.

Where sufficient medical officers are available, each applicant will be examined by a board of medical examiners. The physical examination may be made, where necessary, by a single medical officer. These examiners will endorse the application with a certificate as to whether or not the applicant is physically qualified to perform all the duties of his rank at sea. This is subject to a final physical before appointment.

In the case of transfer to the regular Navy in commissioned or warrant rank, the age limitation is that an applicant must not have been over 35 years of age on the date of first temporary appointment over chief petty officer or on the date of commencement of active duty above commissioned warrant rank. If the applicant entered active duty after 7 Sept 1939 in a commissioned warrant or warrant rank of the Reserve, he must not at that time have been over 35 years of age.

A letter of application, sent via the applicant's commanding officer or reporting senior and via his local board or the nearest local board, should contain the following information subscribed and sworn to before an officer authorized to administer oaths:

- a) Age, date and place of birth.
- b) If naturalized citizen, date, place and certificate number of naturalization.
- c) Date of reporting for active duty.
- d) Date of present rank and form of appointment excluding any spot promotions.
- e) Present ship or station and description of present duties.
- f) If special duty officer, indicate field of specialty.
- g) Previous ships or stations and description of duties with approximate dates.
- h) Special naval qualifications and service schools attended.
- i) Awards, decorations and medals, including campaign ribbons and operation and engagement stars.

j) Civilian education, including colleges and universities attended with dates of attendance and degrees received.

k) Civilian professional and business experience.

l) Other pertinent information.

In forwarding applications, commanding officers will forward also their recommendations to the local board, as well as a special fitness report commenting on the applicant's qualifications for transfer. After personal interview, the local board will forward the application to BuPers with the board's comment and recommendation.

SecNav has ordered that "great weight shall be given performance of sea duty during present war in considering line officers other than EDO."

In cases where service conditions make it impossible for the candidates to appear at this time before the local board, their commanding officers will forward the applications direct to BuPers with a statement of the reason for the applicants' inability to appear before the local board. This will not prejudice the applicant's standing.

The importance of assigning officers of experience and ability to boards has been urged on commands charged with setting up local boards. The importance of ensuring that the best reserve and temporary officers are encouraged to make prompt application for transfer also has been urged on these commands.

ENLISTED

BECAUSE of the many letters which ALL HANDS has received from men interested in transferring into the regular Navy, the two directives which now provide for transfer of enlisted reserves to the regular Navy, BuPers Circ. Ltrs. 224 and 225 (NDB, 31 July, 45-911 and 912), are being reported below in detail, plus other information which a man will need to have in deciding whether or not he would like to make the peacetime Navy his career.

In addition to the information provided here, men may obtain complete information relative to reenlisting or transferring to the regular Navy from officers designated as recruiting officers. COs of all ships and stations have been directed to designate such an officer.

In accordance with the provisions of the basic transfer directive, BuPers Circ. Ltr. 224-45, commanding officers are authorized to effect discharges without reference to BuPers, for the following purposes:

- Immediate first enlistment in USN, in the case of men who have not had previous service in the regular Navy.

- Immediate reenlistment in USN, in the case of men who have had previous service in the regular Navy.

Eligibility for discharge and enlistment or reenlistment in USN will be based on present ratings, without regard to their temporary or permanent nature. Until such time as the make-up of the peacetime Navy has

ANNOUNCING

Reserve enlisted men can now change to the Regular Navy

- About 40 ratings now open
- Full credit for past active duty
- Keep your permanent rate
- New, lower physical standards
- Cash re-enlistment gratuity paid
- Enlist for four years instead of six

SEE YOUR RECRUITING OFFICER for full details

FIRST POSTER announcing opportunity for reserve enlisted men to join regulars.

been definitely established, no information is available as to readjustments in ratings which may need to be made in the case of those men who hold temporary ratings.

However, discharges will be effected in the rating held at the time of discharge, whether temporary or permanent. Enlistments or reenlistments in the regular Navy will be effected as of the date immediately following the date of discharge and will be made in the permanent rate held at the time of discharge. The temporary rating held at the time of discharge will be restored immediately. Certificates of discharge will not be issued.

To be eligible, men must be considered suitable material for the regular Navy by their Cos and must be in any of the following categories:

- V-6: general service.
- V-2: general service, aviation branch.
- V-3: communications.
- F-2: Fleet Reserve—men assigned there upon completion of an enlistment in the regular Navy.
- O-1: Organized Reserve—enlisted men of the surface component.
- O-2: Organized Reserve—enlisted men of the aviation component.

So that specialist ratings may be afforded the opportunity of enlisting in the regular Navy, recommendations for changes of rating in the same pay grade from specialist ratings to any of the eligible ratings may be submitted to BuPers without regard to vacancies in allowance, provided the men concerned are professionally qualified to hold the recommended rating. Recommendations must be accompanied by completed form, NavPers 624.

Construction Battalion and Ship Repair ratings are not eligible for first enlistment or re-enlistment in the regular Navy at this time. However, men in these categories who are changed

to general service ratings of equal pay grades in accordance with current directives may enlist in the regular Navy if found qualified.

Naval reservists holding temporary appointments to warrant or commissioned ranks are not eligible for the change in their enlisted status while serving under such appointments.

Men in a transient status are eligible for discharge and enlistment, as are men in Naval Training Schools under instruction, except V-5, V-7, V-8 and V-12 programs.

USN Rates Open

The rates opened for transfer to USN have been chosen from a study of the expected requirements of the peacetime Navy in which current numbers of regular Navy personnel were considered. Recommendations by COs for enlistment of personnel in ratings not listed are not desired. Voluntary reductions in rating for the purpose of enlistment or reenlistment will not be considered by BuPers.

The following is the list of rates open for enlistment or reenlistment in the regular Navy and to which additions or deletions will be made from time to time as the needs of the service dictate:

S1c	CSAI	AEM2c	PrtrL2c
S2c	SA11c	AEM3c	PrtrL3c
AS	SA12c	ACRT	PrtrM2c
HA1c	SA13c	ART1c	PrtrM3c
HA2c	CSAO	ART2c	CSSMB
StM1c	SAO1c	ART3c	SSMB1c
StM2c	SAO2c	AM2c	SSMB2c
StM3c	SAO3c	AM3c	SSMB3c
FC3c	F1c	AFC3c	CSSMC
FCO3c	F2c	AOMT3c	SSMC1c
RM3c	EM3c	AERM2c	SSMC2c
CRT	AMM2c	AERM3c	SSMC3c
RT1c	AMM3c	CPrV	CSSML
RT2c	AMMC2c	PtrV1c	SSML1c
RT3c	AMMC3c	PtrV2c	SSML2c
RdM2c	AMMF2c	PtrV3c	SSML3c
RdM3c	AMMF3c	CSKV	CSSMT
SF3c	AMMH2c	SKV1c	SSMT1c
M3c	AMMH3c	SKV2c	SSMT2c
CMI	AMM1c	SKV3c	SSMT3c
M1c	AMM2c	Y2c	CMAm
M2c	AMM3c	Y3c	MaM1c
M3c	AMMP2c	SK3c	MaM2c
PM2c	AMMT2c	Prtr2c	MaM3c
PM3c	AMMT3c	Prtr3c	SC3c

Enlistment Standards

Terms of enlistment in USN will be for four years and men must meet the following standards:

- Physical requirements outlined in Chapter 11, Manual of the Medical Department, with modifications contained in BuPers Circ. Ltr. 225-45, which are discussed later in this article.

- Must be a citizen of the U. S. or its insular possessions.

- Age limit, 18-30, inclusive. Men above the upper age limit will be eligible if total years of continuous active service (USNR or USN-1) since 9 Sept 1939, or any previous regular Navy service, or active Naval Reserve service, deducted from present age, places them in the 18-30 age group.

- Must have attained, within preceding three months prior to discharge, a score of 40 or higher in GCT, Fleet Edition, Form 1S, NavPers 16506. This standard does not apply to StM1c, StM2c and StM3c.

Former service records are to be

closed out and forwarded to BuPers. Duplicate pages 7 (beneficiary slip) and 9 of new service records, with appropriate entry regarding enlistment, will be attached to the Shipping Articles and forwarded to BuPers without delay. No discharges or enlistments will be effected at sea.

Modified Physical Requirements

Modifications in physical requirements for enlistment in the regular Navy, as outlined by BuPers Circ. Ltr. 225-45, are as follows:

- **Weight:** Proportional to height and build.
- **Height:** Minimum, 60 inches; maximum, 76 inches.
- **Vision:** Minimum vision 6/20 in one eye and at least 10/20 in the other; correctible to 20/20 each eye, provided defective vision is not due to organic disease.
- **Hearing:** Normal hearing in each ear.
- **Teeth:** Minimum of 18 vital, serviceable, permanent teeth and sufficient teeth in functional occlusion to insure satisfactory incision and mastication. Applicant must not require immediate dental prosthesis. A carious tooth which can be restored by filling may be considered a serviceable tooth.
- **Color perception:** Applicants are acceptable who correctly recognize only one plate in each of the three color groups, represented by plates 1, 2, 3, 4 (numbers 89, 43, 56, 27), by plates 7, 8, 9, 10, 13, 14 (numbers 39, 42, 56, 27, 86, 75) and by plates 17, 18, 21, 22 (numbers 25, 68, 97, 34) as given in Pseudo-Isochromatic Plates for Testing Color Perception, American Optical Company, 1940. The above groups are represented in Stillings Twentieth Edition by plate numbers 3(68), 4(86), and 8(43).
- **Extremities:** Loss of either thumb or mutilation to such an extent as to produce material loss of flexion or strength of the member; or loss of the terminal and middle phalanges of any two fingers on the same hand; or entire loss of any finger except the little finger of either hand or the ring finger of left hand, is not acceptable.
- **Diseases:** As outlined in BuPers Circ. Ltr. 225-45.

Applicants may be accepted with the following defects under these conditions:

- **Varicocele**—to be corrected only if complained of after enlistment.
- **Hydrocele**—to be corrected if necessary after enlistment.
- **Minor surgical defects** which can be corrected and man returned to a duty status within one month.
- **Certain abdominal defects** if unassociated with hernia.
- **Nasal deformity**—unless of such a degree as to interfere with duty or not readily correctible.
- **Seasonal hay fever**—if not complicated with asthma.

Waivers (see Chapter 11, Manual of Medical Department) may be recommended for deviations from the above standards if initiated by COs and if for defects that will not interfere with full performance of all duties at sea or foreign station.

Reenlistment Allowance

Men transferring to or reenlisting in the regular Navy will receive "shipping over" pay provided they have served at least one full year of continuous active duty.

Men in the upper pay grades (CPO, PO1c and PO2c) receive \$50 for each full year served; men in the other pay grades (PO3c, S1c, S2c and AS) receive \$25 for each full year of service. The time must be served immediately prior to discharge and only full years are counted; the allowance is not prorated for fractions of years.

The law granting shipping-over pay or re-enlistment allowance to reserves who enlist in the regular Navy became effective 1 Oct 1944 and men who were discharged from the Naval Reserve and enlisted in the regular Navy prior to that date were not eligible for it.

Reenlistment Leave

Made eligible for 30 days reenlistment leave, exclusive of travel time, by Alnav 209-45 (NDB, 31 August) are reserve enlisted men and inductees who ship over to the regular Navy, and those regulars who have already reenlisted (or do so in the future) and who did not receive their reenlistment leave because of the temporary suspension of this type of leave.

The Alnav provides that such enlisted personnel who are attached to ships and stations overseas are to be returned to the U. S. at the earliest possible opportunity for leave and reassignment.

These men are to be transferred at Government expense to certain designated intermediate reporting stations nearest their leave address with delay en route to count as leave.

In addition, personnel entitled to rehabilitation leave under the provisions of BuPers Circ. Ltr. 28-45 (NDB, 15 Feb., 45-153) may be given combined reenlistment-rehabilitation leave totaling 60 days plus travel time. Rehabilitation leave is figured at the rate of two and one-half days for each month served outside the continental limits of the U. S.—maximum 30 days.

Travel Allowance

Pending a decision of the Comptroller General and further instructions from BuPers, travel allowance will not be credited to the accounts of men discharged from the Naval Reserve or from USN-I status for purpose of enlistment in the regular Navy.

The payment of travel allowance to regular Navy men who re-enlist, however, is provided for by Navy Travel Instructions, Art. 2503-(10), which entitles them to payment of five cents per mile for all land travel via the shortest usually travelled route from the place of discharge to the place of last acceptance for enlistment even though no travel is actually performed.

For instance, a regular Navy man who enlisted in Chicago and is discharged in San Diego would be eligible to payment of five cents per mile

for the distance between San Diego and Chicago.

Mustering-Out Pay

The fact that a man transfers over to the regular Navy does not in any way invalidate his rights to receive the amount of mustering-out pay to which his service entitles him. The same applies to men who re-enlist in the regular Navy. However, neither of them may receive their mustering-out pay at the time they transfer to or re-enlist in the regular Navy. It may be paid only when they are discharged to effect a *permanent separation* from the service. This could conceivably occur at the termination of their next enlistment.

GI Bill of Rights

Both USN and USNR discharges are eligible for the benefits under the GI Bill of Rights. Transferring would not affect a man's rights, provided that at the time of his discharge he met the requirements of the bill, which are the same for either USNs or USNRs.

If his service is continuous, that is, if he transfers without any interruption of duty, he would be eligible for the rights and benefits of the bill when he is ultimately discharged. However, it should be remembered, the bill as it now stands—and Congress when it reconvenes is scheduled to consider changes in the bill—puts certain limitations of time on some of the benefits, and to be eligible for these benefits a veteran must be discharged within these time limits.

For example, under the terms of the bill, application for loans must be made within two years after separation or two years after termination of the war, whichever is the later date, but in no case may they be made later than five years after the termination of the war. Thus, under the present bill, to be eligible for the privileges of the loan, a man would have to be discharged earlier than five years after the end of the war. Remember, though, what is meant by the "end of the war." That is not the day the Japs surrendered, but the day the President or Congress declares the war to be officially ended. (In World War I this came almost 32 months after the armistice was signed on 11 Nov 1918. For further clarification, see p. 2.)

Time limits are also placed on two other benefits—education and readjustment allowances. Schooling under the educational benefits must be initiated within two years after discharge or the termination of the war, whichever is the later date, and the education must be completed within seven years after the termination of the war.

Readjustment allowances (\$20 per week of complete unemployment for certain limited periods) are available if the unemployment occurred two years after the war ends or after a man's discharge, whichever is the later date, but no allowance will be paid for any week commencing more than five years after the "termination of hostilities," which means the day Japan surrendered.

New Uniform

Although a new uniform for enlisted men is now being considered by the Uniform Board, no announcement has as yet been made by the Navy Department.

Family Allowance

As announced in the July 1945 issue of ALL HANDS, Public Law 625 (as amended) of the 77th Congress, provides that family allowances be paid during the war and for six months following the termination of such war to eligible dependents of personnel on active duty in the Navy. The whole subject of pay and allowances after this period depends on Congressional action.

Retirement

Personnel serving in the Naval Reserve whose enlistments are accepted into the regular Navy will be credited with time served on active duty for purpose of transfer to the Fleet Reserve after 20 years service and to the retired list of the regular Navy after 30 years' service, in accordance with BuPers Manual, Arts. D-9501, 9502 and H-9407.

Coast Guard Plans Reserve Officer Transfers

The Coast Guard, anticipating that its authorized postwar strength will be considerably in excess of its prewar peacetime complement, is planning to take numbers of Reserve officers into the regular establishment.

Text of an official statement follows:

Transfer to the regular Coast Guard, it is announced, will place reserve officers on an equal footing with regular officers and give them an equal opportunity for promotions and assignments. Until the size of the postwar organization is established, the Coast Guard cannot state how many vacancies there will be. However, it announces that the sources for commissioned personnel will be the following: warrant officers and enlisted men

of the regular Coast Guard, personnel of the regular and temporary Coast Guard Reserve, and officers of the U. S. Merchant Marine.

Because of the close association of the Merchant Marine and the Coast Guard, the Service expects to draw on the Merchant Marine for a supply of experienced men. Men holding licenses and certificates on the oceans, Great Lakes and western rivers will be eligible for commissions under present plans.

A definite policy will be announced as soon as possible.

Marine Corps Provides for Reserve Officer Transfers

Marine Corps Reserve and Temporary Officers on active duty are eligible to apply for transfer to the regular Marine Corps, according to Alnav 208, but Commissioned Warrant and Warrant Officers are not eligible for transfer except in their present ranks.

Applications are to be made by letter to the Commandant, Marine Corps, via official channels including reporting senior, with the letter stating: "I apply for transfer to regular Marine Corps in Commissioned Officer rank (Commissioned Warrant rank or Warrant rank, as applicable)."

A Commissioned officer applicant also must state whether he desires to be considered as applicant for Commissioned Warrant Officer rank in case he is not in fact eligible for transfer as a commissioned officer or in case he fails of selection in commissioned officer rank.

Prospective regulations provide that no person will be transferred to Commissioned Warrant or Warrant rank unless his total possible active service will equal 30 years on attaining the age of 60, counting as active service for this purpose only such service as may be credited toward retirement under existing law.

Every Reserve and Temporary Marine officer on active duty is to be given opportunity to apply—including patients in hospitals and those on detached duty. Commanding officers are directed to forward applications even though an applicant may appear ineligible for acceptance under the terms of Alnav 202.

In forwarding the application, the reporting senior is to state the number of months he observed the applicant, and will state: a) Recommend for transfer to regular service; b) Insufficient observation to make recommendation, or c) Recommend this officer not be transferred to regular service. In the case of c, the reporting senior will add his reasons and inform the applicant. Any statement the applicant wishes to make, or his statement that he does not wish to comment, also will be forwarded.

The Marine Corps will inform applicants of any ineligibility for transfer as soon as such fact may be determined, either as a result of Congressional legislation or as a result of regulations made under such legislation. It is stressed that a previous declaration of desire to transfer to the

regular Marine Corps is NOT an application.

As in the Navy, it is stressed that the educational examination required of line officers who have not finished two years of college will be primarily a test of general background and mental ability, and not an examination on academic subjects.

A Marine Corps letter of instruction to follow this Alnav will provide for appearance of applicants before local boards for interview and rating, but "submission and forwarding of applications are to be accomplished without waiting" for this, or for the educational examinations.

Failure of an officer to apply for transfer now will not deny him the future privilege of applying for transfer while he is still on active duty.

Policies Are Announced On Personnel Procurement

The following policies regarding procurement of personnel were announced by the Navy in conjunction with the demobilization plan:

Enlisted men: At present only men under 18 and over 38 may enlist without first being inducted via Selective Service. Whether or not the Navy continues to use inductees will, of course, depend on national policy with respect to maintenance of the Selective Service System. Enlisted men in the Naval Reserve may transfer to the regular Navy in accordance with instructions contained in BuPers Circ. Ltr. 224-45, dated 31 July 1945 (NDB, 31 July, 45-911).

Officers: Procurement continues for the following: (a) Merchant marine, midshipmen and commissioned officers for the merchant marine reserve; (b) personnel for the naval air preparatory program and V-5; (c) processing of service personnel for V-5 and V-12; (d) completion of processing of applications from medical doctors and dentists whose papers were already being processed. All other procurement stops.

Waves: Recruiting of enlisted personnel stopped; no more to be ordered to active duty and orders to be canceled for any under active duty orders who have not yet complied; discharge status of enlistees not already on active duty to be clarified as quickly as possible.

Officers' orders and commissions: Will be delivered as received by offices of naval officer procurement but no more orders to active duty to be made at present. Where active duty orders have been delivered to applications for officer candidate schools or for commissions, ONOPS, under existing instructions, cannot cancel the orders.

The continuance of the NAP and V-5 programs is in line with present long-range policies to provide naval aviators for the future.

ONOPS probably will be closed in the very near future.



Saipan Beacon (Island Command, Saipan)
"Say SIR to your superior!"

DEMOBILIZATION DETAILS

General details of the Navy demobilization plan are reported on page 4. Here, in question and answer form, are specific points involved.

Do fractions of points count as full points?

No. For instance, 48½ points do not equal 49 points—nor do 16 days count as a full month.

May time in the Merchant Marine be counted in computing points?

No.
Must active duty be continuous to count under the point system?

No, broken service may be counted.
How is a "state of dependency" determined?

Under provisions of the Alnav a "state of dependency" exists under the following conditions:

If as an enlisted man or woman you are receiving allowances for dependents or money allowances in lieu of quarters (MAQ) for dependents.

If as an officer, male or female, you are receiving a subsistence allowance for dependents.

Do you rate the same number of points regardless of the NUMBER of dependents you have?

Yes. You rate only 10 points regardless of whether you have one or a dozen or more dependents.

May an officer or enlisted man who has a wife in the service count her as a dependent?

Yes, an enlisted man or officer who has a wife serving in the armed forces of any of the United Nations may count her as a dependent even if no money allowance or subsistence allowance is currently authorized.

Is there a deadline on dependency?

Marriages which take place before 2400 E.W.T. 15 Aug 1945 create a state of dependency if payment of money allowance or subsistence allowance is subsequently authorized. Otherwise, the dependency status is frozen as of 2400 E.W.T., 15 August.
Does the point system replace the "computed-age formula" which was announced by Alnavs 168 and 169-45 (NDB, 31 July, 45-867 and 868)?

Yes, except that any applications for release submitted prior to 14 Aug 1945 under the "computed-age formula" will be considered by BuPers.

Are applications for release based on hardship or dependency reasons affected by the point system?

No. They are considered upon the individual merits of the hardship or dependency case.

Are there other reasons for release to inactive duty or discharge which are not affected by the point system?

Yes, the following are still in effect:
(1) Women's Reserve Circ. Ltr. 1-45 dated 5 Mar 1945, which outlines regulations for release of Waves (officers and enlisted) for reason of pregnancy.

(2) Women's Reserve Circ. Ltr. 4-45 dated 20 June 1945 and 5-45 dated 4 Aug 1945, which outline the policies on release of Waves (officers and enlisted) married to servicemen returned from overseas.

(3) BuPers Circ. Ltr. 122-45 (NDB, 15 May, 45-500), which deals with the discharge or release to inactive duty of enlisted men or women who are 42 years of age or older.

Does the point system establish a "priority" for release?

It is the intention of the Alnav to permit all eligible personnel to be separated from the service as rapidly and orderly as possible. However, if there are two men at an overseas base who are eligible for release, and one has 47 points and 17 months overseas and the other has 70 points and only 5 months overseas, the man with the longest overseas duty is to be returned to the States first. The same preference for those who have served longest afloat is to be shown by area and type commanders and COs in allotting transportation "priorities" for return to the States.

Does time after 14 August count toward accumulation of points?

Yes, as a man or woman accumulates the number of points required for both age and service he or she becomes eligible for release. If you did not have dependency points as of 14 August, however, you cannot (by marriage, etc.) get them after that date.

Is there any plan under consideration whereby the number of points now required will be lowered?

Yes, to provide for orderly and speedy demobilization of Navy personnel, the number of required points will be reduced from time to time as conditions permit.

What will be the status of personnel released under the point system?

(1) All eligible reserve commissioned or warrant officers are to be released to inactive duty.

(2) All eligible reserve enlisted men, including USNR (SV), (except Fleet Reservists) whose enlistments have expired are to be discharged.

(3) All eligible reserve enlisted men, including USNR (SV), whose enlistments have not expired, are when entitled to release under the point system to be released to inactive duty.

(4) All eligible enlisted men in the Fleet Reserve are to be released to inactive duty.

(5) All eligible inductees, USN-I, are to be discharged. Those transferred to the regular Navy and who are now serving current enlistments will be required to complete their period of enlistment.

(6) All eligible enlisted Waves are to be discharged.

(7) All eligible Wave officers are to be released to inactive duty.

(8) All eligible enlisted personnel in the regular Navy, including those classified USN (SV), who are serving

on extensions of expired enlistments are to be discharged.

Are officers in the Fleet Reserve eligible for release under the plan?

No, they are USN officers and are not eligible for release under the point system.

Under what authority may retired personnel be released from active duty?

Retired enlisted personnel may be released under the point system; retired officers (line and staff, USN and USNR), including retired enlisted personnel serving as officers, are released under BuPers Circ. Ltr. 75-45 (NDB, 31 Mar. 45-309).

Do retired enlisted men now on active duty require points to be released?

No, if they submit a request for release, in writing, to the Chief of Naval Personnel, they are eligible for release regardless of the number of points they have. COs are authorized by the directive to issue orders for the transfer of such personnel for the purpose of separation or release upon receipt of the written request without prior reference to BuPers.

At what rank or rate will officers or enlisted personnel holding temporary promotions be released?

They will be released at the rank (including "spot" promotion) or rate currently held, regardless of whether it is temporary or permanent.

Is an enlisted man (USN or USNR) who holds a temporary commission considered as an officer or enlisted man under the provisions of the Alnav?

He is an officer as long as his temporary commission remains in effect. Thus far, however, USN officers are not entitled to release under the plan.

May a temporary officer (USN or USNR) resign his commission to revert to enlisted status for purpose of release?

No, the Navy will not accept resignations for this purpose.



Seabee

What is the period of temporary commissions?

Both USN and USNR temporary commissions are for the period of the duration plus six months. At that time, if not previously released, for the purpose of release officers will revert to enlisted status and their eligibility for separation from the service will be determined by the number of points they have.

Do medals and awards count toward release under the point system?

Yes, naval reservists, fleet reservists, inductees—other than USN-Is who are serving in regular Navy enlistments—and personnel in the regular Navy serving in *extensions of expired enlistments* are eligible for release under the point system, regardless of the number of points they have, if they have received any of the following decorations since 1 Sept 1939:

Medal of Honor, Navy Cross, Distinguished Service Cross (Army), Legion of Merit (if for combat), Silver Star, Distinguished Flying Cross (if for combat).

Do other medals or ribbons count?

No.

Who decides whether the Legion of Merit or the Distinguished Flying Cross was given for combat duty?

Unless the citation clearly indicates that either of the medals was presented for combat duty, the question should be referred to BuPers for decision.

Are any personnel specifically declared ineligible for release under the point system?

(1) Yes. Because of the needs of the service, personnel in any pay grades of the following ratings are declared ineligible for release under the point system until further notice:

Specialist (C)—Classification
Specialist (S)—Shore Patrol
Specialist (I)—Punch Card Accounting Machine Operator
Specialist (X)—Key Punch Operator
Specialist (X)—Transportation
SK(D)—Storekeeper (Disbursing)
MaM—Mailman
PhM—Pharmacist Mate
HA—Hospital Apprentice

(2) Male and female officers of the Medical Department with the classifications (MC), (HC), (H), chief pharmacists and pharmacists, and members of the Navy Nurse Corps are also ineligible for release under the point system, regardless of the number of points they have.

Are there others in specialized categories whose release is not automatic under the point system?

Yes, shore patrol officers, military government officers and IBM officer specialists who have sufficient points are eligible for release *only* upon the approval of the Chief of Naval Personnel. Such eligible officers who desire release may submit their requests for consideration by BuPers.

Are personnel who have sufficient points but who are hospitalized or

undergoing treatment eligible for release?

They become eligible when they are discharged from hospitalization or treatment.

Are personnel who have sufficient points but who are in a disciplinary or probationary status eligible?

Not until such time as disciplinary measures, including probationary periods, have been completed.

Will personnel of classes which have large excesses over present requirements be discharged according to the point system?

Personnel in certain aviation categories and in other classes where large excesses over present requirements exist may be discharged more rapidly under provisions outside the point system, still to be made.

Are personnel who have sufficient points required to leave the service?

(1) Officers who are eligible for release under the point system, but who desire to postpone their separation, must submit their request, via official channels, to the Chief of Naval Personnel. The CO's endorsement is to indicate the billet in which retention is recommended, the reason for requesting postponement and the availability of qualified replacements. An officer who intends to transfer to the regular Navy may request retention on active duty until such time as he has had an opportunity to make application for the transfer. In such cases, COs are to forward the request to the Chief of Naval Personnel, stating whether the officer is recommended favorably for transfer to the regular Navy. The officer will be kept on active duty pending action by BuPers.

(2) Enlisted men who submit or have submitted applications for enlistment or reenlistment in the regular Navy may likewise be retained on active duty pending final action on their application.

(3) Wave officers who have sufficient points to be released from the service must likewise address their requests for retention on active duty to the Chief of Naval Personnel, via official channels. The decision to keep any eligible personnel on active duty will depend upon their qualifications, availability of billets and further needs of the service.

Are there any special rules on the type of discharges which are to be given to personnel released under the point system?

Enlisted personnel serving in an extension of enlistment under provisions of Alnav 155-41 (NDB, cum. ed. 1943, 41-2019) are to be discharged for reason of expiration of enlistment. Reserve and inductee enlisted personnel who are not serving in an extended enlistment and who are discharged under the point system are to be discharged for the convenience of the Government.

Is it possible to retain on active duty personnel who are otherwise eligible

for release under the point system?

In cases where it is necessary to retain personnel otherwise eligible for separation under the Alnav for reason of *military necessity* (as distinguished from *military convenience*), COs are directed to take immediate action to secure a replacement, via established channels. Such personnel shall not, however, be retained in excess of 120 days awaiting replacement unless the affected personnel request in writing that they be retained on active duty beyond this period. Such requests are to be addressed to the Chief of Naval Personnel. However, COs are authorized to approve such requests without prior reference to BuPers.

What is "military necessity"?

Military necessity describes the condition in which the transfer of one or more specific persons would make impossible or seriously impair the functioning of a significant naval operation. It should *not* be confused with military convenience or the desire of the service. Unless your release is going to seriously jeopardize the operation of your activity, you need not worry about being retained the maximum 120 days allowed under the Alnav. The intention of the directive is to make possible your speedy release and return to civilian life.

May personnel be separated from the service outside the continental limits of the United States?

Under provision of Navy Regs, Art. 1689, personnel may, upon their own written request, be released from the service outside the U. S. In doing so, they waive all claim for transportation at Government expense to the U. S. and all consular aid. (For complete details, see Navy Regs, Art. 1689.)

Where do you go when you are returned from duty afloat or overseas?

When returned to the States you are sent to the receiving station nearest the continental U. S. port of entry and then transferred to a separation center nearest your home. Officers go to the Commandant of the naval district in which the port of entry is located, for further orders to an officers' separation center nearest their home.

These receiving stations are located at: Boston, Mass.; Casco Bay, Portland, Me.; Pier 92, New York City; Brooklyn, N. Y.; Armed Guard Center, Brooklyn, N. Y.; Philadelphia, Pa.; Norfolk, Va.; Charleston, S. C.; Key West, Fla.; Miami, Fla.; Galveston, Texas; Chicago, Ill.; Terminal Island, San Pedro, Calif.; Bremerton, Wash.; Seattle, Wash.; Washington, D. C.; San Francisco, Calif.; Camp Elliott, San Diego, Calif.; Camp Shoemaker, Calif.; New Orleans, La.; and Farragut, Idaho.

(For list of Personnel Separation Centers, see p. 5.)

How do you get home?

Eligible personnel now aboard ships which are returning to the States, either as members of the ship's complement or as passengers, are to be returned on those ships. Those serving

outside the continental limits, either ashore or afloat on ships which are not now scheduled to return to the continental limits, are to be assembled at appropriate staging areas to await transportation. So far these have been established at Pearl Harbor, Guam, Saipan, Leyte, Hollandia, Manila and Manus. Others are to be established when and where necessary. Personnel at these staging areas are to be grouped according to the states to which they are to be returned upon separation (that is, the state in which the man's home of record is located).

How soon will you get back?

As quickly as sea or air transportation is available.

What port will you be returned to?

To the maximum extent possible, personnel assembled at staging centers will be returned to the continental limits on vessels returning to ports near the ultimate destination of such personnel.

What advance notice will the demobilization center have of your arrival?

All surface vessels returning per-

sonnel who are to be released to inactive duty or discharged are directed by the Alnav to report to the appropriate authorities by dispatch at least 60 hours in advance of arrival. This is being done to speed you on your way to the separation center and so that arrangements can be made for you to be processed without delay.

What must you PERSONALLY do to be released under the point system?

If you have the required number of points, see your commanding officer. He will do everything else for you to see that you are as speedily as possible returned to the United States for release from the Navy under this demobilization plan.

The Navy appreciates the part you have played in helping to win the war and is eager to assist in every way possible the speedy return of those who wish to resume their civilian life and occupations. All possible assistance will be afforded you at the separation center to make this transition from military life to civilian life as efficiently and smoothly as possible.

Medal of Honor, Navy Cross, Distinguished Service Cross (Army), Distinguished Service Medal, Legion of Merit, Silver Star, Distinguished Flying Cross, Navy and Marine Corps Medal, Bronze Star Medal, Air Medal, Letter of Commendation Ribbon, Purple Heart.

May the Presidential Unit Citation Ribbon or star be counted?

No, only those listed above may be counted in computing your score.

What about battle stars?

You rate five points for *each* bronze engagement star you have been awarded for any of the three area service ribbons. Eligibility for stars is to be based on actual battle participation as outlined in Cominch letter (NDB, 30 June, 45-712), details of which were published in ALL HANDS, August 1945, p. 29, and in Marine Corps Headquarters Bulletin, August 1945, p. 20. The Okinawa operation, which has not as yet been officially recognized, may be counted as one battle star (or five points).

May the bronze "A" be counted?

The bronze "A" or star awarded for the American Defense Service ribbon may *not* be counted.

What date is used in computing points for awards and battle stars?

All decorations credited must have been officially awarded prior to 12 May 1945. Likewise bronze service stars must be for participation in operations or engagements prior to 12 May 1945, which would permit the counting of the Okinawa operation since the invasion date was 1 Apr 1945.

What determines your eligibility for parenthood credits?

Determination of dependency of children shall be based on the terms of the Serviceman's Dependents Allowance Act, complete details of which may be found in Marine Corps Letter of Instruction No. 931 dated 19 Jan 1945.

Do you rate a dependency credit if you're married but have no children?

No, you rate points (maximum 36) only for children. Under the present plan the fact that you are married, but childless, won't help you pile up points for release.

In case of argument, what is the final authority?

The information contained in your service-record book is to be taken as the final authority for the determination of service, combat and parenthood credits.

How quickly can you expect to be returned to the States and how soon will you be back in civilian life?

The same policies outlined above as being in effect for naval personnel apply to Marine Corps men and women. As the primary intention of the plan is speedy and orderly demobilization, personnel who are eligible for release can expect to be back in civilian clothes within a few months.

Marine Corps Demobilization Plan Sets 85-Point Goal for Men, 25 for Women

The Marine Corps demobilization plan was announced by SecNav on 15 Aug 1945. The plan was originally promulgated to the service in Marine Corps Letter of Instruction No. 1075, dated 9 July 1945, and will be put into effect when ordered by a message from the Commandant, U. S. Marine Corps. Here are the details:

How many points are required?

Marine Corps men (officers and enlisted)	85
Marine Corps women (officers and enlisted)	25

How are points computed?

(1) You get one point for each month of active service you've had in the Marine Corps since 16 Sept 1940. Fractions of months count as full months.

(2) You get one point for each month you've spent at sea or overseas since 16 Sept 1940. Fractions of months count as full months.

(3) You get five points for each decoration or battle star, details of which are discussed later.

(4) You get 12 points for each child (not to exceed three) under 18 years of age—maximum parenthood credit: 36.

As of what date are points to be computed?

You can count your points up to 12 May 1945. Men and women with the required number of points as of that date get the first consideration for release under the demobilization plan. **Any plan under consideration for reducing the required points?**

Yes, subsequent reduction in critical scores will be based upon the missions assigned to the Marine Corps in the immediate future.

Are Marine Corps personnel who

have sufficient points required to leave the service?

Those having sufficient points for discharge and who desire to remain in the Marine Corps will be permitted to do so as long as there is need for their service.

Are there any personnel who are likely to be retained in the service even though they have sufficient points to get out?

The Marine Corps will be unable to release certain *key personnel* who have the required number of points *until such time as reliefs can be provided and trained*. When relief is available and fully trained, those eligible for discharge or release from the service will be separated under the demobilization plan.

Any strings attached to officers being released?

Because of the relatively small number of officers involved, individual consideration will be given to the case of each officer to be demobilized. The primary consideration for the release of officers will be the immediate needs of the service and the necessity of retaining male officers who apply for transfer to the regular Marine Corps.

Do you lose time for AOL or AWOL?

Right, any time you've been AOL or AWOL has to be deducted from your time in the service credit. Likewise you lose credit for any time you've spent in confinement resulting from sentence of court-martial or deck court.

What medals and awards may be counted?

You may count five points each for the first and for each additional award of any of the following:

Coast Guard Demobilization Closely Follows Navy Plan

The Coast Guard demobilization plan, announced to the service on 15 Aug 1945 by AlCoast No. 63-45, closely follows that of the Navy, and differs only in these respects:

- COs are directed to release to inactive duty all those Coast Guard Reserve commissioned and warrant officers who are eligible under the plan.

- COs are directed to discharge all those eligible enlisted Coast Guard reservists who have sufficient points and who are serving in involuntary extension of enlistment, including special temporary enlistment.

- COs are directed to release to inactive duty, without prior reference to the Commandant, all retired enlisted personnel now serving on active duty.

- Because of the immediate needs of the Coast Guard, personnel in all pay grades of the following ratings are not eligible for release under the demobilization plan until further notice:

Radiomen
Radio technicians
Radarmen (L)
Aviation pilots
Aviation machinist mates
Aviation radiomen
Aviation radio technicians

Aviation metal-smiths
Parachute riggers
Aerographer's mates
Specialists (I)
Specialists (T)
Specialists (TR)
Specialists (C)
Pharmacist's mates

- The following special categories of officers may be released only upon the approval of the Commandant, and upon approval of their written request

for release submitted to him, via official channels:

Military Government officers
IBM officers
Aviators
Communication Engineers (Loran) who were appointed by the Bureau of Marine Inspection and Navigation
Officers assigned to merchant marine hearing details
Officers assigned to the loading of explosives
Officers assigned to construction detachments

- Statements made in the Navy Questions-and-Answers (see above) relative to officers who have sufficient points for release, but who wish to postpone leaving the service, do not apply to the Coast Guard at present. Details are to be announced later by the Coast Guard.

- Officers and enlisted personnel eligible for separation under the Al-Coast, who are outside the continental limits of the U. S., are to be returned via the DCGO nearest the port of entry into the continental U. S. for further transfer to a separation activity.

- COs are directed to issue orders for the transfer of all eligible personnel for the purpose of separation or release without reference to the Commandant for approval.

- Statements made in the Navy Question-and-Answer on male and female personnel in the Medical Department do not apply to the Coast Guard.

reation officers have been requested to see that all copies are distributed equally to insure up-to-date reading material for all hands.

In addition to the Time package, the regular magazine package announced last month is mailed weekly from the United States and now includes 30 popular magazines. The packaging plan is intended to speed reading matter to distant areas.

Deadline Soon in Navy's Photographic Contest

Officers and enlisted men who have not yet sent in original negatives and prints of moving and still photographs for entry in the Secretary of the Navy's competition for the best pictures of the war are urged to forward them without delay to the Navy Photographic Institute, Navy Department, Washington 25, D. C., in order that all entries will have a fair review before awards are announced on Navy Day, 27 October.

The competition was initiated by Secretary Forrestal and will embrace Navy pictures made from the time of Pearl Harbor to the surrender of Japan. Half the awards will be made for actual combat pictures. The balance of the awards will be divided among those pictures of the fleet or fleet units outstanding for pictorial value and expressing strength and size of the Navy, human interest pictures, views of naval personnel under fire, and closeups of officers and enlisted men. Winning pictures including the movies will be released for publication.

Commissions Offered Men In Ranks Who Can Qualify For Two Special Programs

Two officer-procurement programs for a limited number were announced recently by BuPers Circ. Ltr. 223-45 (NDB, 31 July, 45-910), in addition to the 18 specialized programs published in ALL HANDS, July 1945, p. 68. They are:

- **Postal liaison officers:** Candidates for temporary appointment must have been MaM1c or above, have a high school education, and a minimum of 10 years of civilian and naval post-office experience combined. Part of the civilian experience must have been in a supervisory capacity. Those for permanent appointment must be MaM3c or above, have a college degree, and a minimum of seven years of naval and civilian post-office experience combined. Waivers granted. Applicants must include letter of recommendation from district or area postal officer. Age, 28-40.

- **Fire-protection officers:** Candidates for temporary appointment must be or have been Sp(F)1c or above, with at least two and one-half years of naval service, and with at least five years of professional civilian or naval fire-fighting experience combined. Those for permanent appointment must have two or more years of satisfactory college work plus at least five years of professional civilian or naval fire-fighting experience combined—or a degree from an accredited college plus at least five years of fire-protection engineering experience—or two years of satisfactory college work plus at least 10 years of fire-protection engineering experience. No waivers. Age, 24-36.

Details on applications and on general qualifications for appointment may be found in ALL HANDS, July 1945, p. 68. Procurement for petroleum inspectors, mentioned there, has now been closed.

Selection Boards Name 8,152 for Promotions

Selection Boards have recently named a total of 3,413 officers for promotion to commander and 4,739 for promotion to lieutenant commander. The names of those officers who were appointed by the President for temporary service as of 27 July 1945, subject to the terms of the directive, may be found in BuPers Circ. Ltr. 220-45 (NDB. Supp., 31 July). A breakdown follows:

Line	To commander		To lieut. commander	
	USN	USNR	USN	USNR
.....	355	1,408	345	3,133*
Medical Corps.....	220	900	3	778
Hospital Corps.....	12	9	0	12
Dental Corps.....	63	32	1	116
Supply Corps	31	77	43	114
Civil Engineer				
Corps	29	260	6	149
Chaplain Corps.....	12	5	0	39
Total	722	2,691	398	4,341

* Includes 4 Wave officers.

Time's Hawaii Pony Edition Circulated Free in Pacific

Supplementing the magazine package mailing plan announced in ALL HANDS (July 1945, p. 75), a free distribution of the Hawaii Pony Edition of Time magazine to all ships and stations in the Pacific Ocean Areas beyond the Hawaiian Sea Frontier recently was inaugurated on the ratio of one copy to each 30 men and officers, the Welfare Activity of BuPers announced last month.

The Time packages are sent out separately each week by first-class mail from Hawaii. Welfare and Rec-

HOW DID IT START?

Uniform of the Day

Wearing a "uniform of the day" probably dates back to the days of Caesar. The Veneti, an ancient tribe of Gaul conquered by Caesar in 56 B.C., put to sea from the Loire in speedy longboats. The sails of the boats were dyed a light blue, and the clothing of the crew was tinted to match the sheets. This, they believed would lessen their chances of being seen.



MONTH'S ALNAVS IN BRIEF

No. 165—States that men inducted prior to 1 Feb 1943 who have not subsequently voluntarily enlisted shall be classified USN-I and appropriate entry made on page nine of service record; cancels Alnav 36-43 (NDB, cum. ed., 1943, 43-2009).

No. 166—Deals with procedure for refunding excess checkage to enlisted men when application for Class B or B-1 family allowance is canceled or disallowed.

No. 167—States that nearly 2,300,000 Navy, Marine Corps and Coast Guard personnel have war bond allotments, and that anyone desiring information on or action concerning cashing bonds or canceling allotments should be channeled to war bond officer for counsel prior to disbursing officer taking action; when no war bond officer is present; the exec or a designated senior officer should advise against thoughtless cancellation of allotments and encourage instead bond cashing when ready cash is needed.

Nos. 168 and 169—Deal with Navy computed-service-age plan, later superseded by Alnav 196 (see below).

No. 170—Changes administrative procedure for submission of lists of Purple Heart awards made.

No. 171—States that COs may authorize exceptions to Alnav 154-45 (NDB, 15 July, 45-785) dealing with Railway Express shipments of personal effects, under following circumstances: (1) where person for whom shipment is made will not report to or has departed from activity prior to arrival of personal effects; (2) where shipment does not contain items needed at next duty station; (3) where person is released to inactive duty or discharged, and (4) where possibility Railway Express failure to collect charges due will not result in immobilization of personnel for lack of gear.

Nos. 172-183—Announce postgraduate courses (see p. 78).

No. 184—Concerns instruction at Army-Navy Staff College for which applications closed 15 Aug 1945.

No. 185—Announces appointment to next higher rank for temporary service, to rank from 1 Aug 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose date of rank is 1 Mar 1944, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose date of commencement of continuous active duty in their respective rank is 1 Mar 1944.

No. 186—Announces appointment to next higher rank for temporary service, to rank from 1 Aug 1945, of regular and reserve Navy Nurse Corps lieutenants (junior grade) whose present rank occurred 1 Aug 1944 or earlier and who reported for continuous active duty as ensigns 1-31 Jan 1943 inclusive, and those ensigns who reported for continuous active duty as ensigns 1-31-Mar 1944.

No. 187—Directs disbursing officers to comply with BuSandA Memo. Art. 2150-5(B) (25).

No. 188—Invites applications, to reach BuPers by 15 Oct 1945, from USN officers, class of 1930 or junior (senior officers to be considered in exceptional cases), for designation as Engineering Duty Only officers, selection to be made from those holding postgraduate degrees in mechanical, electrical, Diesel, metallurgy, petroleum and electronics engineering.

No. 189—Canceled by Alnav 190-45, below.

No. 190—Invites applications, to reach BuPers by 15 Oct 1945, from naval aviators (HTA and airship) of regular Navy for designation as Engineering Duty Only (aeronautical) officers; all ranks eligible but especially desired are lieutenants and lieutenants (junior grade) whose education qualifies them for engineering and material duties connected with radio, radar and armament.

No. 191—States that expeditious processing of personnel scheduled for separation from service is dependent upon full compliance with administrative provisions of BuPers Circ. Ltr. 153-45 (NDB, 31 May, 45-577) and is responsibility of CO.

No. 192—States that small percentage of radio technicians, aviation radio technicians and radarmen are in regular Navy and urges transfer of qualified reservists and inductees into these ratings.

No. 193—Contains summary of Navy material distribution policy (see also Alnav No. 195 below).

PROMOTIONS BY ALNAV

A total of 10,881 officers were made eligible for promotion to next higher rank by Alnavs 185 and 186, briefed on this page, and which covered, except for the Nurse Corps, only those officers whose date of rank is 1 March 1944. No promotions were made to commissioned warrant officers since none were eligible under the one-day Alnav. The breakdown:

Naval Reserve (including Women's Reserve): 9,505 to lieutenant and 946 to lieutenant (junior grade).

Regular Navy: 29 to lieutenant.

Nurse Corps (Naval Reserve): 33 to lieutenant and 354 to lieutenant (junior grade); (Regular Navy): three to lieutenant and 11 to lieutenant (junior grade).

In addition to these promotions 723 men were appointed for temporary service to commissioned and warrant officer ranks: 96 to lieutenant (junior grade), 83 to ensign and 544 to warrant officer. A complete list of names of those promoted is contained in BuPers Circ. Ltr. 235-45 (NDB, 15 Aug, Supp.).

No. 194—Contains SecNav statement on conclusion of war with Japan (see p. 4).

No. 195—Puts into effect Navy material distribution policy announced by Alnav 193-45, above.

No. 196—Announces Navy demobilization policy (see p. 4).

No. 197—States that it is responsibility of CO that all enlisted personnel in his command have complete service records and says that all service records are to be brought up to date immediately.

No. 198—Delegates authority to additional commands who may issue orders in connection with releasing officers from active duty; provides that pursuant to authority contained in Act of 26 Oct 1942 (56 Stat., 987) the following certificate signed by officer concerned as to home of record at time of call to active duty and as to place from which ordered to active duty may be accepted by the disbursing officer in lieu of similar information normally shown on orders as supporting mileage payments incident to release from active duty: "I hereby certify that my home of record at the time I was called to active duty was (insert name of city) and that the place from which I was ordered to active duty was (insert name of city);" also provides that place from which ordered to active duty to be considered as the place to which initial orders to active duty were addressed regardless of where received.

No. 199—Directs COs to appoint immediately civil readjustment information officers as collateral duty, to provide information to all hands on veterans rights and benefits and Navy civil readjustment programs, and recommends that such officers be those now assigned educational services or education duties.

No. 200—Amends Alnav 196-45, above, relative to certain aviation and other personnel in excess of requirements.

No. 201—Cancels all quotas for entry of enlisted candidates for flight training into Navy Academic Refresher Units, V-5, except for men now en route to such training; does not affect Naval Aviation Preparatory Training provided by BuPers Circ. Ltr. 179-45 (NDB, 30 June, 45-727).

No. 202—Announces details on transfer of reserve officers. (See p. 66.)

No. 203—Contains congratulatory message from Commandant to Marines.

No. 204—States that release of custodians of registered publications from Navy not to be approved under any circumstances until publication records audited and cleared by board of two officers.

No. 205—Amends Alnav 196-45, above.

Nos. 206 and 207—Contain additional details on reserve officers transferring to regular Navy (see p. 66).

No. 208—Provides for transfer to the regular Marine Corps (see p. 69).

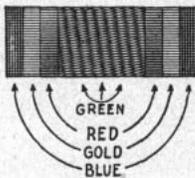
No. 209—Provides for re-enlistment leave for men re-enlisting in regular Navy (see p. 68).

No. 210—Amends 196 (above).

Navy Unit Commendation Awards Are Announced

A compilation of the ships and units which have been awarded the Navy Unit Commendation through 27 July 1945 was recently announced as follows:

USS Bonafish, submarine, war patrols (no dates announced).
USS Columbia, light cruiser, 1-9 Jan 1945.
 Composite Squadron 13, 13 July 1943—16 Jan 1944.
USS Crevalle, submarine, war patrols (no dates announced).
USS Dace, submarine, war patrol (no date announced).
USS Darter, submarine, war patrol (no date announced).
 First Provisional Marine Brigade, 21 July—10 Aug 1944.
 Fleet Air Photographic Squadron 3, 1 July 1943—15 May 1944.
USS Grayback, submarine, war patrols (no dates announced).
USS Helena, cruiser, 11-12 Oct 1942, 12-13 Nov 1942, and 5 July 1943.
USS Heron, seaplane tender, 8 Dec 1941—3 Mar 1942.
USS Lapon, submarine, war patrols (no dates announced).
USS LCS(L) 21, landing craft, 4 May 1945.
USS LST-464, landing craft, 20 Oct—30 Dec 1944.
 Mobile Explosives Investigation Unit No. 1, 1 Mar 1943—31 Dec 1944.
 U. S. Naval Mobile Hospital No. Two, 7 Dec 1941.
 Motor Torpedo Boat Squadron Seven, 1 Apr 1944—1 Feb 1945.
 U. S. Naval Hospital, Pearl Harbor, 7 Dec 1941.
 Navy Combat Demolition Units Force "U", 6 June 1944.
 Patrol Bombing Squadron 101, 2 June—31 Dec 1944.
USS Ray, submarine, war patrols (no dates announced).
USS Seawolf, submarine, war patrols (no dates announced).
USS Solace, hospital ship, 7 Dec 1941.
USS Tabberer, destroyer escort, 18 Dec 1944.
 Task Unit, comprising MTB squadrons 13 and 16, plus motor torpedo boats 227 and 230, and commander and staff of task unit, 15-19 Dec 1944.
 Task Unit, comprising Combat Salvage and Fire Fighting Units of Force "O". (*USS Pinto*, *USS Arikara*, *USS ATR-2*), 7-12 June 1944.
USS Tautog, submarine, war patrols (no dates announced).



Second Set of Awards Made for Suggestions

Letters of commendation have been awarded two officers and five enlisted men by the Chief of Naval Personnel for suggestions to BuPers on simplifying and improving the handling of personnel matters. These are the second awards made under the new program requesting suggestions and initiated by BuPers Circ. Ltr. 366-44 (NDB, July-Dec, 44-1397; ALL HANDS, April 1945, p. 51).

Lt. John W. Rozier, USNR, stationed at ATB, Fort Pierce, Fla., and Elmer J. Michaels, Y2c, USNR, on duty at the Navy repair base at San Diego, Calif., received commendations for submitting the same suggestion: Notification to next-of-kin of the return as well as the repurchase of stragglers.

Robert E. Kiefer, CY, USNR, of the 59th Naval Construction Battalion, was awarded the commendation for his efficiency in preparing and presenting a standard form for use in the

transfer and receipt of enlisted personnel.

A suggestion to eliminate, on the Report of Changes (NavPers 605-B), the month and year of an occurrence of a change won a commendation for Henry C. Miller, Y1c, USNR, Naval Air Station, Fort Lauderdale, Fla. His suggestion was officially published in BuPers Circ. Ltr. 95-45 (NDB, 15 April, 45-370).

Paul C. Dahlberg, CY, USNR, aboard the *USS Thompson* (DD 627), was commended for suggesting that the date of submission of muster rolls and report of changes be changed from the last day of the month to the first day of the month, thereby making them tie in with the report of enlisted personnel, NavPers 625.

Lt. (jg) Charles O. Cotant, USN, Naval Air Training Base, Pensacola, Fla., was awarded the commendation for a letter suggesting that officer fitness reports include data now omitted, covering periods when an officer is in transit, on leave or hospitalized.

William H. Lee, Jr. CY, USNR, aboard the *USS General R. E. Callan* (AP 139), was commended for pointing out a conflict between Art. D-1002 (3) of the BuPers Manual and Alnav 110-44.

The letters of commendation do not entitle the men to wear the green and white commendation ribbon but they do become a part of the enlisted men's service records or the officers' jackets.

Tax Exemptions Listed

A summary of the real and personal property tax exemptions afforded by various states to military and naval personnel and ex-servicemen has been issued by the Judge Advocate General and may be found in NDB, 31 July, 45-892.

CPOs, Cooks, Stewards To Wear Officer-Style Service Blue Uniforms

CPOs, chief cooks, chief stewards, cooks and stewards henceforth will wear the officer-style blue service uniform, overcoat and raincoat under a change in Uniform Regs recently approved by SecNav and announced to the service by BuPers Circ. 244-45 (NDB, 31 August). The same buttons as worn by officers will be part of the uniform.

Personnel concerned are authorized to wear the present style uniform until it is no longer serviceable.

Answer to Quiz on Page 65

1. (a) or (c). They mean the same.
2. (a) and (c). Civilian clothes may be worn "when engaged in exercise" and "in the home with less than three guests present."
3. (d), (c), (a) and (b).
4. (d).
5. (a) (4), (b) (1), (c) (3), (d) (2).
6. (c).
7. (b).
8. (c).
9. (b).
10. (a), (e), (f) and (g).

Officers and Men Will Be Issued Certificates Of Satisfactory Service

Eligible officers and enlisted personnel who are discharged, released to inactive duty or whose resignations are accepted, will be given a Certificate of Satisfactory Service (NavPers 554), according to BuPers Circ. Ltr. 243-45 (NDB, 15 Aug, 45-992).

Enlisted personnel must receive Honorable Discharges or Discharges Under Honorable Conditions to be eligible. Officers' orders must specifically state that they are entitled to a Certificate of Satisfactory Service.

The certificates will not be issued to personnel whose only active duty was for physical examination and who are returned to inactive duty because they are not physically qualified.

All activities releasing personnel eventually will distribute the wallet-size certificates. Until that time, they will be distributed by BuPers upon application. Personnel who have been separated from the service since 1 May 1940 should apply to BuPers.

Airmail May Be Sent COD If Stamps Not Available

To facilitate speedy forwarding of airmail letters of personnel in the naval service, CNO has announced that when service personnel do not have access to stamps for airmail letters, such letters may be airmailed without stamps as follows:

Where neither airmail stamps nor ordinary stamps are available, airmail letters may be sent by personnel of the Navy, Marine Corps or Coast Guard, located where U. S. mail service is in operation and addressed to places in the United States or any of its possessions. When endorsed "Sailor's Letter" or "Marine's Letter" and signed thereunder with facsimile hand stamp or in writing by any commissioned officer attached to the vessel or officer commanding a hospital or detachment ashore, the letter may be sent without prepayment of postage. The airmail rate of postage will be collected upon delivery.

Changes Made in List of Unit Citation Winners

Revisions in dates announced since publication of the list of Presidential Unit Citation winners in the August 1945 issue of ALL HANDS, p. 55, follows:

USS Buchanan, destroyer, 7 Aug 1942—26 Feb 1944.

Fourth Marine Division, 15 June-1 Aug 1944.

Patrol Squadron 22, Jan—3 Mar 1942.

USS Rasher, submarine, 1st, 3d, 4th and 5th war patrols.

Task Unit 21.14 (*USS Card*, carrier escort; *USS Barry*, *USS Borie*, *USS Goff*, destroyers; VC Squadrons I and 9), 27 July—25 Oct 1943.

USS Wahoo, submarine, 16 Jan—7 Feb 1943.

The published list does not include winners which are still in a confidential status.

Death Benefits: 3 Types of Payments Made to Beneficiaries of Servicemen

To answer any questions men in the service may have about the various types of death benefits payable, BuPers' Dependents Welfare Division has authorized the following description of them for ALL HANDS.

There are three types of death benefits payable under the cognizance of the Navy Department to the dependents of deceased officer and enlisted personnel: the Six Months' Death Gratuity, Arrears of Pay and the Aviation Bonus.

1. The *Six Months' Death Gratuity* is a lump-sum payment paid in the cases of deceased naval officers, midshipmen, and enlisted persons who were on active duty at the time of their deaths and whose deaths did not result from their own misconduct. It is payable first to the widow; or if there is no widow, then to a child or children; or if no widow nor child, then to a dependent relative previously designated by the decedent. If there is no widow, child or designated beneficiary, the gratuity may then be paid to certain dependent relatives, in the following order of precedence: grandchild, parent, brother or sister, grandparent.

The gratuity is based upon the decedent's rate of pay at the time of death. It includes base pay plus any additional pay such as longevity, sea and foreign shore-duty pay, and aviation or submarine pay, but it does not include any allowances.

Forms upon which to claim this gratuity are forwarded by BuPers to the next of kin or the designated beneficiary immediately after notification of death.

BuPers determines whether or not the claimant is a dependent relative within the meaning of the law. The dependency of designated parents or designated brothers and sisters will be presumed barring evidence to the contrary.

Since the law bars payment of this gratuity if death is the result of the man's own misconduct, final action on some cases must be delayed until conduct status can be determined. In all cases of accidental death occurring within continental limits (other than aviation accidents) it is necessary to have a report from JAG on the conduct status before final action can be taken.

Members of the Women's Reserve were made eligible for the death gratuity by Public Law 183, approved 8 Nov 1943. The benefits thus accorded by this law were made retroactive to 30 June 1942. Under a recent ruling of the Comptroller General it is not mandatory that the gratuity be paid to the surviving husband of a Wave as it is in the case of the surviving widow of a deceased serviceman. Consequently, a married Wave who desires that someone other than her husband receive the gratuity in the event of her death should designate such other person on her beneficiary slip

NOTE: The death benefits described here are in addition to any payments which may be due from government insurance.

specifically indicating her intent that the gratuity be paid to that person.

Although authorization for payment of the Six Months' Death Gratuity is made by BuPers, the payment itself is effected by the Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio.

2. The *Arrears of Pay* claim forms are forwarded to the next of kin by BuPers but neither authorization for payment nor payment itself is made by the Bureau. Claims, when returned, are forwarded by the Bureau to BuSandA, where the decedent's pay account is reconstructed and a statement of it, together with the claim, forwarded to General Accounting Office, which agency gives authorization to BuSandA for payment. Arrears of pay will be paid to a legal representative of a decedent's estate if one has been or will be appointed. If not, up to \$1,000 will be paid to the next of kin. No amount in excess of \$1,000 will be paid to anyone other than a legal representative of the estate.

3. The *Aviation Bonus* is a lump-sum bonus paid in cases of naval reserve aviation officers who were formerly classified as A-V(N) officers. In cases where this becomes payable as a death benefit rather than during the life of the officer, he must have been on active duty in an aviation status at the time of death, and death must not have resulted from his own misconduct. The rate of pay is \$500 for each complete year of service as a commissioned aviation officer plus a proportionate amount for each fraction of a year.

By executive order, as provided in the original law, payment of this bonus was suspended in the cases of deceased aviation officers who were not aviation cadets prior to 3 Sept 1942.

The bonus is payable first to a beneficiary specially designated by the deceased officer to receive this bonus. This should not be confused with the regular beneficiary slip for the Six Months' Death Gratuity but is a beneficiary slip designed only for the designation of the Aviation Bonus beneficiary.

Although originally payable only to the officer himself or in case of death to a designated beneficiary, the bonus may now, in undesignated cases, be paid to: (a) a surviving widow, (b) if no widow, to a surviving child or children, or (c) if no widow or child, then to the legal representative of his estate.

Payment is effected by BuSandA after certification by BuPers as to the pertinent facts.

Men Not Eligible Both For Mustering-Out Pay And Discharge Gratuity

Although previously personnel who were discharged for the good of the service were eligible to receive a cash gratuity up to \$25 if they would otherwise be without funds to meet their immediate needs, those who receive a discharge which entitles them to mustering-out pay will no longer receive the \$25 gratuity. This change was announced in All Station Communication dated 19 July which modifies the following: BuPers Manual, Art. D-9103(2); BuSandA Manual, Art. 2143-3(e)(4), and BuSandA Memo, Art. 2140-14(a)(3).

Circular Letter Issued On Navy Mailmen

Detailed information on the allowance and classification, qualifications, nomination, designation, oaths of office and compensation, appointment and duties of Navy Mail Clerks, Assistant Navy Mail Clerks and Mail Orderlies has been issued in BuPers Circ. Ltr. 218-45 (NDB, 31 July, 45-907) as a change in BuPers Manual, Arts. D-5305—D-5311.

FROM HARD EXPERIENCE

Fighting Fires

These are facts from a Board of Investigation:

Welding operations on a ship in a Navy Yard started a small fire in an uncovered GI trash can, partially filled with waste material. A fire watch, uninstructed and not provided with adequate fire-fighting equipment, attempted to put out the fire with an extinguisher, which failed to function, and left the scene in search of a bucket of water. Although an enlisted man standing gangway watch witnessed all of this, the OOD was not notified nor was the fire alarm sounded.

Other personnel on the scene picked up the can and threw the burning trash overboard. A coating of oil on the surface of the water was ignited, three ships seriously damaged, and piers, wharves and buildings were burned. Property damage totaled more than half a million dollars and about 170 persons were injured.

Don't let this happen to you. Is your fire-fighting equipment adequate, readily accessible, and functioning? Are fire watches equipped and instructed on the theory that an outbreak of fire is an imminent certainty, not a remote possibility? Do you assume, in the vicinity of harbors and docks, that inflammable substances are on the surface of the water? Are you sure, through frequent and thorough inspection, that personnel and materiel are in readiness? Is notification of the OOD second nature with members of your watch?

Personal Property Within Hawaii Subject to New Law

Naval personnel having personal property, including bank deposits, within the Territory of Hawaii are advised that their estates may be affected by recent legislation passed by the Hawaiian legislature (Act 258 S. L. 1945, dated 24 May 1945).

If such personnel are not either resident or domiciled in the Islands, but die leaving personal property not in excess of \$1,500 within the Territory of Hawaii, the property is subject to the new law. This provides that the clerk of the circuit court of the circuit in which the property is located at the time of the owner's death may be appointed administrator or ancillary administrator of the property in the event one has not already been named within the Territory.

An administrator appointed within the U. S. could not function for service personnel on personal property within the Islands, and any such property (jewelry, furniture, automo-

biles, clothing, stocks and bonds, as well as bank deposits) could be disposed of to settle claims within the Territory of Hawaii against the deceased. Real estate is not covered by the act.

Waves Declared Eligible For Good Conduct Award

Enlisted Waves are eligible to receive the Navy Good Conduct award, according to BuPers letter dated 1 Aug 1945 to all continental naval activities and the commandant, 14ND (Pers-6510-ap P15-T).

The wearing of a Good Conduct ribbon may be authorized by the CO upon completion of three years' service in the Naval Reserve provided the conduct and proficiency requirements of BuPers Manual are met.

Although Good Conduct Medals are not available now, they will be issued by BuPers, upon application, approximately six months following the war.

5,700 Waves Now Eligible Under Demobilization Plan

Approximately 500 officers and 5,200 enlisted women of the Women's Reserve are immediately eligible for release from the naval service under the present demobilization plan.

Five Separation Units (WR) are being established at regular separation centers or naval barracks in New York City, Washington, D. C., Great Lakes, Memphis, and San Francisco. And as in the case with men, Waves will be separated from the service at the unit in their home territory.

The 4,000 Waves on duty in Hawaii, the only overseas area in which members of the Women's Reserve are assigned, will be returned to the U. S. as they become eligible for discharge under the release formula, and as transportation can be provided. All orders for Waves to go overseas have been canceled.

Present plans call for the processing of Women's Reserve personnel through the units within three days after their arrival at the unit. Their procedure will follow much the same pattern as for men at the centers except that the units will be staffed largely by Wave personnel.

Previous policies for discharge or separation from the service of Waves remain in effect. These apply to discharge of Waves married to veterans, and to cases of dependency and pregnancy.

All procurement of Waves has been stopped. Waves recently enlisted, but not yet on active duty, will be discharged through their local Office of Naval Officer Procurement, with the exception of occupational and physical therapists enlisted in class V-9. These medical specialists will compose the last class of officer candidates to be trained at the midshipmen's school in Washington. Enlisted Waves now in training schools will complete their training and be assigned to duty.

Currently exempted from release under the demobilization plan are enlisted Waves in these ratings: Specialists (C), classification; Specialists (X) serving as key punch operators; Specialists (I) punch-card accounting-machine operators; Storekeepers (D), disbursing; Mailmen, and members of the Hospital Corps. Women officers excluded are doctors and medical specialists classified as (H).

VOTING INFORMATION

The following elections at which servicemen will be permitted to vote by State absentee ballot will be held during the period from 1 Sept. to 31 Dec. 1945. Unless otherwise indicated, eligible servicemen, members of the merchant marine and certain attached civilians may apply for an absentee ballot by mailing at any time the postcard application (USWBC Form No. 1) which may be secured from the Voting Officer. Executed ballots must be received by election officials by election day in order to be counted, unless otherwise indicated.

CONNECTICUT

General municipal elections will be held in most cities and towns throughout Connecticut on 1 Oct. 1945. At these elections, city and town officials will be elected. General municipal elections will also be held in the following cities and towns on the dates indicated: 10 Sept.—New London; 2 Oct.—Colchester; 6 Nov.—Bridgeport, Hartford, New Haven, Waterbury; 4 Dec.—Meriden. Executed ballots in the case of elections held on 1 October must be in the hands of local officials by 1200 on 1 October. In all other elections executed ballots must be in the hands of local officials by 1800 of the day preceding the election.

ILLINOIS

A special congressional election will be held on 6 Nov. 1945 in the 24th Congressional District, comprised of the following counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Massac, Pope, Saline, Wayne and White. At this election a Representative in Congress will be elected to fill the present vacancy.

A general election will be held on 6 Nov. 1945 in the following counties: Alexander, Calhoun, Edwards, Hardin, Johnson, Massac, Menard, Monroe, Morgan, Perry, Pope, Pulaski, Randolph, Scott, Union, Wabash and Williamson. One county commissioner will be elected from each county.

MASSACHUSETTS

Municipal elections will be held on various dates in November and December in cities and municipalities in Massachusetts. Towns and cities holding elections and the dates of such elections are as follows: 6 Nov.—Boston, Cambridge, Chicopee, Everett, Fall River, Fitchburg, Gardner, Leominster, Lowell, Lynn, Marlborough, Medford, Newton, Pittsfield, Quincy, Somer-

ville, Springfield, Waltham, Westfield, Worcester; 13 Nov.—Chelsea, Malden, Melrose, New Bedford, Peabody, Woburn; 4 Dec.—Brookton, Gloucester, Haverhill, Holyoke, Newburyport, Northampton, Salem, Taunton; 11 Dec.—Lawrence, North Adams and Revere.

MICHIGAN

A municipal general election will be held in the City of Detroit on 6 Nov. 1945. At this election a Mayor, City Clerk, City Treasurer, Councilmen and Constables will be elected.

NEW JERSEY

A general state election will be held in New Jersey on 6 Nov. 1945. In all counties, members of the General Assembly and various county and local officials will be elected. In addition, State Senators will be elected in Burlington, Cape May, Hunterdon, Middlesex, Passaic and Sussex counties.

NEW YORK

A general election will be held in New York on 6 Nov. 1945, for Mayors and other officials of cities (including New York City), towns and counties. In addition, certain Justices of the Supreme Court will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by election officials before 1200 on 5 Nov. 1945 in order to be counted.

OHIO

A general election for city, village and township officials and members of Boards of Education will be held throughout Ohio on 6 Nov. 1945. Executed ballots must be received by election officials by 1200 on 6 Nov. 1945, in order to be counted.

PENNSYLVANIA

A general election will be held in Pennsylvania on 6 Nov. 1945 for municipal, town and county officials. In addition, two Justices of the State Superior Court will be elected. Executed ballots must be received by the County Board of Elections not later than 1000 on 16 Nov. 1945.

VIRGINIA

A general state election will be held in Virginia on 6 Nov. 1945. At this election the Governor, Lieutenant Governor, Attorney General, Members of the House of Delegates and certain local officers will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by 3 Nov. 1945, to be counted.



"And I was workin' on a gismo on a Hell-cat when a Bee Bee stacker and a Tim Bender sat on the deck just outboard of the empennage . . ."

Officers Planning Navy Career Offered Postgraduate Training in 14 Courses

Officers interested in a postwar career in the Navy are given an opportunity to apply for postgraduate training in 14 courses to convene in 1946, announces BuPers Circ. Ltr. 216-45 (NDB, 31 July, 45-906). Except for the training in law, the courses were also announced to the service by individual Alnavs, Nos. 172-183.

These courses help to implement the assurance given last month by the Secretary of the Navy, in his "Open Letter to Reserve Officers" (ALL HANDS, Aug 1945, p. 67), that officers transferring to the regular service would get "a professional naval education which will be the best in the world." For details on current general line course at the Naval Academy see p. 26.

It is the intention of the Navy Department not to accept resignations of reserve officers who complete this training for a period of 10 years after termination of the present war. However, active duty status is the same as for all other reserve officers in that they may be retained on active duty as long as their services are required by the Navy. Regular Navy officers applying for these courses are required to sign an agreement not to resign during the course and to remain in the service for three years following completion of the classes.

Special emphasis is placed on obtaining applications from younger officers who will not have reached their 27th birthday by the time the class convenes. For most courses a year of sea duty is required of reservists, who must also be able to meet the physical requirements of a general line officer of the regular Navy. Exceptionally well-qualified officers, however, who do not meet all of these requirements and those stated in the list below, may submit requests and their COs may recommend them for consideration. Wherever naval academy classes are specified in the list below, non-academy graduates in the regular Navy of corresponding dates of precedence are also eligible.

Mathematics requirement: The train-

ing in all courses except communications (applied), law, industrial accounting and general line, is of a technical nature, and reservists and temporary officers to be eligible for the courses should have had math through differential and integral calculus equivalent to that required for a bachelor of science degree in mechanical, civil or electrical engineering, or applied physics, preferably with not more than five years elapsing since completion of academic training.

Complete details on procedure for applying may be found in the original directive, from which the information below has been compiled. Length of each course is indicated after the title. Figures in parentheses indicate number of students accepted in each course and whether USN, USNR or both.

AEROLOGICAL ENGINEERING, 1½-2 yrs. (80, USN or USNR). *Eligible:* Regulars: classes of 1940-44 inclusive. Reserves and temporaries: math qualifications as above. Group of 40 officers convenes in January 1946 for 1½-year course. Applications should reach BuPers prior 1 Oct 1945. Group of 40 officers convenes July 1946 for two-year course. Applications should reach BuPers before 1 Mar 1946. Outstanding students from either group may be given an additional year at a civilian institute.

AERONAUTICAL ENGINEERING; POWER PLANTS & STRUCTURES, 3 yrs. (81, USN or USNR). *Eligible:* Regulars: naval aviators, classes of 1940-44 inclusive, or of equivalent education and service, with at least one year sea duty. Reserves: officers of A1 or A2 designations with math qualifications as above, and at least one year sea duty. Group convenes in July 1946. Applications should reach BuPers prior to 1 March 1946. Instruction will be given at Mass. Institute of Technology or Calif. Institute of Technology or Post Graduate School, U. S. Naval Academy.

AERONAUTICAL ENGINEERING; ARMAMENT, 3 yrs. (6, USN). *Eligible:* Regulars: naval aviators, classes of 1940-44, inclusive with at least one year sea duty.

CIVIL ENGINEERING, 2½ yrs. (15, USN). *Eligible:* Regulars: classes of 1943-45 inclusive. Group convenes 2 Jan. 1946. Applications should reach BuPers prior to 10 Oct 1945. Applications should be accompanied by signed agreements that the officer will not resign during the course, and will serve three years in the naval service after completion of the course. Instruction at Rensselaer Polytechnical Institute.

COMMUNICATIONS (APPLIED), 1 yr. (200, USN or USNR). *Eligible:* Regulars: classes of 1941-44 inclusive. Reserves and temporaries: successfully completed courses in math through quadratics as a minimum; be not over 27 as of the convening date of the course; meet physical requirements of general line officer of Regular Navy; have had at least one year sea duty as of 1 Aug 1945 for January 1946 class and as of 1 Feb 1946 for July 1946 class; and have sufficient communications duty to evidence suitability for further training. Group of 100 officers convenes in January 1946. Applications should reach BuPers prior to 1 October 1945. Group of 100 officers convenes July 1946. Applications should reach BuPers before 1 Mar 1946. Courses will be held at Naval Training Center, Harvard.

ELECTRONICS ENGINEERING, 3 yrs. (21 USN, 20 USNR). *Eligible:* Regulars: classes of 1941-43 inclusive, with at least one year sea duty. Reserves and temporaries: math qualifications as above and at least one year sea duty. Group convenes in July 1946. Applications should

reach BuPers prior to 1 Mar 1946. Officers to be selected to include 15 aviators.

GENERAL LINE, 1 yr. (125, USN or USNR). *Eligible:* reserves physically qualified for permanent commission in Regular Navy, age and sea duty as of 1 July 1946 as follows: Maximum age, Lt. Comdr., 34; Lt., 30; Lt. (jg), 28. Minimum sea duty: Lt. Comdr., 4 years; Lt. 2½ years; Lt. (jg), 2 years. Group expected to convene in July 1946. Applications should reach BuPers prior to 1 Mar 1946. COs should carefully indicate by endorsement their judgment on applicants' suitability as to ability and personal qualifications for permanent commission in Regular Navy.

INDUSTRIAL ACCOUNTING, 1 yr. (10, USN) *Eligible:* Regulars: commanders and lieutenant commanders of Supply Corps. Group convenes in September 1946. Applications should reach BuPers before 1 May 1946.

LAW, 3 yrs. (15 USN, 3 USMC). *Eligible:* Regulars: classes of 1939 or 1940, with not less than five years sea duty; Marine Corps officers not above rank of major, with not less than three years service. Location of school not determined.

NAVAL ENGINEERING, 2½-3 yrs. (6 USN, 9 USNR). *Eligible:* Regulars: classes of 1942-44 inclusive, with not less than one year sea duty. Reserves and temporaries: Math qualifications as above with at least one year sea duty. Course convenes in July 1946 for three years. Applications should reach BuPers before 1 Mar 1946. During the first year a small number from each group will be selected for a course in petroleum, metallurgical or chemical engineering. (A class of 18 USNR and 12 USN officers is to convene in Jan. 1945. Applications for this course closed 1 Sept 1945).

NAVAL CONSTRUCTION ENGINEERING, 2½-3 yrs. (32, USN). *Eligible:* Regulars: classes of 1944-45. Course at Massachusetts Institute of Technology. Applications should be accompanied by a signed agreement that the officer will not resign during course, and will serve three years in naval service after completion of course. Officers selected will be assigned engineering duties afloat for a year, and will commence postgraduate training in May 1947. Applications should reach BuPers prior to 1 Mar 1946.

ORDNANCE ENGINEERING, 3 yrs. (48, USN). *Eligible:* Regulars: classes of 1940-44 inclusive, with at least one year sea duty. The officers selected will be divided during the first year at school into groups as follows: Ordnance, Engineering, Physics-Electronics, Sub-Surface Physics-Electronics, Metallurgy, General, Fire Control, Chemical, and Mechanical Engineering Propulsion. Group convenes in July 1946. Applications should reach BuPers prior to 1 Mar 1946.

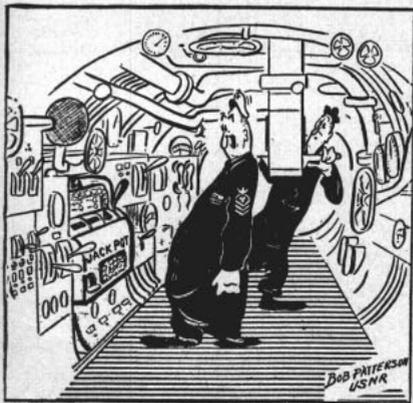
ORDNANCE ENGINEERING (AVIATION), 3 yrs. (12, USN or USNR). *Eligible:* Regulars: aviators of classes 1940-43, inclusive, or of equivalent education and service. Reserves: officers with A1 designation who wish to transfer to the Regular Navy, and who have math qualifications above. Group of 12 officers convenes in July 1946. Applications should reach BuPers prior to 1 Mar 1946.

TEXTILE ENGINEERING, 2 yrs. (2, USN). *Eligible:* Regulars: Lieutenants or below of the Supply Corps. Expected to report in September 1946. Applications should reach BuPers before 1 May 1946. Course to be held at Lowell Textile Institute.

New Medal Authorized For War Service

Designs for a medal to commemorate service in World War II, which was authorized by Public Law 135 of the 79th Congress, are now being considered. It is planned that the medal will go into production in the near future.

It is anticipated that all personnel who served on active duty in the armed services of the United States at any time during the period from 7 Dec 1941 to the date declared as the official termination of hostilities will be eligible.



Hoist (NTC, San Diego)

"Holy smoke, Joe—wait'll the skipper sees this!"

Five \$1,500 Fellowships Offered by Film Company

Five fellowships of \$1,500 each, granted on the basis of a story or play outline, will be awarded to members and veterans of the U. S. armed forces by 20th Century-Fox Film Corp. during the next year.

Intended to help service writers to complete their works, the \$1,500 awards are given in 12 monthly installments of \$100 each, plus two cash payments of \$150.

To be eligible, a service man or woman, or a veteran, must submit an outline of his novel or play, together with at least two sample chapters or scenes.

The award gives the film company an option on movie rights to the completed work, with a possible eventual profit to the author of from \$20,000 to \$70,000, depending on the number of copies his published book sells.

During the past year 20th Century-Fox awarded five fellowships to uniformed authors, three of them to Navy men: Comdr. W. J. Lederer, Jr., USN, for his novel, "A Thing Of Life"; Lt. Martin L. Dibner, USNR, for his novel, "Journey For Jason," and Lt. E. Shippen Geer, USNR, for his novel, "Overture to War." At the time of the awards, Comdr. Lederer was navigator of the USS *Honolulu*, Lt. Dibner was on an aircraft carrier in the Pacific, and Lt. Geer was on active duty with the Pacific Fleet.

The film company has received 6,422

fellowship inquiries from servicemen. Inquiries or manuscripts should be addressed to The Fellowship Awards, 20th Century-Fox Film Corp., 30 Rockefeller Plaza, New York 20, N. Y.

EMIC Benefits Broadened Under New Interpretation

All that is required for eligibility for benefits of the Government's EMIC (emergency maternity and infant care) program is proof that the wife was pregnant while the husband was in one of the four lowest pay grades, under a recent interpretation by the Children's Bureau, U. S. Department of Labor.

Prior to the ruling, wives who failed to apply for EMIC while their husbands were in eligible pay grades, were not entitled to it after their husbands' status was changed by promotion or discharge.

The ruling was retroactive to 1 Jan 1945.

Also made clear now is the fact that widows and their infants are eligible for EMIC, provided, of course, that proof is furnished that pregnancy existed while the husband was in one of the lowest four pay grades.

Under the EMIC program complete maternity care, including medical and hospital service, is provided for wives of all servicemen in the eligible pay grades, and medical and hospital care is available for their infants through the child's first year. Application

forms can be obtained from state or local health departments or from the physician accepting the case.

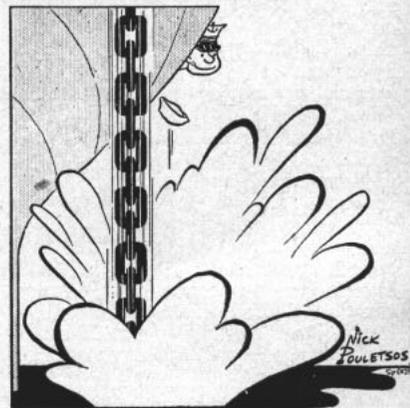
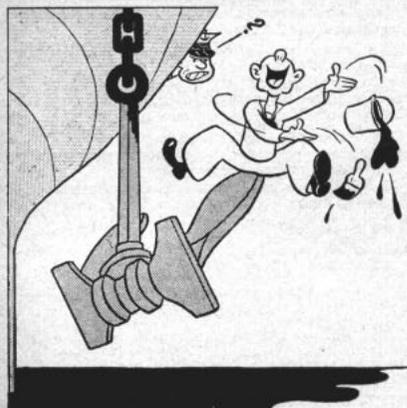
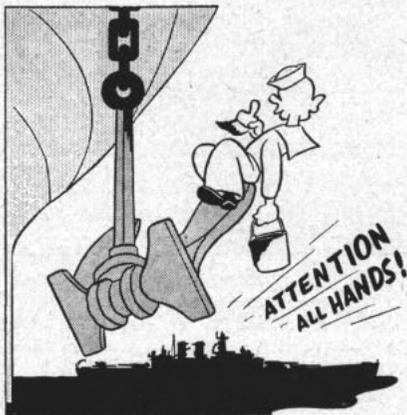
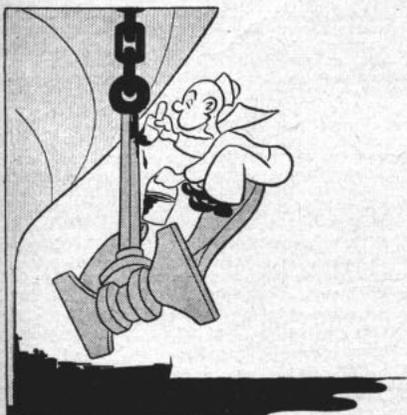
Navy, Western Union Act To Check New Wire Racket

Because an increasing number of persons have been victimized by fraudulent requests for money by telegrams from persons posing as servicemen, naval personnel are urged to inform their parents, wives, relatives and close friends of this and to suggest that they use test questions in reply to any requests for money received from them.

For instance, a man wires his parents asking that they send him \$25 immediately in care of Western Union, San Francisco. To be certain that the telegram is from their son, the parents should include in their answering message some question with which the son (but no stranger) is familiar. The Western Union employees at San Francisco would then ask this test question of the recipient before turning over the money to him.

The accelerated movement of military personnel, particularly through West Coast cities, is expected to bring an increase in fraudulent impersonations of servicemen. Since the degree of identification required rests with the sender, Western Union has been unable to eliminate this condition. The added precaution of test questions should reduce the possibility of fraud.

ALL THUMBS



FANTAIL FORUM

QUESTION: If you had the choice of advance base duty or sea duty, which would you take?

MELVIN E. CRISP, BM2c, Greer, S. C.: "I'll take the sea any old time. Out there you've got no gnats, no flies, no roaches, no mosquitoes, no malaria, no mud, no sand in your eye . . . or your shoes. All the time, on a ship, you've got clean air, clean bunk, clean living quarters. Time goes much faster at sea, too. An advance base is monotonous. On a ship you're always on the go . . . and, don't forget, it might be headed home. You can't say that about an island!"



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ROLAND B. PURCELL, BM1c, Baltimore, Md.: "Well, whaddaya know? This is really somethin' new . . . somebody askin' me what I'd like to do in the Navy. That never happened before. Oh, well, since you've asked me I might as well tell you I'd take duty at an advance base any time over sea duty. For one thing, you can have beer practically any night at a base . . . and all you ever see at sea is foam on the waves."



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RICHARD P. NEWTON, TM2c, Baltimore, Md.: "Guess I'd take sea duty. On a ship you get around plenty and see more and participate in more things. Out at sea you're always on the move. And, you know, there's a certain amount of fun not knowing exactly where you're going from day to day, even though it might be dangerous. And, anyway, Mac, I ask you: What the hell good is a torpedo man on an island?"



What the hell good is a torpedo man on an island?"

WALTER T. JOHNSON, CMoMM, Kensington, Md.: "You can put me down right now for sea duty . . . on any kind of a ship. I don't want any part of those advance bases. Why? Well, Mac, I've just finished about three years of duty at advance bases . . . and I died every minute of every day of boredom. Thirty-two months, and I didn't like one minute of it. Guadalcanal, Gilbert Islands, Marshall Islands, New Zealand—even Hawaii—can't compare with the worst ships in the Navy."



can't compare with the worst ships in the Navy."

FLOYD W. BOOKHULTZ, SF1c, Washington, D. C.: "Personally, I'll take sea duty. Yeah, I know you squawk about the close confinement, the sameness of the food, the regulations and what-all. I've done my share of the squawking, too, I guess. But when you come right down to it, life aboard ship is far better than life at any base or camp. At least you don't get as bored at sea. On a ship you feel like you're really doing something."



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PETER E. KUTGER, BM2c, Harrison, N. J.: "There's no doubt in my mind. I'd take sea duty without thinking the second time. I've spent six years at sea and those six years didn't seem as long as six weeks at some shore station. Yeah, even in the States. At sea, you know you're in the Navy; at a shore station, you don't know whether you're in the infantry or on the WPA. On a ship, you do things when they got to be done; on shore, they keep putting them off."



they keep putting them off."

HARRY W. KUZMESKY, GM1c, Portland, Ore.: "That ain't hard to answer. Sea duty is for me. Yeah, sure I like land . . . American land. But I don't like that land out there in the Pacific. 'Course, I know they've built them up pretty good and there's lots of entertainment arranged, but there's nothing they can do about the rain or the mud or the heat. Sea duty's much better. You get around and you get ashore pretty often . . . and you figure to get home sooner, too."



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ROBERT W. ROETH, BM2c, Baltimore, Md.: "Can I qualify my answer? You see, I'll take shore duty—if I can pick the shore. I don't want any of those Pacific islands, or Alaska, or Iceland, or anything down around the Equator. I want England. Why? Well, I've got a little gal waiting for me over there. If I can't get shore duty in England, then I'll take the sea. It's a good, clean, healthy life and you usually have just enough to do to make the time go real fast."



It's a good, clean, healthy life and you usually have just enough to do to make the time go real fast."

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 often is limited in its reporting and publication of photographs. It 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 intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

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.



PICTURE OF THE MONTH:

KAMIKAZE BLAZE

A KAMIKAZE pilot's join-honorable-ancestor pyre of flaming gasoline and molten metal, an instant after he hit the deck of the USS Intrepid, is this month's Picture of the Month, selected by Capt. Edward Steichen, USNR, Director of the Navy Photographic Institute. The cameraman who photographed this action last November forgot, apparently in excitement, to identify himself.

THINKING ABOUT A CAREER?

NEW UNIFORM
NOW BEING
CONSIDERED



SECURITY

for you and your family is offered by a life in the Navy. Jobs can vanish, businesses fail, stocks go down. The Navy is one future you're SURE of.

GOOD PAY

A financial weekly figured a civilian has to earn \$3,600 a year to be as well off as an apprentice seaman; \$6,000 to equal a CPO. The Navy's "extras" add up.

ACTIVE LIFE

As any old-timer can tell you, the peacetime Navy is a different life—and a great one. Travel, education, long vacations, companionship—they're all yours.

RETIREMENT

A CPO who entered the Navy at age 20 can retire at 50—on \$155.25 a month for life. Few civilians have a future like that.

PUBLIC SERVICE

The U. S. Navy will be guarding the peace of the world—and our own freedom. The man who serves in the Navy will know he is serving his country well.

ANNOUNCING . . . Details of plan for transfer of enlisted men to USN will be found in the Bulletin Board section of this issue of ALL HANDS.