

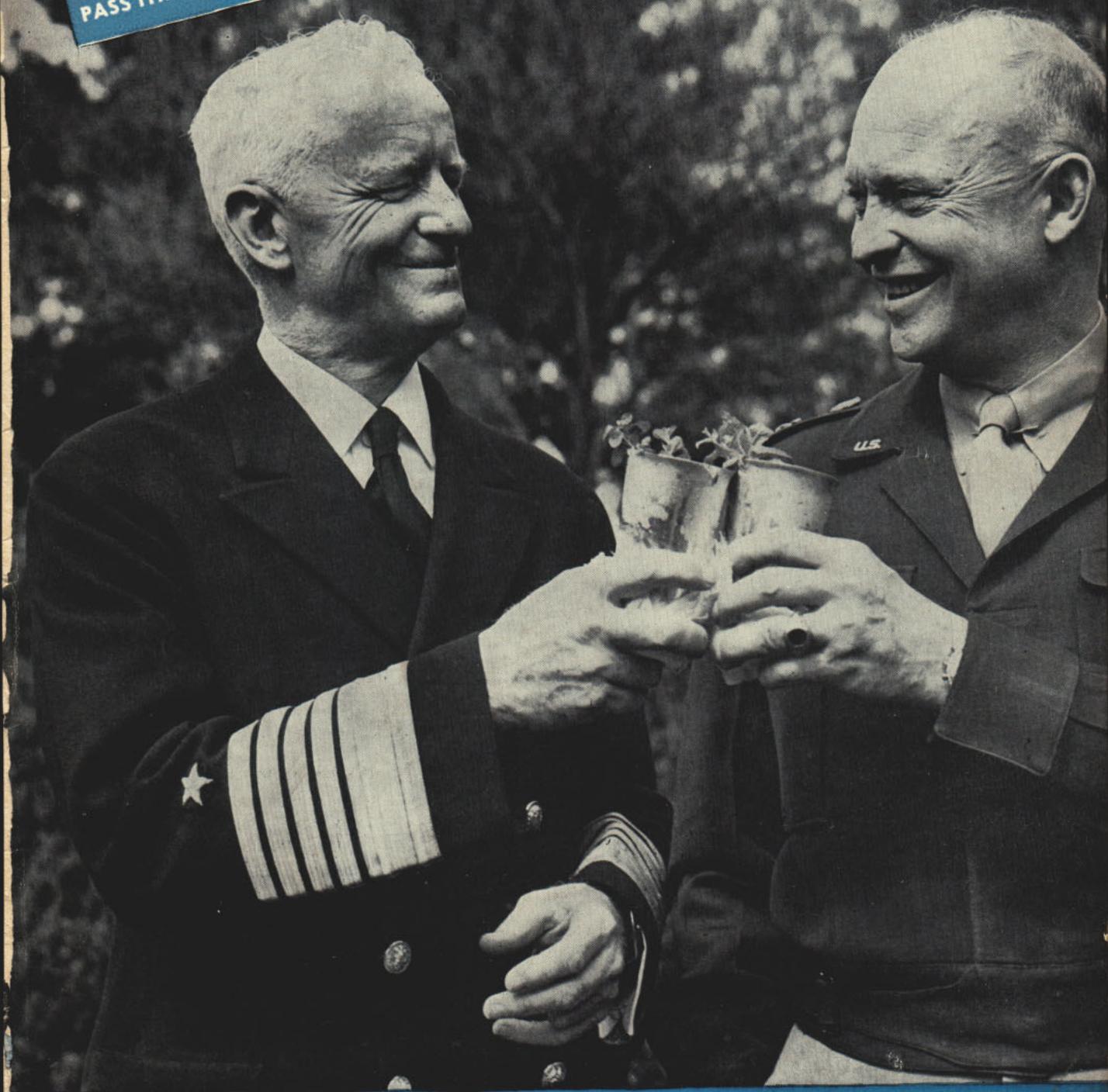
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

MAY 1946

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1946

NAVPERS-O

NUMBER 350

VICE ADMIRAL LOUIS E. DENFELD, USN
The Chief of Naval Personnel
REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Deputy Chief of Naval Personnel

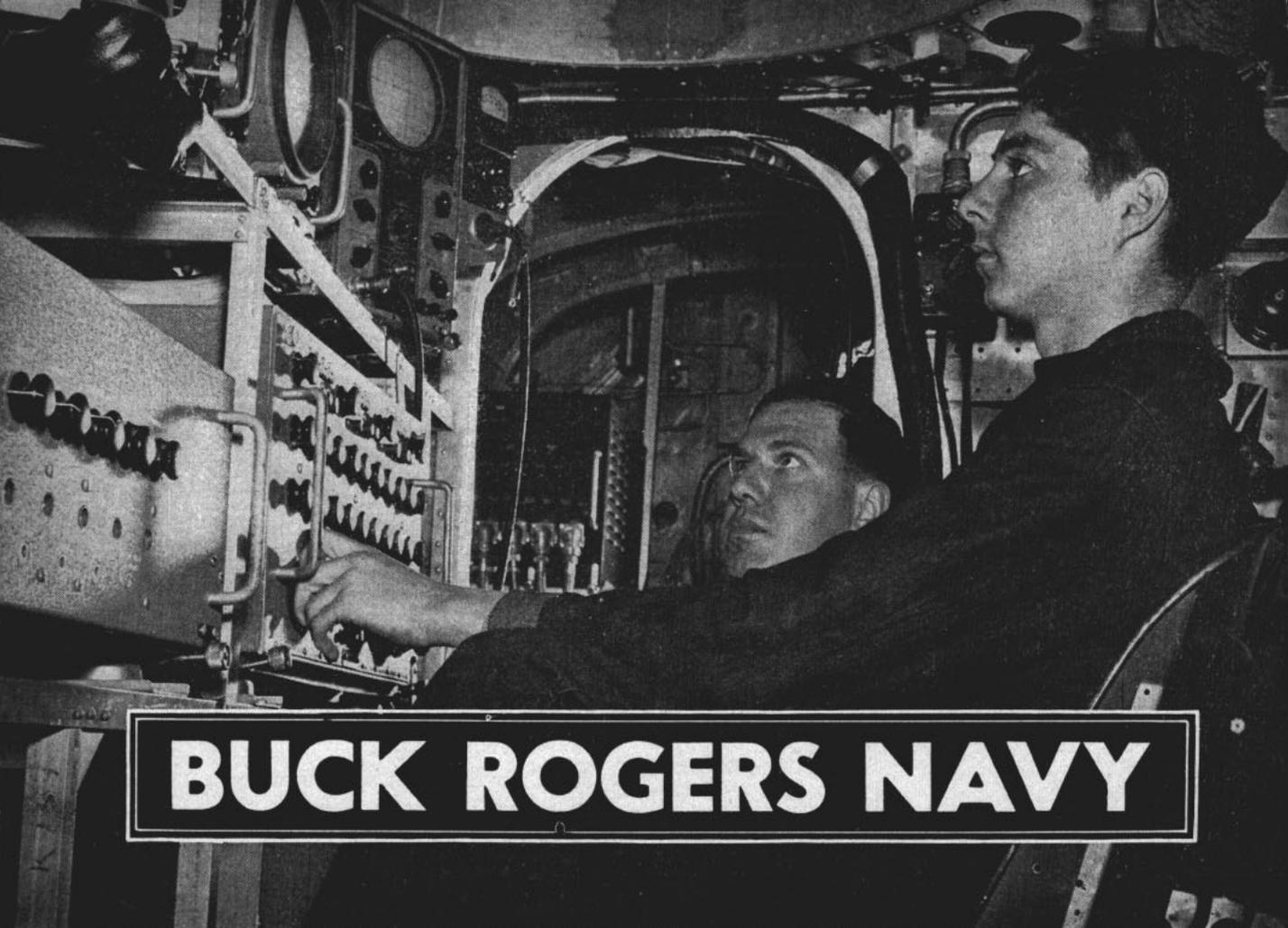
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● FRONT COVER: Fleet Admiral Chester W. Nimitz and General of the Army Dwight D. Eisenhower toast each other after receiving honorary degrees of Doctor of Laws from the University of Richmond at Richmond, Va.

● AT LEFT: Beyond the USS Missouri's 16 inch guns lies the ancient city of Istanbul, Turkey. The Mighty Mo arrived at the Turkish port bearing the body of Mehmet Munir Ertegun, the late Turkish ambassador to the U. S.

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BUCK ROGERS NAVY

Official U. S. Navy photograph

RESEARCH DEVELOPMENTS include airborne television (above), revealed in the demonstration at Anacostia, D.C.

Bombs with Brains . . . Planes Outspeeding Sound . . . Stereoscope Radar . . . A Preview of the Future Navy

CURRENTLY PROBING the almost fantastic push-button world of power and energy which emerged from World War II, the Navy has entered upon the most extensive scientific research program in its history.

Sponsored by the Office of Research and Inventions under direct supervision of the Secretary of the Navy, the program is aimed at keeping the U.S. on the top rung of the scientific ladder with respect to research for peacetime industry as well as war.

It is exploring new vistas destined to create a future "Buck Rogers" Navy featuring such fabulous gear as pilotless planes that televise back to remote control stations blow-by-blow accounts of their progress in flight, 60-knot self-launched torpedoes with "homing" instincts for tracking down dodging targets and three-dimensional radar for viewing scenes stereoscopically.

Lining up the nation's top-notch scientists, the Navy is delving into the

realms of atomic energy, jet propulsion, gas turbines, pilotless aircraft and airborne television. The program is scheduled to cover basic research in chemistry, medical sciences, nuclear physics, electronics, mathematics, geophysics, propulsion and missiles, fluid mechanics and subsurface warfare.

Some of the country's largest universities, industrial laboratories and private research establishments already are working on Navy research contracts. These include investigations on guided bombs, new fuels, study of the atmosphere up to extremely high altitudes and propagation of electromagnetic waves.

The Office of Research and Inventions, guiding the Navy's quest for scientific knowledge, is a relative newcomer. It will be one year old on the 19th of this month. Referred to as the ORI, it is headed by Rear Admiral Harold G. Bowen, USN, chief of research and inventions; Rear Admiral Luis de Florez, USNR, deputy chief, and Capt. M. J. Lawrence, USN, assistant chief.

ORI was formed by amalgamating four existing activities—the Naval Research Laboratory, the Special Devices Division of the Bureau of Aeronautics, the Office of Patents and Inventions and the Office of the Coordinator of Research and Development.

Introduction of the new agency will not put an end to individual research

work carried on continually within the various Navy bureaus. However, ORI will endeavor to coordinate all Navy investigatory work and obtain fresh contributions from academic and industrial contractors throughout the United States.

"It will be the policy of ORI," according to Captain R. D. Conrad, USN, director of ORI's Planning Division, "to promote research, to support the research requirements of other naval activities and to insure that the Navy has at all times as comprehensive and as well-balanced and distributed a research effort as possible within fiscal limitations."

Because the Navy is the world's greatest single consumer of power, ORI is particularly interested in the prospects of harnessing atomic energy for the purpose of driving ships in the future. Under the Atomic Commission and consistent with any international arrangements, and within the sphere of naval uses, the Navy hopes to take the lead for the government in the development of atomic power for industrial uses.

Closer at hand, however, is the revolutionary gas turbine propulsion for ships. Announcement of the Navy's work in this field, heretofore secret, was made recently by Vice Admiral Earle W. Mills, USN, assistant BuShips chief, following a press demonstration

NAVY RESEARCH is aimed at keeping the nation abreast of developments which may threaten a war of atom bombs and 'supersonic planes.'

of an experimental gas turbine model which has been under test at the Naval Engineering Experiment Station at Annapolis, Md., for two years.

The gas turbine operates similar to a steam turbine except that it uses hot air instead of steam to spin the turbine blades. It does away with the installation of boilers, condensers and complicated steam lines. The gas turbine cycle can be operated at much higher temperatures than the practical limitation of 850 degrees fahrenheit now present in steam turbine construction for shipboard use. Weighing less, occupying a smaller space, the employment of the gas turbine would greatly increase the cruising range of Navy ships.

Some engineers already have termed it the fourth prime mover, following the steam engine, the steam turbine and the internal combustion engine. They forecast the eventual use of gas turbine power plants to generate electric power for industrial plants and to serve as propulsion power for planes and locomotives as well as ships.

The experimental model gas turbine, built by Allis-Chalmers and tested by the Navy, has been operating under progressively increasing temperatures. Experimenters plan gradually to boost the temperature to 1500 degrees fahrenheit—the designed maximum for the model. When the new Naval Engineering Experiment Station building is completed in July, all Navy gas turbine research will be centered at Annapolis.

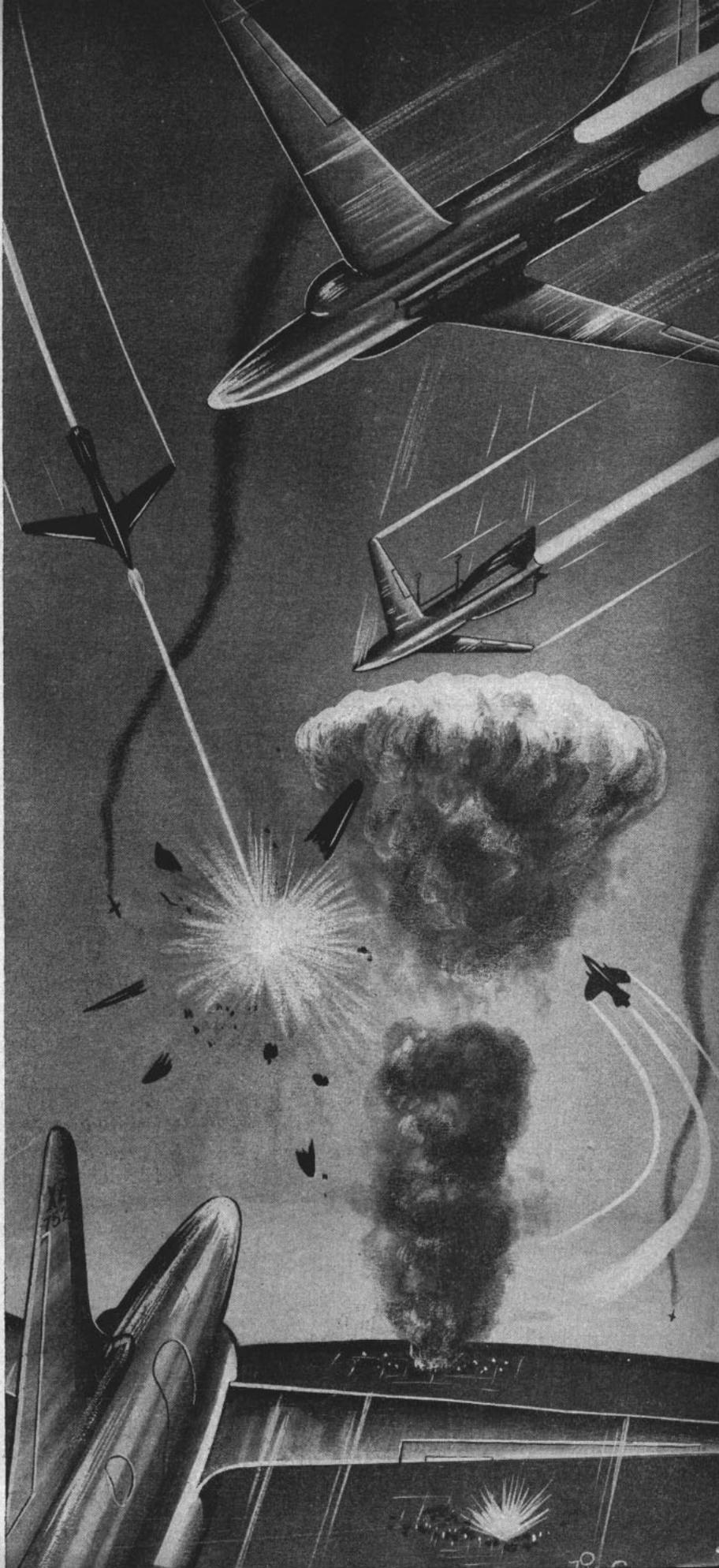
One of the most diabolical weapons to come out of the war was the guided missile. At present it has flowered into a variety of forms, many of which overlap or lead to other fields of weapon development. Ranging from simple gravity-powered steerable bombs to the ocean-crossing jet-powered supersonic atomic bomb carriers, the guided missile is basically one whose trajectory can be controlled after launching.

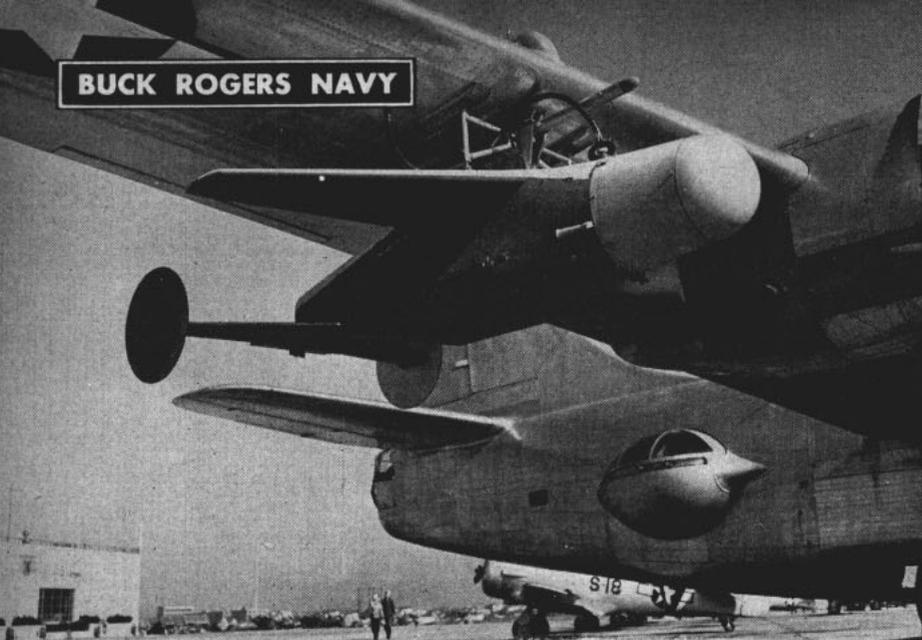
To keep abreast of missile experimentation the Navy program calls for extensive research in supersonic aerodynamics. That leads to wind tunnels. To date U. S. knowledge of flight phenomena above the speed of sound "is pitifully inadequate." Lack of supersonic wind tunnels is one reason why—a good reason.

Tunnels are costly and American scientists have not had much experience with them. The Navy has found a way to remedy this situation. It has dismantled several of the best German supersonic tunnels and is bringing them here for installation.

German scientists, whose ingenuity may prove to be the most valuable item in U.S. reparations from the Reich, will be employed in construction and operation of the imported equipment.

One project is well under way. German research men who once





Official U. S. Navy photograph

RADAR-GUIDED flying bombs, launched by Navy Privateers, sank many tons of shipping toward end of war. Privateers carried 'Bat' under each wing.

worked on nazi V-bombs currently are helping the Navy install a wind tunnel at the Naval Ordnance Laboratory at White Oak, Md. Equipment for this particular tunnel was shipped from Kochel, Germany, late in 1945. Much of it, including the world's largest device for measuring air density by optical means, has never been duplicated outside Germany.

Radically Different

Air flow is radically different in the supersonic realm. New wing sections must be devised. Response to controls differ. Shock waves, interference patterns, thermodynamic phenomena and the effects of shapes of objects are challenging topics for the experimenter. All of the data so laboriously compiled by aerodynamicists must be gathered anew for the supersonic region.

In addition to elaborate wind tunnel equipment the Navy expects to use high-speed research airplanes. Variations are planned which will employ different wing shapes for both turbo-jet and rocket power. Boundary layer control studies, concerned with the characteristics of layers of air forming around projectiles in motion, will be continued.

A plane designed to travel 760 miles per hour, the speed of sound at sea level, is being developed for the Navy by Douglas Aircraft Co., to explore the mysteries of aerodynamics at sonic speeds. A feature of this plane is an elaborate safety mechanism which will eject the cockpit with the pilot in it from the plane in case of need. It was pointed out a pilot could not bail out by conventional means into a 760-mile-per-hour slipstream. Instruments to record flight data at this previously unattained level-flight speed also are being devised for installation in the experimental speedster.

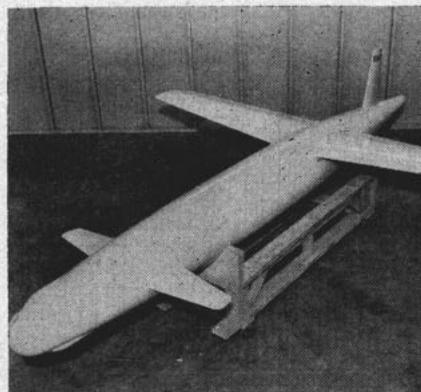
Further investigation into the use of water tunnels as effective mediums for

studying high-speed aerodynamic problems also is being considered. The Germans were enthusiastic about their use for this purpose. However, our initial efforts with water tunnels have not been too promising.

Propulsion research for guided missiles will be centered around turbo-jet engines and more advanced forms of propulsion with emphasis on high-speed flight.

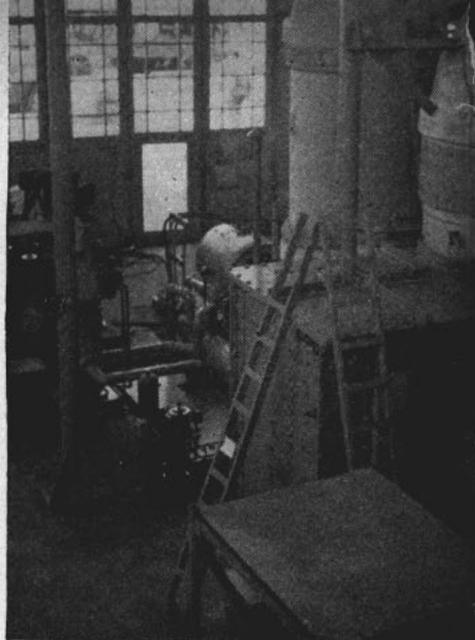
The German V-2 raised the curtain on the possibilities of liquid oxygen-alcohol powered missiles. Although there are no startling improvements for these motors in sight, they may be, in the opinion of Admiral Bowen, the basis for an important weapon.

He pointed out that the best conceivable single-stage liquid-fuel rocket will travel less than 300 miles and arrive with no pay load. By putting wings on the missile, it may be made to glide 500 miles or so. By making a two-stage rocket, that is, using a big



Official U. S. Navy photograph

GORGON, Navy guided missile, carries 100-pound charge 550 miles per hour, driven by rocket power plant.



NEW GAS TURBINE of Navy may increase ships' range greatly. Pilot model.

rocket to carry a smaller one which is touched off when its parent is exhausted, it would be possible to shoot across the Atlantic. That was what the German A-10 was designed to do.

The ram jet, which may be described as an ordinary "buzz bomb" pulse jet without valves, wherein the combustion of fuel is continuous, was on the drawing boards until only recently. We were probably the first nation to launch a successful ram jet. The Navy is devoting further study to this field.

Radar, radio, television, magnetism, various photo-electric and radiation effects can all be used to guide missiles. All guiding systems are primarily electronic, however, and progress in this category of research will be measured by the Navy's success in electronic developments.

Wartime Secret

Actually, some phases of guided missile work are old stuff. Flying bombs, launched from Navy planes and accurately guided by radar to targets miles away, destroyed many tons of Jap shipping during the last year of the war. A closely guarded secret of the war, this early guided missile was appropriately called the "Bat". It was about 12 feet long with a 10-foot wing span and carried an explosive load. Its speed was comparable to that of a plane and its range great enough to allow the mother plane to operate well out of the enemy's longest range antiaircraft fire.

Just as live bats send out short pulses of sound and guide themselves by the echo, the flying bomb was directed by the radar echoes from its target. Any evasive maneuvers of the target ship were promptly followed by the weapon. The Navy is working on improvements of the Bat which,



Official U. S. Navy photograph

above, was demonstrated at Annapolis experiment station during recent tests.

among other things, was unable to distinguish between friend or foe after once being launched.

World War II established the art of rocketry in modern warfare. Today the Navy is developing larger caliber rocket ordnance.

ORI is conducting a long range investigation of the physics of the upper atmosphere by means of rockets. Initial work on this program is now being done by various interested naval activities through the medium of the V-2 firings by the Army at White Sands Proving Ground, Las Cruces, N. M.

In order to continue research of the upper atmosphere upon completion of the V-2 firings toward the end of this year, ORI contracts are being negotiated to provide rocket vehicles of two types which should be available by early 1947. It is expected that altitudes of 300,000 and 500,000 feet will be reached with these rockets. Instruments for measuring the physical properties of the upper strata, the spectrum of the sun and other phenomena are now under design at various government and university laboratories.

Research into methods for obtaining increased gun muzzle velocities is being pursued. Rewards will be attractive in this field, since the probability of hitting an airplane varies inversely as the cube of the time of flight. In simpler terms, if an antiaircraft projectile could go twice as fast, it would have eight times the chance of hitting its target. In addition, it is pointed out that high-velocity projectiles are also better armor penetrators, since the kinetic energy goes up as the square of the velocity.

In 1943 the Germans first employed an acoustic homing torpedo which followed the noise generated by the pro-



Official U. S. Navy photograph

GERMAN TECHNICIANS take pressure readings in supersonic wind tunnel experiments such as led to V-2 bomb. U. S. Navy now possesses this tunnel.

pellers of our ships. Today the Navy not only has similar torpedoes ready but has gone even further in developing sophisticated self-controlled high-speed torpedoes. Eventual refinement of the hydrogen-peroxide drive developed by the Germans will advance torpedo speed to 60 knots.

Discussing advances in Navy radar detection, Admiral Bowen pointed out that several techniques have been suggested whereby it should be possible by rapid successive presentations from two slightly separated points of view to present the scene stereoscopically on the radar screen. Accomplishments here await basic improvements in short-wave-length radar with highly directional antennae suitable for rapid scanning, he said.

"By this means it should be possible for aircraft to land in darkness or fog just as well as they now can in clear daylight, and without depending upon any assistance from installations on the ground. This will also enable air-

craft to avoid buildings, trees, mountains or other obstructions, which they might fly into in darkness or fog.

"With suitable stereoscopic projected lines on the presentation screen, it should be possible for accurate strafing or low-level bombing to be done by means of a finger which points out the trajectory and point of impact. For example, fighters armed with guns, rockets or bombs could sweep over an enemy country at night and pick out enemy installations or traffic and destroy them regardless of weather visibility conditions."

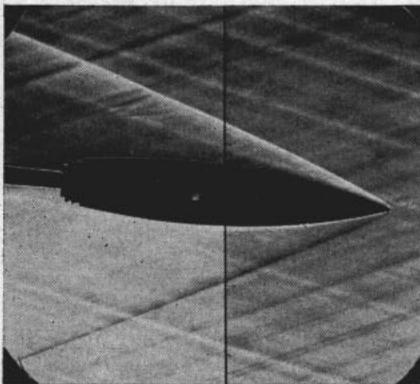
Communications Tests

Experimentation in the communications world will be another important phase of the Navy's research job. It is believed that as a result of technical advances in related fields, especially radar, we are probably on the verge of a military communication revolution.

"One can foresee a system utilizing micro-wave techniques which, with the operation simplicity of a dial telephone, will allow choice of any one of possibly 3,000 circuits with individual recognition and relative communication privacy," Admiral Bowen said.

Research in pilotless aircraft by BuAer has led to an eerie assortment of flying robots ranging from small target drones to ghost Hellcats. Latest developments, which are continually undergoing changes, reveal the almost limitless future possibilities in the field of pilotless aircraft.

One of the Navy's fastest robot planes is the KSD-1. It is 10 feet long with an eight and one half foot wingspan. By means of "ruddervators" it can be steered toward its target by radio or coincidence sighting on a flare in its tail. Jet propulsion hurls the plane and its 1000-pound



Official U. S. Navy photograph

NAZIS STUDIED behavior of various-shaped projectiles in supersonic wind tunnel. Note conical shock waves.



Official U. S. Navy photographs

TELEVISION CAMERA in waist of Navy Marauder. Device promises to revolutionize combat reconnaissance.

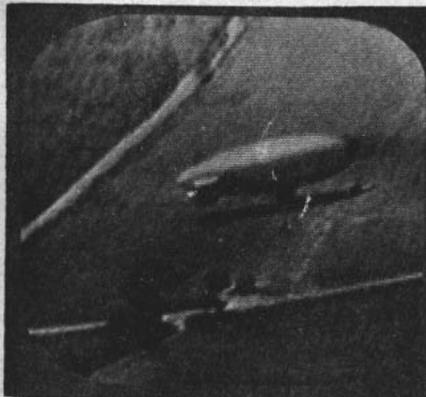
explosive cargo at speeds up to 700 miles per hour.

The KA2N-1 developed by the Naval Air Modification Unit is a 16-foot plane with an 11-foot wing at the rear where a 100-pound charge is held. It attains a speed of 500 miles per hour, is radio-controlled from a parent plane and has television in its nose for guiding.

Another NAMU product, the KAN-1, is a four-winged aircraft shaped like a rocket. A standard 100-pound bomb with a VT fuse is located in its nose. Designed as a Navy counter-weapon for use against kamikaze or baka bombs, it is rocket powered, has a gyro which keeps it from rolling and is steered to its target by radio.

The KGW-1 is similar to the German V-1 robot bomb but the Navy has added radio control and radar for steering and tracking.

War-weary Hellcats are now transformed into pilotless target planes.



TELEVIZED from altitude of 1000 feet, here is how moored blimp looked at a receiver eight miles away.

Ten radio channels are employed in guiding them. In addition the Navy is planning to convert 100 F6F-3's into drones to further its study of pilotless aircraft. Experimentation along similar lines is being made with P-39s which are provided with all electric controls, armor plate to protect instruments from hits and a new automatic pilot to permit greater maneuverability of the plane in the air.

The target drone program, which is only a small segment of BuAer's present work with pilotless planes, began with experimentation in 1924.

Today BuAer presents such targets as the KDN-1, a jet drone which can provide simulated attacks at speeds greater than 425 miles per hour in level flight.

This spring the latest airborne television equipment developed for military use was demonstrated at Anacostia Naval Air Station at Washington, D. C. The equipment is divided into two classifications. "Ring" and "Bloc" television. The first is so named because it employs a special radio-electronic camera that can be moved with the freedom of an ordinary newsreel camera.

Ring television is the most powerful of airborne equipment having a range of more than 200 miles when broadcasting at an altitude of 15,000 feet. It is carried in a Martin JM-1 airplane, powered with Wright engines which maintain an average cruising speed of 200 miles per hour. Two cameras are carried, one in the nose bombardier nacelle and one in the waist of the fuselage.

Ring television heralds a new era of combat reconnaissance because it can flash battle actions back to central headquarters, where COs previously have been forced to rely upon verbal reports to determine the course of action to be taken. For example, an entire beachhead could be relayed by television to show the actual scene of battle to the officers controlling the attack strategy.

Bloc television is a lighter short-range type of gear. The camera is fixed in the nose of a Beechcraft JRB airplane. Images are transmitted from 15 to 20 miles. It would prove handy for advanced field operations.

The military television developments have been the result of joint efforts of BuShips, BuAer and the Research and Development Laboratory of the Radio Corp. of America in conjunction with the National Broadcasting Co.

The mounting array of wonder devices now under development is an indication of what lies ahead in scientific research. We can never be absolutely certain what other nations are cooking up in their laboratories but as long as the new Navy research is maintained we will have the satisfaction of knowing that whatever the innovation we are probably out in front in its development.

DRYDOCK FISHING

THEY TELL us there's nothing quite so funny as the drydock fishing at Pearl. That's right—drydock fishing.

When a ship goes into drydock to be painted or repaired, hundreds of fish are trapped at the outlet grating as the water is drained out. They are very exotic fish—ukus, uluas, opelu, opakapaka, akule, amaama, and even the tiny humuhumunukunuuapuaas, which are not quite as long as their names. They are also very slippery fish, but it doesn't do them any good.

Anyhow, if you can picture a crew of Hawaiians, Filipinos, Chinese, Portuguese and sailors from whatever ship happens to be in drydock at the moment, all madly scrambling about in the receding waters of the drydock and trying to "catch" the frenzied fish with baseball bats, hooks, knives, nets, rods, sticks, and maybe even a Junior G-Man badge, while crowds atop the dock, 60 feet up, shout encouragement and instructions, you can get an idea of what goes on.

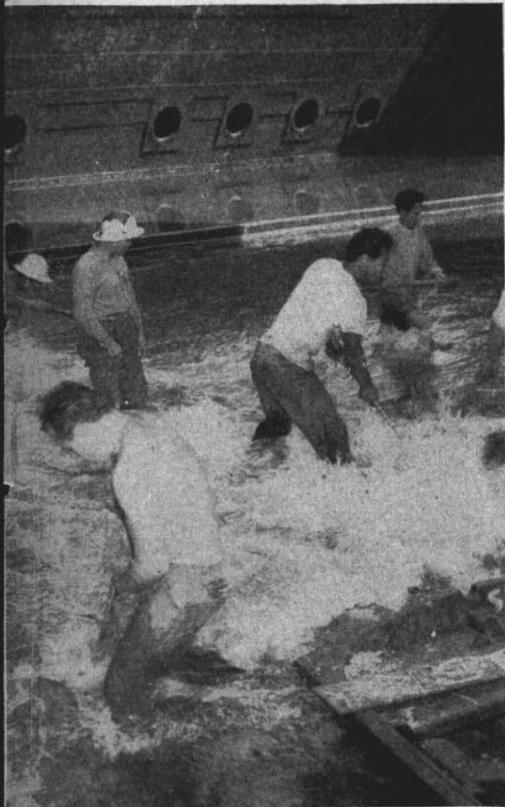
The record catch so far in one of the Navy Yard docks was more than 500 fish. The largest, a ulua or giant pompano, weighed nearly 70 pounds, and was caught by a husky Hawaiian who dived into shallow water, tackled the fish, and hung on for dear life. Fish, incidentally, bring 40 cents to \$1 a pound on Oahu.

The drydock rowboats are tied close to the side of the dock, near the outlet grating, and the fish are tossed into the boats as fast as they are caught. Some of the "fishermen" toss their catches into boxes, or dry corners of the drydock and go running back into the contest.

When the water has reached the level at which the bottom can be seen by the spectators atop the drydock, the fun begins. The kibitzers shout down to the men, telling them where the fish are running in schools or singly, and the chase is on. As the water gets lower, the fish become more frantic, and so do their pursuers. Men fall flat on their faces in the water and mud as the melee reaches its climax, but no one seems to mind—except, perhaps, the fish who are in the way.

The fish caught usually weigh one to four pounds each. They are so slippery that it is difficult to catch them by hand. Usually, the fisherman just jumps on top of his fish and scoops it up as best he can.

Just to keep the record straight, this is not a variety of piscatorial boondoggling. The fish have to be cleared out anyway, the men who do it are regularly assigned to crews which remove debris, and the crowds are allowed to congregate for cheering purposes only during lunch hours.



PEARL HARBOR drydock workers using dip nets and dragnets to capture elusive fish trapped when drydock is drained. With fish selling from 40c to \$1 a pound on Oahu, it is profitable sideline for the shipyard workers. Official U. S. Navy photographs



FLOUNDERING FISH can be seen at the open grating in the lower right hand corner of picture on left. The workers are unmindful of the wetting they take as they gambol about for the prize fish at 60 feet below sea level.

'WITHOUT TRACE'

Mystery Shroud Blankets Five U.S. Surface Ships That Fought Early 1942 Battles and Disappeared; No Survivors are Found

"To date no further information has been received . . . [and] . . . in view of the length of time that has elapsed I am reluctantly forced to the conclusion that [all hands are] deceased."

THUS THE Secretary of Navy recently closed the books on three warships which disappeared without trace in the terrible aftermath of the tragic Battle of the Java Sea early in World War II when a handful of Allied ships fought valiantly to stem the tide of Japanese aggression.

And thus the names of the destroyers *Edsall* and *Pillsbury* and the gunboat *Asheville* were added to the list of "mysteriously missing" ships of World War II, bringing to five the number of American surface vessels classified only as "presumed lost." Besides the *Edsall*, *Pillsbury* and *Asheville*, the missing surface ships are the destroyer *Jarvis* and the Q-ship

Atik. All disappeared in 1942, four of them in March of that year.

Little or nothing is known of the actual fate of the *Edsall*, *Pillsbury*, *Jarvis* and *Atik*. Only through second-hand reports have Navy investigators pieced together what probably happened to the *Asheville*.

It is possible the same fate that befell the *Asheville* also may have befallen the *Edsall* and *Pillsbury* for all three disappeared in the same general area about the same time. Too, a pretty good guess about what happened to the *Jarvis* and *Atik* can be made on the basis of their last reports. However, the fact remains all five ships disappeared without trace, creating enough uncertainty among Navy investigators that the crews of the lost ships were continued from year to year in a "missing in action" status. Now that the war is over and all known (and a lot of "unknown"—i.e. those never reported through International Red Cross) prisoners of war have been accounted for, the Navy has given up official hope of ever finding any survivor of the five ships.

Early 1942 was a bad time for the Allies, especially in the Pacific. The United States Asiatic Fleet, including the *Pillsbury*, *Edsall* and *Asheville*, had been pushed from the Philippines. The British defense of Malay and Singapore was collapsing. The Japs had swept on south with landings on Sumatra, Borneo, Celebes and New Guinea, thus sealing off the Java-based Allied naval units. The pincers were pressing closer and the enemy was poised for the knockout blow, probably through Makassar Strait or Molucca Passage. This was the background for the first major naval engagement between Allied naval units and the Japanese. The engagement took place off Balikpapan in Makassar Strait and was an Allied success, mainly as a result of the daring torpedo attack of four over-age, flush-deck, four-stack American destroyers, sisters of the *Pillsbury* and *Edsall*. But the success was short-lived, for the Japanese immediately began massing their invasion forces anew. Again the Allied units struck, this time in Madoera Strait, but before they got in their punches they were attacked by Jap planes which succeeded in routing the valiant Allied fleet.

The inexorable Jap advance continued, bringing enemy invasion forces to Bali, next door to Java. Again the Allied fleet including the *Pillsbury* dashed forth, engaged the enemy in Badoeng Strait on 19-20 February and threw the Japs into confusion.

Still the Jap tide eddied closer, threatening to engulf our forces in Java. Although the situation was desperate it was believed Java could be saved if enough fighter planes could be based on the Dutch island. The America aircraft tender *Langley* with 32 fighter planes aboard was diverted from a Ceylon-bound convoy and ordered to Tjilatjap on Java's south coast.

Thus began the end for the *Edsall*. The *Edsall* and a sister destroyer, the



Whipple, were ordered to meet the *Langley* and escort her to Tjilatjap. The destroyers met the *Langley* on 27 February—a clear bright day. Shortly before noon enemy aircraft appeared and a moment later the *Langley* was under attack. Five direct hits and three near hits rocked the aircraft tender. Stubborn fires flared. Despite the efforts of the crew it was necessary to order the ship abandoned.

Langley survivors were quickly gathered by the *Edsall* and the *Whipple* after which they cleared the area.

Meanwhile to the north, the Battle of the Java Sea was getting underway as the Allied naval forces made their final stand against a superior number. The *Edsall* and *Whipple* were needed in this final defense of Java. They were ordered immediately to Christmas Island, south of Java, where the *Langley* survivors were to be transferred to the oiler *Pecos*. The three ships met in the forenoon of 28 February and were in the process of arranging the transfer when Japanese planes appeared. The three ships scattered, racing into a rain squall, later rendezvousing at sea where the transfer of survivors was effected early on 1 March. The destroyers then departed for Java and the *Pecos* set course for Fremantle, Australia. This was the last time the *Edsall* was reported seen.

The *Pecos*' voyage was ill-fated. Shortly before noon she was again attacked by enemy planes. In a violent three-hour battle, the *Pecos* took many hits. At 1530 the order was given to abandon ship. A distress signal was sent out. Although the *Pecos*' radio



CRIPPLED by a torpedo, the *Jarvis* disappeared en route to Noumea.



had been jarred out of frequency, the *Whipple* picked up the message and headed back to aid the sinking oiler, arriving at 2000.

It is from survivors of the *Pecos*' sinking that the Navy has received final indications as to the *Edsall*'s fate.

The *Edsall*, after leaving the *Pecos* and the Christmas Island area early in the morning of 1 March, had requested instructions regarding landing at Tjilatjap. This was shortly after 1600, less than an hour after the *Pecos* had gone under southeast of Christmas and less than an hour after the *Asheville* and the *Pillsbury* had departed Tjilatjap. The *Edsall*'s message, the last word ever heard from her, was answered with instructions to stand off the harbor until dawn the next day because of the presence of enemy forces. At the time of the *Edsall*'s request, the situation at Tjilatjap was frantic. The Battle of the Java Sea had ended in tragedy. Allied ships that had survived the battle and those elsewhere in the Java area had been ordered to retire to Australia. Among those ships were the *Asheville* and *Pillsbury*. Their departure and a hint as to what happened to them is recorded in the log of the destroyer *Parrott* which followed the two ships out of Tjilatjap harbor. According to the log's 1 March entries:

"At 1448 USS *Asheville* underway and standing out of harbor.

"1507 USS *Pillsbury* underway and standing off.

"1546 underway from anchorage in Tjilatjap.

"1740 sighted Japanese observation craft."

It may be that the *Pillsbury* and the *Asheville* suffered the same fate as the *Edsall*. The *Edsall* had last reported herself south of Tjilatjap shortly after 1600. The *Pillsbury* and *Asheville* had headed south out of Tjilatjap about 1500. Enemy planes were in the area, having sunk the *Pecos*. A strong Jap surface force divided into two groups was known to be in the area. It was also known an enemy carrier was operating south of Java. Then too, the *Parrott* had sighted the Jap observation plane which may have been the forerunner of an enemy attack.

At any rate, survivors of the *Pecos*' sinking who had been picked up by the *Whipple* reported that while they were in the water—from about 1530 to about 2000—they felt concussions (such as would come from naval gunfire or exploding bombs) from the northeast—the direction in which the *Edsall* had departed and the area the *Asheville* and *Pillsbury* might conceivably have reached by that time.

Beyond that, the best—and only—evidence as to what happened to the *Asheville* after it left Tjilatjap came to light after the liberation of naval personnel held by the Japs. From the liberated prisoners, Navy investigators learned there apparently was one survivor of the sinking of the *Asheville*. He was identified as Fred Louis Brown, F2c, who told fellow prisoners at Makassar, Celebes, in the East Indies, that the *Asheville* was sunk 300 miles south of Java by enemy surface units, adding that after the gunboat went under three Jap destroyers came alongside survivors but only one ship threw out a rescue line. Brown said he grabbed the line and was hauled

SURVIVORS of the *Pecos*, adrift in the sea south of Tjilatjap, felt concussions which may have been caused by Japanese gunfire sinking the *Edsall*.

aboard after which the destroyers departed, leaving the other survivors in the water.

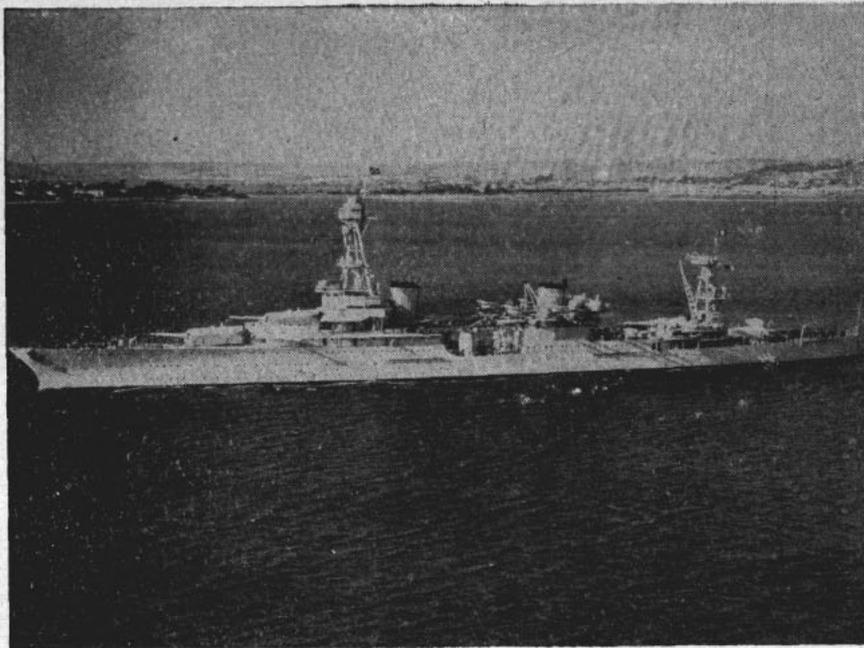
Brown said he was later transferred to a captured Dutch hospital ship and brought to Makassar. According to liberated prisoners, Brown made no mention of having seen the *Pillsbury* or *Edsall*. Brown died at Makassar in March, 1945.

It was on this basis that the cases of the *Edsall*, *Pillsbury* and *Asheville* were closed recently. The fate of the *Jarvis* and the *Atik* is a little more certain, a little easier to trace.

The story of the *Jarvis* began with the initial landings on Guadalcanal on 7 Aug 1942. At noon the following day the enemy launched a desperate, frantic attack to break the American toehold. About 40 Jap torpedo planes unleashed a low-level attack on our transport group and screening force deployed between Guadalcanal and Florida Island.

At the height of the attack the *Jarvis* was struck by a torpedo forward on the starboard side. Crippled, the *Jarvis* was towed toward Guadalcanal where she backed into shallow water east of Lunga Point.

At 1730, the *Jarvis* was ordered to proceed to Noumea, New Caledonia, for repairs. The crippled destroyer was to be escorted by the USS *Hovey* but the two ships never made contact and the *Jarvis* headed toward Noumea



Official U. S. Navy photograph

USS HOUSTON, shown in a prewar photograph, was sunk off Java, but not until she had fought one of the most heroic actions in American naval history.

unescorted and under her own power, such as it was.

At 0250 the next morning the destroyer *Blue* sighted the *Jarvis* rounding Cape Esperance, Guadalcanal. The *Blue*, whose commander later reported the *Jarvis* was steaming at about eight knots leaving a pronounced oil slick, trailed the destroyer until 0325. At that time, the *Blue's* commander reported, the sky was becoming overcast and a storm was brewing.

Based on Navy investigations, this was the last time the *Jarvis* was seen by Allied forces but the presence of enemy planes and a mounting storm, coupled with the fact the *Jarvis* was crippled and an easy target, seems to indicate the fate of the destroyer.

The story of the *Atik* stems from the Battle of the Atlantic during its early stages when the Allies suffered heavy losses at the hands of German U-boats. To meet this threat to the lifeline to Britain and Russia the United States brought forth many antisubmarine devices including the Q-ships, a special-purpose naval vessel which the German High Command later termed "a heavily armed ship disguised as an unarmed vessel."

On 26 Mar 1942, radio monitors on the Atlantic coast heard a distress signal from the *Atik*, three days out of Norfolk on a shakedown cruise. A 328-foot converted merchantman, the *Atik* reported it was burning but not seriously. It did not give the reason for the fire. Two minutes later, the *Atik* radioed she had been torpedoed and required assistance. She gave her position as 300 miles east by south of Norfolk. It was the last word ever received from the *Atik*.

A Coast Guard cargo ship, the USS *Asterion* rushed to the rescue but when it reached the position indicated no trace of the *Atik* and no survivors could be found. The following morning an Army bomber, the destroyer *Noa*

and the ocean tug *Sagamore* joined the search. Heavy seas forced the tug to return to port but the search continued until 30 March when wreckage was sighted about 10 miles south of the position originally reported by the *Atik*.

It seems probable the *Atik* was sunk by a U-boat and bearing out that assumption was a Berlin broadcast on 9 April which reported a submarine had sunk a "Q-boat" off the American Atlantic coast "only after a bitter battle."

According to the Berlin broadcast, the Q-boat was of 3,000 tons and was sunk by a torpedo after a battle "fought partly on the surface with artillery and partly beneath the water with bombs and torpedoes."

Prior to Japan's surrender, the *Edsall*, *Pillsbury* and *Asheville* were not the only ships "mysteriously missing" in those tragic days following the Battle of Java Sea. It was only after the liberation of 260 secretly-held survivors of the cruiser *Houston* that the fate of their ship was learned.

The story of the *Houston's* heroic fight against overwhelming odds in Sunda Strait off Java on 1 March 1942 is one of the most dramatic action reports of the war. When loss of the cruiser was announced, 1,000 young men of *Houston*, Tex., volunteered to man a new *Houston* and individuals raised more than double the amount needed for a new ship.

The *Houston* along with the Australian cruiser *Perth* had departed Tanjoeng Priok, Batavia, after dark on 28 February with the intention of slipping through Sunda Strait at the west end of Java. Her crew was near exhaustion, having been at battle stations almost continuously for four days.

Shortly after 2300 the *Houston* sent out a dispatch reporting two large

enemy ships had been contacted. The message was the last heard from the *Houston* until more than three years later when survivors of her original complement of 882 men were liberated.

The story of the last hours of the *Houston* as related by survivors is one of the greatest accounts of heroism in modern naval history. It is the story of a ship greatly outnumbered but not beaten.

The *Houston's* crew, red-eyed and weary, were proud of their ship and their skipper, Capt. Albert H. Rooks, USN, and were anxious to strike the enemy.

Aerial reconnaissance had indicated the way for the two cruisers was clear through Sunda Strait. About 2315 on 28 February, however, two heavy enemy ships were encountered.

Opening fire simultaneously with the enemy, the *Houston* and *Perth* altered their course northward. They found nine more enemy ships blocking their way, so they made a wide circle back toward Bantam Bay.

Here were several enemy transports and escort vessels, close inshore. The escorts dashed out to cut off the cruisers from the east.

Now the *Houston* and *Perth* were surrounded by a Jap task force of at least 5 cruisers, 11 destroyers and several motor torpedo boats and transports: outgunned and outnumbered—but not beaten.

In a bitter 90-minute battle, the *Perth* went down.

Then the real epic of the *Houston* began.

Hopelessly hemmed in, she fought every possible gun through the darkness off Java. Enemy aircraft had joined the assault on the cruiser and motor torpedo boats closed in.

According to the *Houston's* gunnery officer: "The fight developed into a melee with the *Houston* engaging targets on all sides at various ranges."

Japanese destroyers made strikes in groups of threes or fours. The *Houston* set the leading Jap destroyer afire with her guns. She dodged successfully until about midnight, when her forecastle was hit, illuminating her.

Shells and torpedoes hit her several times in rapid succession. In attempting to better illuminate the *Houston*, the Japs spotlighted their own transports and a "large" warship.

Turning her batteries on these ships, the *Houston* forced four of them to beach. One survivor said he saw the large warship on her side and sinking.

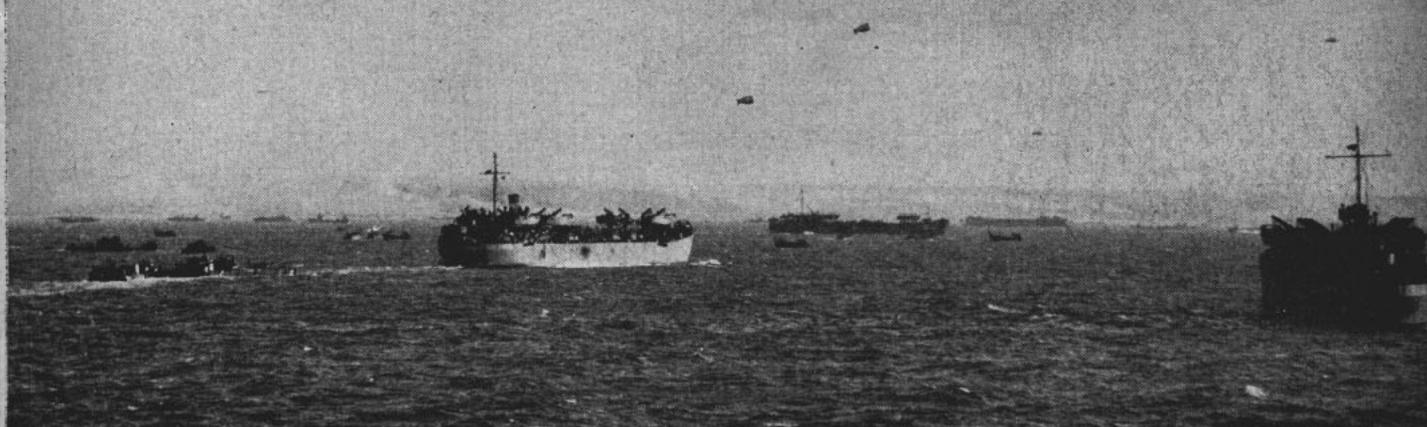
By 0030 the *Houston* had only one main turret firing, with ammunition available only in the hoists. Her five-inch and AA guns continued the battle, however, splintering a motor torpedo boat. Capt. Rooks gave the order to abandon ship but he was killed by enemy fire before the order was carried out.

The order was repeated by the executive officer, Comdr. David W. Roberts, USN, who also died with the ship.

The *Houston* slipped beneath the surface at 0045.

As History Will See It

THE NAVY'S VICTORY IN EUROPE



Official U. S. Navy photograph

OBJECTIVE FRANCE, a huge invasion armada moves toward the Normandy invasion coast—seapower in action.

A Year's Perspective Now Makes Apparent Seapower's Place in the Historic Defeat of Hitler's Land Armies

WHEN THE LAST GERMAN threw down his gun in Europe one year ago this month—on 8 May 1945—the Navy heard about it with considerable satisfaction, engaged though it was elsewhere in the world and especially down at Okinawa.

At the time, the reason for the Navy's satisfaction could not be completely told or even properly emphasized. In the perspective of the final tank and infantry push into Germany and the Allied armies' clean-up that shredded the Nazi armies to bits, the emphasis was on the military. Even more important, the full scope of the Navy's role could not be divulged then because there was still a war to win in the Pacific. Security kept secret the Navy's part in the victory in Europe.

Now, however, a year after the event, the outline of that Navy role in bringing about V-E Day is much clearer—and much bigger—in the new perspective. And with V-J Day achieved as well, so that security has been largely lifted, even the details are filling in to build substance to that outline.

What the world knows now—as the Navy knew then—is that the Allies could not have stayed in the war in Europe—much less have won it, without the seapower of the United States Navy, and that, throughout, the Navy was a major element in the land-sea-air team that first disposed of Mussolini and then effected the nazis' doom.

The Navy's contributions, with those of other Allied navies, included:

- Winning the Battle of the Atlantic by antisubmarine warfare against an underseas menace that could have kept the Allies helplessly unable to bring their productive might against the enemy. (See p. 15 for a detailed account.)

- Delivering across the Atlantic to the bases in England, North Africa, and finally the Continent itself, the men and materiel necessary to force the unconditional surrender on land.

- Bringing right to the beaches the men and materiel who were invading first North Africa, then Italy and finally France—and standing fast to provide the necessary support.

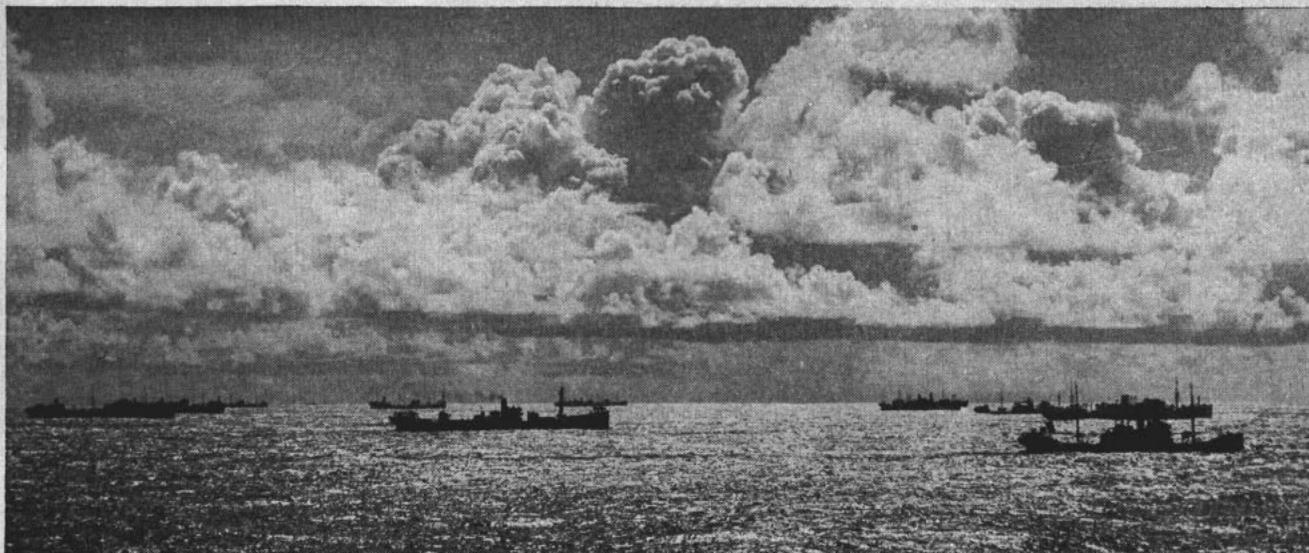
- Enforcing a blockade of the Continent to keep Germany from regaining the strength it ebbed away in battle and air raids.

On this outline, the actions and the statistics build the story now becoming familiar. While the air forces pulverized the foe and the infantry forced the final surrender, the Navy made it possible.

How important the Navy was, however, can also be seen now from another approach—that of the enemy. They recognize now that their own misconception of the part played by seapower was one of their biggest pieces of grave-digging.

Adolf Hitler personally took a dim view of the sea. The German navy had little influence either with the supreme military command or the supreme political command. A dozen high German naval officers, interrogated after the war, agreed that Hitler, his political advisers and even his high command "did not understand the sea." One of these officers said that one of the main reasons for Germany's defeat—probably the greatest among many errors made—was that Hitler, an "inlander," underrated sea power. Another said that the German high command, "consisting mainly of army officers," did not realize the overwhelming importance of sea power and naval warfare in the war. They thought predominantly in terms of land fighting.

The Germans laid the loss of the U-boat war to American technical advances and to widespread air patrol over the seas. U.S. search instruments left German developments far behind, so far that the enemy had not begun to shave the margin even with the end of the war. One German officer expressed the belief that the Nazi navy and air force made a serious mistake in trying to get along with small technical staffs,



OVER SUB-INFESTED SEAS Navy-protected convoys carried vitally-needed men and material to the battlefields. Official U. S. Navy photograph



LYING IN CLOSE, ships like the heavy cruiser Augusta pounded French coast with their guns in support of troops. Official U. S. Navy photograph



LANDING CRAFT of the Navy delivered men and weapons to the very soil of Hitler Europe to support invasion. Official U. S. Navy photograph

instead of using the great German scientific potentials.

American scientific advances, with Navy surface craft, carrier-based and land-based aircraft, made up a quadruple front which won the Battle of the Atlantic. British and American forces sank 698 German and 72 Italian submarines. Less than one out of every 1,000 ships in convoy, escorted by the Atlantic Fleet, was sunk in the European war. Of 17,707 ships escorted by units of the Atlantic Fleet from 7 Dec 1941 to 30 May 1945, only 17 were sunk and 15 damaged by enemy action.

The Navy poured its boatloads of men ashore in North Africa in November, 1942, catching the enemy flat-footed. A German officer calling the landing the most important event in the western theater of war in 1942, said that neither the preparations nor the transit of the landing barges were known to the German naval staff. Another said the "very successful surprise" was made possible by the Germans' lack of air reconnaissance over the sea.

Sea power again told the tale in the Mediterranean, where Rommel's African forces were isolated and cut to pieces. A German officer underlined the importance of sea strength when he pointed out that the only way in which mastery of the sea could have been seized would have been by axis naval forces. He said the success or failure of the famed German *Afrika Korps*

ALL HANDS WANTS YOUR WAR ADVENTURES

ALL HANDS wants personal eyewitness stories from Navy men who fought in the sea battles and amphibious operations of the war.

The story of World War II from the standpoint of "mass actions" has been told. Less has been written, however, of the war as it involved the individual Navy man.

If you had an adventurous assignment during the war, or had unusual personal experiences in a naval engagement—send your story to ALL HANDS.

It might include, for example, personal experiences in the Battles

of Midway and Leyte Gulf, the bombardment of enemy-held islands, long ordeals on a life raft, kamikaze attacks off Okinawa or the North Africa or Normandy landings. Narratives and photographs, if available, should be addressed to ALL HANDS, Informational Services, BuPers, Navy Department, Washington 25, D. C.

With the writers' permission, they may be passed along to naval history writers. Unless especially requested, no material will be acknowledged or returned to the writer.

could have no fundamental effect on axis progress in the Mediterranean as long as the Allies held domination of the sea.

As a matter of fact, the Sicily invasion was logistically one of the most difficult the Navy undertook. The North African landing had been mounted in the United States and in Britain, where material could be taken by rail, by truck and by ship to the departure ports. The sources of supplies were relatively near at hand—in the midlands of England and in the United States. In the Sicilian invasion these sources were many sea miles

distant, making for a tremendous complication of the logistics problem. An example: LCTs for the invasion arrived in North Africa disassembled. Oran was the only Mediterranean port at which cranes were available for the work of assembling the craft. The time schedule was so exact that in many cases LCTs arrived in Oran, were assembled, and sailed for the departure ports—Bizerte and Tunis—on the same day. Many were at Bizerte less than 24 hours before shoving off on the actual invasion mission.

Sometimes minor mixups would complicate matters. A dispatch for



U. S. Army Signal Corps Photograph
DRAMATIC AND BOLD was the Navy's ferrying of troops across the Rhine, 200 miles from the sea.



U. S. Army Signal Corps Photograph
THE NAVY'S JOB went even beyond water's edge. Men like this beach battalion landed with Army.



U. S. Army Signal Corps Photograph

CONFERENCES between Roosevelt and Churchill plotted the outline of Hitler's downfall. Seapower was strategic trump card in winning the war.

some needed item would be sent to the States from Bizerte. Somebody in the States would find a ship. "That ship going to Africa?" "Yes." The goods would be put aboard and eventually delivered in Casablanca, roughly 1000 miles from its destination in Bizerte.

Planning for "Overlord," the invasion of Europe, began soon after the tragedy at Dunkirk. The British laid out a new plan each month, each plan being modified as conditions changed, as the situation took on new aspects and broadened scope. Final plans were crystalized by Winston Churchill and President Roosevelt at the Quebec conference in 1943. Code names were adopted: "Bolero" for getting material to England, "Neptune" for moving into France, "Overlord" for the entire operation.

The Germans said the invasion of Normandy had been foreseen, but not at the point where it took place. The enemy thought weather conditions and the state of the tides were not favorable for a landing. Hence the time and place for the landings, they said, were "all the more surprising."

An important factor in the element of surprise was the elaborate camouflage plan of the Army, in which the Navy assisted. This included dummy seacraft of many types judiciously placed in the Thames and along England's coast, dummy airfields and dummy planes, and the use of artificial radar targets dropped from the air—all designed to lead the enemy into expecting a landing in the Pas de Calais region, northeast of the actual assault area in the Bay of the Seine.

One German officer said the enemy expected the invasion to occur east of the Seine, at the mouth of the Somme. He further said that railway dislocations delayed German plans to mine the mouth of the Seine for four weeks,

accounting for the fact that approaches to the coast were unmined the day of the landing.

Another officer, associated with German naval intelligence, said the construction of "prefabricated harbors" was a surprise. Specially-constructed steel and concrete caissons were used for the two "Mulberries," or artificial harbors, installed. An American officer tells the incidental story of how, in rehearsal, some caissons were towed out to the Isle of Wight and sunk. All went well until an effort was made to refloat the units. They were stuck fast in the mud of the channel. With D-day approaching, it began to look

like a minor crisis until some Navy divers went down with air hoses and literally blew the caissons free.

By 1 June 1944, a total of 2,493 U. S. Navy ships and craft had been assembled for operation Neptune. Of these, only 14 were unable to take part because of material difficulties. Nearly 125,000 U.S. naval officers and men participated directly or indirectly in the invasion, 87,000 aboard landing craft and small escort vessels, 15,000 on combatant ships, and 22,000 attached to amphibious bases in England. During the first 12 hours 21,328 troops, 1,742 vehicles, and 1,695 tons of supplies were landed.

The landing in Southern France, which the enemy said "did not take the German navy by surprise," was the U.S. Navy's last big combat operation in the European theater. But March 1945 saw what Fleet Admiral Ernest J. King, USN, then CNO, termed "one of the spectacular achievements of the American forces during the closing months of the war." At Oppenheim on 23 March a Navy LCVP unit carried portions of General George S. Patton Jr.'s Third Army across the Rhine. Next day the same unit made a second crossing under heavy fire at Boppard. Another crossing was made at Oberwesel, still another at Mainz.

Meanwhile, the Navy was continuing the all-important task of assisting the Army's build-up of troops and materiel through its port operations along the English Channel and in the southern French ports. Men and materiel poured into the continent through Marseille, Toulon, Cherbourg, LeHavre and Rouen. At the great port of Antwerp alone up to 22,000 tons of supplies were unloaded daily.

Thus, when V-E Day finally came on 8 May 1945, just one year ago this month, the United States Navy could take great satisfaction for its share in the victory.



U. S. Army Signal Corps Photograph

LANDLUBBERS of Hitler's staff under-rated seapower. Here, Col. Gen. Gustaf Jodl, Nazi chief of staff, signs the surrender after defeat of Reich.



ANTI-SUB

NAZI SAILORS cringe around conning tower of a U-boat under attack by U.S. Navy and Army planes. A few minutes later, the submarine went down, crushed by accurate depth bombing of Navy Liberators and Army Mitchells.

Official U. S. Navy photograph

ELEMENTARY GEOGRAPHY inspired Germany's U-boat strategy and dictated the U. S. Navy's great role in two Atlantic wars.

Like stagecoach bandits spotting a shadowy crevice near a sharp turn in the road, Adolf Hitler and his 1914 counterpart, Wilhelm Hohenzollern, contemplated hopefully the Allies' necessity of maintaining a sea-borne supply line across the Atlantic Ocean. If they could keep U. S. aid from reaching Europe, victory would be theirs.

The U-boats came perilously near to accomplishing their mission in both wars. Through the tactics of ambush, they almost succeeded in blockading Britain, cutting off America from the scene of conflict and, in World War II, depriving Russia of supplies from the west.

The situation became critical in 1917 and 1942. The German submarines in those years nearly rendered the Allies impotent by cutting their vital oversea supply line. When the United States entered the war in 1917, a British admiral declared that a continuation of the rate of losses to U-

Hitler Gambled on U-Boat to Prevent American Aid From Reaching Europe . . . But the Allies Beat Him in the Crucial Atlantic War

boats would have forced Britain out of the war. It was even doubtful if enough ships would be available to transport a large American army to France.

During 1942, 1,149 merchant vessels were sunk by enemy submarines—and on the crucial Atlantic battle of early 1943 depended ultimate Allied victory. The issue was later summed up by Admiral Jonas H. Ingram, successor to Admiral Royal E. Ingersoll as CincLant, in 1944: "The Battle of the Atlantic is going to go down as one of the decisive battles of the war, because if the Battle of the Atlantic had not been won, war in Europe would not have gone on."

The convoy system, evolved in 1917,

neutralized the submarine menace in World War I. Escorting warships were equipped with depth charges and sound detecting devices. From April to October, 1917, only 10 of the 1,501 ships in convoy were lost to U-boats.

The slugging, 68-month struggle against axis submarines in World War II was similar in outline, but more complex in detail. Again, basically, it was a defensive fight whose aim was to prevent the enemy from attaining his aim. It was a campaign to keep the supply lanes open, whether by liquidating the U-boats, blocking their attacks, avoiding them or teaching them the merits of caution.

To reach this objective, the paramount problem was to shear the submarine of its relative invisibility and to fashion improved weapons and tactics for attacking the submarine.

The principal arena was the North Atlantic and the most formidable enemy, the nazi U-boat, but the sub-surface marauders were fought also in the Caribbean, the South Atlantic, the Mediterranean, the Indian Ocean and the Pacific. The Jap submarines,



Official U. S. Navy photograph

USS GUADALCANAL prepares to take under tow a Nazi U-boat captured in first U.S. boarding action since 1815 in battle on the high seas.

while mainly used for reconnaissance and fleet operations, struck frequently at Allied supply lines, and there were Italian submersibles operating under German orders.

The final accounting read:

- Allied merchant vessels lost to submarines—2,753.

- Axis submarines known sunk by Allied action—890, including 698 German boats, 72 Italian, and 120 Jap.

On the front lines of the battle were men of the air and surface escorts, the "hunter-killer" groups, and the Armed Guard crews, who came to know the breath-holding tautness of a stalk and the fury of a surface duel. Their skills, guts and morale were pitted directly against the enemy crews. A PBV gunner strafing a conning tower, a DD skipper ordering hard right for a ram or a crew launching "mousetraps" were all giving final expression to the whole framework of antisubmarine warfare.

"When I look back on the whole thing I'd say that what we won on was the ability of the American boys to learn faster than Germans how to become expert in using the stuff scientists put out," Admiral Ingram said.

It was also a warfare of gadgets, a weird battle of electronics in which the adversaries strove to track one another down with sound and radio waves. In this phase of the fight Allied scientists and technical experts, military and civilian, were victorious over their axis counterparts by their development of these four bloodhounds of the antisubmarine forces:

- Sonar (underwater sound gear),
- Sono-buoys,
- Radar, and
- "Huff-duff" (high frequency radio direction finder).

The competition in the laboratories see-sawed, often frantically, between

measure and counter-measure. The U-boat men were doomed to unsuccessful attempts to maintain their chief weapon of stealth by jamming the detection devices. Their radar-decoy balloons, anti-sonar pills, "squirt" radio transmissions and radar search receivers were countered. They did better with the *schnorchel*, the extensible air vent allowing practically continuous submerged operation, but even that didn't hide the U-boats from the echoing "ping" of Sonar.

The Germans were adept at devising tricky torpedoes. The acoustic torpedo, which homed on the noise of ships' propellers, caused widespread damage although it was soon baffled by towed noisemakers. "Curly," the zigzagging broken field runner among torpedoes, and a "circling" torpedo that moved in a circle through a convoy were other developments of the war. Allied ordnance men devised some fancy calling cards of their own—including the antisubmarine rockets installed on air and surface escorts.

This contest in invention ended with a question: What were the possibilities of the revolutionary-type U-boat the Germans had designed but never used at the time of the capitulation in May 1945?

There were other contributing factors in addition to the war at sea and the battle of the laboratories. The strategic bombing of German-held Europe, for instance, blasted out the industry which bore the U-boat and knocked out 63 U-boats in raids on installations. The occupation of France in 1940 and its liberation four years later had a direct effect on the U-boats; their Bay of Biscay bases, which they lost, were vital to them. As in all other aspects of the war, production was an integral part of the antisubmarine campaign, the Allies triumphing here in October 1943, when construction of merchant vessels surpassed losses of all types.

The early years of the Battle of the Atlantic were marked by a grim defensive fight which was to lead up to the climactic, decisive months of mid-1943 when a determined and well-equipped U. S. Navy and Coast Guard and their Allied teammates transformed the U-boat from hunter to hunted at a time when Admiral Karl Dönitz' fleet was at peak strength.

Before the United States first entered the "shooting" war with a North Atlantic patrol in the fall of 1941, the British had been dueling with the submarines for two years, finding that the best means of keeping U-boats away from the shipping lanes was keeping the shipping lanes away from the U-boats. The convoy system and the attendant tactic, evasive routing, were the most effective defense during this period. In the first six months of the war only seven of 169 merchant vessels sunk were in convoy.

Dönitz, viewing in retrospect after his capture last year, was none too happy about performance of his submarines up to the fall of France. The Germans went into the war with 30 ocean-going submersibles, were able to operate an average of six at sea

996 ENEMY SUBS SENT TO BOTTOM

A survey made by the Navy's U-Boat Assessment Committee and the British Admiralty shows that 996 enemy submarines were destroyed during the war. U. S. forces bagged 288.5 and the British, 601.5, the remaining 106 being lost to other and unknown causes.

Half credits result from joint operations by components of one nation or combined efforts of U. S. and British units.

Two of the Navy's best records for the greatest number of sinkings in the shortest time by single ships were made in the Pacific. The USS *England*, a DE, knocked out five and participated in the kill of a sixth in 11 days. A submarine, the USS *Batfish*, sank three Jap subs in four days in the South China Sea.

Break down figures follow:

GERMAN U-BOATS SUNK

Units Responsible	U. S.			Total
	British	Navy	Army	
Ships	208.5	39		247.5
Shore-based aircraft	197	39	11.5	247.5
Carrier aircraft	15	29		44
Ships and shore-based aircraft	24	4.5	.5	29
Ships and carrier aircraft	7	6.5		13.5
Submarines	19	2		21
Bombing raids (installations)	21	42		63
Aircraft-laid naval mines	16			16
Ship-laid naval mines	16.5			16.5
Other causes				59.5
Unknown causes				23.5
Totals	524	120	54	781

ITALIAN SUBMARINES SUNK

Units Responsible	U. S.			Total
	British	Navy	Army	
Ships	37	1		38
Shore-based aircraft	8	1	2	11
Carrier aircraft	1			1
Ships and shore-based aircraft	4			4
Submarines	18			18
Other causes				3
Unknown causes				10
Totals	68	2	2	85

JAPANESE SUBMARINES SUNK

Units Responsible	U. S.			Total
	British	Navy	Army	
Ships	6	65		71
Shore-based aircraft	.5	4.5		5
Carrier aircraft		8		8
Ships and shore-based aircraft		2		2
Ships and carrier aircraft		5		5
Submarines	2	23		25
Mines	1	3		4
Other causes				5
Unknown causes				5
Totals	9.5	110.5		130



Official U. S. Navy photograph

CRUMBLING under the heat of a fire set by a Nazi torpedo, an Allied tanker provides its own funeral pyre. This was in the grim year of 1942, before the Allies perfected the antisubmarine tactics which turned tide of U-boat war.

at a time, and by mid-summer of 1940 had sent 256 merchant vessels to the bottom. At first, their magnetic, wakeless torpedoes gave them trouble, three having bounced off the British battleship *HMS Nelson*, and the U-boat record in the Norwegian invasion was "extremely disappointing."

Collapse of France changed the picture entirely. While Britain called in escort ships and patrol aircraft to repel possible invasion, the U-boat command shifted its base of operations to the Bay of Biscay, increasing their range which theretofore had been restricted by the necessity of going around the Shetland Islands to reach the shipping lanes. The Italians added 60 ocean submarines to the raiding force.

These events ushered in the heyday of the U-boat "aces." Using lone-wolf tactics and reversing the earlier method of attacking by day at periscope depth, these raiders destroyed a mounting toll of ships. One of their tricks was to contact a convoy during the day, trim down at nightfall and slip in behind the bow escorts, fire a salvo from the beam and finally spew out more torpedoes from the stern tubes as they turned tail and fled. Nazi submarine commanders Prien, Kretschmer and Schepke sank 200,000 tons of shipping each before they themselves were knocked out of the fight in March 1941. Prien was the U-boat commander who slipped into Scapa Flow and sank the battleship *HMS Royal Oak*.

By late 1940, the aptly-named "wolf packs" began to show up in the Atlantic. This was the German answer to the convoy. Fear of invasion past, Britain bolstered her convoy escorts and planes began expanding their reconnaissance flights. The Germans found targets hard to track down. As Dönitz put it, the "empty spaces in the Atlantic were extraordinarily increased." As a result he started op-

erating his boats in groups to cover more territory.

There was a spring offensive in the U-boat war in 1941. The average number at sea was up to 18 and the packs were growing bold enough to make their first daylight attack on a convoy. Forty-one ships were sunk in April, 58 in May and 57 in June. In the latter month, the Admiralty became so alarmed that it stopped publishing figures. The raiders were fanning out all over the Atlantic, heading west to attack the ships before they were joined by escorts. A transatlantic convoy system was hurriedly organized.

'Shoot on Sight'

The United States threw its weight into the protection of the supply line on 16 September 1941 when the first convoy with American ships as escorts sailed from Halifax. A U. S. merchantman, the ss *Robin Moor*, had been torpedoed four months before. Marines had landed on Greenland and Iceland following passage of the Lend-Lease act. Navy ships were running a patrol to provide warning service. Finally, on the morning of 4 September, a German made the first attack of the war on an American warship—the *USS Greer*, a destroyer of World War I vintage—as she was proceeding to Iceland. Not long after that the Navy had "shoot-on-sight" orders from President Roosevelt.

Six weeks later a German torpedo ripped into the *USS Kearney*; she managed to reach port but 11 men were dead or missing. In quick succession came the sinking of the *USS Reuben James* on 31 October, the first American warship lost to enemy forces since World War I. The nation was, in effect, already in the U-boat war when the Japs attacked Pearl Harbor, and the axis partners quickly followed suit with declarations of war.

The black days of 1942 were at hand.

Germany had about 200 U-boats to start the year, 234 having been built since 1939 to more than replace a loss of 64. Extent of their raiding increased enormously as the year went by. The average number at sea was 22 in January, 93 in September. Japan brought about 75 submarines into the war.

Equipped with the latest electronic detection devices and armed with four-inch guns, 20-knot U-boats swarmed to the coastal waters of the United States, sweeping over the North Atlantic in a rake-like formation. What defenses could be mustered were hastily organized. Old sub-chasers, Coast Guard craft, Eagle boats, yachts and blimps put to sea. An air patrol was set up with Navy and Army planes and some civilian fliers. But the eastern seaboard soon became a burial ground of ships, flames of stricken vessels often being visible ashore. Hatteras and the Virginia Capes were "torpedo junctions" and ships were bottled up in harbors by submarine-laid mines.

In February the Allies lost 82 merchantmen to submarines, 90 percent of them in American waters. The figure rose to 94 in March. Tankers running to the east coast from Texas and South America were a prime target, the U. S. fleet of tankers being reduced 90 percent during the first nine months of 1942.

Eastern Sea Frontier organized a system of shuttle runs up and down the coast, whereby the cargo carriers slipped into harbors at night. Artificial harbors constructed of nets, booms and mines offered sanctuary from North Carolina to Florida. In May, when convoys were started along the east coast, the marauders moved to the Caribbean and the Gulf of Mexico. There the U-boats reached a wartime high in operating efficiency,



Official U. S. Coast Guard photograph
DEPTH CHARGES ROLLED from the stern of the Coast Guard Cutter Spencer killed U-boat amid convoy.

four of them sinking 41 vessels in one month.

Axis submarines, with the Japs active in the Mozambique channel off eastern Africa, struck down 141 merchant vessels in June, the highest month's total of the war.

By July the raiders were being driven away from American waters. Escorts of the coastal convoys were tougher and the air patrol was becoming effective. Shore-based planes started to amass their first significant U-boat kill. American shipyards by autumn had built the merchant fleet back to where it started in January.

Dönitz sent the U-boats back to the middle of the Atlantic where his crews could breathe more freely of air not quite so full of aircraft. He dispatched about 40 to break up the North African invasion armada but their success was negligible.

With the coming of spring 1943, it was clear that the showdown was at hand. Four consecutive eastbound transatlantic convoys were attacked in force. Two closely-routed groups ran into a foraging party of 40 submarines, left 20 ships on the bottom after a four-day running battle. The packs often were outnumbering escorts by two to one. Using undersea supply boats, Dönitz was able to maintain more than 100 U-boats at sea.

"In early 1943, when the Germans had as many as 450 submarines available, it was just nip and tuck, and if they had kept on at the rate of sinkings of early '43 for the remainder of that year, I doubt if there would have been any invasions in the Mediterranean or Normandy or any Great Britain," is the way Admiral Ingram described the crisis.

The wolf packs were cocky, their techniques developed to a high point. They were deploying across convoy

routes, 20 miles apart, and patrolling back and forth at right angles to a given line of bearing. When a target was sighted, the whole pack was summoned and drawn up in a semi-circle on the convoy's line of approach. Each U-boat commander then was ordered to attack at his discretion and keep up the fight until sunk or ordered to retire by the pack admiral.

The Allies needed posesses to break up this menacing tactic. These they had in the hunter-killer groups, the combinations of CVEs, DDs and DEs which before long converted the Atlantic into "mare nostrum" and the nazis into lovers of the beauties of sub-surface fauna.

The quickly-built CVEs, with their Wildcat and Avenger planes, started joining the battle early in 1943. The USS *Bogue* was first on the line and was soon followed by the *Card*, *Core*, *Block Island* (later sunk in a submarine encounter) the *Croatan* and others. These air-surface combat



Official U. S. Navy photograph
MORE EFFECTIVE weapons were developed, including the 'Hedgehog,' which hurled pattern of explosives.

teams were spread over the globe. In the Pacific they engaged in escort and fleet operations. They shepherded merchantmen across the Atlantic to Gibraltar, spreading an air-cover umbrella in front and on the flanks of the convoys.

A hunter-killer group was involved in one of the most dramatic episodes of the antisubmarine war—the slashing, hand-to-hand match between the USS *Borie* and a German U-boat on 31 Oct 1943. The *Borie* was accompanying the *Card* when she obtained radar, and later, sonar contact with a sub. The raider tried to flee after it was churned to the surface by depth charges but the *Borie* opened fire and rammed it at 25 knots. Then ensued an eerie duel reminiscent of the pirate days of grappling hooks and boarding parties.

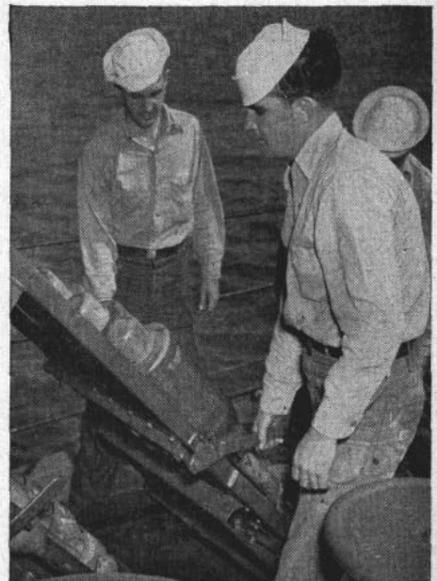
The destroyer had the U-boat pinned down under her bow, as the

Germans started pouring out of the conning tower. Men of the *Borie* broke out tommy guns, rifles, revolvers and shot guns. The strange contest went on for 10 minutes. One man in the U-boat crew was killed by a sheath knife thrown from the *Borie* deck; another was knocked overboard by an empty shellcase. The enemy boat finally broke away and the damaged *Borie* gave chase. She failed in another ramming attempt, but administered the coup de grace with three depth charges and a main battery salvo.

The CVE-DD-DE teams brought aircraft into their own as submarine exterminators and closed the mid-ocean gap to which the U-boats had retired to escape shore-based air patrols. Meanwhile, operations of the Venturas, Catalinas and Hudsons were growing more extensive, being used to hunt down the enemy from bases in Newfoundland, Iceland, Britain, the West Indies, the American coast, Brazil and Africa. The submarines were equipped with more anti-aircraft armament, and tried for a while to fight it out with the planes. They found this to be foolhardy; the principal effect was to increase the number of available targets for the Allied aircraft.

As the crucial battle of 1943 shaped up, the nazi submarine fleet slowly discovered that it was suffering the embarrassment of nakedness. Improved, far-ranging Allied detection devices stripped it of the ability to hide on the surface so effectively that scarcely any topside spot on the ocean was safe from the Allied electronic eyes.

The art of spying on submarines had come a long way since the time during World War I when the British in desperation rounded up three seals and tried to train them as U-boat detectors. This novel task force had a



Official U. S. Navy photograph
'MOUSETRAP,' like the 'hedgehog,' is an 'ahead-thrown' weapon, in contrast with the earlier depth charge.



Official U. S. Navy photograph

TORPEDO BOMBERS, flying off escort carriers, gave convoys protection in the mid-Atlantic beyond the effective patrol range of shore-based aircraft. Teamwork of planes and surface craft proved scourge to the German U-boats.

short career—one seal died naturally, another was blown up by a depth charge, and the third, finding that war was dangerous, went AWOL for the duration.

The S-band radar was one of the principal devices enabling the anti-submarine coalition to take the initiative in 1943. The Germans' six-month lag in discovering its secret was fatal for them in the gadget warfare.

Germans Confounded

Radar was installed on U-boat-hunting ships and planes early in the war. But when it became apparent that attackers were appearing much too often for their presence to be due to visual sighting, the Germans eventually developed search receivers which located radar farther away than radar could locate the submarines.

But the S-band or micro-wave radar, employing shorter waves than the older instruments, completely confounded the U-boat command in early 1943. Their craft were being tracked down without previous warning on the search receivers and they couldn't figure out how. They made several guesses. One was that the Allies had developed an infra-red detector. They spent precious weeks mixing paints to reach a solution that would make the submarines invisible to infra-red rays.

While this research was going on, they anchored decoy balloons in the Atlantic, with tinfoil strips attached to reflect the radar waves. The ruse was troublesome to the Allies until the end of the war but the U-boats were still tracked down.

Allied authorities were astonished that the German scientists didn't catch on to the nature of the S-band. In a spy raid in Holland, the Gestapo had captured a British blind bombing aid using the same band, but somehow the

news didn't get through to U-boat command for six months. Another six months were spent devising a search receiver.

The U-boat crews were losing confidence in their technical experts and their morale was ebbing. They were encouraged in this view by a British propaganda radio station which kept up a constant din of dance music and commentary about the effete technicians who played around ineffectually ashore while U-boat men went to the bottom.

By the time the Germans had developed their S-band receivers in April 1944, the Allies were trying X-band radar. The U-boat command was ready for this change, having been studying a comparable device captured from a bomber in Germany and the Tunis search receiver was constructed.

But the submarine men were wary of the Tunis and didn't use it much. Their experiences in 1943 encouraged them to seek the old-fashioned protection of sub-surface operation.

A member of the German naval war staff was gloomy in the summer of 1943: "The great superiority . . . shown by the enemy in location, jamming and recognition service, together with depreciation of our own warning service, from which it still suffers, have eliminated the element of surprise in U-boat . . . warfare. Thus the only offensive branch of axis warfare against the Anglo-Saxon enemies—the war on their imports—is severely pre-empted and its very existence imperiled."

Radar had a fellow sleuth which helped to make the U-boats' privacy about as inviolate as an aquarium porpoise's. The "huff-duff" network, on ships and ashore on both sides of the Atlantic, reduced the enemy's communications system to a party line, the high frequency radio direction

finders being capable of eavesdropping on signals 9,000 miles away.

In obtaining a fix on a submarine's position, observations on its radio signals were taken by a number of "huff-duff" searchers and the resultant angles of arrival were plotted on a chart. The point where the lines crossed gave the location of the enemy. When fixes indicated that a pack was moving to a rendezvous, the forces at sea were notified and sent to attack.

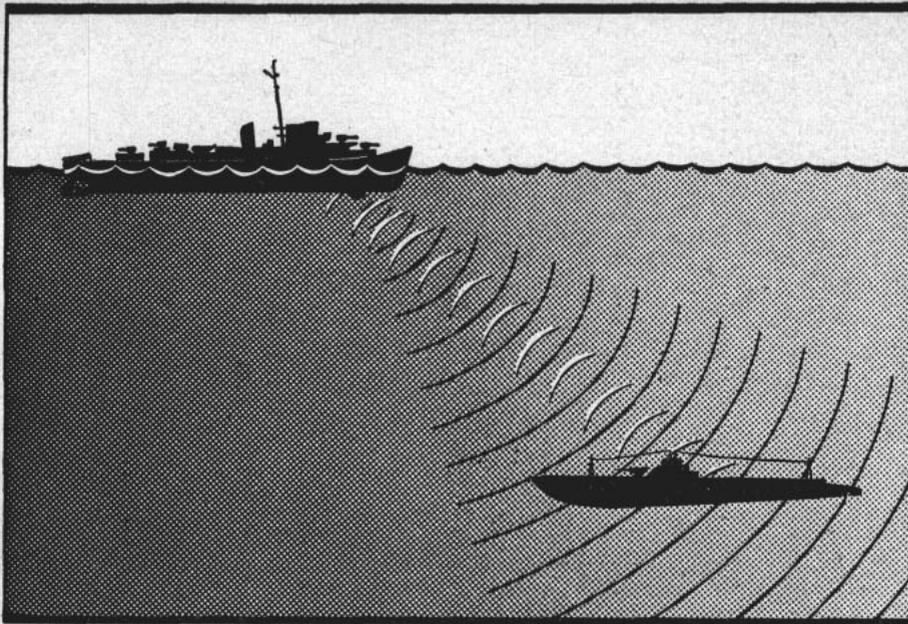
The German wolf pack system, which relied considerably on radio communication, and their penchant for directing their raiders from command posts in Paris and Lorient constituted a happy circumstance for the "huff-duff" operators. The U-boat men found, too late, that they could not use their radios at all and remain safe from detection. Radio direction finding on medium wave lengths had been an old practice, but high frequency spotting—difficult due to the eccentricity of short waves—surprised the enemy.

Their countermeasure to "huff-duff" was "squirt" transmission, by which they attempted to communicate with short, static-like signals. This trick did not work, however, and the Allies went on locating the submarines, recording the "squirts"—of 5 to 15 seconds' duration—and electrically expanding them into identifiable sounds.

'Squirts' Fail

After a shore network had been set up, the U. S. Navy began installing direction finders on escort ships early in 1943. At this time, "huff-duff" was instrumental in locating axis submarines off Florida and Long Island as they were moving in to land spies and saboteurs.

The Navy also was primed with improved weapons. Rocket projectiles had been designed to complement the traditional "ash-can" depth charges,



Official U. S. Navy photograph

SONAR PLAYED a major role in winning the U-boat war by making it possible to locate submerged submarine with greater precision than hitherto possible. Drawing illustrates its use. At right is instrument panel in a surface craft.

dating from World War I, which were dropped in patterns over an area where a submarine was suspected. The old method required time and the need was apparent for depth charges which could be hurled ahead of the ship while continuous sonar contact was maintained.

"Mousetraps," four-rail racks set at an elevation of 45 degrees, were used for launching projectiles equipped with rocket motors and armed by hydrostatic pressure, which would explode only upon contact with a solid undersea object. "Mousetrapping" would not necessarily sink a submarine but the projectiles often ruptured the pressure hull, forcing the boat to the surface and making it subject to surface fire and ramming. Combined, the conventional depth charge and the "mousetrap" resulted in a considerable gain in effectiveness.

Early in the war, the number of sure kills by aircraft, attacking by gunfire and bombs, was disappointing. Rockets improved the record. The most usual experience of sub-stalking airmen was to contact a U-boat at night by radar while its conning tower was exposed so that it could run its diesels to charge batteries. Discovered, the boat probably would crash dive. The aircraft rocket provided the chance to deliver a quick blow under water just before and just after the sub's conning tower disappeared.

Planes had rocket projectiles which could be fired forward or backward. The retro-rockets could be dropped vertically on the target because they were fired backward at exactly the plane's forward speed, with the two velocities cancelling one another. They were useful on attack runs when the plane passed directly over the sub.

Navy antisubmarine men now regard one convoy fight in the northwestern Atlantic on 4-5 May 1943 as

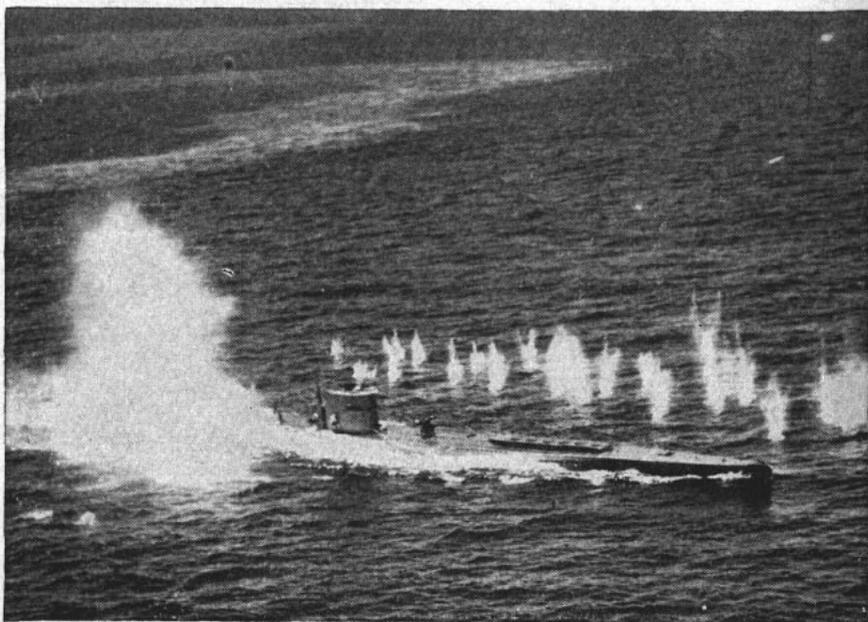
the turning point in the war against the U-boats.

Convoy ONS 5 was proceeding to American ports when "huff-duff" contact indicated that a pack of 40 U-boats was massing for attack. There were practically as many marauders as there were escorts and merchant ships combined. With weather conditions hampering the air patrol from Newfoundland, the pack struck at midnight, sank six merchantmen before dawn and six more the following day in repeated thrusts. On the night of 5-6 May, escorting ships found the weather more favorable and were prepared to slug it out with the U-boats.

They repulsed attack after attack as the submarines fought to penetrate the screen. Twenty-four separate assaults were thrown back without the loss of a single escort, while the pack suffered at least five boats sunk.

Never again did the U-boats attack so determinedly, but Dönitz' gang was not yet bereft of ideas. They attempted a comeback that fell with the acoustic torpedo.

That fantastic device, which was directed toward the noise of a ship's propeller by a sonic "intelligence" riding in the war head, burst into action in a five-day slash at a convoy 19-23 September. The U-boat command had



Official U. S. Navy photograph

MACHINE GUN fire stitches the water as a torpedo bomber follows a depth bomb attack with strafing. Nazi sailors crouch against U-boat's conning tower.

devised new tactics to go with the new device. The pack of about 20 submarines which was to initiate the new torpedo was ordered to proceed in three stages: (1) Remain on the surface and fight off the planes; (2) sink the escorts with acoustic torpedoes, and (3) strike at the unprotected convoy.

The attack did not fulfill expectations, although six merchant vessels and three escorts were sunk. On the fifth day, the pack, which had lost three of its members, became lukewarm to the attack and retired.

Within a few hours, American experts were planning countermeasures. They developed a number of noise-makers with one thought in mind: to create more noise where a ship wasn't than where it was. Skilled operators could pass the torpedo from one noise-maker to another as if they were tossing a hot potato.

Submerged 70 Days

Casting about for some method to cut down their surface time, the Germans developed the *schnorchel*, a stack which expelled diesel exhaust and drew in fresh air while the submarine was at periscope depth (35 to 40 feet) charging its batteries. The Germans had the idea in their files since their capture of a Dutch submarine in 1940 but they didn't get around to developing it until late in 1943.

The *schnorchel* stack's exhaust valve, about one and a half by three feet in dimension, was the only part appearing above the surface and this was coated with material making it practically invisible to radar. The practicable submerged speed was doubled from three to six knots because it was now no longer necessary to conserve batteries.

Navigated by dead reckoning, radio fixes, echo sounders and periscope bearings on lights, the "schnorchelling" U-boats stayed under the surface for weeks at a time. One operated 70 days submerged. All-around periscope watch was kept day and night and the diesels were stopped every 15 to 30 minutes for the purpose of making a hydrophone sweep. They preferred inshore stalking positions. They would lie on the bottom, and come up on hydrophone contact with a target to fire a salvo of "curly," looping or acoustical torpedoes. Then they would drop back to the bottom or try to creep away at the "silent" speed of three knots.

Their first major attempt at a full-scale strike came in the Normandy invasion in June 1944. For three weeks they prowled, continuously submerged, between the Isle of Wight and the River Seine, but the overwhelming air and surface strength of the Allies kept down the number of sinkings.

There remained two detectors submerged U-boats had difficulty dodging—sonar and the sonic-buoy. These took over where radar left off at the surface of the sea. Sonar, installed on escort ships, was an underwater adaptation of the search and ranging methods of radar, using sub-surface sound waves and the resulting echoes for submarine detection. A character-

istic "ping" would register aboard ship whenever a sound wave encountered a solid object. Sonar operators needed the ear of a piano tuner to distinguish the "ping" of a submarine from that of seaweed, a whale or a wreck.

As a countermeasure, the Germans developed a rubber coating for their subs and a glue to make the coating stick. In fact, they developed a rubber so absorbent that men standing in a room lined with it couldn't understand each other's words. But the "pings" still came back to our ships. A more effective device developed by them was a chemical pill, which, when shot into the water from an underwater gun, gave off a noise that bent and agitated the "ping."

The sonic buoys—sono-buoys, for short—were dropped from planes into areas where U-boats were suspected. Hydrophones extending below the surface 24 feet would pick up the sound of the submarine propeller and a compact radio transmitter on top of the buoy would broadcast the sound to the plane.

In the late months of 1944, the U-boat war was at an impasse. Dönitz' fleet was still formidable but ultra-conservative, his crews being more concerned with escaping detection than attacking. Few ships were being sunk. The largest merchant ship convoy of the war HXS 300 consisting of 167 vessels—carried a million tons of cargo to England without being attacked, a month after the Normandy invasion.

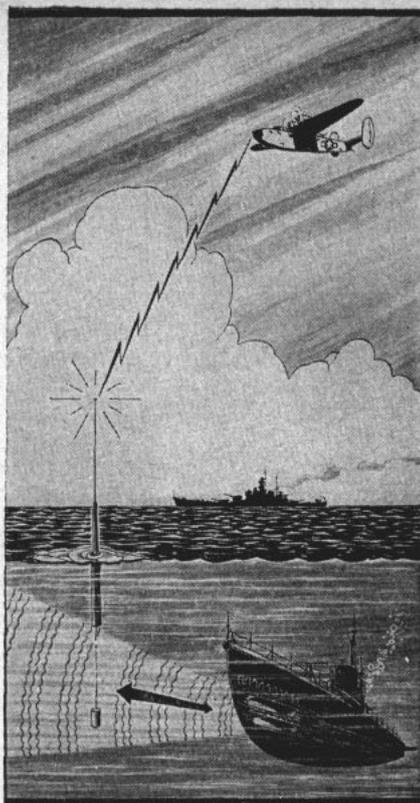
For a year before their surrender, the German U-boat command was in reality marking time until their new-type submarines could be produced in quantity. On these they based hopes of radically altering the course of the war by cutting off supplies for the Allied armies then en route to Berlin. Dönitz declared that the new fleet would have been ready in the autumn of 1944 but for the delay in production caused by bombing.

Their experience with the *schnorchel* convinced the nazis that they were on the right track. In the new models, Types 21, 23 and 26, the emphasis was on underwater speed and maneuverability.

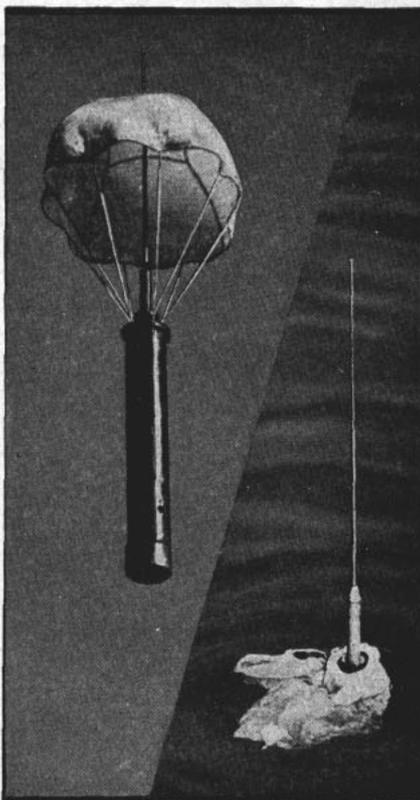
Type 21 had a submerged speed of 15 to 18 knots, (faster than it could go on the surface), and was capable of maintaining 10 knots for 11 hours. Equipped with *schnorchel*, it displaced 1,600 tons surfaced, had six bow tubes and carried 57 men and 20 torpedoes. At the end of the war Germany had 120 of these types but none had become operational. A smaller boat, Type 23, of which 60 were constructed, was used in six patrols on the North Sea.

Type 26 was the unfinished masterpiece. On the ways, but never fully constructed, this powerful raider was to be the first "true submarine," carrying out all its operations under the surface, away from the probing of radar and at such high speed it would be difficult to spot with sonar.

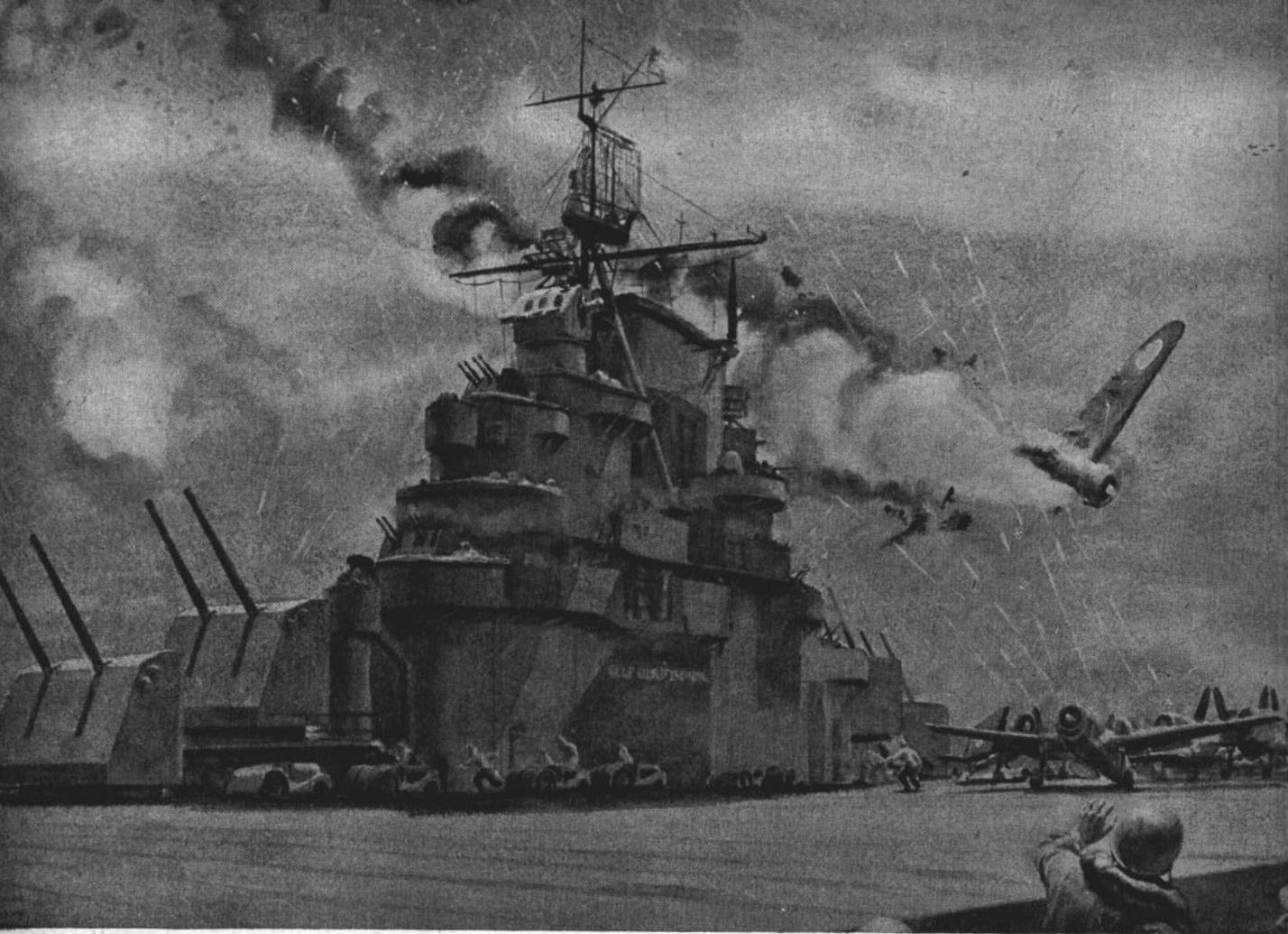
There was one defect in Type 26: it was too late. Before it could put to sea, the submarine, for the second time in 30 years, had been beaten.



SONOBUOY, a parachute-dropped radio transmitter with dangling hydrophone, enabled an aircraft to locate completely submerged U-boats.



PARACHUTE, left, eases sonobuoy into the water. Sonobuoy, right, broadcasts sounds of subs in range.



SUICIDE PLANES attacking American carrier Hornet are shown in watercolor 'Kamikaze' (above) by Lt. Comdr. Dwight C. Shepler, USNR. Painting shows Jap Judy breaking apart from gunfire in an incandescent blaze of gasoline.

COMBAT IN COLOR

STORMING BEACHEADS in amphibious assaults and dodging kamikaze planes on task force strikes, Navy combat artists left no mood or detail to imagination when they set out to paint war in the simple, powerful form it existed for men in the thick of it.

Their work is now on display. Sponsored by the Office of Public Information, "Operation Palette," an art gallery on wheels, left Washington, D. C. last month to exhibit 100 original paintings by eight service artists on a 1,500 mile circuit through the south and middle west.

So that accuracy of fact and emotions might be the cornerstone of their work, combat artists were fighting men themselves.

An example of this dual function is reflected in one of the stirring war pictures by Lt. Comdr. Dwight C. Shepler, USNR, which depicts the dive-bombing of his cruiser by a Jap plane. Serving at his battle station as a deck officer, he observed and later put on canvas enemy aircraft falling in an answering hail of anti-aircraft fire in

War's Drama Shown In 'Operation Palette' By Eight Navy Artists; Traveling Art Gallery Exhibits 100 Paintings

the Battle of Santa Cruz. This same quality is present in his picture "Kamikaze," shown above.

Painting on the spot with a mixture of native volcanic ash and oils, Lt. Mitchell Jamieson, USNR, achieved a remarkable effect in his "Souvenirs—Iwo Jima" now on display, as is his "Victory-Brittany-July 1944." Earlier, his series "Embarkation", a running picture story of a convoy to North Africa, was printed in *Life Magazine*.

Lt. Comdr. William F. Draper, USNR, went ashore with occupation forces on lonely Amchitka in the Aleutians.

His pictures, "Crash Landing" and "Ready Room" are among those in-

cluded in the touring exhibit.

Famous for portraits of the heroic crew of the damaged USS *Boise*, Comdr. Albert K. Murray, USNR, is represented in the showing by notable studies of Admiral Marc A. Mitscher, USN, and the nurse who was the first person to be awarded the Navy's Legion of Merit, Lt. Ann Bernatitus. His versatility is demonstrated by "Hurricane-Wind, Rain and Trouble."

"Death of a Coxswain and His Boat" by Lt. Edward Millman, USNR, and other paintings portray a phase of war and desolation seldom handled.

Among the traveling art gallery's many other noteworthy pictures are "Air Attack on Jap Carriers *Kagi* and *Akagi*, Midway Battle" by Lt. Comdr. Griffith Bailey Coale, USNR, and "Hiroshima" by Comdr. Standish Backus, Jr., USNR. Alexander P. Russo, Sp(P) 1c, USNR, another artist in civilian life, also is represented in the showing.

Purpose of the present tour is to give the general public a deeper insight into the every-day lives—and deaths—of men who fought and won the war.



ON D-DAY-plus-one the pounding surf hurled this boat (above) on the beach. In her hulk the coxswain was slumped lifeless over the wheel. 'Death of a Coxswain and His Boat' is title of the drawing by Lt. Edward Millman, USNR.

ALEXANDER P. RUSSO, Sp(P)c, USNR, one of the Navy's combat artists, is shown at work below on a portrait.

READY TO GO is the Navy's Art Tour (shown below) to display the work of eight combat painters.





'HURRICANE—Wind, Rain and Trouble' by Comdr. A. K. Murray, USNR, shows linemen at work.

LAST MINUTES before takeoff are depicted in 'Ready Room' (below) by Lt. Comdr. W. F. Draper, USNR.



'AIR ATTACK on Jap Carriers Kagi and Akagi, Midway Battle,' (above) is by Lt. Comdr. G. B. Coale, USNR.

'VICTORY—Brittany—July 1944,' (below) by Lt. Mitchell Jamieson, USNR, shows young FFI girl.





Photograph from Press Association, Inc.

TRACKING A TARGET on the lookout bridge of the USS *Midway*, Capt. Richard Elliot (left) of the Marine Corps and S2c John Milligan are clad in heavy clothing designed especially for protection against the intense Arctic cold.

FLATTOP IN THE ARCTIC

"EXPEDITION Frostbite"—the USS *Midway's* fact-finding trip to the Labrador Sea—demonstrated that the Navy can effectively extend its carrier-air operations to subarctic regions in defiance of ice and snow and frigid winds.

That was the gist of reports brought back last month by Rear Admiral John H. Cassady, USN, ComCarDiv1, and other leaders of the expedition after they had spent 16 days testing special cold-weather equipment off the northeastern coast of Canada (see *ALL HANDS*, April, pp. 2-7).

Commanded by Capt. Herbert S. Duckworth, USN, the *Midway*, with three escorting destroyers and a fueling tanker, experimented with aircraft and gear from 6 to 22 March in a sector bounded roughly by Labrador, Baffin Island, Greenland and the North Atlantic. The northern-most point reached during the cruise was at 63 degrees north latitude and 53 degrees west longitude.

The late winter season having been selected deliberately because it is marked by the most unfavorable weather of the year, Expedition Frostbite was frostbitten and harassed by heavy winds, but it was possible to operate some of the *Midway's* 58

'Expedition Frostbite' Defies Ice and Winds To Test Newest Gear, Carrier-Air Operating Conditions in North

planes during approximately 10 days.

Their oil diluted by gasoline to keep it from freezing, the planes were started with special apparatus and warmed up on hangar decks before they were hoisted to the flight decks for take-off. There was little difficulty in starting any of the aircraft, including the new FR-1 jet propelled plane and the new fighter, F8F-1 Bearcat.

However, it was reported that the Coast Guard helicopter—on board for testing in air-sea rescue operations should be of more rugged construction if it is to be used in northern latitudes.

The report said that weather hazards in this zone, in conditions prevailing at the time of the test, can be overcome by "high deck" operations, as 90 percent of the bad weather is shallow, that is, below 15,000 feet. It was believed that a maximum of 115 planes could be operated under the weather conditions encountered. The

normal plane complement of the *Midway* is 137.

The basket method of air-sea rescue proved effective after three planes were forced to make water landings. One pilot was lost but five other men were picked up in metal baskets lowered from booms on the destroyers.

In the first forced landing, the pilot was unable to escape from the plane, but the crewmen managed to inflate a raft. A rescue ship came alongside, lowered a basket, and he was on board within six and a half minutes after the plane had hit the water. Another pilot and crewman were picked up within 25 minutes.

The third rescue required 17 minutes. In this operation a man from the destroyer was lowered in the basket, which was then "paravanned" as the ship circled to bring the raft inside the radius of the basket. The raft was intercepted and the three men hoisted aboard.

The rubberized nylon exposure suits protected these men in water so cold that in ordinary clothing they would have survived only a few minutes.

The report suggested that in general the present articles of cold weather clothing are too bulky and require too long a time to don. Pilots, for in-



Official U. S. Navy photograph
HOT AIR from a pre-heater is piped over the jacketed engine of a Helldiver in test of cold-weather equipment.



Official U. S. Navy photograph
THE PLOW CREW clears snow off the deck at night. Some men wore masks for protection against cold.



Acme Photo
FAULTY CATAPULT plunged a Helldiver into icy waters. Lt. (jg) Warren Paris, was rescued by crew members of



Acme Photo
Tail of plane can be seen ahead of Midway's bow. Pilot, destroyer USS Stormes with a new life-saving basket.

stance, needed 15 minutes to get fully accoutered. A "multiple layer" system of clothing was recommended to allow the wearing of several other articles under the outer gear.

Snow and ice were among the main problems of the trip. Snow sometimes covered the flight deck up to a depth of three inches and there was a constant battle against ice.

It was found that by use of powered rotary sweepers the flight deck can be cleared of snow three inches deep in 30 to 60 minutes. Rock salt was satisfactory in removing ice, but this method had drawbacks. The draft created by planes' propellers scattered the salt into the faces of men on deck, and swept it into parts of the aircraft, causing increased corrosion. Heating of the hangar deck helped in removing ice because of the heat-transferring qualities of the deck plates.

Covers to protect wings and tails of the planes were of little use. In removing light coatings of ice, the aircraft parts were sprayed with a special liquid and wiped with rags.

Snow was not only prevalent in the area—it was peculiar. Literally, it snows upward in the Labrador Sea. As cold winds from the north hit the comparatively warm water, snow results, the flakes being carried aloft from the surface. From the air it appeared as though so many bales of cotton were scattered over the water.

The temperature range between 35 and 25 degrees F. was considered to be the most critical for aircraft armament. In that range, with the fluctuation above and below the freezing point, condensation was troublesome. The temperature change occurring as a plane was shifted from the hangar to the flight deck caused the guns to "sweat." A system for overall heating of the guns were recommended.

The temperatures were not extremely cold, ranging from 14 to 50 degrees above zero, but northern winds cutting across the flight deck at 60 to 70 knots made the effect less than temperate.

Practically all the navigation in the operational area was done by Loran, the system by which positions are plotted according to radio signals from shore stations. There was so much overcast that no star sights of any kind were obtained, and navigators were lucky to get one sun line a day.

High frequency radar was reliable in contacting large icebergs at a safe distance, but the "growlers"—smaller ice formations—were treacherous. Navigators did not have confidence in either radar or sonar—the underwater sound device—in locating the "growlers," and depended on lookouts. The "Northern Lights" were not observed long enough to determine their effect on radar.

The weather affected men of the expedition in two principal ways:

- They were hungrier than usual.
- Their actions were slowed by the heavy clothing they wore.

It was reported that men of the *Midway* drank 75 percent more coffee than normally and consumed 85 percent more chocolate bars than were eaten on the *Midway's* shakedown cruise in the Caribbean.



Official U. S. Navy photograph
FIGHTER PLANES warm up on the snow-covered flight deck of the carrier *USS Midway* during recent Navy operations in the sub-Arctic off Greenland.

ICE COATING on torpedo tubes is removed by crew members of the destroyer *USS Ware*, member of *Midway* task group in "Operation Iceberg."
Acme Photo



THE PICKETS PAID OFF

'Little Ships' Prowled Sea Off Okinawa, Splashing Japs

WHEN *uss Colhoun* (DD 801) was ordered to proceed to the aid of *uss Bush* (DD 529) on radar picket station No. 1 north of Okinawa the afternoon of 6 April 1945, she knew what to expect. (See chart of Okinawa picket stations, page 00.) The pattern had become all too clear—fanatic Jap pilots in screaming dives of destruction, destroyers twisting and turning at high speed, guns roaring in frantic bedlam to shoot down two, three, sometimes four planes at once.

Colhoun found, as she expected, a sizeable part of the Jap air force circling the wounded *Bush*. Fifty bogeys had been reported in the immediate area. *Bush* had been hit hard. She was dead in the water and smoking badly. *Colhoun* saw her duty. She led with her chin and joined the unequal fight.

Twelve Japs were circling *Colhoun* at 1700. At 1710 the first Jap, a Zeke, slanted into a steep dive and came in strafing. *Colhoun's* concentrated batteries junked him. Four minutes later two Zekes and a Val wheeled in from three directions. The five-inchers hit the first and gun control shifted quickly to the Val. The first salvo smashed him into wreckage. The second Zeke flamed out of the smoke and crashed on the main deck, port side. His bomb exploded in the after fireroom.

Three minutes to fight fires and the next attack came in, two Vals and a Zeke. *Colhoun's* guns got one, *Bush* another, but the third, flaming from 40 mm fire, smashed into *Colhoun's* forward fireroom. His bomb exploded, breaking *Colhoun's* keel and holing the side below the waterline. The ship slowed and soon was dead in the water.

Colhoun's crew got a longer rest—eight minutes, in which to care for the wounded, fight fires and attempt to control flooding. Power gone, guns trained by sheer muscle, the batteries crashed into action against two more Vals and a Zeke. The Zeke splashed 150 yards from the ship. A Val turned off and suicided into *Bush*. The second Val got in, caught his wing on the after stack, bounced off gun No. 3, knocking off his gas tank which exploded into gun No. 4, and taking the director tub along he skidded off the main deck into the water where his bomb exploded. A deluge put out some of the fires aft but washed most of the after 20 mm crews over the fantail. The bomb had holed the ship again.

No rest this time. The remaining two Vals zoomed in strafing, let go bombs at 300 yards and pulled out, one for home, the other into the *Bush*. *Colhoun* reported: "The area now clear of enemy aircraft, we gave attention to getting some assistance." *Colhoun* and *Bush* were mortally wounded. The Navy lists both ships sunk 6 April 1945.

And that, in a pretty large nutshell, was duty at a radar picket station during the kamikaze days of the Pacific war.

Okinawa was the costliest amphibious operation in Navy history. The Navy lost 30 combatant ships sunk and 223 damaged during the 82-day battle, 1 April to 21 June. The Navy lost 4,907 men killed and missing and 4,824 wounded, more men than the Army's 4,379 killed and missing on Okinawa and not far behind the combined Army and Marine toll of 7,213. Jap planes taking a short, one-way trip from Japan to the battle area, accounted for most of the Navy's losses.

No unit of service or type of craft can win a battle alone. But statistics of naval losses at Okinawa tell the part played by the little ships of "the fleet that came to stay," the radar pickets and the ships of the island screen.

• Of 30 U. S. ships sunk, 22 were picket and screen types sunk by Jap air attack.

Official U. S. Navy photograph

SCRATCH ANOTHER meatball—flak fills the sky as Navy gunners send down a Jap suicide plane in flames.

• Of 223 U. S. ships damaged, 128 were picket and screen types damaged in air attack.

Sunk were 10 DDs, 3 APDs, 1 DMS, 1 AM, 2 LCS, 5 LSM (LCS and LSM types gained frequent use at Okinawa as picket supports). Damaged were 62 DDs, 17 DEs, 11 DMS, 10 APDs, 8 DMs, 7 AMs, 11 LCS, 2 LSMs.

The Japs paid through the nose to run up that score. In the immediate Okinawa area itself between 23 March and 21 June the Nips lost 1,852 aircraft. Ships' AA fire knocked down 763; the Combat Air Patrol, frequently controlled by radar pickets, caught 879; 210 wound up in blazing heaps above Navy decks. Between the above dates, in all Pacific areas, the Japs lost 3,836 aircraft from all causes.

Here's what Admiral Raymond A. Spruance, Com5thFlt, said about the pickets at Okinawa: "The effectiveness of radar pickets protecting an amphibious operation against enemy air attack was demonstrated. They provided air warning service, shot down many planes by AA fire, and by controlling their own CAPs contributed to the destruction of many more. The radar pickets suffered heavy losses but it is believed the enemy committed a serious error in concentrating upon them instead of avoiding them in favor of the transports."

The picket ship and the ship of the beachhead screen represented the last word in Naval tactics at Okinawa. A development of long experience since the earliest Pacific battles, the pickets stepped into their most dramatic role in October 1944 when the Jap air forces decided to commit mass suicide.

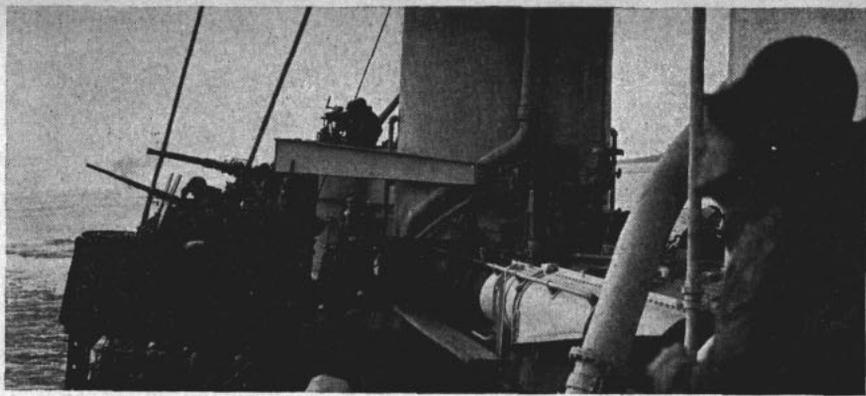
Rugged duty? Try these action reports:

• **USS Hadley (DD 774) and USS Evans (DD 552), 11 May—**

Hadley rang up a destroyer record when she knocked down 23 planes in 105 minutes, and *Evans* was not far behind with 15 downed and four assists in 73 minutes in a great bit of team action that day. Covering Corsairs shot down 50, bringing the action's total kills to 88. Ships' guns were firing so fast that the loaders had to be relieved as they dropped with fatigue. From 0800 to 0900 *Hadley* and *Evans* banged away into a melee of Japs coming in four to six at a time. *Hadley* found time to reach out and pick off four planes which tried to run away toward Okinawa. *Evans* knocked down planes diving on *Hadley*. Four kamikazes broke through the barrage shortly after 0900 and crashed into *Evans*. Steam billowed from engine spaces. Flames licked at the torpedoes. *Hadley* took over the action while *Evans* turned to the job of staying afloat. Ten more Japs circled in; all were destroyed but most of *Hadley's* guns were knocked out this time. The Nips broke off the attack and the men of the *Hadley* and the *Evans* succeeded in getting their ships to port.

• **USS Newcomb (DD 586) and USS Leutze (DD 481), 6 April—**

Forty Japs converged on the area where *Newcomb* was supporting heavy



Official U. S. Navy photograph

MEN ABOARD an American destroyer keep their eyes peeled for enemy air attack near Ormoc on Leyte's west coast as Navy ships land Army invaders.

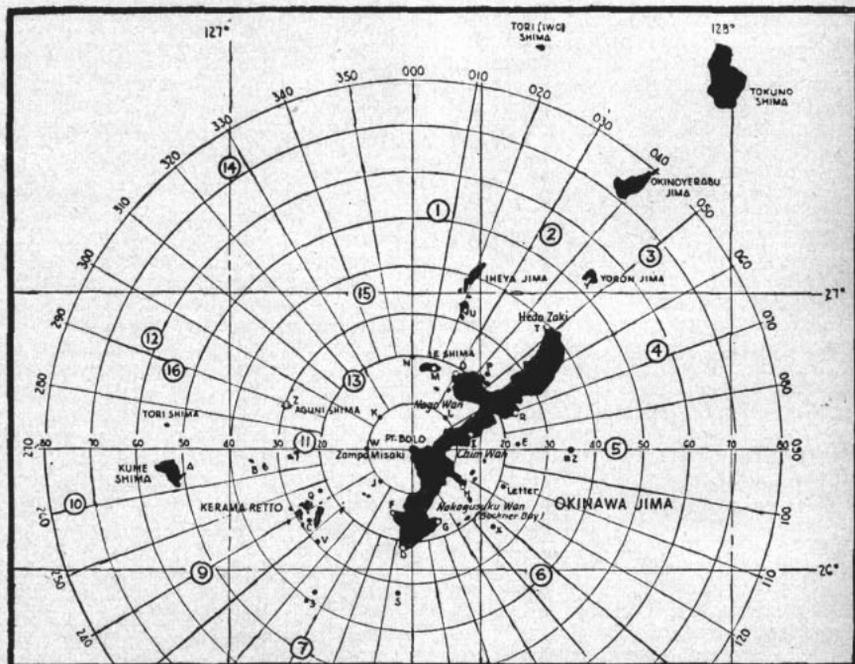
fleet units off Ie Shima beaches. At 1625 the first, a Val, pointed for the ship but was torn apart by AA and crashed 20 feet away on the starboard side without damage to the destroyer. Immediately another kamikaze dived in. *Newcomb* turned quickly and brought him down in her wake. The third came in low over the water. Five inch, 40s and 20s laid a curtain in front of him. He disappeared in the splashes but flew threw the barrage, caromed off a gun mount and into the after stack. Gasoline and steam turned the 'midships section into an inferno. Suicider No. 4 started his run. Dazed gunners jumped back into action and splashed him several hundred yards away.

Two more bored in while the guns were firing at target 4. One gouged into the workshop amidships where his bomb exploded. The other smashed into the forward stack spraying fresh gasoline into the wreckage there.

Flames and smoke shot up half-a-mile.

By this time *Leutze* had come to *Newcomb's* aid and was nearly alongside, fire-fighting gear ready. Flames billowed from gutted firerooms. Burned and wounded men lined *Newcomb's* decks. As *Leutze* came alongside, suicider No. 7 made a pass for both ships at bridge level. *Newcomb's* forward guns were still able to fire through the wreckage and flames. She clipped him, he swerved, skidded across her after deck and rammed into the stern of the *Leutze*. Both ships now were in a sinking condition, *Newcomb* flooded with oil and water amidships, *Leutze's* fantail two feet under water. Damage control parties went to work. In half an hour fires were out and pumps rigged. *Newcomb* was in tow in another half-hour. *Leutze* regained steering control and made it to base under her own power.

The *Newcomb's* skipper, Comdr. Ira



PICKET STATIONS assigned to ships during the Okinawa campaign are shown in chart above. The vessel fought off fanatic Japanese air attacks.

PICKETS (Cont.)

E. McMillian, praised the "unselfish manner in which officers and crew labored to save the ship, bring her to port to fight again one day. Explosions and fires damaged the ship dangerously, but there was never a hint that she would be abandoned. Enemy planes were continuously in the vicinity during the tow in bright moonlight. Continued threat was met by the remainder of the crew with a calm and firm resolve to fight to the end . . ."

• USS *Butler* (DE 339), 20 May—

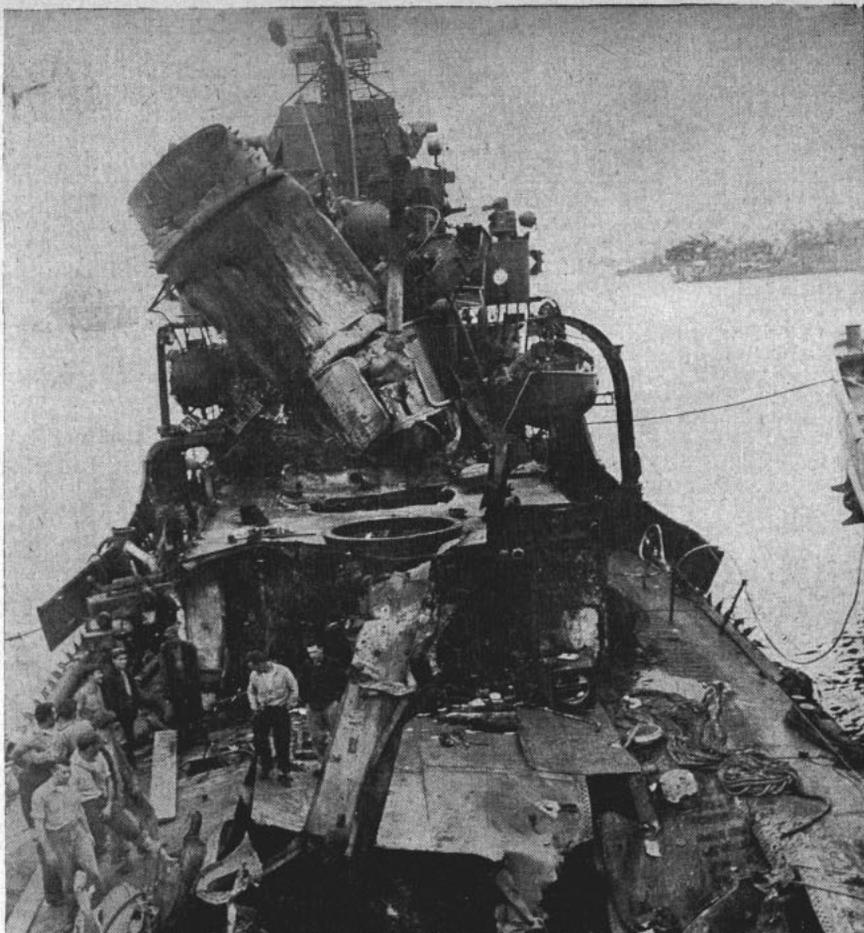
This lightly-gunned ship won the distinction of killing five Jap planes in 13 minutes at Okinawa without serious damage to herself. She was alone on a screening station off Ie Shima when the alert was called. Ten Japs singled her out. *Butler's* guns stopped two before they could dive. A third, in flames, clipped a radio antenna as it crashed close to the ship. A fourth, also flaming, was blown up by a direct hit as he tried to bank into the ship. The fifth kill sheared off radar antennae and crashed into the sea close aboard, showering decks with water, bits of metal and the pilot's clothing. A sixth plane retreated smoking heavily. Marine Corsairs chased away the remaining Nips.

• USS *Barry* (APD 29, ex-DD 248), 21 June—

The weirdest action in her 25 year career ended the *Barry*. On 25 May she had shot down a Betty on her screening station seconds before a Val weaved in and struck the ship below the bridge, tearing a 28 by 10 foot hole in the hull. An exploding bomb ignited fuel from *Barry's* ruptured tanks and the hull was burned out forward. She made the repair anchorage at Kerama Retto (20 miles west of Okinawa) but was surveyed as beyond economical repair and decommissioned. On 21 June the hull was being towed to sea for honorable burial when a kamikaze pilot, possibly near-sighted, dipped out of the sky and crashed into the hulk. A companion suicider, however, did a better job for the emperor. He crashed and sank *Barry's* escort, USS *LSM 59*.

• USS *Mahan* (DD 364), 7 Dec 1944—

The *Mahan's* story shows the heroism of Navy gun crews which became common in the face of kamikaze dives. *Mahan* shot down four Japs at Ormoc Bay but three others hit her causing such damage she had to be destroyed by U. S. forces. Two seamen (I. L. Mosberger and Clayton Nieuwendorp) manned a 20 mm gun when the Japs closed on *Mahan*. The lead plane headed for their gun station. They splashed him 50 yards away. Then a plane crashed into the ship just aft of their gun mount knocking them down and stunning them. They jumped to their feet to open fire on the next suicider 1,000 yards away. This one, too, picked their gun as his target and bored in. They poured a stream of steel at him until he crashed just below their station, whereupon they swung around and took under fire still



Official U. S. Navy photograph

DAMAGE SUSTAINED by the destroyer, *Newcomb*, in a Jap suicide attack on U. S. Ships off Kerama Retto during the Okinawa campaign is shown above.

another plane which headed for the after part of the ship.

• USS *Ward* (DM 34), 3 May—

Fleet Admiral Chester W. Nimitz said of the *Ward*: "We all admire a ship that can't be licked. Congratulations on your magnificent performance."

Ward was attacked by a dozen planes while on picket duty with a destroyer and supporting craft. One plane stayed out of range and acted as director for the co-ordinated attack. Intense AA fire drove the first plane into the sea a hundred yards off. The pilot attempted to bail out but was lost in the wreckage. *Ward* promptly shot down the second plane. As it fell a third came through the screen of fire and, punched into the after engine room where its bomb exploded. The rudder jammed and the ship was locked in a circling course. A brief lull gave the crew a chance to fight fires.

Another suicide formation headed in. Two planes fell to combined fire of the CAP and the *Ward*. A third ducked through the barrage but swerved, clipped signal halyards and opened the steam line to the whistle before crashing in the sea. From then on, the *Ward's* crew had the ear-splitting whistle shriek to add to the confusion. Smoking and lurching, *Ward*

met the next attack. Gunners shot holes in the seventh kamikaze but couldn't drive him off. Plane and bomb plowed into the ship opening a fire-room to the sea. Suicider No. 8 hit seconds later. Fires raged and all power was gone when the ninth plane dived through the steam and blew up on the ship, showering flaming gasoline about. Ammunition began exploding at gun stations. *Ward* was settling in the water. Yet when the tenth kamikaze came in to finish the job he was riddled with fire from guns spitting out of the flames. Hit badly, he smashed into the superstructure.

As in many instances, the little ship's crew set about the heroic task of saving her and succeeded. They brought fires and flooding under control. *Ward* was towed off to the repair anchorage.

The action reports summarized above were chosen because they give a picture of picket and screen duty. They could not tell of all the gallant actions by destroyer types against suicide planes. Nearly every one of the scores of sunk or damaged pickets, and many others, could tell similar stories of hot action against great odds. The reports above will have to stand as examples of the sturdy ships and courageous men who stood against an enemy seldom equaled in history for fanatic zeal—and won.

JAP KAMIKAZES

Fact and Fancy About Tokyo's Human Bombs

WHEN THE first kamikazes peeled out of the clouds over the Navy's Philippine invasion forces in October 1944, the war's fanciest round of scuttlebutt got a jet-propelled start.

Nurtured by Jap propaganda the suicide plane myth grew to fantastic proportions but the U. S. Navy knew the cold facts were nonetheless grim.

Tokyo propaganda mills seized on the "divine winds" to lift morale on the home front which had sagged with reversal of Jap fortunes in the Pacific. The Jap people were told of great victories won by suicide sacrifices.

A Jap magazine ran a picture in November 1944 showing four purported kamikaze pilots drinking a last toast before taking off. The caption read: "Army Special Attack Unit Confident of Destruction of Barbarian Horde. Flight personnel of the Banda Air Unit, not yet in the prime of life, just before shoving off. They wear the ashes of the unfortunate leaders of the Iwamoto Unit who have fallen in aerial combat." The ashes apparently were in bags worn around their necks; the pilots were shown in flight uniforms.

Again, a Jap publication wrote: "The faithful Kamikaze Special Attack Plane Unit, divine eagles, bombs composed of men and planes, which plunge down on enemy ships! Young, ruddy-faced men are ever ascending the glorious road, repeatedly dealing crushing blows to the enemy . . . Each man ties a white silken scarf firmly around his head. Their friends wave sad farewells to these broad shouldered youths who are without even parachutes. The skies are slowly brightening . . ."

Parachutes obviously would seem excess gear for the suicide boys. Nevertheless many wore them and a few used them when they lost their nerve in the final dive. USS *Defense* (AM 317), after a suicide had crashed reported: "Wreckage was all over the decks, most of the pilot was on the flying bridge, and his parachute hung from the yardarm."

In another instance plane and pilot were, as usual, demolished but the parachute came through intact, settling like a shroud over the mess. Crew members of this ship, a DE, found a Jap parachute makes nearly 200 excellent quality silk handker-

chiefs as souvenirs to send home.

The suicide myth was heightened by reports the pilots wore ceremonial robes for the occasion and this, like other wild tales, had some basis in fact. One carrier pilot who shot a suicider down said as he made his pass the enemy flier slumped in his cockpit and a full-cut white burnoose trailed out in the slipstream. On another carrier a pilot was dug out of the wreck-



age he had created and was found to be dressed in green and yellow silk flight clothing. Normal flight dress was the rule, with addition of a white scarf. This is not surprising because white, to the Jap, means death.

Radio Tokyo harped on the kamikaze story, insisting in the first months of 1945 that the suicide pilots were members of a "Special Assault Force", specially chosen, specially trained, specially equipped. Radio Tokyo never threw light on anything yet, so let's turn to U. S. Navy reports for the straight dope.

Pacific Fleet "Weekly Intelligence" for 15 Jan 1945 summed it up: "The suicide crash became a primary combat weapon for the Japanese Air Force in October at the time of the Philippines invasion. In the past enemy planes had attempted this tactic, but only at widely reported intervals and in these cases usually only as the last maneuver of a doomed aircraft. The appearance of suicide planes . . . is consistent with the furious and desperate resistance of all types of enemy arms to the Allied invasion of the

Philippines. It was a psychologically predictable tactic developed by a fanatic enemy . . ."

The kamikaze effort was spotty and hastily organized and not at all the unified, determined force Radio Tokyo declared it was. This was evidenced by the wide variety in planes and equipment used, varying levels of pilot skill and the tactics which were sometimes highly organized but often ridiculously inept.

Just about all types of Jap Army and Navy aircraft suicided at one time or another, from the latest fighters and twin-engine jobs, even piloted Baka bombs, to ancient float-trainers. Some planes were rigged with explosive charges to detonate on contact, bombs, torpedoes, even mortar and artillery shells. Many relied on exploding gas tanks alone.

One float-biplane eluded a Corsair at Okinawa by landing in the wake of a destroyer, taxied up the wake, took off again and crashed into the ship.

Some pilots, frequently Jap carrier pilots, exhibited great skill in evading damage as they pressed home attacks. But as U. S. guns and successful Jap dives imposed staggering losses on the Nip air forces, pilot skill declined. A POW whose suicide had been unsuccessful said volunteers from primary flight schools, qualified to fly only trainers, were accepted for kamikaze ventures.

Skilled tactics during some attacks is evidenced in action reports in the accompanying article. A captured Jap army manual published in February of 1945 urged intensive training in the field in co-ordinated attacks.

The suicide dive fitted Jap psychology; logic in warfare never was their strong point. The "divine winds" satisfied the poetic Jap mind. Even Japanese bobby-soxers were impressed. Fired by patriotism they showered fan mail on air force units. One such letter, found on the body of a kamikazer, likened his soul to the cherry blossom that falls in the spring and concluded: "Take care of yourself."

BATTIN' THE BREEZE ON THE 7 SEAS

He Threw a Natural

After what had seemed an endless tour of duty in Philippine waters, official machinery finally detached an officer to return to the states for release. Whereupon, unable to trust his faltering pen further, he tersely wrote his wife: "Have just been ordered from Seventh Fleet to Seventh Heaven."

Not Too Little, Not Too Late

Things looked pretty grim to the 30 enlisted men and five officers left aboard the USS *Heerman* (DD532) at San Pedro, for demobilization had taken both the ship's last two cooks. There they were, on a Sunday afternoon, and no chow in sight.

Then Lt. (jg) Jessie C. Tuft, of Belmont, Mass., a Wave officer stationed with the NATS at San Pedro, heard of the *Heerman's* sad situation. Tripping prettily to the rescue, she was piped aboard by the groans of the famished, with a Fanny Farmer cook book in her hand, hope in her heart, and the culinary honor of the entire Women's Reserve at stake.

Let it be recorded here and now that Lt. (jg) Tuft did not let down the Waves—nor the *Heerman's* crew. Despite difficulties with can openers, and ovens which didn't seem to want to be lighted, she produced grilled steaks with gravy, peas, corn, salad, ice cream and cake, set the table in the wardroom, and presided over the feast from the mess treasurer's seat.

Later, she received a letter from one of the *Heerman's* officers, reporting that there had been no casualties. While the meal was in progress, how-

ever, there was a big explosion in the San Pedro area. Waves ashore who had been kidding Lt. (jg) Tuft before she went aboard the *Heerman* about the dire results sure to result from her venture into cookery, looked at each other in mock horror when they heard the blast.

"Good Lord," one of them cried, "there goes Jessie and the whole dog-gone ship!"

So Sorry, Now You Know

Following the surrender of Japan when the ways of westerners were still inscrutable to Orientals, six crew members of the USS *Waldron* (DD699) boarded the Tokyo express at nearby Yokosuka. Commuting Nips, packed like sardines and at least as malodorous, jammed the rickety coaches, but the Americans finally located a lone English-speaking native in a shabby formal dress.

They plied him with all sorts of questions, answers to which were translated into the Jap version of "things are tough all over." But finally he stopped the interrogations, saying he had a little problem of his own.

Explaining that he was a college professor he took out a pamphlet labelled "Nuclear Physics." He smiled as if he'd stumbled into a seminar of super quiz kids and turned to the chapter on atom smashing.

With a polite display of dental ornament he pointed to a formula, saying: "Very much like you gentlemen explain, please."



It Was a Fluke Find

Digging skeletons out of singed pill-boxes and shrapnel out of their own—ah—hips have been part time jobs for a flock of seafaring men in the war, but the USS *LST 579* is the only known warship to take to souvenir hunting for herself.

During the Luzon landings this amphibious workhorse was riding the hook in Lingayen Gulf when orders were received to shift berths. As the bow anchor hove in sight a handsome Jap ceremonial sword was seen balanced along with the usual conglomeration of beaten-up fenders and ancient hawsers impaled on the flukes.

BM2/c Henry Dodge dangled over the side with the anchor at the water's edge and retrieved the toad jabber. After a clean-up job the sword was found to have three Imperial chrysanthemums on each side of its pebble-grain mosaic handle and a razor-sharp blade. Specially encased, it is now the proudest possession of this souvenir-happy ship.

Buzzer Bomb

A few days after returning home, a Brooklyn veteran received a small package through the mail. Happily, he started to unwrap it. Then he stopped—visions of a booby trap flitting across his mind.

Something seemed to be buzzing and sputtering inside the package.

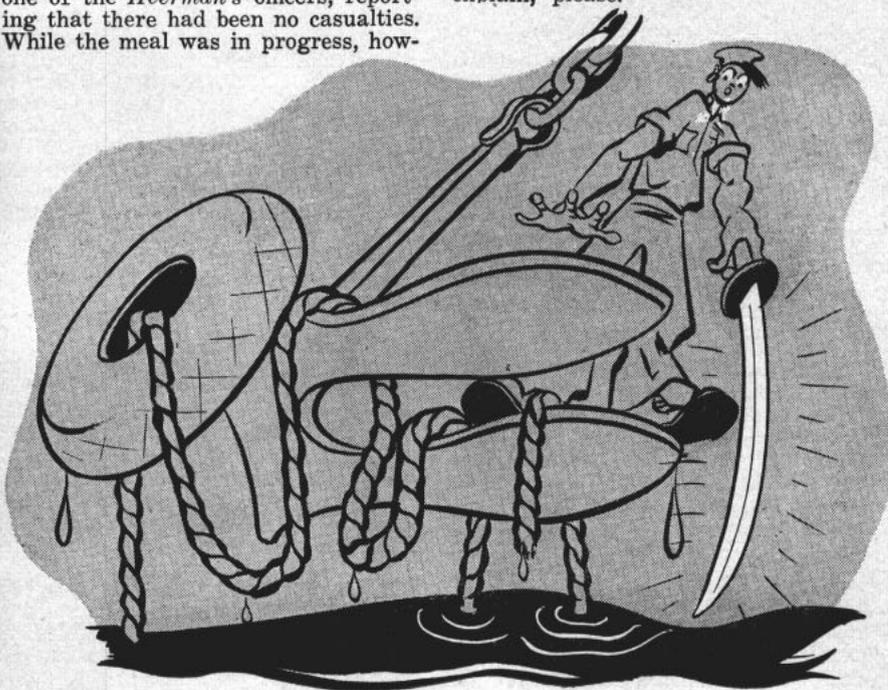
Foxhole-trained, he scooted low down the hallway, grabbed the 'phone and jerked the police sergeant out of his chair at the other end of the line.

"A bomb!" he gasped, giving his address. Then he mopped the dew from his forehead and waited on the curb.

Police sirens and red lights . . . and the cops took over. Then a quick, and cautious, dousing of the package in a pail of water.

The package? It contained batteries the veteran had ordered previously—and had forgotten.

Now he's keeping a shopping list on his cuff.



28 Men on a Horse

When a "business" firm names itself Wildcat Enterprises, adopts Caveat Emptor ("let the buyer beware") as its motto, and specifically authorizes its officials to "make investments that would give pause to a reasonably prudent man," you'd naturally expect a horse to get mixed up somewhere in its operations. It will therefore come as no surprise to learn that Wildcat Enterprises has topped the authors of "Three Men on a Horse," from the play and motion picture of the same name. It has 28 men on a horse.

The 28 men are officers or former officers of PT squadrons which operated in the New Guinea area, and they have banded together to make their dollars live dangerously. Wildcat Enterprises had its genesis on a long, slow ship on a long, slow trip—specifically, aboard the tanker *White Plains*, en route to New Guinea early in 1943 with eight PTs and a group of PT officers aboard. Comdr. (then Lt.) Robert J. Bulkeley, Jr., who should not be confused with Robert Montgomery or the famous skipper of the *Expendables* of the Philippines, broached the idea of an organization which would either turn a group of naval officers into captains of industry worthy of congressional investigation for monopolistic practices, or would lose their money, but in any event would "conduct such businesses and make such investments as will lend amusement to the membership and make good dinner table conversation."

Thus, Wildcat Enterprises had its beginning, with PT officers, primarily of Squadron 7, chipping in \$10 a month from Navy pay which they couldn't spend in New Guinea anyway. Postwar, the individual share was leveled off at a total investment of \$200 per member.

When the 28 members returned to the states, their money was in the hands of a three-man board of governors absolved in advance and in writing of all responsibility "for loss of funds through unwise or imprudent dealings or investments." As a matter of fact, the articles of association suggest that while it would be nice to make money, nobody really insists upon it, and in any event there's no sense in making it safely. It was



therefore inevitable that Wildcat's first investment should be the purchase of a race-horse.

The horse, Selby Hanover, is a four-year-old gelding and a trotter of no mean ability. It ran out of the money only once in 19 starts last year—before Wildcat Enterprises plunked down \$3200 for it—and this fact might reasonably cause some murmurings about conservatism on the part of the board, since a 100-to-1 shot might be a more appropriate wildcat venture. In any event, Selby Hanover will start running for Wildcat Stables late this month or early next, at the Roosevelt Raceway, Long Island, an institution which may find itself somewhat startled if all 28 of Selby's owners show up and demand owners' badges admitting them to the track free of charge.

Plans are afoot—or ahoof—to do up Selby Hanover in PT colors, with green and blue blankets. It has also been suggested that the horse be renamed—PT Boat, Expendable, Torpedo Juice, and Peter Tare have all

been suggested—but that would require a vote of the membership.

Selby Hanover's purchase required temporary shelving of other plans, but if Selby's prow pounds across the finish line in the lead often enough this summer, the wildcatters will be free to go ahead on other proposals.

Some suggestions for these projects include the purchase of a bar and grill in New York, providing a suitable location for annual meetings of the organization; purchase of an interest in a prize fighter; production of motion picture "quickies"; buying a dude ranch, and a gold-hunting expedition to Mexico. A member of the board already has been rebuked for failing to follow up aggressively an opportunity to purchase an island off New Guinea for \$5, his defense that the title appeared dubious being treated with mild disrespect. A proposal that another member be financed for a day at the races was rejected on the grounds that "the benefits to the membership as a whole from such an expenditure would be vicarious in the extreme."

On the other hand, a Colorado gold miner and a Texan who has invented a machine which he says will discover oil have both offered Wildcat Enterprises an opportunity to spend money.

Membership presently is limited to the 28 members, although it may be opened up later. One much-sought prospective member never would join, however. He was Lt. Comdr. (now Comdr.) John D. Bulkeley, the skipper of PT Squadron 3 of the Philippines, who after hair-raising and dangerous experiences there went on to New Guinea to command Squadron 7, of which the instigator of Wildcat Enterprises was exec.

The former skipper of the "Expendables" stated his objection to Wildcat Enterprises succinctly.

"Too risky," he said.



BOOKS: WHAT THIS ATOMIC ENERGY MEANS IN TODAY'S WORLD

The arrival of the atomic age finds most persons ill-equipped to make light conversation on the subject of nuclear physics. It's still too close to the laboratory, still too wrapped in military security, to be common knowledge. But it is a mistake to think you cannot increase your store of information on things atomic; or that you cannot enjoy doing it.

The point is, anything new is apt to seem extremely strange at first, too complicated, too involved for the average man to understand. This is especially true of atomic energy. It's quite true you may never be able to work out the formulae on your own slide rule, but you can gain an appreciation of what atomic energy may mean to your world, of its possibilities in war and in peace and of the struggle which resulted in its birth. For a starter, try "Atom ABCs" in the April issue of ALL HANDS, then turn to some of the following books, all of which are being forwarded by BuPers to ship and station libraries, as a part of the Navy's expanding program to familiarize its personnel with nuclear physics. BuPers, in addition, is preparing a correspondence course which will be ready in about four months and which will enable officers with special qualifications to make more advanced studies of atomic energy (see p. 47).

Reaching Into Unknown

• **"Atomic Energy for Military Purposes"** by Henry D. Smyth; Princeton University Press, \$1.25 (paper), \$2 (cloth).

This is the official report on the development of the bomb that blew us into the new age, written by the chairman of the Princeton department of physics who was a consultant on the Manhattan Project. It tells the story of the bomb from the formula stage in 1940 to its dramatic conclusion with the first explosion at lonely, wind-swept Alamogordo, N. M., 16 July 1945. It is packed with information on the theory of atomic energy and its development for military purposes with inclusion of surprisingly few formulae. It is not a textbook but a story, and it includes an account of the inception of theories of radioactivity and atomic energy; of the progress, the difficulties and achievements, during development of the bomb; of specific problems which had to be overcome to bring atomic energy to fruition over Hiroshima and Nagasaki.

Written before the Alamogordo test and before the first drop over Japan, the writer concludes: "... the end of June 1945 finds us expecting from day to day to hear of the explosion of the first atomic bomb devised by man. All the problems are believed to have been solved at least well enough to make a bomb practicable."

How right he was is expressed in

the account of the final minutes of the test Alamogordo explosion by Brigadier General Thomas F. Farrell, deputy chief of the project, related in an appendix to the book: "... announcements began to be broadcast of the interval remaining before the blast to the other groups participating in and observing the test. As the time interval grew smaller and changed from minutes to seconds, the tension increased by leaps and bounds. Everyone in that room knew the awful potentialities of the thing that they thought was about to happen. The scientists felt that their figuring must be right and that the bomb had to go off but there was in everyone's mind a strong measure of doubt. We were reaching into the unknown. . . . If the shot were successful, it was a justification of the several years of intensive effort of tens of thousands of people. . . .

"In that brief instant in the remote New Mexico desert the tremendous effort of the brains and brawn of all these people came suddenly and startlingly to the fullest fruition. Dr. J. R. Oppenheimer [head of this phase of the project] grew tenser as the last seconds ticked off. He scarcely breathed. He held onto a post to steady himself. For the last few seconds he stared directly ahead and then when the announcer shouted 'Now!' and there came this tremendous burst of light followed shortly thereafter by the deep growling roar of the explosion, his face relaxed into an expression of tremendous relief. Several of the observers standing back of the



B-29 POINTED OUT by Brig. Gen. Power to Vice Admiral Blandy and Maj. Gen. Kepner simulates plane that will drop Bikini atom bomb.

shelter to watch the lighting effects were knocked flat by the blast. The tension in the room let up and all started congratulating each other."

• **"Atomic Artillery and the Atomic Bomb,"** by J. K. Robertson; van Nostrand, \$2.50.

More completely than "Atomic Energy," this book will find you in on what's behind atomic energy. A high-ranking Navy officer said: "The book is a very simple, readable and understandable explanation of the background of the atomic bomb in nuclear physics. It is almost an over-simplification of a quite complex subject but will be read with interest by the individual who does not desire to delve into the more mathematical facets of the subject."

Exhaustive Treatment

• **"Applied Nuclear Physics,"** by Ernest Pollard and William L. Davidson, Jr., Wiley & Sons, \$3.

This one is for the man with thorough grounding in physics and a desire to learn the theories of release of atomic energy. It is being used as a textbook in the Navy's course in nuclear physics. It is much more detailed and mathematical in its explanations and for this reason will not appeal to the average reader nearly so much as more simple studies. It includes detailed appendices covering tables of atomic species, formulae of atomic theories, and problems which the reader may try if he's feeling right. All in all, it's an exhaustive treatment of the subject, just short of a scholar's thesis; but it probably will be duck soup for the man with the right background.

• **"One World or None,"** edited by Dexter Masters and Katherine Way; McGraw-Hill, \$1.

• **"In the Name of Sanity,"** by Raymond Gram Swing; Harper, \$1.

When you've been overwhelmed by the implications of atomic energy, these will be the best possible antidote; the best of modern thinkers on the social meaning of the atom. The first brings you the opinions of a long list of the men who learned to release atomic energy, of social theorists, of military men—all on the subject of atomic energy and its relation to your world. Some of them discuss atomic fire in view of its possibilities in a peaceful world, suggesting national and international controls for its use. Others will scare the pants off you—such as the hair-raising account of a trip to Hiroshima soon after the bombing was over.

Mr. Swing, the radio commentator, discusses the current controversy over control of atomic energy raging in Washington and the other capitals of the world, and offers a critique of the steps so far taken for control. His study embraces the attitude taken by Dr. Albert Einstein when he said of the atom, the world, and war: "The release of atomic energy has not created a new problem. It has merely made more urgent the necessity of solving an existing one."



Official U. S. Navy photograph
'FISH' for Jap shipping are shown above on their way from a tender to a submarine in for supplies and repairs. Men in Navy's submarine reserve will receive practical training in operation of new equipment aboard underseas boats.

THE SUBMARINE RESERVE

Navy Will Train 13,000 Officers and Men In Modern Methods of Underseas Warfare

SUBMARINERS who have forsaken the silent service for civilian life will have a chance to get back aboard their boats and keep up on the latest intricacies of underseas warfare under the Navy's postwar reserve plans. Nearly 13,000 submarine officers and men will be trained in this phase of Naval Reserve activity, ready to help man the Navy's submarine fleet in case of emergency.

At present any qualified submarine veteran of World War II not over 33 is eligible for submarine training in the Naval Reserve. Other Navy veterans are eligible as follows: Personnel with some submarine experience and not over 29; personnel with no submarine experience but with experience in line or engineering duties and not over 26. Members of the Reserve will be selected for submarine training on the basis of these qualifications subject to the needs of the service.

Number of submarines assigned to reserve training is not decided, but the boats will be available at most or all of the 30 naval stations up and down the east and west coasts at which the submarine training program will be carried out. Excess subs in non-operating status will be used for training while tied to docks. And it is planned that submarines of the active fleet will be used on two-day cruises occasionally and during the annual two-week summer cruise.

Fifty-eight submarine divisions of the Naval Reserve are planned, each

division numbering 19 officers and 200 men. Each division will be divided into two sections to be commanded by a reserve officer on inactive duty of the rank of lieutenant commander. Executive officers will be lieutenants.

To coordinate Naval Reserve sub-

Specialist Training

The Navy's need for personnel with special skills was demonstrated during the war and these specialties have been included in plans for the postwar Naval Reserve. Training in special fields will be available under both the Organized and Volunteer Reserve programs (see Reserve story on p. 66, also).

Plans so far call for specialist training in communications, electronics, intelligence, fire fighting, civil engineering, ordnance, harbor defense, supply and medical fields. Officer and enlisted training is planned in each field as appropriate.

Specialist officers and enlisted men will be enrolled in specialist divisions, according to present plans. Division organization, it was pointed out, will give the greatest possibility of thorough training in these technical fields. Specialist divisions will be activated in various cities within the naval districts in accordance with demand for this training.

marining with activities of the submarine forces there will be officers of the active list, qualified to command submarines, on duty in the office of the director of Naval Reserve and in each Naval District.

The 30 naval stations which will be used for weekly training sessions and act as headquarters for reserve units in their areas will be well scattered along the U. S. seaboard. The Navy's submarine activities at Portsmouth, N. H.; New London, Conn.; Key West, Florida; San Diego, Mare Island, Hunter's Point, Calif.; and Pearl Harbor will be the main training bases. Provisions have been made to enable qualified submarine personnel to take their annual summer cruise aboard a sub, even though they may be attached to a surface division of the Reserve because there is no submarine division near enough their home.

As is true in the Naval Reserve postwar organization in general, emphasis will be on practical training in the latest Navy devices, training which involves actual operation of new equipment, its maintenance and its tactical implications.

Submarine personnel more than 33 interested in the reserve plan, although not eligible for the Organized Reserve phase of submarine training may remain associated with submarine divisions in a volunteer status as instructors or in advisory capacities.

Organized Reserve members will receive pay for training sessions and the annual cruise, with additional hazardous duty pay authorized when ordered to training duty in submarines.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **WEARING CIVILIAN** clothes off duty is still very much a postwar plan so far as the Navy's concerned.

Officially, the war's not over; for one thing. And with the civilian clothes situation continuing "tight", the Navy is not amending its requirement that personnel wear the official uniform at all times.

• **TERMINAL LEAVE** payments to enlisted personnel is expected to come before the House of Representatives this month for consideration.

Of the many bills on this subject referred to the House Military Affairs Committee, two have been most widely discussed. They are H.R. 4051, introduced by Rep. Dwight L. Rogers of Florida on 13 Sept 1945, and H.R. 6179, introduced by Rep. Robert Sikes of Florida on 17 April 1946.

An unfavorable report from the Bureau of the Budget on the Sikes bill has been received by the House Military Affairs Committee, pointing out that the cost of such proposed legislation would run into billions of dollars, and that enactment was not recommended. Mr. Rogers has circulated a petition and obtained sufficient signatures to bring his bill to the floor on 13 May, when the House reconvenes following its Easter recess.

The Rogers bill makes 7 Dec 1941 its effective date for computing service and leave payments, while the Sikes-sponsored legislation is retroactive to 8 Sept 1939. Both bills, however, provide that leave shall be computed at the rate of two and one-half days for each month during the war-service period, the Sikes bill setting a limit of 120 days on the amount which may be accumulated.

Payment under both bills in lieu of leave would be made in a lump sum. Under the Rogers bill, pay and allowances would be computed at the rate which the individual was receiving immediately prior to discharge or release from active duty. Under the Sikes bill, however, pay and allowances is further defined as including, "in any case . . . in the lump-sum payment in addition to the base and longevity pay a monetary allowance computed at not less than 70 cents per day."

Provision is made in both bills for payments to persons discharged prior to the date of enactment of these acts. Under the Rogers bill, application would have to be made within 90 days after such enactment date, while the Sikes bill would extend that time to one year.

The Sikes bill makes it possible for payments to be made to survivors of members of the armed forces who die after discharge and before receiving the lump-sum payment. In addition, it exempts payments from creditors' claims and taxation, and declares them not subject to attachment, levy or seizure under legal processes.

• **SINCE THE SHORE DUTY** eligibility list was reestablished last fall in accordance with BuPers Circ. Ltr. 327-45 (NDB, 31 October), a total of 2,174 men in the general service category and 183 in the aviation ratings have been ordered ashore.

Eligibility prerequisites are checked closely by a reviewing board of officers and CPOs. In most cases men are ordered back to fill permanent billets ashore. This is necessary in order to insure a full tour ashore of two years to those persons who have earned that consideration by long service at sea. Also it is hoped that by carefully assigning those persons taken from the shore duty eligibility list the necessity for moving individuals from one locality to another during the postwar readjustment period will be held to an absolute minimum.

The practice of assigning shore billets which will have at least two years duration, however, has tended to cut down the ship to shore turnover because the number of long-time billets is limited. It is possible the BuPers directive restoring the waiting list may be modified, perhaps lowering qualifications necessary for inclusion in the list.

Due to the fact that the total personnel strength of the postwar Navy has undergone several changes and is still undetermined, final postwar allowances for shore activities are currently in the process of being established. Pending their final determination the rotation program will of necessity be based on tentative figures which approximate the final ones.

Hardship cases and humanitarian reasons, as well as excessive sea duty, are factors weighed carefully by BuPers in making decisions concerning eligibility for shore duty.

Since CPOs will predominate in any such length-of-service list, some candidates in this rating may be required to fill a first class billet upon being ordered ashore. In many instances there are not enough chiefs' billets to go around.

BuPers reminds those men requesting shore duty that in listing their choices of billet it should be remembered that, other than in the naval districts, there are desirable billets in such locations as the Severn River Naval Command, Annapolis, Md.; the Potomac River Naval Command, Washington, D. C.; and the Naval Air Training Command, which has principal bases at Jacksonville, Fla., Pensacola, Fla., and Corpus Christi, Tex. In general, distribution of enlisted personnel, including shore duty assignments, is made to the principal administrative commands listed in Bu-

Pers Circ. Ltr. 348-44 (NDB, July-Dec 1944).

However, in the interest of conserving paper work and to insure expeditious action on official requests for shore duty, personnel are enjoined not to submit subsequent inquiries relative to their individual status on the shore duty eligibility list.

During this current period of demobilization many short timers are transferred to their home naval districts for duty pending discharge. Some of these men reenlist in the naval districts and are retained there on shore duty in the naval district allowance. As these men were not transferred to shore duty under the provisions of Circ. Ltr. 327-45, the bureau plans to order them to sea, and to fill the postwar shore allowances with men who have earned their shore duty under the provisions of Circ. Ltr. 327-45.

The recruiting shore duty waiting list maintained by BuPers for Navy recruiting offices is in no way connected with the shore duty eligibility list, except that in the future all candidates for the recruiting list will be required to have had the minimum sea duty stipulated in BuPers Circ. Ltr. 327-45 in order to be eligible for consideration. No person is permitted to carry his name on both lists at the same time. If a request for recruiting duty is turned down, the individual should submit a request for shore duty if he is qualified for the shore duty eligibility list.

• **A NEW PUNCH CARD** Personnel Accounting System introduced by BuPers to reduce the work load of individual activity personnel offices and to make pertinent personnel data more readily available to those directing ship and shore assignments, will come into use at naval activities beginning 2 July.

Most of the burdensome end-of-the-month reports which bog down yeomen will be eliminated by the new system. Three big headaches—the quarterly muster roll, the monthly report of changes and the monthly enlisted personnel report showing a breakdown by rate of everyone on board—will be out. Activity offices no longer will need to send these long typewritten lists to BuPers.

The reports will be replaced by a daily diary to be submitted each day by ships and stations to the personnel Accounting Offices of administrative commands, most of which will be equipped with electrical accounting machines to summarize the information mechanically on punch cards.

• The Personnel Accounting Offices, referred to as PAOs, now number 58. They will keep BuPers informed directly, thus relieving the individual activities of forwarding manually-prepared reports to headquarters.

Well in advance of 2 July, a booklet of instructions (NavPers 15642) necessary in conducting the switchover from the old to the new system will be placed in the hands of all activities. Sometime between 2 July and 2 Octo-

ber, it is expected that the system will be in complete operation.

Under the new system personnel information of utmost importance to individuals, such as leave figures, job classification data upon which proper billeting depends, and overseas and shore duty service figures needed for rotation purposes, will be made more quickly available to BuPers, type and area commanders, and district commandants.

● **THE NAVY DOES** not contemplate lowering physical requirements for future enlistees, even in "critical" rates, according to BuPers sources.

USNRs who were accepted when physical requirements were lower due to the war emergency and were placed on special assignment because of certain minor physical defects will not receive special consideration if they plan to enlist in the regular Navy.

● **HERE'S A BREAK** for the boots. Effective sometime this summer, according to current intentions of BuPers, the enlisted man's battery of basic tests will be cut in number from eight to four.

As far as the apprentice seaman is concerned, he can forget about spelling and reading tests. As tests in the basic testing program they will go by the board completely.

The mechanical aptitude, mechanical knowledge (mechanical), and mechanical knowledge (electrical) tests will be combined in one exam called simply the mechanical test.

The GCT and the arithmetic test will remain but they are due for some changes. The clerical test will continue essentially the same.

All of the above exams have been given mostly at boot camps for the selection of prospects for further schooling assignments. The changes were proposed after studies on effectiveness of old test scores in the assignment of men.

Navy Poll Surveys Opinion on Issues

What do Navy men think about the Navy? What are their opinions on vital problems in which the Navy is interested?

To get answers to these questions BuPers prepares questionnaires which are presented in the field to carefully selected samples of Navy men, boatswain's mates and cooks, seamen second and chiefs, according to a scientific formula that insures the tabulated answers will add up to Navy opinion as a whole. Detailed instructions on how to get just the right sample guide the officers and men in the field who administer the surveys. Tests show that scientific opinion sampling of this type, when carefully carried out, has a very small margin of error.

ALL HANDS in this and future issues will publish results of these polls. The first poll which follows is not, however, of the "sample" type; rather, the questions were asked of hundreds of thousands of separatees as they went through SepCens.

LEGISLATIVE ROUNDUP

POSTWAR NAVY — (Public Law 347)—Bill providing postwar Navy of 500,000 men; signed by President 18 April.

ATOMIC TESTS—(House Joint Resolution 307)—Authorizes use of naval vessels for atomic bomb tests; reported favorably 18 April by Senate Naval Affairs Committee, which limited number of combatant ships to 33.

FLEET RESERVE — S 1438 — Reinstates "16-year Fleet Reserve" (ALL HANDS, April, p. 65); considered 18 April by Senate Military Affairs Committee; early action expected.

TRANSPORTATION — (HR 4896) — Passed both Houses, and awaiting President's signature, this bill amends the old system of reimbursement for travel of dependents. Formerly special rate clerks determined the cost of transportation for purposes of reim-

bursement. The new bill provides reimbursement at the rate of four cents per mile for dependents 12 years of age and over, and two cents per mile for those under 12.

NAVAL MISSIONS — (HR 5433) — Bill authorizes SecNav to send naval missions to foreign governments at request of those governments; passed House 18 April.

VETERANS — (S 1757)—Bill to raise veterans' priority in purchase of surplus property; passed House 18 April.

THE DRAFT — (HR 6064)—Act to extend selective service beyond its expiration date of 15 May; as amended, act now provides for drafting only of men between 20 and 30, not 18 and 30 as in original bill; an amendment also suspends inductions until 15 October; passed House 15 April.

● **BASIC NAVY** classification test scores as they appear on qualification cards have about them an aura of mystery. To some the marks are meaningless. BuPers Enlisted Classification Section is contemplating a new simplified method for noting scores. If adopted, it will be used to supplement the old method rather than replace it.

Under the new system, scores will be further defined by the numbers 1 through 5. If a man's mark on a particular test falls among the top seven percent of all scores, the No. 1 in the space allotted for marking the test will be encircled. A No. 2 encircled signifies that the bluejacket's score is somewhere within the next 24 percent of his group; a No. 3, the following 38 percent; a No. 4, the next

24 percent; and a No. 5, the lowest 7.

The new score presentation will appear in a box as shown below:

Test	TEST SCORES				
	LOW				HIGH
	7%	24%	38%	24%	7%
GCT	5	4	3	2	1
Arithmetic	5	4	3	2	1
Mechanical	5	4	3	2	1
Clerical	5	4	3	2	1

The score box will be included on a new page to be numbered 4A and 4B in the serviceman's jacket, a page expected to replace the qualification card after demobilization is completed.

Information on the new page will, in substance, be the same as that now carried on the qualification card, but the page will be available in BuPers files for ready reference.



QUESTION:

★ Do you believe in universal military training?

Navy separatees favor universal military training more than two-to-one in general and some categories, notably Waves, would vote four-to-one for it. Opinions of 479,229 separatees—officer and enlisted, men and women—were tabulated between 1 Dec 1945 and 1 Feb 1946 on the question: "Do you believe in universal military training?" Here are the answers:

Yes	63 percent
No	27 percent
Undecided	10 percent

From 1 February to 5 April the question "Do you favor universal military (naval) training in peacetime for all young men for one continuous year?" was asked of 406,420 separatees. The answers:

Yes	65 percent
No	25 percent
Undecided	10 percent

Replies in this group were further broken down by rank, sex and home state of separatees.

By state the percentage of "yes" replies ranges from a high of 72 percent in Connecticut to a low of 50 percent in Louisiana. States in which the "yes" replies were 70 percent or higher included New Jersey, New Mexico, New York, Ohio and Washington. States in which "yes" replies were 55 percent or lower included Maryland, Mississippi and West Virginia.

The personnel breakdown was as follows:

	Male		Waves	
	Officer	EM	Officer	E
Yes	74	63	78	81 percent
No	19	26	16	13 percent
Undecided	7	11	6	6 percent

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.

Educational Benefits

SIR: (1) Would a USNR man, sworn into the Navy before the end of the war—5 July 1945—and put on active duty after the firing ceased—12 Sept 1945—be eligible for educational benefits under the GI Bill of Rights? (2) If eligible, approximately how much schooling would he be entitled to if he were to be discharged this September?—G.G., USNR.

• (1) Yes. The Voluntary Recruitment Law of 1945, enacted 6 Oct 1945, provides that men entering the service before 6 Oct 1946 are eligible for educational benefits. Should the war not have been declared officially at an end when that date is reached, men entering service prior to the war's official end would be eligible. (2) He would be entitled to the equivalent of time spent in service plus one year.—ED.

Whites For CPOs

SIR: I was advanced to chief while overseas in August 1944, and I was told that white uniforms for CPOs had been abolished. Since returning to the states I was otherwise advised. Is it necessary for me to buy whites? My present gear fills a regular CPO trunk, and the weight is close to 150 pounds.—J. G. M., CSK, USN.

• Uniform Regulations require CPOs to have white uniforms.—Ed.

Desires Rating Change

SIR: I entered the Navy as a steward's mate, but I would like to change to a general service rating. Is there any way I can do this?—E.G., StMlc, USN.

• Inasmuch as you enlisted as a steward's mate you must serve your term of enlistment in the steward's branch. The Navy regards your enlistment as a contract into which you entered voluntarily. Because of the shortage of steward's mates, changes of men in that branch to other branches of the service are not being authorized.—Ed.

Negro Pilot Training

SIR: I have ambitions to become a Navy pilot but am informed Negroes are barred from this opportunity. Can I get the real dope on this?—D.A.G., Bkrlc, USN.

• You have been misinformed. The same avenues are open to you that are open to all naval personnel. Navy enlisted men may apply for flight training by official letter to BuPers via CO, referencing BuPers Circ. Ltr. 8-46 (NDB, 15 January). Civilians, including Navy veterans, also are being enlisted for direct assignment to flight training. Requirements, among others, include that applicants for flight training be less than 23 years of age and have had four or more semesters in an accredited college or university. In addition to this program, the Navy currently is enlisting civilians (including Navy veterans) for the Naval Aviation Preparatory Program. Requirements call for enlistees less than 20 years of age who are graduates of accredited high schools. Civilians may apply at the nearest Office of Naval Officer Procurement. Enlistments for the NAPP are being accepted now, but the actual training program awaits Congressional authorization (see p. 69).—Ed.

'Best and Greatest Navy'

SIR: The enclosed letter is forwarded as an interesting "slant" on return to civilian life.—R. D., Lt., USNR.

SIR: I was happy you took the time to write to me. I know I was in the best and greatest Navy in the world and no one else can beat it. I was with it all the way from Pearl to the mainland of Japan, and I was glad to serve. If I'm needed again I will be glad to come back. One thing, I wish the civilian life was as good as the Navy. It's harder than fighting a war. I'm sorry in a way that I left, but I will try to stick it out.—J. M. W., ex-USNR.

Directives on Ribbons

SIR: On page 74 of the March 1946 ALL HANDS it is stated: "Commissioned officers, warrants and CPOs must wear all ribbons to which they are entitled on blue, white and working uniforms." Can you back this up by official directive?—R. J. S., Lt., USNR.

• Pertinent directives include Uniform Regulations, Arts. 19-2, 19-3, 4-1 through 4-6 and 11-10, as modified by SecNav Ltr. A2-3 of 2 July 1943 (NDB, cum. ed. of 31 Dec 1943, art. 43-1199, p. 129). Arts. 19-2, 19-3 and 4-1 through 4-6 (above) refer respectively to the uniforms of officers, warrants and CPOs, with the exception of the working uniform; the SecNav letter prescribes articles of the working uniform for officers; Art. 11-10 applies the working uniform to warrants and CPOs as well as officers. For information on enlisted men's uniforms see Uniform Regs., Arts. 5-1 and 5-2 (EM are required to wear all ribbons to which entitled on the dress blue uniform).—Ed.

Franklin and Saratoga

SIR: Why is the Navy spending millions in rebuilding the Franklin and is destroying the Saratoga in the atomic bomb tests?—P.A.A., CSM, USN.

• Repair work on the Franklin was begun before the end of the war, when the Navy wanted every possible ship out on the line. The Saratoga was slated for postwar disposal even before the war ended. The ship was launched in 1927 and is obsolete; she cannot handle modern planes efficiently. The Franklin, commissioned in 1944, has incorporated in her construction the benefit of 17 years of experience since commissioning of the Saratoga. The Navy did not consider it wise to bring in the Saratoga while the war was in progress and not repair the Franklin, as both would have been lost to the fleet. In addition, BuShips declares it would cost six times more money to rebuild the Saratoga than it will to repair the Franklin.—Ed.



AFLAME AND LISTING, the USS Franklin as she appeared after Jap bombs hit in March 1945. Carrier is now being rebuilt.

Ex-V-5 Cadet Service Status

SIR: I would like to know what happens to a man who bigles out of V-5 pre-flight training after becoming an aviation cadet and after signing an agreement to remain in service for four years? Is he discharged or is he considered to be in a USN status and required to serve out an enlistment period as a seaman?—F.T.H., Lt. (jg), USNR.

• The man is sent to the Naval Training Center, Great Lakes, Ill., for reclassification and becomes eligible for discharge under the point system for enlisted men. He is not required to serve out the four-year period. The agreement of aviation cadets to spend four years in service is not considered an enlistment but a contract, which becomes null and void when a man is separated from the V-5 program.—Ed.

Not Eligible for Discharge

SIR: Is an inductee who signed up for six years in the regular Navy at an induction center eligible for discharge under the point system, if under 21 at the time of induction, and if the consent of his parents was not received?—L. M. S. C., Flc, USN.

• No. If subject to induction he must have been over 18, and the consent of his parents to enlist in the regular Navy was not necessary.—Ed.

SIR: Can a man erroneously but officially declared "killed due to enemy action" be discharged immediately on request?—M. P., SKD1c, USN.

• No. The man would be restored to duty and official records would be changed to conform with the determination that he is alive.—Ed.

Permanent Rank

SIR: A USNR ensign holding temporary rank as lieutenant receives a spot promotion to lieutenant commander while in a specific duty assignment. His orders state he will revert to his permanent rank whenever assigned to new permanent duty. (1) Does he change rank when ordered to a SepCen and if so to what rank will he revert? (2) Does he change rank when ordered from SepCen to terminal leave? (3) What rank will he hold on inactive duty in the Naval Reserve? (4) Is he eligible for mustering out pay? (5) In what rank is his terminal leave paid?

• (1) No. He would change rank only if ordered to new permanent duty. In such a case he would revert to lieutenant under Atnav 159-46 (see p. 72). (2) No. He still retains the rank of lieutenant commander. (3) Lieutenant commander, assuming satisfactory service in that rank. (Public Law 305, controlling on this point, states that as of midnight of the day his terminal leave ended his status would be changed to the highest grade and rank in which, as determined by SecNav, he served satisfactorily under temporary appointments. The Navy interprets this law to apply to spot promotions as well as to temporary appointments.) (4) No. (5) Lieutenant commander.

SIR: I hold a permanent rank of lieutenant (jg) in the USNR. I subsequently was promoted to lieutenant and later received a spot promotion to lieutenant commander, while on a specific assignment. I then reported to a new permanent duty station and reverted to lieutenant. (1) What rank would I hold when ordered to a SepCen? (2) What rank would I hold when ordered from SepCen to terminal leave? (3) What rank would I hold while on inactive duty in the Naval Reserve? (4) Am I eligible for mustering out pay? (5) In what rank is my terminal leave paid?

• Lieutenant. (2) Lieutenant. (3) Lieutenant Commander, assuming satisfactory service (see ans. 3 above). (4) Yes. (5) Lieutenant.—Ed.

On the New Uniform

ALL HANDS invited expressions of opinion from Navy men relative to the proposed new uniform. It requested that correspondents identify themselves as regulars or reserves. Opinions in letters, tabulated to date, by percentages:

	USN	USNR
Favor proposed uniform . . .	1.1	.6
Would favor some change in present uniform	17.5	11.7
Would like to keep present uniform	81.4	87.7

Among those voting for the present uniform there was a secondary heavy vote in favor of making tailor-mades the regulation uniform, and an even heavier vote in favor of lightweight serge over the present blues.

Eligible For Longevity Pay

SIR: I was sworn into the Navy in January 1943, and immediately was released to inactive duty to work for a commercial organization. Two years later I was recalled to active duty. Am I now eligible for longevity pay?—D. B. F., AMM1c, USNR.

• Yes. As a general rule, length of service for longevity pay purposes is computed from your date of enlistment.—ED.

Points for Dependent

SIR: I was drafted into the Navy from a deferable war job 3 Oct 1945. Although I was married in August 1944, and now have two dependents, I am informed that I am not eligible for the 10 points on my discharge score for my wife. Is there any way that I may become eligible for these 10 points?—G. H. W., S2c.

• Yes. If money allowance payments to your wife were authorized you are entitled to the 10 points. Paragraph 4c of *Alnav 395-45 (NDB, 30 Nov 1945)*, which sets up eligibility standards for discharge or release, states "all marriages taking place before 2400 EWT, 15 Aug 1945, shall create a state of dependency if payment of money allowance or subsistence is subsequently authorized." It makes no difference when you came into the Navy. So long as you were married prior to 15 August and money allowances to your dependents were authorized you are entitled to the 10 points.—ED.

Date of Allowances Count

SIR: I was inducted into the Navy immediately after VJ Day. I have been the sole support of my aged mother and sick brother for the last seven years. My mother has had an allotment from the day I entered service, just after V-J Day, 15 August. Do I get 10 points credit for dependency? Information I have received is that the state of dependency must have existed prior to 15 Aug 1945, and in my case it did.—C. J. B., S2c.

• You cannot receive the 10-point credit. This credit is not given on the basis of whether dependency existed prior to 15 Aug 1945 but rather on the basis of whether money allowances for dependents were authorized as of 15 August. Since you came into the Navy after 15 August you could not have fulfilled this definition of dependency. The only exception to this rule is the case of marriages that occurred prior to 15 August, explained above.—ED.

Anchor Ball for Docked Ship

SIR: (1) Will a ship when in a floating drydock that is anchored or moored to a buoy fly an anchor ball? (2) Will a ship in a drydock that is under way (self-propelled or in tow) fly colors after sunset?—H. S. C., SoM1c, USN.

• (1) A ship in a moored floating drydock

may fly two breakdown balls in foreign ports which have no local regulation to the contrary, or one anchor ball in salt water ports of the continental U. S., Alaska and Hawaii, but is not required to do so by any Rule of the Road. The balls might be displayed by either the ship or the drydock or both without inviting criticism. (2) Navy Regs. Art. 284, states rules for display of the ensign. It is not required that the ensign be flown by a U. S. Navy ship under way at night, although this was a custom adhered to during World War II. Art. 284 requires the ensign shall be displayed under way (night or day) only. "Whenever a naval vessel comes to anchor or gets under way while there is sufficient light for the ensign to be seen," and "the ensign shall be displayed . . . when falling in with other ships of war or when near land, and especially when passing or approaching forts, lighthouses or towns." Best opinion of the Navy Department is: "The ship within the drydock and the drydock itself should be uniform in displaying their colors."—ED.

Permanent Navy Rates

SIR: (1) Is it true that the Navy in order to stimulate reenlistments has offered to make permanent any rating held, including chief petty officer, on reenlistment or enlistment in the regular Navy? (2) Is it possible for an enlisted man with 10 years service in the Coast Guard to enlist in the Navy with his Coast Guard rating, and (3) would his continuous service be counted toward retirement and longevity pay?—J. F. P., CRM, USCG.

• (1) All Navy rates were made permanent by *Alnav 39-46 (NDB, 31 January)* as of 1 Feb 1946. All men, including CPOs (pay grade IA or 1) may reenlist at the rate or pay grade held at time of discharge. (2) Ex-members of the Army, Marine Corps or Coast Guard possessing honorable discharges or discharges under honorable conditions and who have served on active duty in World War II are eligible for enlistment in the regular Navy, provided they are physically and otherwise qualified. Those who have had six months or more active service in World War II are accepted for enlistment in the rating of seaman, first class. Those with less than six months active service in World War II are enlisted only as apprentice seamen. (3) Yes. Active service with any of the other armed forces counts for retirement and longevity pay.—ED.

Plans For Reserves

SIR: Many reserves are puzzled as to our status in the postwar Navy. Will we be a part of the planned 558,000 officers and men on active duty? What are the Navy's plans for us in the future?—J. L. K., S1c, USNR.

• According to present plans all enlisted reservists with the exception of those remaining in the Navy under specific agreements (such as those set up under *Alnav 137-46*, discussed on p. 63), will be demobilized by 1 September. Three courses are open to them at SepCens. (1) They may join the regular Navy (assuming eligibility), (2) they may sever all connections with the Navy, (3) they may enroll in V-6. From the V-6 pool personnel will be assigned, depending upon their choice and the availability of reserve units to their home, either to the Organized Reserve or the Volunteer Reserve units in their community. The Organized Reserve will enable them, while living a normal civilian life, to take part in an extensive training program, earn advancements in rate and receive pay during training sessions and the annual summer cruise. The Volunteer Reserve program is designed for reservists to whom the extensive facilities of the Organized Reserve are not always available. But this plan, too, embraces a training program and includes the possibility of summer cruises.—ED.

Insignia Cannot Be Worn

SIR: (1) Are pharmacists mates authorized to wear the shoulder insignia of the Marine Corps units, to which they once were attached, after transfer? (2) Has a shoulder patch ever been authorized for the 1st Marine Amphibious Corps? If so, please describe it. (3) Was the 53rd Naval Construction Battalion attached to the 1st Provisional Marine Brigade when the latter received the Navy Unit Commendation for action on Guam in July 1944?—J. E. S., PhM1c, USN.

• (1) No. (2) Yes, the 1st Marine Amphibious Corps, now designated the 3d Amphibious Corps, did have a shoulder patch, which former members of the unit may wear. It is a blue rectangle, pointed at the bottom, a red diamond in the center, and the five white stars of the Southern Cross around the diamond. (3) Yes, but it did not receive the Navy Unit Commendation.—ED.

No Disciplinary Action

SIR: Can disciplinary action be taken against a man who applies for transfer?—A. J. M., QM3c.

• No. A request for transfer by an individual, submitted through the proper channels (via the commanding officer), is not subject to such action. A man would merely be exercising one of his rights.—ED.

G.I. Bill Benefits

SIR: I would like to know (1) if a man discharged for under age enlistment is entitled to benefits under the GI Bill; (2) if he is entitled to mustering out pay; (3) to whom he should write to get his type of discharge changed, and (4) to who he should write to get another discharge if his original paper was burned.—G.A.P., QM2c, USN.

• (1) Yes, if he served more than 90 days on active duty. (2) Yes, if he was discharged since 24 Sept 1945. Otherwise, no. (3) BuPers, Inactive Records Section. (4) Write BuPers, Inactive Records Section, and a certificate in lieu of discharge will be sent.—ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

• U. S. Naval Air Facility, Argentina, Newfoundland. Address Supply Officer, Argentina, Nfld., Navy No. 103, c/o Fleet Post Office, New York City, N. Y. Enclose \$2.50 per copy.

• USS Tennessee (BB 43). Address Officer Representative, USS Tennessee War History, USS Tennessee (BB 43) Philadelphia Group, 16th Fleet, U. S. Naval Base, Philadelphia 12, Pa. Enclose \$5.50 per copy postpaid. Delivery this summer.

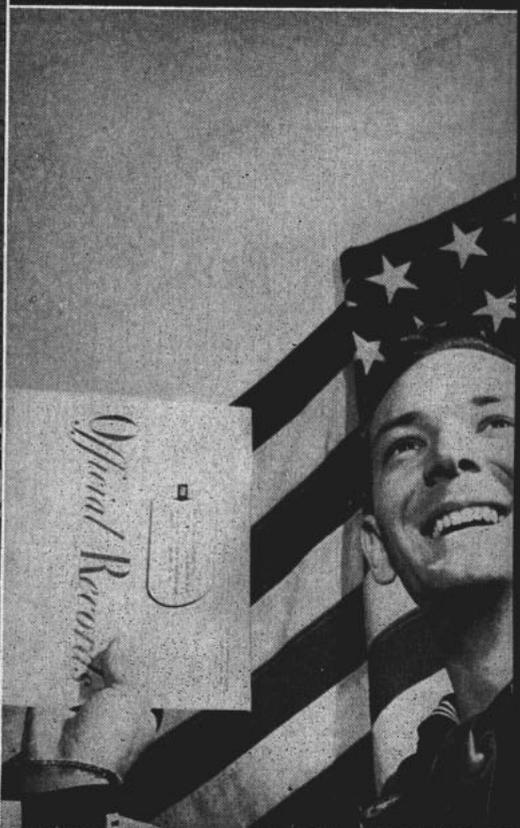
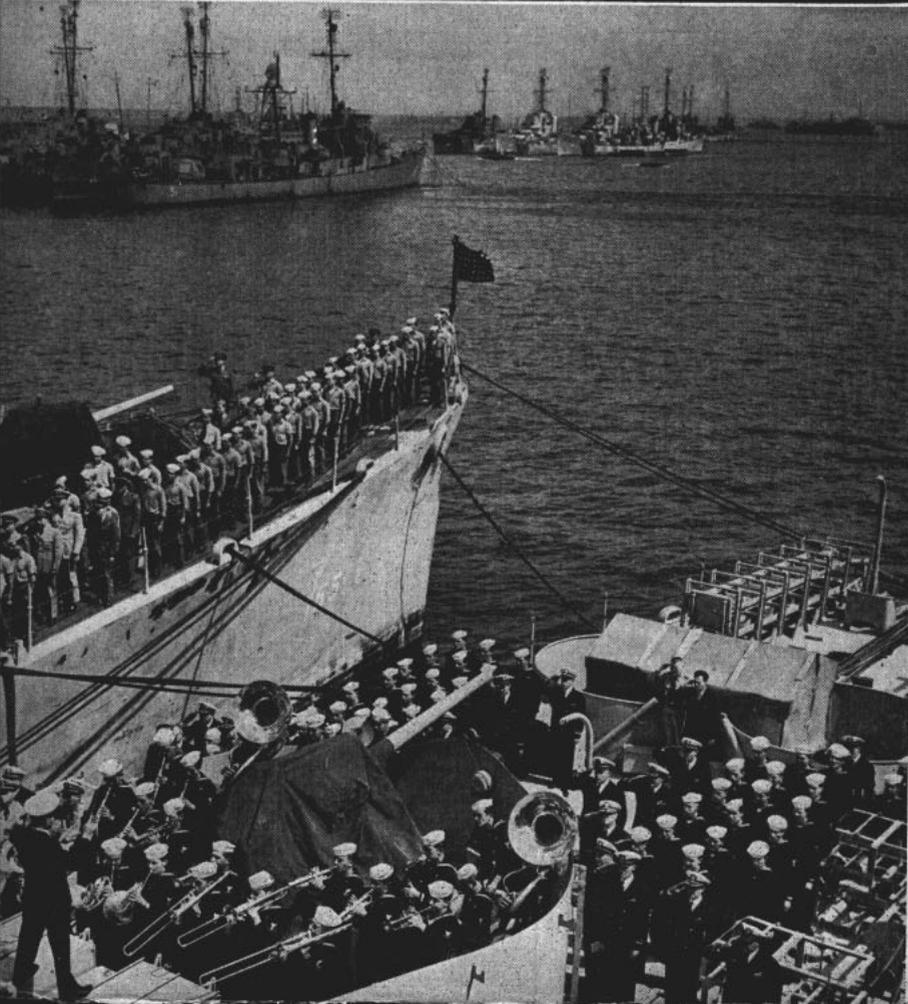
• Naval Airship Training and Experimental Command. Booklet now being distributed entitled Airship Operation in World War II. Address Ship's Service Department, U. S. Naval Air Station, Lakehurst, N. J. Price postpaid 50 cents, money order or cash (no stamps or checks).

• USS Birmingham (CL 62). Address Chaplain, USS Birmingham (CL 62) c/o FPO, San Francisco, Calif. Price \$6.50 per copy, available soon.

• Abbott Hall. Address Comdr. Owen B. Jones, treasurer, 140 South Dearborn St., Chicago 3, Ill. Price \$2 per copy, proceeds to go to Navy Relief. Book is second edition of "Abbott Hall USNR" (Midshipmen's School, Northwestern).



FORMER ENLISTED MEN now enrolled E. M. Eyler and E. S. Fritz (upper left) get CPO L. F. Nelson. Top right: Japs lashed a doomed sub before it was sailed out sunk by the U. S. Navy. Lower left: Green Cove Springs, Fla. are held for 1 member of the Navy's ghost fleet. Lower right: 2,000,000th man released by the Navy, gr



THE MONTH'S NEWS

HOUSE APPROVES MEASURE TO GIVE PAY HIKE TO ALL NAVY PERSONNEL

PERIOD 21 MARCH THROUGH 20 APRIL

Salary Bill Goes to Senate

The House last month passed and sent to the Senate a sliding-scale salary increase bill which would give pay raises ranging from 50 percent for apprentice seamen to 10 percent for senior lieutenants and above. The House standing vote on the measure was 164 to 13. Providing pay increases for all members of the armed forces, the bill would cost \$632,000,000 a year, according to estimates.

The measure would provide raises as follows: Apprentice seaman, \$50 to \$75 per month; S2c, \$54 to \$80; S1c, \$66 to \$90; PO3c, \$78 to \$100; PO2c, \$96 to \$115; PO1c, \$114 to \$135; CPO (AA), \$126 to \$150; CPO (PA), \$138 to \$165.

Officers' pay would be raised this way: ensign, \$1800 to \$2160 per year; lt. (jg), \$2000 to \$2400; lt., \$2400 to \$2640; lt. comdr., \$3000 to \$3300; comdr., \$3500 to \$3850; capt., \$4000 to \$4400; commodore, \$6000 to \$6600; rear admiral and above, \$8000 to \$8800. Under the bill, increases are added to base pay; allowances are not affected.

SecNav James Forrestal had asked a flat 20 percent increase in the pay and allowances of all officers and men (See ALL HANDS, April, p. 8). "The purpose," he said, "is to bring current pay schedules more in line with the increased living costs and also to provide additional incentive to recruiting. The security of the nation, in this period of transition from war to peace, will require the enlistment of the maximum number of volunteers for the armed forces."

'500,000-Man Navy'

The "500,000-man Navy" became a reality on paper last month when the President signed a measure (Public Law 347) establishing the new permanent authorized strength of the Navy and Marine Corps and allowing perma-

nent appointments of regular officers to fill the new billets. Thousands of Reserve and Temporary officers had the news they'd been waiting for and now were assured of early notification on the results of their applications for transfer to the regular Navy. (See p. 73).

The measure authorizes permanent Navy and Marine Corps strength (active list), as follows:

	OLD LAW	NEW LAW
Navy enlisted	232,000	500,000
Marine enlisted	46,400	100,000
Navy line	12,760	35,000
Marine officers	2,552	7,000
Supply Corps	1,531	4,200
Medical Corps	2,081	4,315
Dental Corps	640	1,320
Civil Engineer Corps	255	700
Chaplain Corps	253	531

Nine BBs To Mothballs

Nine battleships, including the four *Indiana* class vessels built in the early 1940's, will go into mothballs under the latest revision of the Navy's Post-war Plan. Two other battlewagons, previously scheduled for laid-up status, are scheduled for disposal under the plan.

For many a Navy fighting ship, "Operation Mothball" will be her last for some time to come. "Mothballing" is the process of inactivating Navy ships earmarked for the laid-up reserve, of literally swathing ships and gear in protective coatings and placing them in a reserve to help meet any major national emergency in the future.

Berthing areas for the 16th Fleet (inactive) are at Boston; New London, Conn.; Philadelphia, Norfolk, Charleston, S. C.; Green Cove Springs, Fla.; Bayonne, N. J., and Orange, Tex; for the 19th Fleet (inactive) at San Diego, Alameda, and Mare Island,



At Naval Academy, Midshipmen place some pointers aboard a YP from cherry blossoms to periscope of of the Sasebo Naval Base and Decommissioning ceremonies at the DE 167 which will become a memorial right: QM 2c Roy O'Hare, with discharge papers in hand.



LAST JUNE



The Allies prepared for the final phase of the Pacific war after the capture of costly Okinawa. Fast carrier task forces and Superfortresses brought destruction to Jap cities as Australians completed conquest of West Borneo and Chinese captured two coastal ports.

JUNE 1946

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23	24	25	26	27	28	29
30						



Photograph from Press Association, Inc.

PRESIDENT TRUMAN places wreath on the grave of the late Franklin D. Roosevelt on the first anniversary of the death of America's wartime president. Mrs. Roosevelt is watching.

Calif.; Tongue Point, Ore.; Tacoma and Bremerton, Wash.

Major ships scheduled to be inactivated in the 16th Fleet are:

Battleships—*South Dakota, Massachusetts, Tennessee, California.*

Large cruisers—*Gum, Alaska, Hawaii.*
Cruisers—*Wichita, Minneapolis, Tuscaloosa, San Francisco, New Orleans, Brooklyn, Philadelphia, Savannah, Honolulu, Galveston, Montpelier, Columbia, Cleveland, Denver.*

Carriers—*Lake Champlain, Franklin, Wasp, Monterey, Langley, Cabot, Bataan, Wright, Suwannee, Chenango, Santee, White Plains, Kadashan Bay, Kasaan Bay, Nehenta Bay, Hoggatt Bay, Marcus Island, Savo Island, Petrof Bay, Rudyerd Bay, Saginaw Bay, Sargent Bay, Shamrock Bay, Shipley Bay, Card, Croatan, Anzio, Corregidor, Mission Bay, Guadalcanal, Manila Bay, Natoma Bay, Tripoli, Kula Gulf, Gilbert Islands, Block Island, Barnes, Prince William.*

Major vessels to be inactivated in the 19th Fleet are:

Battleships—*Indiana, Alabama, West Virginia, Colorado, Maryland.*

Cruisers—*Baltimore, Boston, Canberra, Quincy, Pittsburgh, San Diego, San Juan, Reno, Flint, Santa Fe, Birmingham, Mobile, Vincennes, Biloxi.*

Carriers—*Hancock, Bennington, Essex, Yorktown, Intrepid, Hornet, Ticonderoga, Lexington, Bunker Hill, Bon Homme Richard, San Jacinto, Belleau Wood, Cowpens, Cape Gloucester, Vella Gulf, Puget Sound, Rabaul, Tinian, Bogue, Copahue, Core, Nassau, Altamaha, Breton, Fanshawe Bay, Sitkoh Bay, Steamer Bay, Cape Esperance, Takanis Bay, Thetis Bay, Makassar Strait, Commencement Bay, Windham Bay, Lunga Point, Hollandia, Kwajalein, Bougainville, Matanikau, Munda.*

Hundreds of additional vessels are scheduled for inactivation.

The two battleships listed for "disposal," which means they are declared surplus by the Navy, are the *New Mexico* and the *Idaho*. These ships, however, are assigned to the 16th Fleet pending disposal, a billet to be filled also by eight cruisers and 55 DEs. The cruisers are the *Chester,*

Louisville, Augusta, Portland, Boise, Nashville, Phoenix and St. Louis.

Slated for target duty in the atom bomb experiment are the battleships *Arkansas, New York, Nevada and Pennsylvania,* the carriers *Saratoga and Independence,* and the cruisers *Pensacola and Salt Lake City,* among other vessels. *Enterprise,* the "Big E" of Pacific legend, is expected to be established as a national memorial to naval personnel. Plans for her permanent berth have not been completed. Currently, she is listed for disposal.

The old battleship *Texas,* also listed for disposal, probably will be given to the state of Texas as a relic. The CVEs *Long Island, Casablanca, Solomons, Kalmun Bay, Attu, Kitkun Bay, Tulagi, Makin Island, Salamaua, Admiralty Islands and Roi,* 17 destroyers, 13 submarines, three DEs and numerous smaller craft also are listed as "scheduled for disposal."

Already in various stages of being scrapped are 10 old four-stack light cruisers, the *Omaha, Milwaukee, Cincinnati, Raleigh, Detroit, Richmond, Concord, Trenton, Marblehead and Memphis.*

Killed in War: 10,000,000

World War II took the lives of about 10,000,000 fighting men, but of all the major powers the smallest losses were suffered by the U. S., according to statistics released by the Metropolitan Life Insurance Co. Americans killed in action totaled 289,190 at latest count, a total which will rise as names are transferred from the missing rolls. By services, the U. S. death toll was: Navy, 45,319 with 1,841 still listed as missing 15 March; Marine Corps, 19,033; Coast Guard, 813; Army, 223,215; and Merchant Marine, 810 with 4,828 on the missing list.

Estimated axis deaths exceeded 5,200,000, while United Nations losses were about 4,500,000. Germany topped the list with 3,250,000 battle deaths followed by Russia with about 3,000,000. Japan had 1,500,000 killed, Great Britain more than 375,000, Italy more than 150,000, Roumania about 100,000, Hungary about 75,000 and Finland about 50,000.

Civilian Chairmen Named

SecNav James Forrestal has announced the appointment of Dr. James L. McConaughy of Cornwall, Conn., former president of Wesleyan University, as chairman of the Navy's Civilian Advisory Committee on non-military affairs. Three vice-chairmen appointed are Colgate W. Darden, Jr., of Norfolk, Va., former governor of Virginia; Dr. F. A. Middlebush of Columbia, Mo., president of the University of Missouri, and Bernard W. (Bernie) Bierman of Minneapolis, Minn., director of athletics and head football coach at the University of Minnesota and a former lieutenant colonel in the Marine Corps.

Fifty-two other men prominent in the educational, economic and religious life of the nation have been named to the committee, the first meeting of which was held last month aboard the carrier *USS Tarawa* in New York.

In a letter of invitation to prospective members, SecNav said, "The committee will be asked to give advice whereby the life of the men in the naval service will be made as interesting, instructive and attractive as possible. Suggestions will be sought on Navy morale and welfare, education of reserves, preparation for return to civilian life, and similar problems.

Other prominent men who have accepted membership in the committee are:

Dr. Johnson O'CONNOR, Stevens Institute of Technology, Hoboken, N. J.; Andrew HEISKELL, publisher of *Life* magazine; Robert H. J. KIPHUTH, Yale swimming coach; Dr. Rufus Carrolton HARRIS, president of Tulane University; George MEANY, secretary-treasurer of the A.F. of L.; Robert H. HINCKLEY, vice-president of the American Broadcasting Company; the Rev. Edward V. STANFORD, rector of Augustinian College, Washington, D. C.; Dr. Arthur H. COMPTON, noted physicist and president of Washington University, St. Louis; Walter LIPPMANN of the *New York Herald Tribune*; Alexander F. WHITNEY, president of the Brotherhood of Railroad Trainmen; Francis H. TAYLOR, Director of the Metropolitan Museum of Art, New York; James BARRON CAREY, secretary-treasurer of the CIO; Phillip K. WRIGLEY of Chicago; Dr. Frank L. BOYDEN, headmaster of Deerfield Academy, Deerfield, Mass.; Robert De GRAFF of Pocket Books, New York; Laurence WINSHIP, editor of the *Boston Globe*; Richard FELDON, president of National Comics

WITH O'HARE, 2 MILLION OUT

WHEN QM2c Roy H. O'Hare (see photograph, p 40) became the Navy's two-millionth honorable dischargee at Great Lakes Personnel Separation Center, he also marked the two-thirds point in Navy demobilization.

Fleet Admiral Chester W. Nimitz, USN, who spoke from Washington on a nationwide broadcast as the 21-year-old ex-quartermaster received his discharge, reported that demobilization "has proceeded swiftly and smoothly," and that as of the end of March the Navy was ahead of schedule by some 50,000 men and women.

Thanking O'Hare for his wartime service, Admiral Nimitz remarked: "I can understand the joy you feel in

taking your place once more in civilian life as Mister Roy H. O'Hare of East Detroit. And I cannot but share your happiness."

Mr. O'Hare volunteered for the Navy 9 June 1943, reported for duty 16 June, and saw action aboard his first ship, the *USS Zaurak* (AK-117). He also served aboard *USS Malabar* (AF-37) and *USS Navarro* (APA-215).

Now married, Mr. O'Hare will see shore duty with his hometown sweetheart, the former Martha Cole, first in Chicago as a Palmer House guest, then at East Detroit, Mich. Later, he intends to enroll at Michigan State to study dairy farming.



Dr. McConaughy



Colgate Darden



Dr. Middlebush



Bernard Bierman

THE FOUR LEADERS appointed by Secretary Forrestal to head the new Civilian Naval Advisory Committee.

Groups, New York; the Rev. J. Hugh O'DONNELL, president of Notre Dame University; Ferdinand EBERSTADT, New York Investment counselor; Rabbi Abba Hillel SILVER of Cleveland, O.; Bishop G. Bromley OXNAM of New York, president of the Federal Council of Christian Churches in America; E. Palmer HOYT, editor and publisher of the *Denver Post*; Frank STANTON, president of the Columbia Broadcasting system; Dr. Irving S. WRIGHT, New York specialist; Paul C. SMITH, editor of the *San Francisco Chronicle*; Mrs. Grace M. MORLEY, director of the San Francisco Museum of Art; Raymond B. FOSDICK, president of the Rockefeller Foundation; Newbold MORRIS, New York attorney and civic leader; Gene MARKEY, moving picture producer, Beverly Hills, Calif.; Norman CHANDLER, president and publisher of the *Los Angeles Times*; Paul BUCK, provost of Harvard University; Dr. George R. COWGILL of Yale Medical School; ROBERT MONTGOMERY, actor; Niles TRAMMELL, president of the National Broadcasting Company; Dr. Elvin M. JELLINEK, professor of applied physiology at Yale; Dr. Harry J. CARMAN, dean of Columbia University; Margaret Calkin BANNING, author; Charles F. KETTERING of the research laboratories division, General Motors; Associate Justice William O. DOUGLAS of the Supreme Court; Samuel MEEK, vice-president of the J. Walter Thompson Agency, New York; Edward DEALY, editor of the *Dallas (Tex.) News*; J. Raymond WALSH, commentator, WMCA, New York; Robert L. PARSONS, executive director, Associated American Artists; Julius GIUS, editor of the *Bremerton (Wash.) Sun*; Lester B. GRANGER, noted Negro leader, New York; Jonathan DANIELS, author and former White House secretary, of Raleigh, N. C.; Gardner COWLES, Jr., president and publisher of the *Register and Tribune*, Des Moines, Ia.; the Rt. Rev. E. J. FLANAGAN of Boys' Town, Neb.; Max LOHR, director of the Museum of Science and Industry, Chicago; Mrs. Mildred McAfee HORTON, president of Wellesley College and former director of the *Waves*, Wellesley, Mass.; Dr. Joseph Earle MOORE of Baltimore, Md., a specialist on social diseases, and Merle CROWELL, an editor of the *Reader's Digest*.

Atlantic Exercises

Seven task groups of the Eighth Fleet, headed by the giant new carrier *Franklin D. Roosevelt* and under the command of Admiral Marc A. Mitscher, USN, are operating off the Atlantic coast in the first extensive naval exercises since V-J Day. The new carriers *Midway* and *Princeton* are included in the force, to be joined about 12 May by the battleship *Missouri* on her return from a Mediterranean cruise.

In one phase of the maneuvers late this month, an amphibious training exercise is scheduled in the Caribbean area.

After a rendezvous off the Virginia Capes 19 April, the schedule called for Admiral Mitscher's force to steam in a southeasterly direction, running routine air operations, and drop anchor at Port of Spain, Trinidad, 27 April. Sorting out on 1 May, the force was to fuel and provision from its mobile support unit on 2 and 6 May and put into Guantanamo, Cuba, 8 May. During this period, exercises were scheduled in AA gunnery, air search operations, bombing, strafing and rocket attacks, fighter direction, maneuvering, visual signaling and surface tracking. Coordinated simulated attacks on surface ships also were planned. As well as exercises using a proposed new type of destroyer screen.

The third period will be spent in operations in the area of Culebra, 16 miles east of Puerto Rico. Principal objectives of this exercise are to conduct bombing, strafing and rocket attacks on Culebra. Fighter cover, strikes and surface bombardment will be supplied as and if required in connection with the amphibious exercise.

The final operating period will begin 20 May and the force will put into New York 27 May. The force will conduct at least one simulated air attack during this period, using all air groups, less the Combat Air Patrol. On 21 May the force will be divided and the two groups will make search and simulated attacks on each other.

Striking forces are commanded by Rear Admiral J. H. Cassady, USN, ComCarDiv1, and Rear Admiral E. W. Litch, USN, ComCarDiv4. Capt. D. C.



Official U. S. Navy photograph

ADMIRAL MARC MITSCHER, commander of Navy's new eighth fleet which is now on extensive maneuvers.

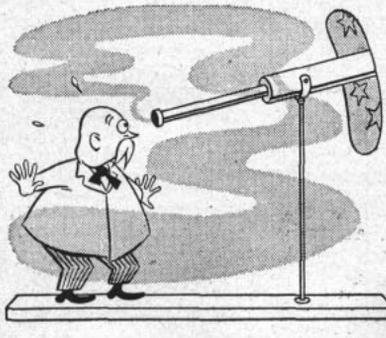
Varian, USN, commands the destroyer screen.

Participating forces in the amphibious exercise, designated Task Force 100, are under the command of Rear Admiral M. E. Curtis, USN. Brigadier General D. R. Nimmer, USMC, is in command of the First Special Marine Brigade, which will make the landings. USS *Huntington*, a light cruiser, will carry the flag of Task Force 100.

Striking forces in the fleet exercise are composed, in addition to the heavy ships listed, of the heavy cruiser *Macdon*, the light cruisers *Dayton* and *Little Rock*, and two destroyer divisions, 41 and 42, composed of the *E.A. Greene*, *Gearing (F)*, *Gyatt*, *W.R. Rush*, *K.D. Bailey*, *Steinmaker*, *Vogelgesang*, *H.J. Ellison* and *C.R. Ware*. The same ships, less the carriers, are operating as bombardment groups, and the destroyers are acting as a screen under Capt. Varian.

Chart House Memo: Sussex Fix Will Not Change Yours

RATHER a nuisance, but the Admiralty's had to move the Royal Observatory from Greenwich



to Sussex! They're packing it along to Sir Paul Latham's country quarters, Hurstmonceux Castle.

The Castle's some 45 miles southeast of Greenwich, which is in London, and it's 14½ miles east of the prime meridian. The Admiralty promised the meridian wouldn't be budged an inch, though, so it'll really make no difference at all. Greenwich Time will still be Greenwich Time and they won't need to draft new maps.

They're just moving the astronomers and telescopes and things to get away from the beastly London fog and smudge, you know. Getting so one can't properly observe the stars from London anymore. Rather difficult to tell time under those conditions. Really, you hardly can see your watch some days.



Acme Photo

SCALE MODEL 'New Era' jet-propelled ship to be powered by four jet engines is shown by Miss Flora Tomadelli, daughter of designer, J. Tomadelli.

'Big Mo' Returning

The battleship USS *Missouri* was to clear Gibraltar and be homeward bound early this month from the Mediterranean, where the world's eyes had been upon her. The mission of the ship had been to return to his native land the body of the late Mehmet Munir Ertegun, Turkish ambassador to the U. S., who died in Washington, D. C., 11 Nov 1944. The ship was to join the Eighth Fleet exercise in the Carribean about 12 May (see p. 43).

While there was a somber note to the mission, the day the *Missouri* anchored off Dolma Bahtche Palace in the Bosphorus was regarded by the Turks as one of the most important events of the century. The *Missouri* arrived at Istanbul 5 April, when funeral services for the late ambassador were held on the ship's main deck.

On the main deck for the services were Alexander W. Weddell, representing President Truman with the rank of ambassador; Admiral H. K. Hewitt, USN, ComNavEu; Commodore Tulley Shelley, Admiral Hewitt's chief of staff; Capt. R. H. Hillenkoetter, USN, commanding officer of the *Missouri*; Comdr. Douglas T. Hammond, USN, executive officer of the ship; and Kadri Rizan, director general of protocol in the Turkish Ministry of Foreign Affairs, who flew to Washington from Ankara to make the trip with the *Missouri*.

The *Missouri* started her cruise on 22 March, with Ambassador Weddell and Mr. Rizan and 13 American newspapermen aboard. The ship's maiden crossing of the Atlantic was marked by rough weather. But the rolling seas did not postpone the continuous drills and field days in which the crew engaged to prepare the ship for several thousands of visitors expected at each port of call. In off hours

members of the ship's boxing team sharpened up their Sunday punches for a meet representing the Turkish Navy. A challenge from a Greek basketball team had been received and accepted.

In the afternoon of 4 April three Turkish destroyers met the American squadron at sea and escorted it through the Dardanelles. At dawn the following morning the six ships arrived off Istanbul. At 0840 the *Missouri's* guns roared a 21 gun salute that echoed through the Turkish city (photograph inside front cover).

After ceremonies for the late Ambassador Ertegun, the *Missouri* rested at anchor at Istanbul four days during which officers and crew of the visiting American ships were entertained and taken on visits to historic Turkish spots of interest.

On 9 April, the *Missouri* left Istanbul and two days later anchored at Piraeus, the Port of Athens, in Greece. Here Lt. Hector Constantine, USNR, left the ship on special leave to be reunited with his family at Darpofern, Greece, after an absence of 30 years. He left his home for New York in 1916.

The ship arrived at Naples, Italy, 15 April. Members of the crew paid a special visit to Rome for Holy Week services. The ship remained at Naples for a week and next visited Algiers, Algeria, and Tangier, Morocco.

New War Gas

The U. S. has developed a war gas that "would have made the Japanese military mask useless," Secretary of War Robert P. Patterson told the 109th meeting of the American Chemical Society last month. He did not elaborate.

Bikini Boom Plans Go Ahead

Preparations for Bikini's big boom—the initial atomic bomb test to be staged by Joint Task Force 1 in the lagoon of the Marshall Islands atoll about 1 July—were being advanced last month against a backdrop of developments in the issues of national and international control of atomic energy.

Approximately 40,000 men, Navy, Army and civilian, are engaged in the experiment—called "Operation Crossroads"—to determine precisely what release of the power of the atom will mean to military forces of the future. Two atomic bombs will be dropped this summer on Bikini to determine their effect on ships, aircraft and other "guinea pig" material.

Senior officers of the operation were scheduled to sail early this month in the task force flagship, the USS *Mount McKinley*, to make final checks of the extensive ship preparations in Pearl Harbor before proceeding to Bikini. Most of the target fleet is expected to arrive at the atoll by June 1. Some of the principal ships to be bombed, including the battleships *Pennsylvania*, *New York*, *Nevada* and *Arkansas*, were due to leave the west coast late in April.

In all, about 200 ships and 150 aircraft will be used in the experiment. It was at first intended that 94 U. S. Navy vessels would serve as target ships, but a bill reaching the floor of the Senate last month provides for a limit of 61. As reported out by the Senate Naval Affairs Committee, the legislation would allow the use of only 33 combatant ships, defined as battleships, cruisers, carriers, destroyers and submarines, and 28 vessels of other types.

Two former Jap warships and a former German heavy cruiser also will be anchored in the target area.

What will it cost? Criticism was directed at "Operation Crossroad" last month from various sources, with contentions arising that the tests were "martial gestures," and will cost too much.

Vice Admiral W. H. P. Blandy, USN, commander of Joint Task Force 1 gave these answers:

"It has been stated by the uninformed that the tests will cost \$425,000,000 for the target ships and another \$100,000,000 for other expenses The total cost of the tests will only be a few percent of the annual naval appropriation and will probably not exceed the total cost of one large new ship.

"The tests stand out clearly as a defensive measure. These are measures of caution and economy, not aggression."

Recipient of much "fan mail" from persons opposing the operation or fearful of its results, Admiral Blandy declared on a radio forum last month:

"The bomb will not start a chain reaction in the water, converting it all to gas and letting all the ships on all the oceans drop down to the bottom. It will not blow out the bottom of the sea, letting all the water down

the hole. It will not destroy gravity. I am not an atomic playboy, as one of my critics labelled me, exploding these bombs to satisfy my personal whim."

Importance of test. The value of the Bikini tests also was emphasized by Karl T. Compton, president of the Massachusetts Institute of Technology and a member of the evaluation board appointed to advise the task force commander and the Joint Chiefs of Staff.

"I believe it is of great importance that these tests be carried out," he said. "Unless this is done there can be endless argument regarding the steps which should be taken by our armed forces to insure their competence for the military security of our country.

"We wish to emphasize the objective . . . attitude of the Army and Navy personnel engaged in these tests because in our opinion it completely refutes the fears which have been expressed in some quarters to the effect that the Air Force may be trying to prove the Navy obsolete, or that the Navy is trying to prove the invulnerability of its ships. The whole spirit and plan for the tests are aimed at securing the basic engineering information necessary for intelligent future planning."

Atomic energy control. Culminating weeks of controversy over national control of the new source of power, the Senate Atomic Energy Committee last month approved by a 10-1 vote a bill which would set up a civilian commission and grant a military board authority to appeal to the White House, through the Secretaries of War and Navy, on any decision of the commission.

At the same time, the United Nations was preparing to seek means of preventing destructive use of atomic energy. Bernard Baruch, elder statesman and financier, was appointed as U. S. representative on the United Nations Atomic Energy Commission, which was expected to start functioning as soon as all delegates from the 12 nations forming the group had been named.

Homma, Tajima Executed

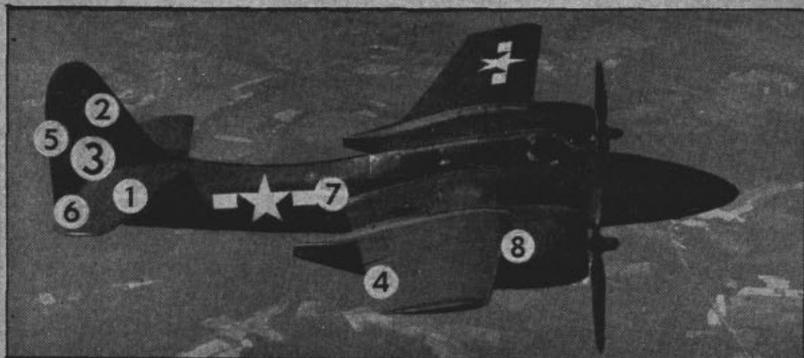
Lieutenant General Masaharu Homma, "conqueror" of Bataan and Corregidor and the man who was responsible for the "Death March" which killed 17,200 American and Filipino captives, was executed at Los Banos, 20 miles south of Manila, 3 April.

A 12-man U. S. Army firing squad carried out the execution in the same area in which Lieutenant General Tomoyuki Yamashita was hanged in disgrace. General Homma was convicted 11 February of ordering the Bataan "Death March" and condoning other atrocities in the Philippines.

Within a half-hour after General Homma's death, Lieutenant General Hikotaro Tajima, convicted of the atrocity slaying of three American naval fliers on Batan Island off the northern tip of Luzon, in May 1944, was executed by hanging.

QUIZ AWEIGH

"SEEING IS BELIEVING"—so the old axiom goes. You may recognize the following photographs, but can you identify them and what facts do you know about them?



- The plane shown above is the only twin-engine fighter in the Navy. Identify it.
- Match the following named parts of a plane with the correct number indicated on the above picture.

(a) rudder	(e) aileron
(b) elevator	(f) empennage
(c) vertical stabilizer	(g) horizontal stabilizer
(d) nacelle	(h) fuselage



- Above is the only medal the President is authorized to present in the name of Congress. What is it?
- A gratuity of \$2 a month is awarded to all who receive it—True or False?
- A petty officer with this rating is:

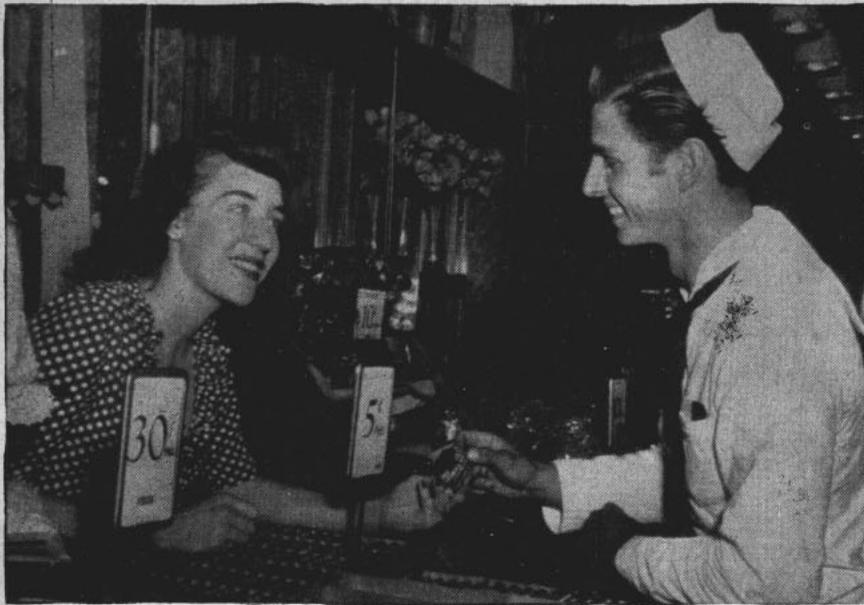
(a) RMLc	(c) RdM2c
(b) T2c	(d) SoM2c
- It is a left-arm rate—True or False?



- What type and class of ship of the fleet is pictured above?
- In the U. S. Navy ships of this type are named for:

(a) personages and heroes	(c) American cities
(b) states	(d) American rivers
- Wartime complement of this type and class ship was:

(a) 164	(b) 236	(c) 309
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Photograph from Press Association, Inc.

SATISFIED CUSTOMER—Sic John Ochsner, oil heir, appears sold on the product and the salesgirl, Margerite Human, who stowed away on a Honolulu-bound ship to be with him overseas. She's clerking in a five and ten store.

Joint Phib Training

Midshipmen from Annapolis and cadets from West Point will engage in joint amphibious training operations in Chesapeake Bay this summer in connection with the resumption of peacetime summer cruises by the Naval Academy. A total of 443 midshipmen, comprising the second class at Annapolis, and 315 cadets, consisting of the second class at West Point, will participate in the maneuvers to be held in the Norfolk area August 10 to 23. Marine detachments also will participate.

The midshipmen and cadets will be brought together for the first time in the history of the two academies for joint training in amphibious operations. The move stems from a desire for closer cooperation between the Navy and the Army.

The midshipmen will leave Annapolis on the carrier, *Randolph*, 9 August. The following day they will disembark in the Norfolk area and report to the commander, Amphibious Force, Atlantic Fleet. The cadets will leave West Point on an assault transport 9 August and will arrive at the training area two days later. The cadets and midshipmen will work with small craft for about a week, and then will go aboard a large transport. About four landings will be made on the beach, with demonstration teams from the Marines participating. Midshipmen and cadets will work together in small craft.

The Marine Corps has been requested to provide the following for the landing exercises: one infantry battalion, one field artillery battery, one medium tank platoon, LVT and DUKW detachments, one engineer or pioneer detachment, and one assault signal company.

The battleships, the *Washington* and the *North Carolina*, the carrier, *Randolph*, and six destroyers, will be

used to train the midshipmen on their cruises. The first cruise will begin 6 July and will end 16 August. A total of 1,200 midshipmen, consisting of all the third class and one-half of the first class, will go on this cruise. The second cruise will begin 17 August and end 27 September. All of the third class and the other half of the first class, 1,175 midshipmen, will take this cruise. The two battleships and four of the destroyers will be used on these two cruises.

On these two cruises, the midshipmen will be divided into permanent divisions of about 50 men each, based on the ship's gunnery organization.

Ship's officers, if available, will instruct midshipmen, except at general quarters.

Two carrier cruises are planned, the first of which will be held before and the second after the amphibious maneuvers with the West Point cadets.

The preponderance of midshipmen now enrolled in the Naval Academy are former enlisted men who served in a regular or a reserve status in the Navy, Army, Marine Corps, or Coast Guard. The Navy announced that 1,974, or 63 percent, of the 3,139 midshipmen now at the academy previously served in such a capacity. Of the 1,974 ex-enlisted men, 1,705 served in the Navy, 190 in the Army, 73 in the Marine Corps, and six in the Coast Guard.

Highest percentage of midshipmen having prior military service is in the 1948-A class. Of the total enrollment of 518 in this class 363, or 70 percent, served in the Navy, Army, Coast Guard, Marine Corps, or Merchant Marine. Seven former USNR officers and two former Army reserve officers also are enrolled in the academy. They resigned their commissions to enter midshipmen training.

Appointment to the academy of a minimum of 200 enlisted men each year is authorized by law. Half come from the regular Navy and Marine Corps, and the other half come from reserves of the two services. Other men enter through Presidential or Congressional appointments.

The Navy at present is conducting two Annapolis preparatory schools for enlisted men, one at Bainbridge, Md., and the other at Camp Peary, Williamsburg, Va. More than 1,200 men, chosen on the basis of preliminary examinations aboard ship and at shore establishments, now are receiving a six-month's course to prepare them for entrance into the academy.



Photograph from Press Association, Inc.

TNT CHARGES are loaded aboard one of 24 Jap subs by Navy demolition experts at Sasebo. Subs were destroyed 60 miles at sea (see p. 40, also).

Atom Textbook Program

Definite steps have been taken by BuPers to provide the Navy with educational information on atomic energy and nuclear physics. These include a series of lectures by atomic physicists, now being held in Washington, the preparation of a correspondence course based on the lectures, and the distribution of authoritative books on the subject. In addition, it is planned to issue an ALL HANDS "extra" on 1 June dealing exclusively with atomic power.

CNO has declared that the atomic bomb and future developments in the uses of atomic power forecast revolutionary changes in naval tactics and in the design and construction of naval ships. It was essential, CNO said, that naval personnel be informed of the application and general capabilities of atomic energy in relation to naval warfare.

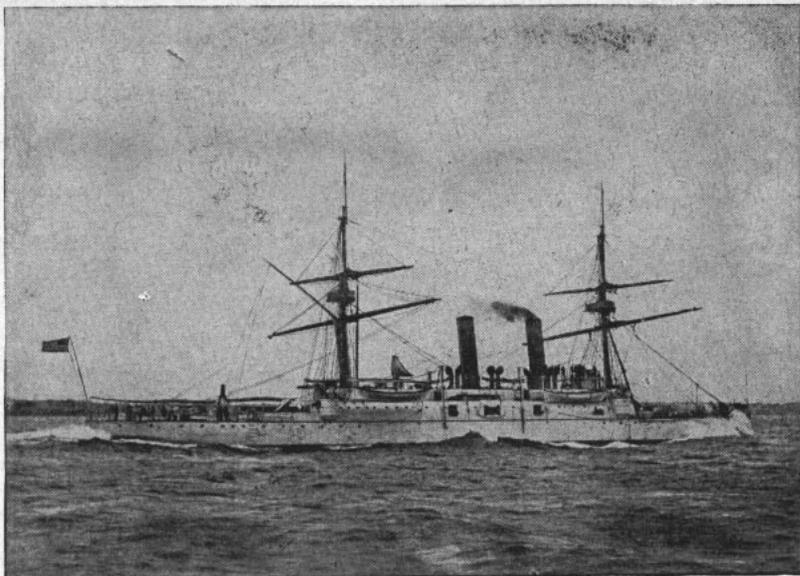
CNO will circulate information on the results of three atomic explosions already held and on the results of future tests.

BuPers will make available (1) educational information along elementary lines on atomic energy and nuclear physics to assist all interested officers in digesting and discussing information and reports which will be available to the Navy, and (2) courses, lectures, publications, etc., to enable officers with special talents and qualifications to make more advanced studies.

Elementary information would be provided in the special supplemental issue of ALL HANDS. In addition, three books on atomic power either were already supplied or ordered for the libraries of all ships and stations. These books are, "Atomic Artillery and the Atomic Bomb," by J. K. Robertson and published by D. Van Nostrand & Co.; "Atomic Energy for Military Purposes," by Henry D. Smyth, and published by Princeton University Press; and "One World or None," by prominent authors in the field of atomic physics. The latter was published by McGraw Hill Book Co. (See p. 34.)

Along lines leading to advance study, a course of 20 lectures by two prominent nuclear physicists was scheduled. These lectures were attended by 100 invited officers, with the rank of commander and above. This course was completed 10 April. A second course of 20 lectures began in Washington, D. C. 15 April and will continue through 19 June. These lectures, being attended by 200 invited USN officers of the rank of lieutenant (jg) and above are being given by Dr. Lawrence Hafstad, director of the Applied Physics Laboratory, Johns Hopkins University. A third series of lectures probably will be held subsequent to 19 June. Successful completion of the courses will be noted by number (10A) in the Navy Register.

BuPers now is preparing a correspondence course based on the lectures, to meet further CNO request. This is expected to be completed late in the summer, and will be made available to invited officers in the Washington area.



USS BOSTON fought at Manila as a Member of 'White Squadron'.

IT'S TAPS FOR OLD BOSTON

USS *DESPATCH* (IX 2) was towed to sea off the Golden Gate, set ablaze and sunk by naval gunfire last month, and a sight familiar to at least a million Navy men is gone from San Francisco Bay. The old hull served as Receiving Ship at Yerba Buena Island more than 20 years until 1940, and as a radio training school in the same location until October 1945. But that was just the last chapter in the career of the *Despatch*.

As USS *Boston*, one of the ABCD cruisers in the "new Navy" of 1883—*Atlanta*, *Boston*, *Chicago*, *Dolphin*—she was launched 4 Dec 1884, more than 61 years ago, and was commissioned 2 May 1887.

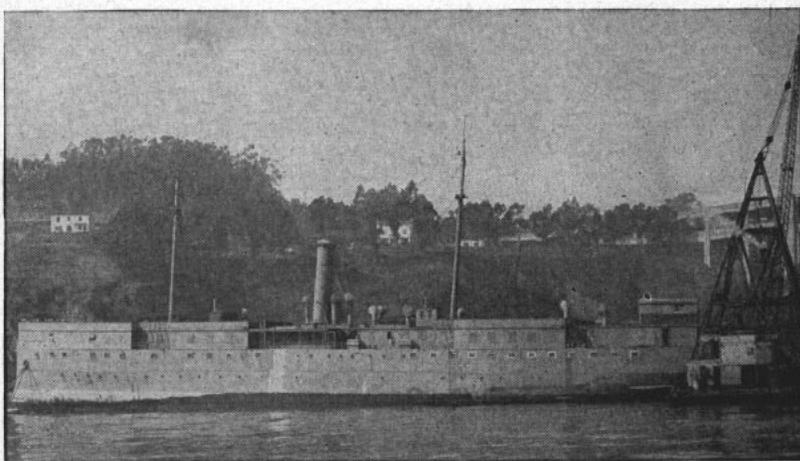
She went to sea with the famous "White Squadron," fought with Commodore George Dewey at Manila and landed her Marines on Hawaii and in Panama during her long career.

Under Capt. G. C. Wiltse, she was present in Honolulu Harbor when the revolution against Hawaiian Queen Liliuokalani began 14 Jan 1893. The Marines landed two days later to maintain order.

It was at Manila Bay the *Boston* became a fighting ship. She was sixth in column when the U. S. Fleet sailed into the bay at 0535 the morning of 1 May 1898. For two hours the American ships pounded Spanish ships and shore defenses in one of history's more lopsided engagements. The *Boston* was hit at least twice.

The *Boston* returned from the Asiatic Station in 1899.

At that time she was decommissioned. After being called back into the service three times, she eventually took the name *Despatch* when the new heavy cruiser USS *Boston* was commissioned in 1943.



RENAMED, revamped, USS *Despatch* as she looked 48 years later.



Official U. S. Navy photograph

FIGURE OF "LIBERATION" appears on the World War II Victory medal to be issued to all those who served honorably on active duty during the war.

Merger Bill Voted Out

The Senate Military Affairs Committee voted (10 to 1) last month to report the Thomas-Hill-Austin bill for unification of the armed forces, S. 2044, out of committee for placement on the Senate calendar awaiting action. War and Navy Department witnesses had testified before a Military Affairs subcommittee in 27 hearings before the bill was voted out of committee.

Meantime, Senator Styles Bridges (R., N. H.), a member of the Military Affairs Committee, was expected to file a minority report against S. 2044, and already had introduced a new bill of his own.

Senator Bridges' bill would unify the armed services through a Council of Common Defense. His proposal would establish the Air Forces on an equal status with the Army and the Navy, and give the secretaries of the three services Cabinet rank. The Council of Common Defense would consist of the three armed forces secretaries, the Secretary of State and the President.

The Thomas-Hill-Austin bill provides a Department of Defense to be headed by a secretary of Cabinet rank, with the secretaries of the Air Forces, Army and Navy subordinate to him.

Up from Ranks

The enlisted ranks were singled out by Vice Admiral Louis E. Denfeld, the Chief of Naval Personnel, as one of the Navy's best sources for officer candidates in a recent report which showed that 22 percent of the service's wartime officers formerly served as enlisted men.

Out of 329,207 officers procured by the Navy between 1 Jan 1942 and 31 Dec 1945 a total of 74,185 were former enlisted men who had served in

enlisted duties. An additional 108,772 men were in enlisted status while being trained in the various college programs prior to receiving their commissions. Total of all officers procured in this period who were at one time in enlisted status is 182,957.

At the outbreak of the war the greatest potential source of officers was college-trained men in civilian occupations. The policy of absorbing these men changed with the gradual increase in the number of qualified enlisted men who had gained the necessary experience. In January 1942, approximately 25 percent of commissions were awarded to enlisted men. By July 1945, this percentage was doubled.

Last year more than 2,000 enlisted men attended the Naval Academy Preparatory School which prepares eligible candidates for Academy entrance examinations (see p. 46). The school will continue in this capacity. In addition, a plan under which enlisted men may qualify for transfer to the College Naval Reserve Officers Training Corps has been presented to Congress.

The Navy is formulating a plan to continue the award of direct commissions to qualified enlisted men according to the needs of the service and the V-5 program continues to accept applications from enlisted men for aviation training.

PB Typhoon Patrol

Two squadrons of specially equipped typhoon reconnaissance planes were formed in late March for use in the western Pacific to inform shipping and Army and Navy shore bases of approaching storms and to furnish aerological data for the Joint Army-Navy Task Forces at Bikini Atoll.

Each squadron is composed of 12 Privateers (PB4Y-2) installed with

special weather instruments. With guns removed and extra fuel tanks added, these aircraft have a new operational range of 4,000 miles, 1,000 miles greater than before.

The tracking squadrons, based on the fringes of the Pacific typhoon area at Eniwetok, Guam, Okinawa and Samar, will supplement operational aircraft used in this service.

PIO Work Continued

The Navy's war-expanded Public Information Service will continue, it was announced in a letter from SecNav to the Chief of Naval Personnel. The letter said that experience gained in the war had demonstrated the worth of enlisted naval correspondents and the Fleet Home Town News Center.

The supporting staff of ENCs throughout the naval service will be included in the rating structure (For information on ENCs, see ALL HANDS, April 1946, p. 77). Billets are to be established within all staffs, ashore and afloat, and in those other Naval activities which special circumstances may render necessary, for the assignment of appropriate and qualified PIO personnel to assure adequate public information coverage. Provisions will be made for training all personnel assigned to PIO duties.

The number of naval personnel assigned to public information duties will be prescribed by SecNav. Initially it will be limited to 500 persons, of whom not more than 250 will be commissioned personnel.

Home via Suez

Five destroyer escorts from the Seventh Fleet are scheduled to arrive in the U. S. via the Suez Canal late in May, when they will be placed in the inactive reserve fleet in Florida. The ships, comprising CortDiv 50, left Hong Kong 1 April. They are the first ships to be sent home through the Indian Ocean, the Mediterranean and the Atlantic.

The ships are the *Thomas J. Cary*, *Brister*, *Finch*, *Kretchmer* and *Koiner*. Commanded by Lt. Comdr. Russell S. Crenshaw, Jr., USN, the division was scheduled to stop for two or three days each at Singapore, Colombo, Aden, Alexandria, Naples, probably another port in the Mediterranean and possibly at Funchal, Madeira, in the Atlantic.

New Aide to President

Commodore James K. Vardaman Jr., USNR, relinquished his post as naval aide to the President last month, and was succeeded by Capt. Clark McAdams Clifford, USNR. Commodore Vardaman was sworn in for a 14-year term on the Federal Reserve Board of Governors, following his appointment to this position by President Truman and Senate confirmation of the appointment.

Capt. Clifford, former St. Louis, Mo. lawyer, had served as assistant naval aide under Commodore Vardaman.

Admiral Murray is Com9

Vice Admiral George D. Murray, USN, has relieved Vice Admiral Arthur S. Carpenter, USN, as Com9. The district, with headquarters at Great Lakes, Ill., is the nation's largest. Admiral Carpenter, who had been Com9 since 3 Jan 1944, has been detached to duty with the Navy Department (see p. 51).



Admiral Murray

Designated Naval Aviator No. 22 in 1915 at the Naval Air Station, Pensacola, following his graduation from the Naval Academy in 1911, Admiral Murray "grew up" with aviation.

He was in command of the *Enterprise*, which was returning to Pearl Harbor 7 Dec 1941, when the Japs attacked. The ship launched the only U. S. carrier aircraft to take part in the action. He received the Navy Cross as skipper of the *Enterprise* and later received the DSM as CO of a carrier task force during the battle of the Santa Cruz Islands, 26 Oct. 1942. His latest command has been as commander of the Marianas area.

Army Uniform Changes

Five-star general and private will dress alike, except for insignia, in the Army after 30 June 1948. Battle jackets and trousers of the same olive drab shade now used in enlisted men's clothing will be authorized for both officers and men.

For dress and special occasions Army personnel will wear blue uniforms after the above date, if they can be manufactured without interfering with production of civilian clothes. If the "blues" are not available before the 1948 summer deadline, the olive drab uniforms will serve both for duty and dress until "blues" can be procured.

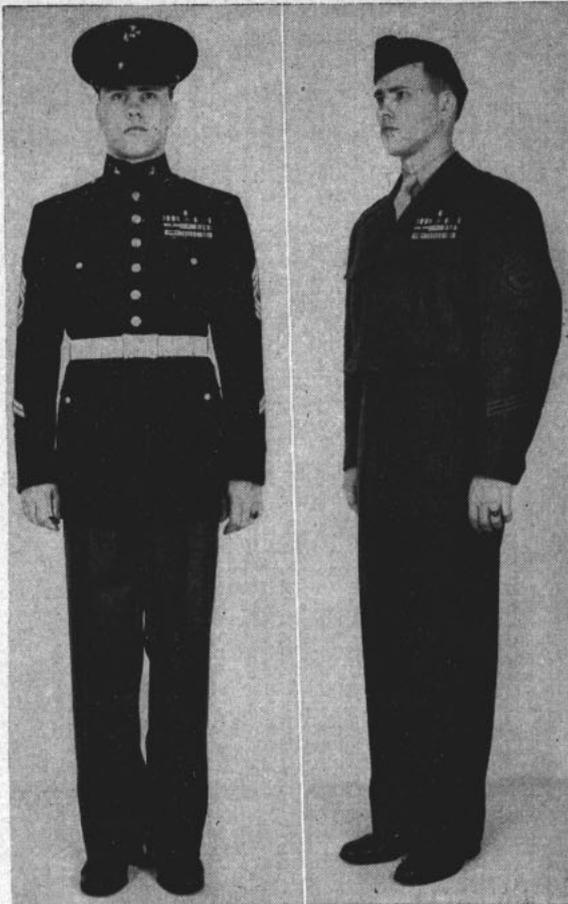
The olive drab combination will supplant the present varied styles in cut and color of shirts, blouses, jackets and trousers. The many types of long and short overcoats also will be abandoned and a standard combination overcoat-raincoat with detachable lining adopted. Officers and enlisted men will continue to wear the familiar khaki duty uniform for summer and tropical wear.

The blue uniform idea originated in the European theater of operations when General Dwight D. Eisenhower was in command there. It was suggested that the blues might be used to distinguish more readily our Army of Occupation from other Allied troops.

The experimental models of the enlisted men's dress uniform comprise a sack type coat, matching trousers, and visored cap, in medium weight wool and tailored to individual measure. Contrast is added by brass buttons and piping in the color of the individual's branch or arm of service. The officers' proposed dress uniform is similar except for insignia.

NEW UNIFORMS for Marines have been announced. Dress blues will be the same for officers and enlisted men, with four pockets in the tunic; hip pockets in pants. Insignia of rank will be the only differentiation. Marines wore new blues on duty at the UN meetings.

SERVICE GREENS have been changed to include a battle jacket to replace the belted blouse. Hip pockets are an addition to the trousers. As in the blues, only difference in the uniforms of officers and enlisted men will be difference in insignia.



MARINES ADOPT NEW UNIFORMS

Adoption of a new service green uniform and changes in the traditional dress blues were announced by the Marine Corps. The new service uniform was designed with the comfort of personnel in mind. It will become regulation in September, barring manufacturing tie-ups. Changes made are such that only insignia of rank will distinguish officers from enlisted men.

The service uniform will consist of trousers, battle jacket and overseas or garrison cap. In production for several weeks, the new uniform is the product of a year of careful planning, based on wartime experience. The present blouse and hip-pocketless trousers of the old green uniform will be discarded.

The battle jacket, which will replace the blouse, is cut full in the chest and will fit snugly around the waist. The trousers will be cut in such a way to allow more freedom in the knee and thigh. They will include hip pockets. The new barracks cap will include a wide, flat grommet, a high and straighter peak, and a bill made of shell cordovan leather.

Changes in the dress blues provide for the addition of four pockets on

the tunics of enlisted men. Previously only officers had pockets on their tunics. Addition of the pockets would serve two purposes: first, it would add to the general overall appearance of the uniform and, second, it would offer the possibility of better tailoring. Hip pockets also will be added to the trousers of the enlisted men's blues. At present, enlisted men's trousers have no hip pockets.

With the changes in blues, officers will be distinguishable from enlisted men only by insignia of rank and rate and by the traditional red piping worn by the latter.

The new blues made their first appearance with the Marine Guard, which now is guarding Security Council meetings of the United Nations at Hunter College, New York.

Issuance of the new service uniforms, the Marine Corps said, will not mean that the present uniforms would be completely discarded. The old stock will be utilized fully, principally as issue to troops overseas.

In making allocations for manufacture of the new uniform, the Marine Corps said, care has been taken to assure that the program does not overlap civilian allocations.



Official U. S. Coast Guard photograph

TWENTY SIX MONTHS after his picture was taken on a ship off Eniwetok former Marine, Bob Touhy, poses once more—this time in Washington, D. C.

Bantam Tests

Miniature "atomic" bomb tests are being conducted at the Navy's David W. Taylor Model Basin, Carderock, Md., in conjunction with the "Crossroads" experiment of Joint Army-Navy Task Force 1.

Scale-size models of Victory ships, approximately two feet in length, are used in the miniature tests to obtain advance data on the effect of the bomb blast on the actual ships to be blasted at Bikini. The models are built on a scale of 1 to 220, and are bombed while floating in an improvised pond representing Bikini atoll.

Model "atomic" bombs containing a T.N.T. charge scaled down from 20,000 tons of T.N.T., is used. The bombs are fired underwater and in the air above the pond. "Operations Crossroads" will determine among other things, whether the T.N.T. model bomb now being used in tests can provide accurate data for naval purposes.

Data obtained from the effect of the model bomb on the scaled-down ships will be compared with scientific information gathered from the Bikini experiments. The comparison will provide a check on the accuracy of methods employed at the Model Basin, which normally subjects ship models to accurate scientific tests to obtain specific knowledge of the vessel's performance before its construction.

Industry Uses Plant. The David W. Taylor ship-testing and experimental plant is being made available to private industry. Not only shipbuilders will benefit from the facilities available. The wind tunnel offers valuable "testing grounds" to plane manufacturers and others concerned with aerodynamics. Other departments test structural strength, vibration, under-

water explosions and hundreds of other difficult problems.

Fifty representatives of shipbuilding and other industries toured the plant recently to learn what facilities were available. They represented the Navy Industrial Assn., a group of more than 400 industrial concerns who joined together during the war to effect a permanent program of cooperation with the Navy.

The main function of the plant is tests and experiments in design and structural mechanics of ships. It is the largest and most completely equipped such plant in the world employing, 900 civilians and nearly 100 Navy officers and men.

Private shipbuilders will soon have the use of a nearly-completed 1,800-foot extension to the 1,200-foot channel. With this 3,000 feet of uninterrupted channel, 51 feet wide and 22 feet deep, high-speed tests can be made for the first time.

Technical details of the plant which was opened in 1940 have been withheld by the Navy, but considerable general information has been released. The model basin was named after the noted naval architect who commanded the original testing basin at the Washington Navy Yard from 1900 to 1915. It was authorized by Act of Congress, 6 May 1936, and construction was begun in September 1937. Following authorization of the original Navy Yard basin, Congress specified that private industry be authorized to have tests made in any of the facilities if operational costs were defrayed.

When ship owners wished to convert World War I cargo vessels capable of 10½ knots to faster passenger-type vessels, the Navy yard made tests with wooden models costing \$200 or \$300 apiece, showing that a revised bow and new propellers would

solve the problem. The remodeled ships were capable of 17 knots.

Extreme accuracy of Taylor Basin tests is made possible by the bed rock foundation which eliminates "settling" that would throw the apparatus out of line by a fatal fraction of an inch. The basin is so carefully designed that even the foundations and tracks of the ship-towing apparatus, 1,185 feet in length, were laid out to follow the curvature of the earth.

Speeds constant to 1/100th knot can be maintained by the huge towing machine which straddles the channel and propels 20-foot ship models through the water. It includes measuring apparatus so precise the findings are true to within 1/20,000th of an inch.

Flag Promotions

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

To be vice-admiral in the U. S. Navy:

Arthur S. Carpender, USN, for temporary service to rank from 3 April 1945 (see p. 51).

To be lieutenant-general in the U. S. Marine Corps:

Harry Schmidt, USMC, for temporary service to rank from 1 March 1946.

To be rear-admiral in the U. S. Navy:

Harold M. Bemis, USN, for temporary service.

To be Major general in the U. S. Marine Corps:

Samuel L. Howard, USMC, for temporary service to rank from 28 September 1942.

To be rear-admirals in the U. S. Coast Guard:

Merlin O'Neill, USCG to be the Assistant Commandant of the U. S. Coast Guard with the rank of rear admiral, for a period of four years. Temporary rank to date from 14 Feb. 1946.

Thomas A. Shanley, USCG, for temporary service to rank from 25 February 1946.

To be commodore:

Louis W. Perkins, USCG, for temporary service to rank from 16 March 1946.

Nurse Chief Promoted

Nellie Jane DeWitt, superintendent of the Navy Nurse Corps, has been promoted to the rank of captain. In charge of approximately 6,000 Navy nurses, now on active duty, she became Nurse Corps superintendent 9 Nov 1945 upon the retirement of Capt. Sue S. Dauser.

Capt. DeWitt has been a Navy nurse more than 25 years. She was graduated from the Stamford Hospital Training School, Stamford, Conn., in 1918. She was chief nurse at Guantanamo Bay, Cuba, in 1938. Prior to taking over her new post, she had been chief nurse at the Naval Hospital, Aiea Heights, Oahu, Hawaii, with additional duties in the office of the Commandant as Senior Nurse Corps officer on the island.



Capt. DeWitt



LIGHTHOUSE-KEEPING at the Coast Guard's 'Tree Point' lighthouse station are CBM Jim Gavin and bride, ex-SPAR, Ann Jacobs. He takes care of the light while she keeps house on a remote island off Alaskan coast.



Official U. S. Coast Guard photographs

Offer High PG Training

Redesignation of the Army and Navy Staff College as the National War College will provide the services with the highest level in postgraduate training for officers of the armed services and the State Department. This course (p. 53 ALL HANDS, March 1946) will be taught chiefly by military and State Department personnel, but will include talks by outstanding lecturers from American universities.

Vice Admiral Harry W. Hill, USN, commandant of the new college, has announced the formation of a Board of Consultants to assist in the formulation of a curriculum embracing the various problems relating to national security and international peace. Members of this group, which met in Washington on 29 and 30 March at Admiral Hill's request, are: Dr. James P. Baxter III, president of Williams College, chairman; Dr. Calvin B. Hoover, dean of the Graduate School, Duke University; Dr. William L. Langer of Harvard University; Dr. Arnold Wolfers of Yale University; Dr. W. L. Wright and Dr. Edward M. Earle of Princeton University. Also attending this conference were Donald Russell, Assistant Secretary of State, and the deputy commanders of the College, Major General Alfred M. Gruenther and Brigadier General T. H. Landon.

The board may recommend courses of instruction, reading material, and instructors for the first class which begins 3 Sept 1946. Several of the nation's outstanding scientists, including some particularly noted physicists, will lecture before the College. During the past month Admiral Hill visited several eastern universities, with the object of obtaining the services of certain eminent academicians for the College. He reported that the reaction of the universities to his proposals was "extremely gratifying," that the best universities were anxious

to participate in the College program. Besides designating their personnel for the College staff, the universities have expressed a willingness to release these lecturers from academic duties for the duration of their War College assignment. At present both the War and Navy Departments are engaged in considering personnel for attendance at the first class. Selections will be announced the early part of May.

(See story p. 70 for summary of postgraduate education program leading up to the National War College, to which regular Navy officers will be assigned.)

Navy PR Coordinator

Vice Admiral Arthur S. Carpenter, USN, until recently Com9, (See p. 49), has assumed duties as coordinator of public relations for the Navy, a new post created by order of SecNav.

The order creating the post vested with a flag officer the task of coordinating and executing plans and policies of SecNav in matters pertaining to public relations.

Creation of the post, which is under the office of SecNav, is in line with the Navy's announced policy of coordinating related activities. Plans for the coordination of the functions under Vice Admiral Carpenter's command are in the formulative stage at the present time.

Admiral Carpenter's appointment as vice admiral for temporary service was confirmed by the Senate on 19 March.

Immediately following Pearl Harbor, Admiral Carpenter was given

command of destroyers, Atlantic Fleet. He retained this command until June, 1942, when he was assigned to duty in the Southwest Pacific Force and in September, 1942, assumed command in the Southwest Pacific Force and Allied Naval Forces in the Southwest Pacific Area. While serving in this capacity, Admiral Carpenter held the temporary rank of vice admiral and was awarded the Distinguished Service Medal of the Army and the Legion of Merit of the Navy.

Returning to the U. S. in December, 1943, he reverted to his permanent rank of rear admiral. On 3 Jan. 1944, he was named Com9. Later he was promoted again to the temporary rank of vice admiral. He received a Gold Star in lieu of a second Legion of Merit while Com9.

Employment Ruling

Attorney General Tom C. Clark has ruled that veterans with permanent Civil Service ratings can have places in government departments where they worked in temporary agencies previously, even if the temporary agencies have been dissolved. The ruling held that veterans with permanent Civil Service status are entitled to reemployment because the temporary agencies were integral parts of the department.

The opinion was given in the cases of former workers in four temporary Department of Interior agencies now abandoned or being liquidated, but applies to Civil Service workers as a whole. Under the new ruling, former rulings of the Department of Justice are modified. Permanent Civil Service veteran employees of a temporary agency are held to have restoration rights, even where the agency has gone out of existence, if that agency was part of a larger unit, such as a department.



Admiral Carpenter



Photograph from Press Association, Inc.
"AXIS SALLY", alias Mildred Gillard, a native of Portland, Me., of Nazi radio fame is under arrest in Berlin.

Berthing Contracts

The Bureau of Yards and Docks has announced the majority of contracts for the Navy's \$70,000,000 program for construction of berthing facilities for inactivated ships will be let by early summer.

Facilities and changes to include piers, quay walls, dredging, extensions to electrical and mechanical services, fire fighting apparatus and other installations will make it possible for inactivated ships to be maintained without use of their own facilities and equipment. Engineers in charge of the program point out that the more complete the shore maintenance facilities, the easier it will be to put the inactive fleet into operation should the need arise.

In selecting berthing facilities, maximum use of existing installations was desired to minimize new construction. Another consideration was non-interference with such commercial shipping activities as existed in berthing areas. In addition, a balance had to be met between the optimum dispersal of fleet units and the overall cost of maintenance.

The inactivated ships are to be tied up at piers and/or mooring platforms. A skeleton force will service the ships while they are laid up.

Several contracts have been let and work is under way at both east and west coast projects. A summary of progress being made follows:

- **New London, Conn.:** Work on berthing facilities started, including a \$979,300 contract for dredging (99 percent complete) and a \$527,950 contract for construction of bulkhead and finger piers (8 percent complete). Electrolyte facilities will cost \$373,000 and about \$300,000 will go toward constructing an ARD pier. Additional

shore services are estimated to cost approximately \$800,000.

- **South Boston Navy Yard:** Additional facilities in the form of mooring fittings, camels and shore services are to be provided at an estimated cost of \$350,000.

- **Philadelphia Naval Shipyard:** A \$612,000 quay wall (22 percent complete) is being built, and a \$100,000 dredging contract will be awarded. A \$60,000 contract has been awarded for services around the reserve basin. Services to the west end are planned, while services to the east end are already 22 percent complete. A \$91,000 steam distribution system is 25 percent complete. The \$81,000 boiler system for a heating plant is about 75 percent complete. A project will be initiated for sewage collection from ships quartering personnel.

- **Bayonne, N. J. Naval Supply Depot:** Work is planned on a \$400,000 job of dredging and services extension.

- **Norfolk Naval Shipyard, Portsmouth, Va.:** A \$300,000 dredging project has been completed. Five concrete piers with accessories are under construction (2 percent complete). Contract price: \$1,086,000. Additional shore services are to cost \$286,000.

- **Naval Operating Base, Norfolk, Va.:** Camels for berthing 9 CVE's at the convoy escort piers are being constructed of surplus material by Yard forces at an estimated cost of \$39,000. It is estimated that electrical services will cost \$105,000. Additional shore services and mooring platforms are to be provided at an estimated cost of approximately \$300,000.

- **Charleston, S. C.:** Six reinforced concrete piers will be built under a \$1,408,000 contract. While work has not been started on this project, 98 percent of a dredging program costing \$535,000 has been completed by U. S. Army Engineers. The Navy will reimburse the War Department for this work. Additional supporting shore services will be provided.

- **Green Cove Springs, Fla.:** Temporary facilities costing \$235,000 have been completed. A \$1,518,365 dredging contract has been awarded, and work has been started. A \$4,350,000 contract has been awarded for construction of 11 concrete piers 1,850 feet long. Construction work has not been started. Additional shore services and facilities will be provided at an estimated cost of \$1,300,000.

- **Orange, Tex.:** Award has been made of a \$2,630,000 contract for piers and services, now six percent complete. Completion of a \$17,000 dredging project has been announced. Additional shore facilities are planned.

- **San Diego, Calif.:** Eight construction contracts covering dredging, piers and services have been awarded totaling approximately \$6,850,000. Construction is proceeding. Additional shore facilities will be provided.

- **Mare Island, Calif.:** Seven contracts totaling approximately \$2,050,000 have been awarded. Of these, four have been completed, while about 28 percent average completion has been accomplished on the other three. Minor

additional shore facilities are planned.

- **Alameda, Calif., NAS:** Plans are being prepared for extending services to existing piers. Projected cost: \$29,000.

- **Tongue Point, Astoria, Ore.:** A \$776,000 dredging contract which includes construction of a wave barrier is approximately two percent complete. New pier construction will cost approximately \$5,400,000, with supporting shore services approximately \$1,200,000.

- **Naval Shipyard, Bremerton, Wash.:** Dredging contract, worth approximately \$800,000, has been awarded. With plans for concrete piers, mooring islands and approach trestles completed, supporting shore facilities contracts will be let next. Estimated construction cost of piers and supporting facilities is approximately \$6,300,000.

- **Tacoma, Wash.:** Total estimated cost for the entire project is approximately \$2,300,000. The existing dredging contract, worth approximately \$54,000, is now five percent complete, and its present scope is to be increased. A \$170,000 contract for the construction of pontoon camels is in effect. Plans and specifications are being prepared for pier extensions, strengthening of existing piers and installation of necessary supporting shore facilities. This work, it is estimated, will cost approximately \$2,000,000.

- **Seattle, Wash.:** Dredging of Piers 90 and 91 will cost \$50,000 when completed.

- **Newport News, Va.:** It is estimated that dredging, new fencing, revision and extensions to existing services and miscellaneous supporting shore facilities will cost approximately \$200,000. Plans and specifications are being prepared.

- **Kaiser Shipyard—Swan Island, Portland, Ore.:** A contract is being negotiated with the company to furnish and install facilities for temporary berthing of inactive vessels. Estimated cost: \$100,000.

- **NSD, Stockton, Calif.:** It is estimated that new construction, supplemental utility services, camels and incidental construction will cost approximately \$500,000. Plans and specifications will be prepared soon.

District offices of BuDocks are supervising the program. Work plans are being prepared by the bureau and the district staffs.

Veterans Seek Shops

The retail field is favored by 46.8 percent of veterans interested in starting their own business, according to the Department of Commerce. Household appliance and radio shops, apparel stores, filling stations, grocery stores, and eating establishments are preferred, a survey revealed.

As to the rest of the veterans interested in starting a business of their own, 13.6 percent want to set up service establishments; 4.7 percent, manufacturing; 3.9 percent, wholesaling; and 2.8 percent, construction and contracting.

New Middle Athletic Chief

Capt. Edmund B. ("Whitey") Taylor, USN, has been ordered to Annapolis as director of athletics. He relieves Capt. Charles O. Humphries, USN, at the Naval Academy this month.

Capt. Taylor was named for the All-American lacrosse team in 1924-25 and also participated in football, basketball and boxing.

Navy Tribute to Army

SecNav James Forrestal commended the Army 6 April on the occasion of the first Army Day celebration since victory in a letter to the Secretary of War, Robert P. Patterson. The letter follows:

My dear Mr. Secretary:

On the occasion of the first Army Day celebration since victory has been won, I welcome the opportunity of extending on behalf of the Navy a sincere "well done" to the men and women of the United States Army.

Our services have emerged successfully from the greatest test of military and moral might ever to confront our people. Victory was won through application of the team spirit. On all the world fronts Army and Navy worked with a singleness of purpose unsurpassed previously in our history. The demand of the future will be no less than those of the crisis still fresh in the memory of all of us.

It is particularly fitting that the nation as a whole join in deserved tribute to the Army, and the Navy is happy to share in the expressions of sincere appreciation.

Sincerely yours,
JAMES FORRESTAL



Official U. S. Navy photograph

FIELD APPROACH control units are shown directing plane landings by radar at NAS, Banana River, Fla.

MAY 1946



Official U. S. Navy photograph

HUGE FLOATING drydocks are capable of lifting 53,000-ton battleships out of water for repairs. Here four LSTs are cradled in dock for overhaul.

Radar 'Lands' Planes

Details of ground controlled approach, precision radar equipment for guiding aircraft to safe landings in the foulest weather, were made public last month at the Naval Air Technical Training Center, Banana River, Fla.

Fifty units of this war-developed equipment, known as GCA, have been ordered for installation at training stations and naval air facilities throughout the country. It will also be available to civilian planes in emergencies.

Handling numerous aircraft simultaneously, GCA spots all planes in a 30-mile radius and "talks them down" to all-weather landings.

In GCA demonstrations, pilots were blindfolded with hoods so they could see nothing but their instrument panels. Radar crews stationed in the airport control tower then landed the planes from elevation up to 10,000 feet.

Mobile GCA units already have been installed at bases near Washington, New York, Boston, Kansas City, Seattle and Oakland. Built for the Navy by Bendix Aviation Corp., each GCA unit is estimated to cost about \$200,000.

Dr. Louis Alvarez of MIT, who later was prominent in development of the atomic bomb, was largely responsible for perfecting the new equipment.

Bomb Kills Nine

Six officers and three men were killed and one man was injured last month in the accidental bombing of an observation tower on Culebra, an island 16 miles east of Puerto Rico. The bomb was dropped 4 April from one of a flight of planes which took off from the carrier USS *Tarawa* on bombing exercises. A Navy board of inquiry is investigating the incident.

Heavy Drydock Repairs

PT boats to battleships, 6,947 vessels in all, were repaired by the Navy's 77 floating drydocks in combat zones from 1 October 1944 to 1 October 1945. Bu-Docks engineers designed and supervised the construction of all drydocks, both floating and graving.

The floating drydocks at advanced bases handled an average of 125 ships per dock during the 12 month period. The docks were occupied an average total of 87.9 percent of the time.

Reports from 19 Navy floating drydocks at continental ports show that in addition another 1,349 ships were repaired and reconditioned in this country during the same period, making an over-all total of 8,296 ships serviced by the floating docks at home and abroad. Docking reports were not available from 57 docks, most of which were operated by commercial firms.

The floating drydock program was started in 1940 when the Navy had only three floating drydocks with a total lifting capacity of 40,000 tons. At the war's end, more than 150 docks were in operation with a total capacity of 1,200,000 tons, including huge advance base sectional docks, capable of lifting 100,000 tons each, far more than enough for our largest battleships and carriers.

Capt. James T. Reside, CEC, USNR, who was in immediate charge of the bureau's drydock program during the war, said that the program had lived up to the bureau's high hopes. The floating drydocks not only achieved a creditable record on the number of ships docked but they also saved much time in avoiding expensive and time-consuming trips to the U. S. for repairs. They kept the fighting ships in the fight.



Photograph from Press Association, Inc.

DISCHARGE PAPERS in his hand, Catcher Walker Cooper heads for duty with NY Giants. St. Louis Cardinals sold him for \$175,000.

Navy Men Need Houses

A widespread housing shortage among naval personnel in the continental U. S. is equally as critical as that currently experienced by the civilian population. Since public concern is now centered on the provision of adequate housing facilities for the discharged veteran, naval personnel, the majority of whom are actually veterans in uniform, are forced to compete on a low-priority scale for available housing in the civilian market, according to BuPers.

In a recent letter to SecNav, the Bureau pointed out it is "quite concerned over the morale problems arising out of the lack of housing, particularly in areas such as those selected for the berthing of vessels of the inactive fleet. The Navy cannot expect to attract personnel in the numbers or of the quality required unless adequate provisions are made for the welfare of such personnel and their families."

Late in March President Truman started the construction ball rolling in a big way by signing legislation which provided \$250,000,000 to build 100,000 temporary homes for veterans and their families. However, considerable opposition in the Senate Banking Committee blocked a larger measure for permanent houses which proposed to give Wilson Wyatt, Federal housing expediter, blanket authority to spend \$600,000,000 in any way he thought would stimulate home construction.

The letter cited references supporting proposed 13th Naval District housing projects which would cost \$13,788,603 and urged immediate aggressive action be taken by the Navy Department in alleviating the situation there and elsewhere. To relieve the current housing needs and to pro-

vide for future Navy requirements, BuPers recommended (a) funds remaining available by reason of cut-backs and cancellations be made available for the conversion of existing structures where practicable or new construction where conversion is not possible; (b) strong representations be made to the National Housing Agency to make available to the Navy a portion of the funds appropriated for housing under Title V of the Lanham Act which authorizes the NHA to provide housing for distressed families of servicemen and veterans with families; (c) take over surplus NHA housing projects where available in areas of critical shortages.

"Expenditures by the Navy of public funds for the purpose of housing will assist the overall housing problem in addition to furthering the Navy's personnel programs," the letter added.

Indications of a sharp increase in prices of homes during the past several months prompted General Omar N. Bradley, Veterans' Administrator, to request that home-finance lenders warn veterans against "abnormally high prices."

According to VA's chief appraiser, Asa B. Groves, there are further evidences that prices will keep going up unless Congress freezes prices or the material bottleneck is broken. He warned veterans that with rising prices they would not get the best value for their money and cautioned them against making immediate use of their \$4,000 GI home loan guarantee.

Admiral Vickery Dies

Vice Admiral Howard L. Vickery, USN (Ret.), vice chairman of the U. S.



Admiral Vickery

Maritime Commission in World War II, died 21 March at Palm Springs, Calif., where he had gone for his health. Funeral services were held at the Fort Myer Chapel, Fort Myer, Va., 27 March, followed by burial in Arlington National Cemetery. Chaplain William N. Thomas, USN, conducted the services and Vice Admiral Earle W. Mills, USN, commanded the military escort. Full military honors were rendered, with eight bluejackets serving as body-bearers.

Admiral Vickery served as vice chairman of the U. S. Maritime Commission from 1940 to 1 Jan 1946, during which time he supervised the Commission's expanded war construction program.

Born in Bellevue, Ohio, 20 April 1892, Admiral Vickery was graduated from the Naval Academy in 1915. His service with the Maritime Commission, following extensive naval duty, began in 1937, when he became assistant to the chairman with supervision over all ship design and construction in the program to rehabilitate the Merchant Marine.

Army Rocket Research

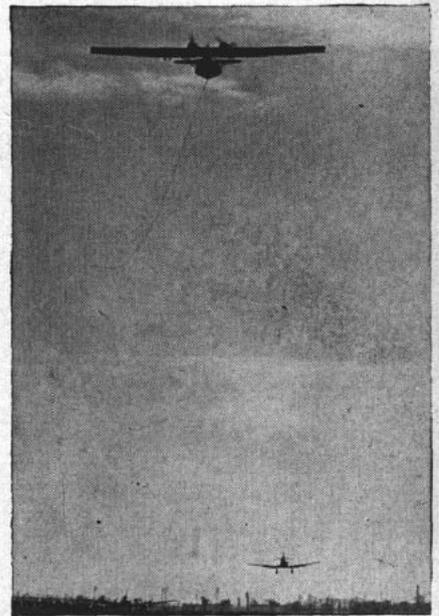
The Army is conducting intensive research in the use of rockets for both commercial and military use. (See story of Navy research, p. 2). Recent tests have been conducted at Las Cruces, N.M., on the Army's new ionosphere rocket, known as the "Wac Corporal." The rocket has soared 230,000 feet—about 43½ miles—in a search for weather data. Varying winds at different altitudes make a crazy-quilt pattern of the rocket's exhaust trail as the rocket soars straight upward.

Aside from the "Wac Corporal," the Army will fire the first of 25 captured German V-2 rockets on a seven-minute, 80-mile flight at White Sands, N.M., 8 May, to start an intensive research program designed to keep the U.S. first in rocket design.

Instead of explosives, the warhead of the German terror weapon will be filled with intricate electronic instruments to provide data for evaluation by a nine-man board of academic, military and industrial scientists. Study of the V-2 itself is secondary. The Army is looking into the Jules Verne future of the rocket. In its flight, reduced by special devices from a potential 200-mile range, the rocket will report by radio pressure, temperature, velocity, control and acceleration data which will keep scientists busy for weeks.

The V-2s were taken from a captured German factory (see p. 2). Many parts were missing but the rockets were rebuilt.

Besides scientific data, the test will provide the first firing mission for the First Anti-Aircraft Artillery Guided Missiles Battalion, newest Army unit, which has been training intensively with translated German manuals.



Photograph from Press Association, Inc.

DISABLED TRAINING PLANE lands at Washington, D. C., after being towed from Indianapolis. This tow was longest ever made in peace time.

NATS Still Busy

The Naval Air Transport Service, despite heavy inroads made by demobilization, is still busy. In March, NATS operated 317 aircraft and carried 46,000 passengers, mostly in the Pacific (and more than half of them enlisted men), 3,000 tons of mail, all in the Pacific, and 2,500 tons of cargo, three-fourths of it in the Pacific. NATS has personnel totaling 3,625 officers and 13,204 enlisted men. Airplanes in service include 138 four-engine R5Ds 162 two-engine R4Ds, 15 four-engine PB2Y seaplanes, and two JRM Mars flying boats.

NATS operates 24 round trips weekly between San Francisco and Honolulu, 16 between Honolulu and Guam, seven between Honolulu and Tokyo, three between Honolulu and Manila, 10 between Guam and Shanghai, and seven between Guam and Toyko. Three NATS R4Ds run a shuttle service three times a week between Manila, Palawan, Cebu and Samar in the Philippines. Weekly round trips to the Solomons and the Admiralties are scheduled. These are made when personnel conditions permit.

In addition, NATS runs three round trip flights a week between Seattle and Attu by way of Kodiak and Adak and two round trips weekly between Seattle and Point Barrow with a scheduled stop at Fairbanks and a flag stop, if anybody flags, at Bettles, a dot on the John River well inside the Arctic circle.

Within continental U. S. NATS flights blanket an area which might be bounded by a line drawn through Boston, Chicago, Oakland, San Diego, El Paso, Corpus Christi, Pensacola, Miami, Charleston and New York. Other flights reach Guantanamo, Coco Solo, C. Z.; San Juan, P. R.; Port of Spain, Trinidad; and Argentina, Newfoundland.

NATS began with a single operating squadron, VR-1, activated 9 Mar 1942 at Norfolk, Va. VR-1 had four R4Ds, 27 officers and 150 men. Three weeks later VR-2 was commissioned at Alameda, Calif., with six officers, a handful of men, and one R4D. A VR-2 crew took off for Honolulu on 15 May 1942 to make the first NATS transoceanic flight.

The organization grew until it was operating at the end of the war 431 transports carrying 39,733,000 ton-miles of cargo and passengers a month, and delivering 3,311 aircraft of different types to combat air groups per month. The latter figure is a drop from a peak of 4,753 deliveries in March 1944. Last year NATS evacuated nearly 60,000 hospital casualties from the front lines in the Pacific.

Speeds Demobilization

The Coast Guard announced plans late last month which will lead to almost complete demobilization by the end of May of enlisted reserves and regulars serving under involuntary extensions of enlistment.

Effective 2 May all enlisted reserves and regulars serving under involun-



Photograph from Press Association, Inc.

WINNERS OF "Best Legs on Broadway" contest are viewed by convalescents at Seagate Naval Hospital. While curtain hid girls, men judged their legs.

tary extensions will become eligible for discharge in a move that will have the effect of completely discarding the point system. The Coast Guard said "nearly all" would be released by 22 May. The Coast guard also plans to place in an inactive duty status all reserve officers in such a manner that their terminal leave will have been completed by 30 June.

From V-J day to 15 April, the Coast Guard released 111,700 men and 5,400 Spars. As of 15 April, 27,903 regulars and 32,638 reserves were on duty.

Potomac Command Change

Rear Admiral F. L. Reichmuth, USN, commandant of the Potomac River Naval Command retired 10 April from the Navy after 44 years of service. He was relieved in ceremonies at the Naval Gun Factory by Rear Admiral Glenn B. Davis, USN.



Assistant superintendent of the Naval Gun Factory from 1938 to 1940, Admiral Reichmuth served as ComServLant until 1942 before taking the Potomac River Naval Command. Admiral Davis was on duty in the Pacific during most of the war. As CO of the USS *Washington*, he received the Navy Cross for his part in the Solomon Islands actions and the Legion of Merit for service as ComBat-Div8 in the Truk strikes. Immediately prior to assuming his new duties, Admiral Davis was deputy commander of the Western Sea Frontier and chief of staff and aide to ComWesSeaFron.

Senate Confirms Rank

Four Fleet Admirals, a full general in the Marine Corps and a four-star Coast Guard admiral have been confirmed by the Senate for appointment to permanent status in their rank. The Senate has confirmed similar appointments for four generals of the Army.

President Truman, acting under authority of Public Law 333, approved 23 March 1946, named the 10 top military leaders of World War II to serve as an elder statesmen's organization of national defense wherein wartime leadership will be available in peacetime on a consultative basis.

The Fleet Admirals are William D. Leahy, USN, the President's Chief of Staff; Ernest J. King, USN, former CNO and CominCh; Chester W. Nimitz, USN, present CNO, and William F. Halsey, Jr., USN, wartime commander of the Third Fleet. General A. A. Vandegrift, Commandant of the Marine Corps, and Admiral R. R. Waesche, retired Commandant of the Coast Guard, have been confirmed for permanent four-star rank.

The five-star generals are George C. Marshall, retired Chief of Staff, now a special presidential envoy to China; Douglas MacArthur, Allied Supreme Commander in Japan; Dwight D. Eisenhower, Chief of Staff, and H. H. Arnold, retired Chief of the Army Air Forces. The 10 men will receive full pay of their rank for life, regardless of retirement.

To Decommission Dauntless

The wartime flagship of Fleet Admiral Ernest J. King, USN, former CNO and CominCh, has reported to Com5 at Norfolk for decommissioning. Admiral King lived aboard USS *Dauntless* (PG 61) during three years of the war, commuting daily from her berth at the Naval Gun Factory to his office in the Navy Department.



Official U. S. Marine Corps photos

'STRETCHER PARTY'—Drawn hurriedly on a stained piece of cardboard.

'LOST' MARINE ARTIST 'FOUND'

Discarded in the heat of a Guadalcanal battle, a sketch drawn hurriedly on a stained piece of cardboard was acclaimed by a national picture magazine a year later as "well becoming one of the most famous works of art of the war" under a full page reproduction of the picture, "Stretcher Party." But at that time every attempt to identify the artist was unsuccessful.

On 8 Oct 1942 the Japanese had stopped the Marines at the Matanikau River with a murderous concentration of machine gun and mortar fire. During this battle the sketch was drawn by an unidentified Marine. It was believed he helped bearers bring casualties out of the valley, leaving his sketch with an ambulance driver, and went back down into the jungle, where he was lost and believed killed.

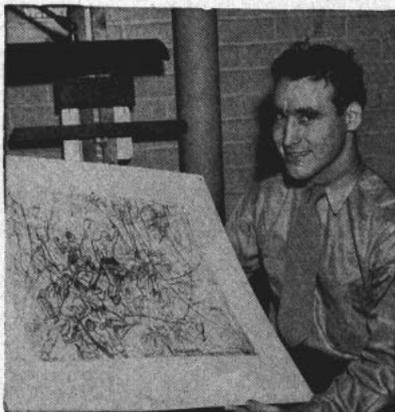
Comdr. William N. New (MC) USN, received the picture from an ambulance driver who had found it rolled in a blanket in an ambulance. (See ALL HANDS, October 1943, p. 43.) He brought it to the United States where it was put on exhibit with a group of Marine works of art displayed throughout the United States and foreign countries. The signature on the sketch was blurred and every effort to identify the artist was without success.

However, the artist did not go "unwept, unhonored and unsung." The sketch received the spirited acclaim of critics for its "rare primitive quality springing naturally from a native and unpracticed talent."

One day PFC Elmer Smith, Batesville, Miss., of the Marine Corps, walked into a servicemen's club in Australia. He casually began thumb-

ing through a December 1943 copy of *Life* magazine. Suddenly he clenched the magazine. The picture was his. The one he had rolled in a blanket and left in an ambulance over two years before. Smith's claims of authorship were checked, reviewed and acknowledged. Upon his return to the United States, he readily admitted he had been "bowled over" to find the nearly forgotten sketch and to read that "it may well become one of the most famous works of art of the war". He was 17 years old when the sketch was drawn and he had never had a drawing lesson in his life.

The artist, having been treated for wounds received at Guadalcanal and Okinawa, is now a civilian and this summer, under the GI Bill of Rights, plans to enter the Chicago Art Institute.



MARINE ARTIST Smith did not go "unwept, unhonored and unsung."

Gives Insurance Advice

A warning to veterans against too hasty conversion of their National Service Life Insurance policies has been issued by the Veterans' Administration. VA said it was concerned to learn that many veterans are being inaccurately advised by persons intending to be helpful to convert their NSLI policies immediately to higher-premium forms, or to convert and "date back" by making a large cash payment.

VA advises veterans to continue paying, at least temporarily, the same low premiums they paid while in service, by leaving their NSLI in the form in which it was issued. By doing this, the veteran can be protected by insurance until such time as he is in position to afford the kind of converted insurance that will fit his needs.

The veteran should not be urged to convert his policy when he may be uncertain about his economic status, nor should he be urged under ordinary circumstances to "date back" his converted policy, which usually requires a substantial cash payment the average veteran cannot afford and which gains him no particular advantage.

Any extra cash a veteran has would be well invested if put into insurance, using it to pay premiums in advance. Premiums paid in advance are discounted at the rate of three percent compounded annually and any unearned premiums can be withdrawn at any time by the insured. If the policy matures before all premiums are due, the beneficiary is paid the unearned premiums in addition to any other amount payable.

All term insurance issued before 1 Jan 1946, may be continued for eight years from the date of issue and all other term insurance for five years, without conversion.

Inflation Fight Asked

Full cooperation of all naval personnel in continuing the fight against inflation pending realization of full-scale production was urged by SecNav James Forrestal, in Alnav 182-46 (NDB, 30 April). Warning that the transition from war to peace was not complete, Mr. Forrestal declared that the time to relax the fight against inflation was not yet attained.

"If this battle is not won," he warned, "wartime savings can be wiped out overnight, earning power can decline to the point of being almost valueless. Plans for the future may be dissipated in thin air. Until such time as natural economic controls existing in free peacetime economy become operative again, artificial controls must be maintained."

Individuals can help in the fight, SecNav said, by preventing their money from competing in the market and placing upward pressure on prices. They can also assist, he added, by (1) refusing to participate in black markets; (2) refusing to pay premiums for housing and reporting to OPA authorities persons making overtures to them; and (3) maintaining their national life insurance.

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

7 MARINE UNITS AWARDED CITATIONS

Pacific Island Invasions Bring Navy Award To Fighting Groups

The Navy has awarded the Presidential Unit Citation to seven Marine units and the Navy Unit Commendation to four others for action in various Pacific battles.

Units receiving the Presidential Unit Citation were the 1st Marines (Reinforced) for Peleliu; the 4th Marines, the 7th Marines (Reinforced), the 22nd Marines and Marine observation Squadron 3 for action at Okinawa and the 27th and 28th Marines (Reinforced) for action at Iwo Jima.

Reinforcing units of the 27th Marine Regiment were announced as the 5th Tank Battalion (less Company "C"), the 1st Battalion of the 26th Marines, Company "B" of the 5th Medical Battalion, Company "B" of the 5th Engineer Battalion, 2nd Platoon of the 5th Military Police Company, detachments of the 5th Joint Assault Signal Company, a detachment of the 3d Provisional Rocket Platoon, forward observers and liaison parties of the 13th Marines and the 1st Section of the 6th War Dog Platoon.

Units cited as reinforcements of the 28th Marine Regiment were: Company "C" of the 5th Engineer Battalion, Company "C" of the 5th Tank Battalion, Company "C" of the 5th Medical Battalion, 3d Platoon of the 5th Military Police Company, detachment of the 5th Joint Assault Signal Company, forward observers and liaison parties of the 13th Marines, a detachment of the 3d Provisional

Rocket Platoon and a detachment of the D-2 Section of the 5th Marine Division.

The Navy Unit Commendation has been awarded the 11th Marine Regiment for participation in the Cape Gloucester, Peleliu and Okinawa Campaigns. Marine Air Groups 24 and 32 received the Commendation for their work in the Lingayen Gulf and Manila Area and Marine Bombing Squadron 612 for the Central Pacific Campaign.

Although the list of units that reinforced the 1st and 7th Marines has not been announced, the Marine Corps reported that recommendations for these units are pending the approval of the Secretary of the Navy and will be announced as soon as they are available.

Navy Unit Citation Awarded Thresher For War Patrol

The submarine USS *Thresher* climaxed her long and successful period of combat service during her 13th war patrol when she struck fiercely at the enemy in a night attack, 16-17 July 1944, and earned for herself and her officers and men the Navy Unit Citation which was awarded after the lifting of security regulations.

While operating on the surface at night, she skillfully made contact with two destroyers and four merchant vessels and, despite the overwhelming odds, launched her torpedoes in a series of relentless and aggressive attacks which resulted in the destruction of the entire Jap convoy.

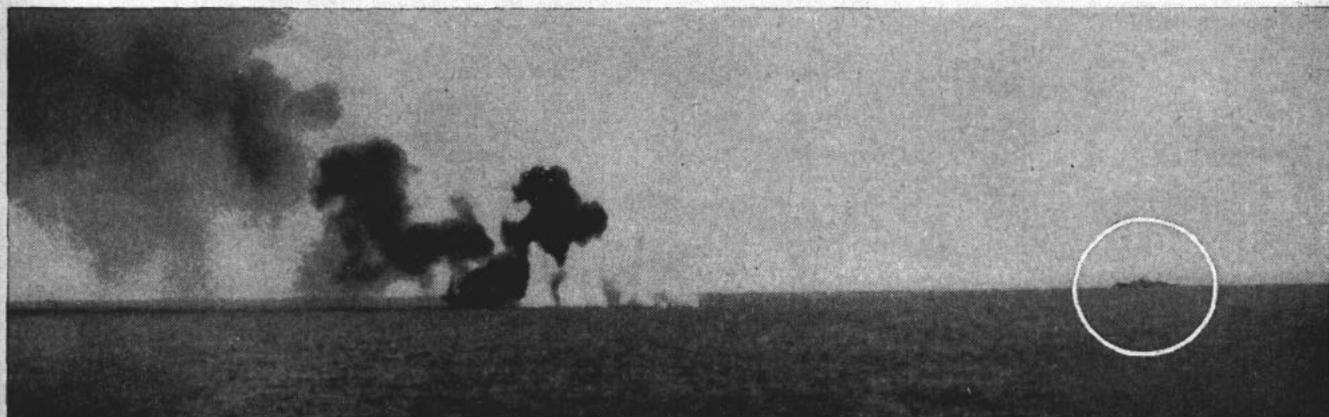
Philippine Action Wins Navy Citation For CVE Task Unit

Officers and men of Task Unit 77.4.3, which fought for two and a half hours against a superior enemy force during the Battle of Samar, have won the Presidential Unit Citation.

The unit, consisting of six CVEs and their composite squadrons, four DDs and three DEs, was silhouetted against the dawn on 25 Oct 1944 as the central Japanese force steamed through San Bernardino Strait toward Leyte Gulf. Suddenly taken under attack by hostile cruisers on its port hand, destroyers on the starboard and battleships from the rear, the unit quickly lay down a heavy smoke screen and waged battle against the superior speed and firepower of the advancing enemy.

Ships of the unit swiftly launched aircraft and violently zigzagged in protection of vessels stricken by hostile armor-piercing projectiles and suicide bombers. With one carrier of the group sunk, others badly damaged, and squadron aircraft courageously coordinating in the attacks by making dry runs over the enemy fleet as the Japanese relentlessly closed in for the kill, two of the unit's valiant DDs and one DE charged the battleships point-blank and, expending their last torpedoes in a desperate defense of the entire group, went down under the enemy's heavy shells as the task unit helped to force the Japanese to retire from the area.

The escort carriers and their commanding officers were: USS *Fanshaw*



USS GAMBIER BAY, member of Task Unit 77.4.3, is shelled by Jap cruiser (circled) during the Battle of Samar.

★ DECORATIONS



Lt(jg) Bradbury



Comdr. Burns



Lt(jg) Collins



Lt(jg) Cross



Lt. Gammage



Comdr. McFarland



Rear Admiral Noble



Comdr. Parsons



PhM3c Sherwood



PhM3c Shupe



Lt(jg) Walley



Capt. Weller

Photos for Byron A. Dary and John A. Messer Jr., were not available.

Bay, Capt. Douglas P. Johnson, USN, Cincinnati, Ohio; USS *Gambier Bay*, Capt. Walter V. R. Vieweg, USN, Elmira, N. Y.; USS *Kalinin Bay*, Capt. Thomas B. Williamson, USN, Edwardsville, Ill.; USS *Kitkun Bay*, Capt. John P. Whitney, USN, Cedartown, Ga.; USS *Saint Lo*, Capt. Francis J. McKenna, USN, Hampton Roads, Va.; USS *White Plains*, Capt. Dennis J. Sullivan, USN, Stevensville, Mont.

The destroyers and their commanding officers were: USS *Hoel*, Comdr. Leon S. Kintberger, USN, Baltimore, Md.; USS *Johnston*, Comdr. Ernest E. Evans, USN, Long Beach, Calif.; USS *Heerman*, Lt. Comdr. Amos T. Hathaway, USN, Bakersfield, Calif.; USS *Samuel B. Roberts*, Lt. Comdr. Robert W. Copeland, USNR, Tacoma, Wash.

The destroyer escorts and their commanding officers were: USS *Raymond*, Lt. Comdr. Aaron F. Beyer, USNR, State College, Pa.; USS *John C. Butler*, Lt. Comdr. John E. Pace, USN, Salem, Ore.; and USS *Dennis*, Lt. Comdr. Sigurd Hansen, USNR, Oakland, Calif.

aged by one of the planes, he directed the repair parties in quickly controlling the damage and returning the ship to action.

★ COLLINS, ROSS T., Lt. (jg), USNR, Breckenridge, Tex.: As dive bomber pilot in a coordinated task force attack on major units of the Jap fleet lying within the strong defenses of Kure Naval Base on 28 July 1945, Lt. (jg) Collins dived to a hazardously low altitude to score a direct hit on an Ise class battleship. Carrying out his attack despite intense antiaircraft fire from many warships, augmented by shore batteries of even greater fire power, he strafed and silenced a gun installation, thereby eradicating an obstacle in the way of other friendly planes retiring from the area.

★ CROSS, WILLIAM E., Lt. (jg), USNR, Overland, Mo.: In the face of intense anti-aircraft fire from ship and shore, Lt. (jg) Cross pressed home an attack on an enemy battleship in the Inland Sea on 24 July 1945 and scored a direct hit, which contributed heavily to the sinking of that ship.

★ DARY, BYRON A., PhM3c, USNR, Allens Grove, Wis. (posthumously): While attached to the USS *Sanborn*, he landed on Iwo Jima, 19 Feb 1945, as member of a beach party serving with Marine combat teams. In the face of severe machine gun and mortar fire, Dary salvaged valuable medical equipment and supplies scattered on the beach in addition to his essential duties of treating wounded Marines. Despite incessant blasts of hostile gunfire, he aided wounded comrades until struck by gunfire he fell mortally wounded.

★ GAMMAGE, THOMAS M., Lt., USNR, Miami, Fla.: As section leader and pilot in a torpedo bombing squadron aboard the USS *Bataan*, Lt. Gammage participated in air attacks against the Japanese homeland and enemy fleet concentrations during the summer of 1945. In one particular attack he braved a hail of antiaircraft fire to attack units of the Jap fleet anchored in Kure harbor, scoring a bomb hit on a heavy cruiser and contributing materially to the sinking of that vessel immediately after the air strike.

★ MCFARLAND, ALAN R., Comdr. (then Lt. Comdr.), USN, Wyncote, Pa.: While CO of the USS *Bache* off Okinawa from 1 Apr to 2 June 1945 Comdr. McFarland hurled

the full force of his gun batteries at oncoming kamikaze planes and fought off repeated attacks to effect the destruction of seven hostile aircraft by his ship's gunfire and two additional planes by CAP under his direction. Rendering support during 15 days of intensive combat action, he proceeded to the assistance of other vessels in his group as they sustained damage, providing prompt fire fighting and medical aid to the damaged craft and assisting in the rescue of numerous survivors despite the constant threat of enemy air attack.

★ MESSER, JOHN A. JR., PhM1c, USN, Picher, Okla. (posthumously): When hostile forces overran an artillery position and inflicted heavy casualties at Saipan on 7 July 1944, Messer, serving with a Marine artillery battalion, volunteered to penetrate the enemy lines in an attempt to bring out the wounded. Although enemy sniper and mortar fire was merciless, he evacuated eight men and went back to the area two more times, evacuating more casualties. He was mortally wounded by crossfire of sniper bullets before completing the second return mission.

★ NOBLE, ALBERT G., Rear Admiral (then Commodore), USN, Ardmore, Okla.: As

NAVY CROSS

First award:

★ BRADBURY, EVERETT V., Lt. (jg), USNR, Fall River, Mass.: While pilot of a carrier-based torpedo bomber in an attack on an enemy heavy cruiser in the Inland Sea, 28 July 1945, Lt. (jg) Bradbury pressed home a successful glide bombing attack. Opposed by intense and accurate antiaircraft fire from ships and shore batteries, he scored a direct hit on the enemy cruiser which was subsequently beached to prevent sinking.

★ BURNS, EDWARD S., Comdr., USN, Pittsview, Ala.: On 6 Apr 1945 Comdr. Burns, while CO of the USS *Howorth* off Okinawa, fought his ship with skill during a savage attack by fanatical enemy suicide planes in which four of eight attacking planes were destroyed. When his ship was dam-

CORRECTION

The award to Capt. Robert Brodie, Jr., USN, was erroneously published in the April issue of ALL HANDS as a Medal of Honor. Capt. Brodie received the Navy Cross for the action described.

The reporting of a Distinguished Service Medal award to Capt. Charles J. Moore, USN, was also in error, a photograph of Capt. Charles G. Moore, USN (Ret), having been printed inadvertently.



Captain
C. J. Moore

Commander of a Naval attack group in support of the amphibious landing operation against the enemy on Wake Is., 18 May 1944, Commodore Noble deployed the ships under his command into close contact against the strongly entrenched Japanese, an action which proved to be largely instrumental in the success of a most difficult operation.

★ **PARSONS, Charles, Comdr., USNR, Knoxville, Tenn.:** On or about 13 Oct 1944 Comdr. Parsons landed in enemy-controlled territory on Leyte. At night, alone and unassisted he made his way through enemy lines and established contact with friendly guerrilla troops ashore. He provided accurate information to the fleet valuable in furtherance of landing operations. He also provided for the safe withdrawal of friendly civil population without alerting the enemy and saved many lives and much property.

★ **SHERWOOD, James E., PhM3c, USNR, Bremerton, Wash. (posthumously):** While serving as a corpsman attached to the 2d Battalion, 24th Marines, 4th MarDiv., FMF, on Saipan 7 July 1944, Sherwood attempted the rescue of a wounded Marine who lay helpless in the line of fire. Aware of the probable fatal consequences of such an attempt, Sherwood reached the stricken man and was hit by a withering burst of enemy fire, which instantly killed the wounded man. He dragged himself out of the line of fire and refusing to be evacuated directed medical aid for two other casualties and the safe evacuation for another.

★ **SHUPE, Willard L., PhM3c, USNR, Bidwell, Ohio (posthumously):** Attached to the 4th MarDiv. on Saipan 20 June 1944, Shupe braved enemy fire to attend to the wounded of an assault troop of his company pinned down by Jap fire. Although wounded while aiding these casualties, he continued to administer to and evacuate the wounded despite a second wound which subsequently proved fatal.

★ **WALLEY, James E., Lt. (jg), USNR, Ft. Wayne, Ind.:** While torpedo plane pilot on a strike against an enemy heavy cruiser in the Inland Sea, 28 July 1945, Lt. (jg) Walley executed a glide bombing attack on the enemy ship, despite anti-aircraft fire, and scored a direct hit on the vessel which was subsequently beached to prevent its sinking.

★ **WELLER, Oscar A., Capt., USN, Coronado, Calif.:** As CO of USS *Wasp*, flagship of a task group, he directed sustained operations against the enemy from 29 Aug to 30 Oct 1944. During 13-14 Oct 1944, when close to enemy shores and under heavy aerial attack, he brought his ship's full fighting strength to bear, resulting in a number of enemy planes being brought down with no damage to his ship. Operating from 25-26 Oct 1944 against Jap fleet units, he again handled his ship in such a manner that the air group inflicted heavy damage to, and sank, capital ships of the enemy fleet.



The Propelican (NAS, Key West, Fla.)

"I said I can't AFFORD to eat in the Officers' Mess anymore!"

DSM WINNERS



Rear Admiral Combs

Vice Admiral Farber



Vice Admiral Ghormley

Vice Admiral Kauffman



Rear Admiral Manning

Vice Admiral Willson



First award:

★ **COMBS, Lewis B., Rear Admiral (CEC), USN, Rensselaer, N. Y.:** As Assistant Chief of BuDocks throughout a period of naval expansion and vast operations in all theaters of the war, Admiral Combs directed an unprecedented construction program undertaken to provide the public works and utilities for our naval shore establishments in the U. S. and for the far-flung network of bases overseas. He was instrumental in organizing, training and directing the Naval Construction Battalions, which so effectively supported our ships and aircraft as well as every major amphibious operation of the war. Admiral Combs was responsible for improving many services rendered by BuDocks to forces overseas and aided in establishing and maintaining special training programs and the CEC-OCS.

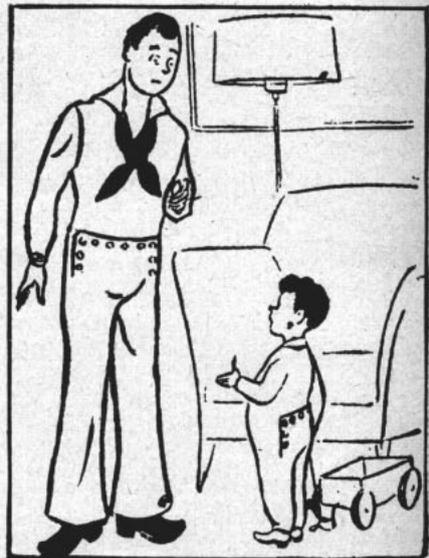
★ **FARBER, William S., Vice Admiral, (then Rear Admiral), USN, Cazenovia, N. Y.:** While SubCNO from 4 Oct 1943 to 31 Aug 1945 Admiral Farber advanced development of naval vessels and the means to support them in action to a degree exceeding in scope and effectiveness any precedent in the history of war. He assured the coordination of the maze of agencies engaged in building, arming and supporting the fleet and in arming a vast number of merchant marine vessels.

★ **GHORMLEY, Robert L., Vice Admiral, USN, Moscow, Idaho:** During his tour of duty as ComNavFor Germany, Senior U. S. naval member of the Tripartite Naval Commission and senior naval member of the Group Control Council for Germany from December 1944 to December 1945, Admiral Ghormley was responsible for all activities of our naval forces in Germany. He established and directed an effective organization in carrying out the demilitarization of the German navy and the collection of valuable intelligence material.

★ **KAUFFMAN, James L., Vice Admiral, USN, Miamisburg, Ohio:** As ComPhilSeaFron from 12 Oct 1944 to 25 Aug 1945, Admiral Kauffman directed the rapidly expanded, vast, complex organization of the PhilSeaFron so that it functioned at peak efficiency from its inception, safely and expeditiously routing and conveying critical men and material to the Philippine Area during the campaign of liberation. By judiciously coordinating his activity with the Australian navy and the U. S. Army, he was able to extract the maximum possible benefit from limited facilities and thus release many needed combatant ships for continued operations against the enemy.

★ **MANNING, John J., Rear Admiral (CEC), USN, San Diego:** From 2 Nov 1942 to 18 June 1945, Admiral Manning was director, Atlantic Division, BuDocks, with additional duty on the staff of CincLant and intermittent TAD under ComNavEu. He rendered outstanding service in planning and directing the construction of vital bases and facilities, providing adequate shore establishments for the support of our fleet in its far-flung operations in the European and Mediterranean theaters of war. He further assisted in handling many complex problems incident to our preparations for amphibious operations against the enemy.

★ **WILLSON, Russell, Vice Admiral, USN, (Ret.), Chevy Chase, Md.:** As Chief of Staff to Cominch from December 1941 to September 1942, and as Deputy Cominch from 1 Sept to 19 Nov 1942, Admiral Willson exercised tact and professional skill in providing counsel and advice throughout these critical periods of the war. His judgment, energy and executive ability were significant factors in the successful prosecution of the war.



The Lido Beachcomber (PersSepCen, Lido Beach, N. Y.)
"Why do you wear your pants backwards, Dad?"

★ DECORATIONS

SILVER STAR MEDAL

Gold star in lieu of third award:

★ WOGAN, Thomas L., Comdr., USN, Groton, Conn.: CO, USS *Besugo*, patrol in South China Sea and Linapacan Strait, 10 Nov to 4 Dec 1944.

Gold star in lieu of second award:

★ SHARP, U. S. Grant, Jr., Capt., USN, Rosemead, Calif.: CO, USS *Boyd*, action near Nauru Island, 8 Dec 1943.

First award:

★ ANDERSON, Hubert C. Jr., Lt., USNR, Atlanta: Diving officer on a submarine in enemy waters.
 ★ BENSON, Gordon H., RM2c, USNR, Akron, Ohio: Sound operator on a submarine during a war patrol.
 ★ MALSTROM, Alvin L., Capt., USN, Tacoma, Wash.: CO of an escort carrier during action at Okinawa, 4 May 1945.
 ★ ORR, Mark L., Lt., USNR, Newborn, Ga. (MIA): Pilot, attached to USS *Intrepid*, action near Ryukyu Islands, 11 Apr 1945.

LEGION OF MERIT

Gold Star in lieu of third award:

★ SMITH, Allan E., Rear Admiral, USN, Detroit: ComCruDiv5, bombardments of Iwo Jima, Chichi Jima, Haha Jima, from 10 Oct 1944 to 31 Jan 1945.

Gold Star in lieu of second award:

★ GREBER, Charles F., Capt., USN, New York City: CO of Orote NAB, Guam, Marianas Islands, 11 Mar 1945 to 2 Sept 1945.
 ★ HERRMAN, Ernest E., Capt., USN, Washington, D. C.: CO of USS *Boston*, Pacific area June 1944 to March 1945.
 ★ KAUFFMAN, James L., Vice Admiral, USN, Miamisburg, Ohio: ComDesCruPacFleet, 2 Jan 1944 to 10 Oct 1944.
 ★ MOORE, Charles J., Capt., USN, Decatur, Ill.: Senior naval member, senior member of the Joint U. S. Strategic Committee, September 1942 to July 1943; senior naval member and senior member of Joint War Plans Committee, April 1943 to July 1943; deputy secretary to the Joint Chief of Staff, May 1945 to October 1945.
 ★ NOBLE, Albert G., Rear Admiral, (then Capt.), USN, Ardmore, Okla.: CO of the USS *Phoenix*, 6 Mar 1943 to 11 Mar 1944.
 ★ ROBERTS, Ralph H., Capt., USN, Washington, D. C.: Chief of Torpedo and Mine Production Section as ordnance type assistant to the chief of the Bureau for all Underwater Ordnance and director of the Production Division, BuOrd, Navy Dept., 24 Mar 1941 to 30 Aug 1945.
 ★ SENN, Elliott M., Capt., USN, Park Ridge, Ill.: CO of USS *Quincy*, 17 Mar 1945 to the close of fast carrier task force operations in Kyushu-Okinawa Area.
 ★ SMITH, Allan E., Rear Admiral, (then Capt.), USN, Detroit: CO of a warship in Pacific Area 20 Sept 1943 to 18 Mar 1944.

First award:

★ ALLEN, Archer M. R., Capt., USN, South Westport, Mass.: Shipping control officer, on staff of ComForwardArea, CenPac, and ComMarianas, 17 May 1944 to 13 Nov 1945.
 ★ ANDREWS, Mark E., Capt., (then Comdr.), USNR, Houston, Tex.: Assistant deputy chief of the Material Division for Procurement Policy, office of the Assistant SecNav, July 1942 to October 1945.
 ★ ASHWORTH, Frederick L., Comdr., USN, Peabody, Mass.: Supervisor for the coordina-

tion of field tests for the atomic bomb, November 1944 to 9 August 1945.

★ BENSON, Roy S., Capt., USN, Concord, N. H.: Commander of various submarine divisions.

★ BRACELAND, Francis J., Capt., (MC), USNR, Philadelphia: Special assistant in Psychiatry to the Surgeon General of the Navy; Chief of the Division of Neuropsychiatry, January 1942 to October 1945.
 ★ BYRNES, James C. Jr., Capt., USN, (Ret.), Washington, D. C.: Chief of Ordnance Stations Section, September 1939 to August 1945.

★ CAMPBELL, Gordon, Capt., USN, New York: Commander of various submarine divisions, September 1943 to September 1945.

★ CHEW, John J., Capt., USN, Washington, D. C.: Director of Finance and Operating Department BuDocks, 15 Dec 1941 to date.

★ COLEMAN, William B., Capt., USN, San Diego, Calif.: CO of a warship operating in North Pacific area, 2 Sept 1944 to 2 July 1945.

★ DICKINS, Justin H., Capt., USN, (Ret.), Wayland, Mass.: Assisted in advance planning in connection with formation of logistic groups, selection of types and numbers of escorts and the preparation of operations orders covering needs of the combatant units and bases in the Atlantic.

★ DRAEMEL, Milo F., Rear Admiral, USN, Seattle, Wash.: Com4, 31 Aug 1942 to 31 Aug 1945.

★ DUDLEY, Sidney E., Capt., USN, Laramie, Wyo.: Production officer and manager of the Portsmouth Naval Shipyard, August 1941 to August 1945.

★ GREBER, Charles F., Capt., USN, New York City: CO of USS *Marcus Island*, during invasion of Luzon, P. I., January 1945.

★ GYGAX, Felix X., Rear Admiral, USN, Osborne, Kans. Com1, 28 Oct 1944 to 31 Aug 1945.

★ HALLORAN, Edward R., Comdr., USNR, Alexandria, Va.: CO of Naval Beach Parties, 7thPhibFor, April 1944 to July 1945.

★ HAMMER, David H., Capt., USNR, Riverside, Ill.: Executive officer and chief of staff, Naval Operating Base, Guam, Marianas Islands, 6 Apr 1944 to 2 Sept 1945.

★ HENSEL, Karl G., Capt., USN, San Diego: Commander of Submarine Division, 14 Jan 1943 to 7 Oct 1944. SubForPacFlt, Administrative representative, Hunter's Point, Calif., 7 Oct to 19 Dec 1944, ComSubForPacFlt, Administration, Mare Island, Calif., 20 Dec 1944 to 4 Apr 1945.

★ HIBBARD, Donald L., Capt. (then Comdr.), USNR, New York City: Assistant director of Special Devices Division, BuAer, and director of Special Devices division Office of Research and Inventions.

★ HUNTE, Louis H., Capt., (then Comdr.), USN, Coronado, Calif.: Executive Officer,



"It'll kill 'em! A button to represent each state!"



"Aha, just as I thought . . ."

of USS *Saratoga*, 2 Aug 1944 to 8 Mar 1945.

★ KERNODLE, Michael H., Capt., USN, Chillicothe, Ohio: CO of USS *San Jacinto*, 1 July 1945 to 15 Aug 1945.

★ KRUSEN, Henry S., Comdr., USNR, Chevy Chase, Md.: Chief of Ships Section, head of Production Group and deputy director of Scheduling and Reporting Division of Office of Procurement and Material, later Requirements Review Division of Office of the Assistant SecNav, 14 Sept 1943 to 31 Aug 1945.

★ LONG, Dwight S., Comdr., USNR, Seattle, Wash.: While serving with Naval Aviation photographic unit under Department CNO for Air, April 1942 to November 1945.

★ LYMAN, Charles H. III, Capt., USN, San Diego: Assistant chief of staff and operations officer for the commander of an Amphibious Task Group, July 1944 to January 1945.

★ LYNCH, John J., Comdr., USN, Ferguson, Mo.: Staff of task group Commander covering enemy operations in Pacific.

★ MAHONEY, John J., Commodore (then Capt.), USN, Hoosick Falls, N. Y.: CO of USS *Wichita*, March 43 to 7 Apr 1944.

★ MCGUIRE, Edward P., Comdr., USNR, Arlington, Va.: Member of Negotiation Division of BuSanda. Head of group of contract negotiators assigned by Office of Procurement and Material to BuOrd, chief of price revision division of Office of Procurement and Material, Deputy chief and chief of procurement branch of the Office of Procurement and Material, 29 June 1942 to 31 Aug 1945.

★ MIDDLETON, Keith C., Comdr., USNR, Seattle, Wash.: Port director of NB Manila, 17 May 1945 to Oct 1945.

★ MILLS, Leslie, Capt., USNR, White Plains, N. Y.: Service with Navy Price Adjustment Board, Jul 1942 to 27 Sept 1945.

★ MORIN, George F., Lt., USNR, Woming, R. I.: Executive officer and Navigator of a submarine.

★ NEELY, Guy M., Comdr., USN, (Ret.), Wash., D. C.: Assistant Navy Department, Communications Officer, executive officer and chief engineer of Radio Washington, 4 Nov 1940 to October 1945.

★ NOBLE, Albert G., Rear Admiral, USN, Ardmore, Okla.: Chief of staff to Com7thPhibFor, May 1944 to November 1944.

★ OVERESCH, Harvey E., Rear Admiral, (then Capt.), USN, Lafayette, Ind.: CO of USS *San Francisco*, 25 Dec. 1943 to 7 Apr 1944.

★ REINBURG, Leroy, Commodore, USCG, Washington, D. C.: Commandant of the U. S. Coast Guard Yard, Curtis Bay, Md., 3 July 1937 to 1 Oct 1945.

★ RIGGS, Ralph S., Rear Admiral, (then Capt.), USN, Amarillo, Texas: CO of the USS *South Dakota*, 18 Mar to 30 Nov 1944.

★ ROBINSON, Robert E., Jr., Commodore, USN, Galveston, Tex.: Chief of staff to ComNorPacFor and ComAlSeaFron, 5 Feb 1944 to 20 Sept 1945.

★ SMITH, Allan E., Rear Admiral, USN, Detroit: Commander of cruiser division.

★ SOUERS, Sidney W., Rear Admiral, (then Capt.) USNR, St. Louis, Mo.: Intelligence officer of 6th and 10th Naval Districts and head of the Planning Branch of the Divi-

sion of Naval Intelligence from the outbreak of the war to 11 Dec 1945.

★ STEVENS, Leslie C., Capt., USN, Lincoln, Neb.: Assistant chief of staff for material on the staff of Commander, Air Force, PacFIt, 3 Nov 1944 to 5 Aug 1945.

★ WADSWORTH, Arthur L., Comdr., (then Lt. Comdr.) USNR, Bethesda, Md.: Director of the Property Disposition Division, Industrial Readjustment Branch of the Office of Procurement and Material, 27 Nov 1943 to 23 Apr 1945.

★ WEBB, Leland D., Capt., USN, Chicago, Ill.: Navy member of the aircraft scheduling unit at Wright Field, Dayton, Ohio, October 1942 to April 1943.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ TIMM, Henry O. Jr., Lt., USN, Hallettsville, Tex.: Pilot, dive-bomber, 19 Feb to 11 May 1945.

Gold Star in lieu of second award:

★ MASON, Richard W., Lt. (jg), USNR, Brookline, Mass. (MIA): Fighter pilot of FitRon10, *uss Intrepid*, Kyushu, 18-19 Mar 1945.

First award:

★ BROOKS, Richard D., Lt., USNR, Grand Rapids, Mich.: Commander patrol plane, PatRon28, west coast of Formosa, 14-15 Mar 1945.

★ COYLE, James J., Lt. Comdr, USN, Philadelphia: Patrol squadron, ComAir7thFt 17 Feb to 25 Apr 1945.

★ CROY, Donald H., Ens., USNR, Lincoln Park, Mich. (posthumously): fighter pilot, FitRon10, *uss Intrepid*, near Kyushu and Inland Sea, 18-19 Mar 1945.

★ HEAN, James H., Capt. (then Lt. Comdr.), USN, Selma, Ala.: As pilot, PBV-5A, Goldstone Lake, Calif., 3 July 1942.

★ HEEB, Edward J., Ens., USNR, St. Louis, Mo. (posthumously): Co-pilot and navigator, patrol bomber, PatBomRon121, Wake and Ponape Is., Iwo Jima, Chichi Jima, Jap mainland, 7 Mar to 11 Aug 1945.

★ ORR, Mark L., Lt., USNR, Newborn, Ga. (MIA): Fighter pilot, FitRon 10, *uss Intrepid*, near Ryukus, 30 Mar 1945.

★ RAINEY, John B., Lt., USNR, Houston, Tex.: Commander patrol bomber, PatBomRon 121, Wake and Ponape Is., Iwo Jima, Chichi Jima, Japan, 7 Mar to 11 Aug 1945.

★ WOOLLEN, William S., Lt. Comdr., USNR, Rocky Mount, N. C.: CO fighter squadron, Ryukyus, 4 May 1945.

NAVY AND MARINE CORPS MEDAL

★ KUTZLER, Robert E., MoMMIC, USN, Great Bend, N. Y.: For rescuing a shipmate, attached to *uss Cobia*, SoWesPac area, 22 Feb 1945.

★ SHANNON, Eugene R., Lt., (CC), USNR, Freeport, Ill. (posthumously): Chaplain, *uss Bismarck Sea*, Iwo Jima, 21 Feb 1945.

BRONZE STAR MEDAL

Gold Star in lieu of second award:

★ FAHRION, Frank G., Rear Admiral, USN, Raleigh, N. C.: ComCruDiv4, action at Okinawa, March and April 1945.

★ FOOTE, John J., Comdr., USN, Brooklyn, N. Y.: CO of a submarine patrolling in enemy waters.

★ HAYES, John D., Capt., USN, Portland, Ore.: Planning officer on staff, Com7th-AmphibFor, July to November 1945.

First award:

★ BENNETT, Samuel B., Comdr., USN, (CC), Dallas, Tex.: Chaplain aboard a carrier during enemy action, 20 Mar 1945.

★ BIRD, Keith W., Lt. (jg), USNR, Grand Rapids, Mich.: Automatic weapons officer, *uss Zellars*, during action at Okinawa, 12 Apr 1945.

★ BROWN, Earle P., Ens., USNR, Freeport, Long Island, N. Y.: PT boat officer, Philippine and Borneo areas, October 1944 to May 1945.

★ BRUMBY, Frank H., Jr., Comdr., USN, Norfolk, Va.: Gunnery officer on a battleship, combat operations, 14 Mar to 27 May 1945.

★ BURNS, Harmon Jr., Lt., USNR, Bethesda, Md.: CO, *uss LSM 219*, action against enemy at Luzon, 4-14 Jan 1945.

★ CASLER, James B., Comdr., USN, San Francisco: Navigator, *uss Seawolf*, patrol in Bonin Islands and Formosa area, 3 Apr to 3 May 1943.

★ CUMMINS, William E., Lt. (jg), USNR, Erie, Pa.: Assistant torpedo data computer aboard a submarine on patrol.

★ ELLIS, Norman W., Capt., USN, St. Louis: CO, *uss Nassau*, action against the Japanese, 1 June 1944 to 23 Mar 1945.

★ FAHRION, Frank G., Rear Admiral, (then Capt.), USN, Raleigh, N. C.: CO, *uss North Carolina*, action against the Japanese.

★ FERRARA, Maurice, Comdr., USN, San Diego, Calif.: CO, *uss Gar* during patrol, 3-30 Nov 1944.

★ FLESSNER, Conrad J., Lt., USN, Branchville, N. J.: Torpedo data computer aboard a submarine during enemy patrols.

★ FREDETTE, Herman J., Lt. (jg) (then CEM), USN, Groton, Conn.: Chief electrician's mate in charge aboard the *uss Gudgeon* during action against the enemy, 8 Oct to 1 Dec 1942.

★ GREER, Charles F., Capt., USN, New York City: CO of an escort carrier during action at Palau Islands, September and October 1944.

★ GUNTHER, Thomas M., Lt., USNR, Baltimore: Attached to hydrographic survey group during operations against the enemy February 1944 to June 1945.

★ HOSKINS, Franz P., Lt. Comdr., USNR, Tacoma, Wash.: CO of a submarine during a war patrol.

★ HOWELL, Daniel W., GMIC, USN, Wheeling, W. Va.: Gunner's mate in charge aboard the *uss Skate* during patrol.

★ JENIGAN, Albert J., MoMM3C, USNR, Bristol, Pa.: Battle bow planesman aboard a submarine during patrol.

★ MARVIN, David D., Lt. (then Lt. (jg)), USNR, New Castle, Pa.: Radar officer, Staff, ComSupAir7thFleet, action at Leyte and Luzon, October 1944.

★ O'GRADY, James W., Comdr., USN, Lockport, N. Y.: Air officer, *uss Wake Island*, during action at Okinawa and Japan, 21 Mar to 21 June 1945.

★ PINNEY, Frank L., Comdr., USN, Washington, D. C.: Gunnery officer, *uss Iowa*, during action against Japanese, 21 Mar to 8 Dec 1944.

★ RAMAY, Wayne P., Lt. (jg), USN, McAlester, Okla.: Aboard *uss Whale*, Bungo Suido area, 15 June to 25 Aug 1945.

★ RIGGS, Ralph S., Rear Admiral, USN, Amarillo, Tex.: ComDesDiv, action off Bougainville, 20 Feb 1942, Battle of the Coral Sea from 4-8 May 1942, and Battle of Midway, 4-6 June 1942.

★ RUDER, Frederick J., Lt. Comdr., USN, New London, Conn.: Radar officer, *uss Haddo*, during patrol in enemy waters, 8 Aug to 3 Oct 1944.



Santa Ana Ballonet (NAS, Santa Ana, Calif.)

"Now that they've got a quota demobilization system, Martin, you might as well quit pulling your points on me all the time!"

★ SCISCO, Clayton S., MoMM2c, USN, Poughkeepsie, N. Y.: Battle stern planesman aboard a submarine, during action against the enemy.

★ SHAEFFER, William L., Lt. (then Lt. (jg)), USNR, Philadelphia: CO, PatBomRon109, Pacific, 19 Apr to 10 June 1945.

★ STIRLING, Cedric W., Comdr., Los Angeles: Material officer, Staff, ComNav-Air BasesGuam and ComAirForPacFt, SuborcomFwd area, 10 Nov 1944 to 2 Sept 1945.

★ STONER, Howard F., Comdr., USN, New London, Conn.: Executive officer and navigator, *uss Gato*, during action in Sea of Okhotsk and Kurile Islands area, 2 July to 24 Aug 1942.

★ STRAUSS, Ben A., Comdr., USNR, Atlanta, Ga.: Squadron engineer, staff of ComSubRon 16.

★ SULLIVAN, Dennis J., Capt., USN, Butte, Mont.: CO, *uss White Plains*, Pacific, 20 Dec 1944 to 20 May 1945.

★ TARRANT, William T., Jr., Lt., USNR, Washington, D. C.: Intelligence officer, staff of ComMTBRons7th Fleet, during operations at Ormoc and Leyte, January to August 1945.

★ WEINTRAUB, Daniel J., Capt., USN, Beachwood, N. J.: Commander, flotilla of *LSMs*, Zamboanga, Mindanao, Philippine Is., 6-24 Mar 1945.

FOREIGN AWARDS

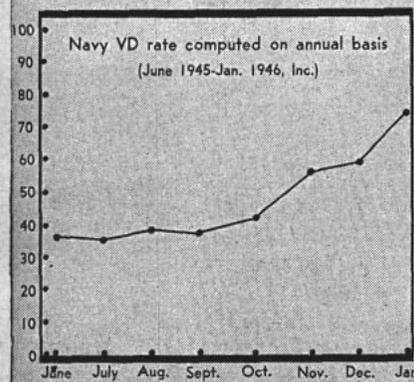
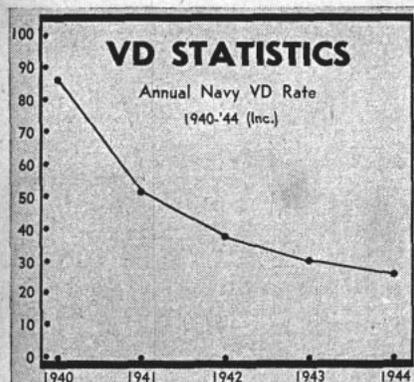
Croix de Guerre with Bronze Star:

★ JACKSON, Robert C., Comdr., (then Lt.) USNR, New Bedford, Mass.: For saving personnel of the torpedoed oiler *Lot*, 22 June 1943, while serving aboard the *uss Pilot*.



The Hoist (NTC, San Diego, Calif.)
"Don't do anything I wouldn't do."

VD—THE DISEASE REMAINS A MENACE



VD GRAPHS show sharp rise of the disease since the end of the war. Navy placard, below, emphasizes danger of people having the disease, not knowing and going untreated.



TAKING VD HOME TOO, SAILOR?

VENEREAL DISEASE in the Navy has nearly doubled since V-J day. Men aboard ships are more likely to catch VD than men stationed ashore. VD in the Navy ran a cycle from a high point in 1940 to a low point in 1944, and has climbed steadily upward again since 1944 until now it is almost as prevalent as in prewar years.

That's what the statistics show. The same statistics read another way mean: a man is twice as likely to catch VD now as he was a year ago. In fact, 75 out of every thousand sailors will have VD before the year is out, if today's rate continues.

What's the objection to venereal disease? If it's as easy to cure as they say it is, it's not much worse than a bad cold.

The Navy has solid reasons for wishing to protect its men from VD. Here are some of them:

- While it's true penicillin has given promise of effective treatment (and the Navy says the results have been good), still mere treatment of the disease leaves much to be desired. For instance, a man must remain under observation for a long period of time after treatment to insure he doesn't relapse. In the case of syphilis, this observation period should be one full year!

- Drugs may rid the body of VD organisms, but if any vital organ has been attacked it cannot be repaired. The spirochetes of syphilis attack the brain, the heart, the kidneys, in fact may attack any part of the body—and then it's too late for drugs. One patient in 10 in mental hospitals is there because of syphilis of the brain.

- Treatment falls down on another count as a solution to the VD problem. Many persons have VD and do not know it, thus failing to get treatment. Many others know they have VD but refuse treatment. These persons are a menace to their families and to the public. One of them may easily become a menace to you.

- BuMed makes the final point that even successful treatment, in an individual case, cannot cure one of the mental shock and blow to pride he experiences when he comes down with VD.

Despite an intensive campaign, which was successful in paring down the VD rate from an annual incidence of 80 per thousand in 1940 to 28 per thousand in 1944, VD is on the way back up. The incidence rate per thousand in June 1945 was 36.3. That means that if the VD rate for June remained constant for one year, 36 out of every 1,000 Navy men would have caught VD. After a slight improvement in July, the rate climbed in August 1945 to 38.1 per thousand. In October it was 42.9; November, 55.4;



INCREASING VD rate due in part to more liberty since V-J Day, especially in overseas areas where VD is rife.

December, 57.7, and in January 1946 the VD rate soared to 75.4 per thousand per annum.

The figures, of course, represent only those cases reported to medical officers for treatment.

BuMed reasons that the increasing VD rate is due mainly to (1) more liberty since V-J day, particularly in overseas areas where VD is rife; and (2) false belief that penicillin is a cure-all and precautions unnecessary.

There's only one bright spot in the picture. Prevention of VD is easy.

- The surest preventive is abstinence from illicit sexual intercourse. You'll never catch VD if you do.

- Next best is prompt use of Navy prophylactic facilities available at all ships and stations, immediately after exposure.

YEAR	TOTAL	NON-SHIPS		
		CONTI-NENTAL	CONTI-NENTAL	
June 1945	36.3	50.6	16.7	28.3
July 1945	35.7	51.9	16.3	27.3
Aug. 1945	38.1	53.7	16.6	31.1
Sept. 1945	37.7	55.5	17.3	26.8
Oct. 1945	42.9	53.8	24.4	38.9
Nov. 1945	55.4	58.1	35.2	61.4
Dec. 1945	57.7	65.0	44.0	66.8
Jan. 1946	75.4	74.8	56.1	85.2

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Quota Plan Set Up to Supplement Point System for Demobilization

By 20 August most of the wartime Navy's personnel will have gone through separation centers, insuring complete demobilization prior to 1 September, the goal frequently announced by the Navy Department.

The latest demobilization directive which will accomplish this return to civil life is Alnav 161-46 (NDB, 15 April). Its most distinctive feature is a quota system of handling personnel for discharge. Commanding officers will determine quota composition, first consideration going to high point personnel, while low point personnel and those remaining on active duty because of voluntary agreement will leave last.

Why has the Navy supplemented its point system with a quota plan? First, at this late point in the demobilization program it has become virtually impossible to define critical scores with enough accuracy to maintain a regular flow of personnel to SepCens. Secondly, by 1 July only extremely low-point personnel will be on duty, and a quota system will result in more equitable release to SepCens. Finally, commanding officers are given some leeway in leveling off their organizations, now being run by a fraction of their former personnel.

Beginning 1 July, the following schedule will be kept by all ships and stations:

- First quota: 30 percent of personnel arrive at SepCens from 1 to 14 July 1946.

- Second quota: 30 percent arrive at SepCens from 15 to 28 July 1946.

- Third quota: 25 percent arrive at SepCens between 29 July and 11 Aug 1946.

- Final quota: 15 percent arrive at SepCens between 12 and 20 Aug 1946.

By 1 Sept personnel on active duty will include only members of the regular Navy, reserves who have entered into specific voluntary agreements for retention—for example, aviators in flight status under a specific contract—personnel in disciplinary status or undergoing medical treatment and officers and men whose voluntary applications for transfer to the regular Navy have not been disapproved. No personnel other than these will be retained.

SepCen personnel entitled to return to civilian life will be discharged during the last 10 days of August, as a complete roll-up is effected at their offices. Even a declaration of military necessity cannot hold a man beyond the final quota. The former 90-day period wherein a man could be re-

tained on such grounds will end by 20 August. For example, beginning 1 July the longest period for which a man may be held for military necessity ends with the departure from his duty station of the last members of the final quota.

Quotas shall consist of the designated percentage of officers and of enlisted personnel and shall not be composed of one in disproportion to the other. Moreover, in order to avoid overloading of intake and transportation facilities, commanding officers have been directed to transfer each quota not as a single draft but in daily groups or several small groups.

By 1 September then, with most of the reserves gone home, the Navy, in addition to members of the regular Navy, will be composed of the following personnel: "Operation Crossroads" personnel; male enlisted volunteers remaining on extended active duty under Alnav 137 (NDB, 31 March); officer volunteers serving until 1 July 1947

under Alnav 126 (NDB, 15 March); male officers who have transferred to regular Navy; nurses transferred to regular Navy; Wave officers remaining on active duty until 1 July 1947 under Alstacon 141455 Mar 1946; enlisted Waves remaining until 1 July 1947 under Alstacon 292349 Mar 1946; medical officers serving internships in naval hospitals; naval aviators under contract; personnel training under the flight training program and personnel hospitalized or in a disciplinary status. Thus, having met its pledge of completing mass demobilization by 1 September, the Navy then reverts to a peacetime volunteer basis.

Avoiding overloads and maintaining orderly control of separatees will constitute a major problem under the new system. To eliminate unnecessary confusion, assignment of demobilization central control draft numbers and clearance from naval district commandants has been re-emphasized by BuPers in NavAct 40 (NDB, 15 April). Drafts of separatees into SepCens within the same city or naval district will require clearance in the same manner as any other draft.

Demobilization of Wartime Navy Proceeding On or Ahead of Schedule

Demobilization of the wartime naval organization is proceeding on or ahead of schedule, SecNav James Forrestal reported last month. Between V-J Day and 1 April, 1,052 Navy and Marine Corps stations, posts and camps in continental U. S. were disestablished, and 2,400 ships, exclusive of boats and small craft, were declared surplus.

During the same period 82 industrial plants formerly supplying war materials have reverted to production of civilian goods. More than 300 premises leased by the Navy have been vacated and by 30 June 1946 it is estimated about 1,000 more released sites formerly used to support fleet activities will have been released for civilian needs.

Approximately 500 Navy and Marine Corps overseas facilities, one-third of those formerly in operational status, have been closed. Others are being rolled up as fast as possible by their reduced complements.

About \$2,100,000,000 in materiel has been declared surplus in the continental U. S. and channeled into reconversion efforts including aircraft valued at \$858,000,000, ships at \$164,000,000, naval activity property at \$659,000,000 and contractor inventories at \$376,000,000.

The Ready Reserve fleets are virtually in their designed operating sta-

tus and about 50 percent of planned reduction in aircraft has been completed. Inactivation of 100 ships, about nine-tenths of which are major combatant vessels, has been accomplished despite the handicaps of personnel shortages and lack of facilities in berthing areas (see p. 52).

In a 42 percent cutback of uncompleted public works, \$16,300,000,000 including 15,000 contracts now being terminated, has been slashed from the Navy's budget. Of the airplanes scheduled for acceptance at war's end, orders for 29,000 have been canceled.



Bronson Breeze (NAAS, Bronson Field, Pensacola, Fla.)
"So there you are, you little rascal!"

Navy Speeds Action to Transport Dependents of Overseas Personnel

Contrary to scuttlebutt, the Navy Department has not cancelled plans to transport dependents of overseas personnel to Pacific island bases.

With all American-held Pacific islands between Hawaii and the Philippines now under jurisdiction of ComMarianas, some misunderstanding had arisen over authorization of wives and children to join husbands and fathers in these areas. Some personnel had construed current directives to mean that transportation was authorized only in the Marianas group. Actually, ComMarianas controls many groups, including the Marshalls, Carolines and Palau.

The Navy is processing hundreds of applications from officers and enlisted men in the first three pay grades, and has shipped dependents to meet their eagerly awaiting men. For those men who volunteered for extensions of duty on distant bases, the morale factor of having their families with them has not been underestimated. Consequently, on all islands where, following approval of their husbands' applications, dependents are scheduled to arrive, housing is virtually completed to accommodate them.

Adequate housing is the most important requisite in determining whether or not a man's application to have his family with him will be approved or not. With medical attention and food assured at all Navy bases, the main factor to consider is getting a good roof over the heads of wives and children.

The basis for approval for transportation of dependents to different parts of the world may vary, depending on conditions in that area.

"Through channels" is still the word on how to make application for trans-

portation of your family. First submitted to the CO of a man's base, the application next goes to ComMarianas for approval, then to Com12 for final action. A ratio is set up for equitable selection for senior officers, junior officers and enlisted men, assuring fair consideration to all applicants.

Areas in the Pacific now "open" for dependents include: Alaska, Aleutians, Hawaii, Guam, Okinawa, Carolines, Marshalls, Palau, Marianas, Samoa, Japan, Philippines and Midway.

On the other side of the world, families may go to: North Africa (including Dakar), Argentina, Newfoundland; Greenland, United Kingdom, Europe, Bermuda, Caribbean area islands and mainland bases, South America, Central America, Haiti, Dominican Republic and Mexico.

BuPers Will Sponsor Schools For Dependents At Remote Navy Stations

Schools for children of naval personnel at remote stations where public facilities are not available will have BuPers support, it was announced. BuPers Circ. Ltr. 54-46 (NDB, 15 March) states that within limits of funds made available, BuPers will distribute appropriated funds for teachers of such schools at remote stations within and outside the U. S. Before the war appropriations were authorized for schools at only three naval stations: Guam, Tutuila (Samoa) and Guantanamo Bay, Cuba.

Other Navy-sponsored schools were supported by tuition fees and local welfare funds, but personnel who did not have children did not benefit by this use of welfare funds. Therefore, it will be BuPers policy to sponsor the construction of school facilities including collateral equipment. Instructional supplies and one half of the teachers' pay are to be paid out of the local school fund. The other half of the teachers' pay is to be paid out of BuPers welfare appropriated funds. Loans to the station school fund may be made by BuPers under provisions of BuPers Circ. Ltr. 54-46.

Stations supporting or maintaining schools shall establish a school fund. This fund will be separate from the station recreation fund and will be subject to the same audit and accountability as described in Art. 1439, Navy Regs.

BuPers will consider requests for loans to the school fund from BuPers Central Recreation Fund for the cost of initial instructional supplies and necessary books. The loans are without interest and must be repaid within time limits at rates to be established by BuPers in each case.

Servicemen Are Urged To Request Travel For Families To U. S.

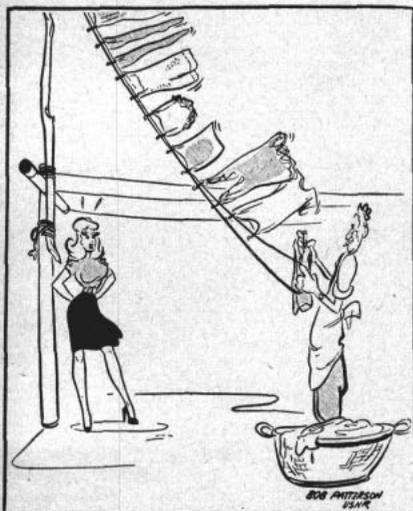
At least 8,000 war brides and children of Army, Navy and Marine personnel are stranded overseas and cannot be brought to the U. S. unless their husbands and fathers take action.

The decrease in number of dependents processed and awaiting transportation from overseas theaters has been so great that the Army Transportation Corps, which is responsible for the mass transfer, may be forced to withdraw some of the 24 "bride ships" from this service. The average capacity of these ships for dependents is less than 750.

Of the 8,000 women and children apparently eligible for transfer but whose papers are not in order, or for whom requests for transportation have not been filed, about 6,500 are in the United Kingdom, 1,000 in the European Continent and 500 in Australia and other Pacific areas.

BuPers pointed out that under Public Law 126, the Army Transportation Corps cannot bring to the U. S. any dependents of American veterans and servicemen unless those servicemen and veterans make specific requests in writing that transportation be provided. A principal reason for the slowdown may be found in the failure of many husbands to do this. Many others are probably unaware that their papers are not in order, or their wives overseas have not been prompt in returning the questionnaire which must be completed and returned before they are called to the port of embarkation.

If service personnel and veterans file transportation requests now they may expect their dependents to arrive by the end of June, providing they comply with the instructions outlined below. Those who already have filed papers may check the instructions to determine if their papers are in order



The Hoist (NTC, San Diego)

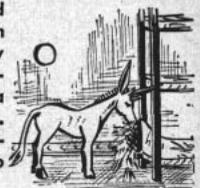
"Can't you EVER forget you were a signalman in the Navy?"

WHAT'S IN A NAME?

Donkey's Breakfast

It has nothing to do with ham and eggs, the good old traditional American first meal of the day — nor is it a derogatory reference to a sailor's breakfast. Indeed, it has nothing at all to do with breakfast!

To the old-time sailorman, accustomed to sleeping in hammocks or on bare bunk boards, a mattress was the all time high in luxury. Even though it was stuffed with straw, it marked a step forward in the march of progress. Because the first seagoing mattresses were invariably filled with such material, the name "donkey's breakfast" became a synonym for seamen's beds.



or if a new application should be made.

If government transportation is desired the serviceman must file the application. An application by the dependent for government transportation is not accepted.

Officer or man, still in service or discharged, should make application for transportation of dependents to the naval command having jurisdiction of the overseas area in which the dependents are located. Letter of application should include the following information: Place and date of marriage; name and address of wife and children, if any; permanent overseas duty station, if any; and date of the serviceman's return to the U. S. This letter should be addressed to one of the following:

• For dependents in Great Britain, Ireland, Europe, North Africa, and the Mediterranean:

Commander, U. S. Naval Forces,
Europe
Care Fleet Post Office
New York, N. Y.

• For dependents in Australia and New Guinea:

Commander, U. S. Naval Forces,
Australia, New Guinea
Care Fleet Post Office
San Francisco, Calif.

• For dependents in New Zealand:
Commander, South Pacific Area
and South Pacific Force

Care Fleet Post Office
San Francisco, Calif.

• For dependents in China:

Commander, U. S. Naval Group, China
Navy 3030, Care Fleet Post Office
San Francisco, Calif.

If doubt exists about where to send letter of application, it should be mailed to the Bureau of Naval Personnel, Transportation Activity, Arlington Annex, Washington 25, D. C.

For information as to what transportation will be provided see ALL HANDS, April, p. 70; see also following story.

Transportation for dependents of naval personnel from overseas residence to port of embarkation as the first step in journeys to their new homes has been authorized by Alnav 143-46 (NDB, 31 March).

A letter giving complete details for traveling (invitational travel orders) will be issued to the dependent in each case by the area commander concerned.

Step by step, transportation regulations have relaxed for dependents traveling to the U. S. At first transportation was authorized for dependents from point of embarkation overseas to port of entry in the U. S. Then Alnav 119 authorized travel from port of entry to a point of their selection (see ALL HANDS, April, p. 70). Now, under Alnav 143, transportation is authorized for the dependent from his or her overseas residence to a point of selection within the continental limits of the U. S.

Enlisted Men Must Report To Draft Boards Within 10 Days After Discharge

All enlisted men must report to their local draft boards within 10 days after they have been released from the Navy, according to Selective Service regulations. They will retain their 1-C classifications, the classification given men when they enter the service. This classification cannot be changed except by special order from the Selective Service director. In other words, for an enlisted man to be recalled to service it would require an order reclassifying him into 1-A.

Men who enlist in the V-6 reserve upon separation need not report to their draft boards. However, to keep the boards' records straight, it is advisable that they do so.

Officers on terminal leave or in an inactive duty status are not required to report to their local boards, according to Major General Louis B. Hershey, director of Selective Service. General Hershey has advised state directors of Selective Service of proper procedure in such cases and requested that the information be passed along to local draft boards, wherever required.

"An officer on terminal leave remains on active duty until the termination of such leave," General Hershey said. "An officer relieved from active duty under honorable conditions continues, unless he resigns his commission, to be a member of the military establishment and as such remains under the control of his service. Such an officer, if he is a registrant, is properly classified in 1-C and is not subject to reclassification. If not a registrant, the officer is not subject to registration until released from military control."

In other words, reserve officers on inactive duty are considered a part of the armed forces, and as such need not report to their draft boards. Enlisted men upon discharge are considered actually severed from the service, even though by special order they could be recalled, and for this reason must report to their local boards.

Take Your Pay Record With Transfer Orders

Take your pay record with you when you're transferred!

That's the word from BuSandA via Alnav 166-46 (NDB, 15 April), which directs commanding and disbursing officers to comply with existing BuSandA regulations and insure transfer of the Navy pay record with the individual when it is known that the person will be detached for a period exceeding 30 days.

In connection with verification of pay records required 1 April, disbursing officers are directed to mark the pay records of personnel not on board with the note, "location," and forward them immediately to the Field Branch,

BuSandA (Central Pay Accounts Division).

Alnav 166 points out that the number of requests for verification of temporary pay records doubled during March, indicating increasing laxity in compliance with article 2150-6(b) of BuSandA Manual regarding transfer of pay account with the individual. BuSandA also reports General Accounting Office exceptions to disbursing officers' accounts showing need for greater accuracy in computing amounts due. When erroneous computation results in overpayment at discharge exception is raised against the disbursing officer who made payment.

Alnav Clarifies Payment Of Increased Allowances To Natural Parents

Clarification of cases where increased allowances are due personnel who have dependent natural (blood) parents has been made by Alnav 142-46 (NDB, 31 March). Misinterpretation of the third sentence of Alnav 11-46 (NDB, 15 January) by some disbursing officers had resulted in withholding such allowances while the cases were submitted to the Comptroller General for decision.

Alnav 11-46 called attention to the fact that Section 4 of the Pay Readjustment Act as amended 1 Dec 1945 included within the definition of "dependent parents" the following persons: "step-parent, parent by adoption, and any person, including former step-parent, who has stood in *loco parentis* to person concerned at any time for continuous period of not less than 5 years."

The third sentence of this Alnav prohibited the credit of increased allowances on behalf of the foregoing categories of dependents without an advance decision of the Comptroller General. This sentence was misinterpreted as applying to all classes of dependents, and current credits of increased allowances were checked.

Alnav 142 was issued in order to clarify this misinterpretation and provide for reinstatement of otherwise proper credits. Moreover, since requests for decisions were being sent directly to the Comptroller General, contrary to existing instructions, attention was invited to the requirement that such requests for advance decisions must be submitted via BuSandA or MarCorps, as appropriate.

7,618 First Enlistments, 664 USNR Men Transfer

During the period 1 April to 14 April there were 7,618 first enlistments in the regular Navy, 1,142 regular Navy men extended or reenlisted and 664 men transferred from USNR and USN-I to USN.

From V-J Day through 14 April 199,328 men enlisted in, transferred to or reenlisted or extended their enlistments in the regular Navy.

On 7 April there were 446,702 regular Navy men on active duty.

SecNav Directs Reserve Activation; 276 Cities Are Suggested for Units

Activation of the postwar Naval Reserve has begun in the United States and Hawaii with a letter from the Secretary of the Navy to the commandants of naval districts directing them to organize Reserve activities within their districts.

The Secretary's letter included an enclosure in which 276 cities were suggested as locations of Naval Reserve units. Commandants were requested to submit final recommendations for locations to BuPers. The letter pointed out that since no federal funds will be available for construction or major alterations other than installation of training equipment during fiscal 1947, decision as to use of the suggested locations should be based upon:

- Availability of existing naval facilities.
- State and/or city-owned facilities available.
- Rental of privately owned facilities.
- Use of excess ships as temporary armories.

• Use of existing surplus government property.

A second enclosure listed locations at which it is tentatively planned to locate excess vessels to implement the training program or to serve as temporary armories. There were 109 suggested ship locations along seacoasts and inland waterways.

About 760 Naval Reserve divisions—702 surface ship and specialist and 58 submarine—will be allocated among the naval districts on the basis of naval and civilian populations in the Districts (see ALL HANDS, April, p. 43). Reserve personnel will be organized on a voluntary non-pay basis until 1 July 1946, at which time funds for pay are expected to be available. Units will be activated in the interim and transferred to Organized Reserve status when funds are available.

The Secretary's letter indicated a Wave Reserve program is being considered, to be activated in the future.

Organized Marine Reserve Will Offer Ground, Air Training for Personnel

An Organized Reserve program announced by the Marine Corps includes plans for ground units in 28 major cities and aviation squadrons at 21 bases.

Keynote of the reserve training program will be "military education" consisting of weekly classes and drills, summer camps, service schools and correspondence courses. Training will stress technical subjects and the practical application of special skills, with a minimum of close order drill.

Selected reserves will be sent to a summer platoon leaders class to be conducted by the Marine Corps schools with a view toward developing regular and reserve officers. Three such training periods will lead to a commission under present plans.

The Volunteer Reserve program will aid former marines who are unable to join one of the Organized Reserve units to maintain their skills by correspondence courses or optional tours of duty.

An example of the proposed training offered to the organized reserve is the announcement that aviators will be authorized to fly approximately 100 hours per year in late model Corsair fighter planes of the type used by regular squadrons on active duty.

Members of the Marine Corps Reserve will retain the same rank held at the time of separation from the service with opportunities for advancement or selection for commission.

Members of the Organized Reserve will be paid to attend weekly drills and instructions. All service in the Reserve will count for pay purposes on periods of active duty.

Details pertaining to qualifications

for enlistment and places of enlistment will be published in a later issue of ALL HANDS, when available.

The Marine Corps Reserve will consist of six classes composed as follows:

• Fleet Reserve—Officers who have served four years in the regular Marine Corps and enlisted personnel with 16 years regular service, who are available for active duty in a national emergency.

• Organized Reserve—Officers and men enlisted in companies and battalions in 28 cities. The proposed strength of this branch is 3,000 officers and 25,000 enlisted men.

• Volunteer Reserve—Qualified officers and trained and untrained enlisted reservists not otherwise assigned. Training for this class will be through summer camps and correspondence courses.

• Limited Service Reserves—Men enlisted or reenlisted in the reserve for limited service to replace combat troops in event of emergency.

• Volunteer specialists—Officers and enlisted men possessing special qualifications which may be utilized in time of war or national emergency.

• Women's Reserve—Women enlisted in the reserve for training to replace combat troops in the U. S. and possessions in time of war.

The Corps has selected tentative training sites in 28 principal cities, pending approval by an inspection board. The cities selected are:

Boston, Buffalo, Chicago, Cleveland, Columbus, Detroit, Houston, Indianapolis, Newark, New Orleans, New York, Philadelphia, St. Paul, San Francisco, Seattle, Toledo, Washington, D. C.; St. Louis, Birmingham,

Charlotte, N. C.; Memphis, Los Angeles, Atlanta, Augusta, Ga.; Dallas, Galveston, Norfolk and San Diego.

In addition, 21 naval air stations have been designated as locations for the Organized Reserve aviation units. The naval air stations selected are located in the following cities:

Glenview, Ill.; Atlanta, Ga.; Dallas, Memphis, Willow Grove, Pa.; New York, Minneapolis, St. Louis, Los Alamitos, Calif.; Livermore, Calif.; Grosse Ile, Mich.; Squantum, Mass.; Columbus, Ohio; Olathe, Kans.; New Orleans, Anacostia, D. C.; Norfolk, Jacksonville, Miami, Seattle and San Diego.

Ration Allowance Hiked For Messes Operating On Cash Allowance Basis

Ration allowances for naval activities which operate their messes on a cash allowance basis have been increased approximately five percent, according to Alnav 139-46 (NDB, 31 March). Rising food prices make necessary this first change in ration allowances in the past 18 months. This increase applies to all ships and stations outside the continental limits of the U. S. and to a few stations within the U. S. where the mess is operated by the CO rather than by a supply officer. It does not apply to stations which operate their messes on a ration-in-kind allowance.

Submarines will be allowed 10 cents additional during periods in full commission. This allowance will not be taken while vessels are in reserve or inactive status.

The following table shows the increase in ration allowances, both inside and outside the U. S.:

COMPLEMENT	CLUSA		OVERSEAS	
	OLD Cents	NEW Cents	OLD Cents	NEW Cents
25 and under	89	94	94	99
26 to 50	87	92	92	97
51 to 75	85	90	90	95
76 to 100	83	88	88	93
101 to 125	81	86	86	91
126 to 150	79	84	84	89
151 to 200	75	79	80	85
201 to 350	71	75	76	81
351 to 500	67	71	72	77
501 to 1000	63	66	68	73
1001 and over	60	63	65	70

Place of Confinement For GCM Prisoners Changed to Norfolk

Total confinement space for general court martial prisoners has been reduced, and prisoners henceforth will be confined at major activities where they will receive a standardized program of discipline and training, according to BuPers Circ. Ltr. 68-46 (NDB, 31 March).

Deleted from the list of GCM confinement activities were Marine Barracks, Quantico, Va.; Marine Barracks, Parris Island, S. C.; Naval Air Station Brig, Pensacola, Fla., and Naval Air Station Brig, Corpus Christi, Tex. Prisoners who would have been ordered to the above activities will in the future be confined at Naval Disciplinary Barracks, Naval Station, Norfolk, Va.

Navy and Marine Boards Convene to Consider Retirement of Officers

Involuntary retirements of officers of rank of captain and below will be considered by two naval retirement boards this month.

Orders have been issued by SecNav for a board to convene 1 May to consider and recommend involuntary retirements of captains only of the line and staff of the Regular Navy. The board will include Admiral Jonas H. Ingram and Vice Admirals John H. Hoover, William R. Munroe, Walden L. Ainsworth and Jesse B. Oldendorf. Rear Admiral Herbert S. Howard will serve as a member of the board while EDO captains are being considered and Rear Admiral Edgar S. Woods, Medical Corps; Rear Admiral Frank Baldwin, Supply Corps; and Rear Admiral Gaylord Church, Civil Engineer Corps, will serve as members while captains of their respective corps are being considered.

A similar board to consider and recommend for retirement officers holding the rank of commander and below has been ordered to convene 15 May.

Headquarters of the Marine Corps has announced that the first and second of three boards formed to consider the retirement of officers in the regular Marine Corps met last month.

The first board which met to consider the cases of major generals only, consisted of Lieutenant General Holland M. Smith, USMC, Lieutenant General Roy S. Geiger, USMC, and Vice Admiral Richard L. Conolly, USN, with Colonel Lionel C. Goudeau as recorder.

The second board which met to consider the cases of brigadier generals only consisted of Lieutenant General Holland M. Smith, USMC, Lieutenant General Roy S. Geiger, USMC, Lieutenant General Harry Schmidt, USMC, Major General Seth Williams, USMC, (Ret.), and Vice Admiral Richard L. Conolly, USN.

The third board is scheduled to convene later this month to consider retirement of all other Marine officers.

The Navy retirement board headed by Fleet Admiral William F. Halsey to recommend for retirement rear ad-

mirals and commodores has been adjourned.

On 30 March there were 473 flag officers on the active list of the Navy, of whom 132 were commodores.

As a result of the recommendations of Fleet Admiral Halsey's board, voluntary retirements, requirements of age and officers who will revert to retired status, approximately 110 admirals of all grades will soon be, have, or are now, in the process of retiring. This will leave approximately 231 in the various grades of admiral.

Of the 132 commodores on active duty on 30 March, 26 similarly are in the process of retirement, leaving 106. This number will be further reduced as officers are detached from duties for which they were promoted and revert to their permanent rank. Present legislation does not authorize continuance of the rank of commodore in the postwar Navy.

Wave Personnel Now Being Discharged At SepCen in Duty Area

The Navy began April 15 to discharge all Wave officers and enlisted personnel at the Women's Reserve separation activity serving the area in which their duty station is located. Previously, the Waves were discharged at the separation unit serving the area to which they are entitled to transportation on release from service. The change was made in conformance with A1StaCon 122137 of March. Under the new policy, the Waves continue to receive transportation from the separation activity to the address to which they are entitled to be returned.

Waves on duty in the 14th Naval District are transferred for separation to the unit serving the area to which they are entitled to transportation on release. They go via the Women's Reserve intake station, San Francisco. The only exceptions are Waves from the 14th Naval District who meet the provisions of hardship cases and who are discharged at the separation center nearest the point of debarkation, under provisions of Alnav 234-45 (NDB, 15 Sept., 1945).

The areas and the corresponding Women's Reserve separation activities under the new set-up follow: Com1, Naval Barracks, Boston; Com3, Separation Unit, New York City; Com4, Com5, and Potomac and Severn River Naval Commands, Separation Unit, Washington, D. C.; Com6, District Headquarters, Charleston, S. C., for officers and Receiving Station, Naval Shipyard, Charleston, for enlisted personnel; Com7, District Headquarters, Miami, Fla.; Com8, Separation Unit, New Orleans, La., Naval Air Technical Training Center, Memphis, Tenn., Naval Air Station, Pensacola, Fla., and Naval Air Station, Corpus Christi, Tex.; Com9, Separation Unit, Great Lakes, Ill.; Com11, Training and Distribution Center, Camp Elliott, San Diego, Calif.; Com12, Separation Unit, San Francisco, Calif.; Com13, Separation Center, Seattle, Wash., for officers, and Naval Air Station, Seattle, for enlisted women. Waves from Com14 who are entitled to be transferred to Com8 will be sent to New Orleans only.

Expiration of Terminal Leave Will Not Affect Officers' Medical Care

Navy and Marine Corps officers hospitalized while on terminal leave will not assume inactive status during period of hospitalization. A1StaCon 222258 March provides for modification of separation orders in the cases of these officers whereby they may obtain the benefits of Navy treatment even though their hospitalization exceeds the period of their terminal leave.

If the MOIC of the naval hospital determines that such officers will require hospitalization beyond terminal leave, the following endorsement will be placed on their orders: "In accordance with A1StaCon 222258 March the unexecuted portion of your separation orders is modified this date in that you will not be released to inactive duty on the date indicated but will continue treatment this hospital until discharged from treatment."

When no longer in need of hospitalization, and if no medical survey is ordered, the officer is reexamined and if found physically fit for release to inactive duty his separation orders are endorsed as follows: "Discharged from treatment this date. You have been found physically fit for release to inactive duty. You will consider yourself detached from all active duty this date. Carry out the remainder of your separation orders."

Terminal leave, however, will not carry over beyond the date originally identified as the expiration of such leave. In other words, the period of hospitalization will be counted against accrued terminal leave, and the officer will not be able to take such terminal leave as remained when he entered the hospital if the hospitalization exceeded the amount of the original leave. If, however, the officer still has terminal leave to his credit after hospitalization he may reassume terminal leave status until the expiration of such leave.

Former Dental Students, Upon Graduation, May Receive Commissions

V-12 senior dental students who were released to inactive duty prior to completion of their training may, upon graduation from an accredited dental college, request orders to active duty as lieutenants (junior grade), USNR, provided (1) they agree to remain on active duty until 1 July 1947, or (2) they request active duty to qualify for transfer to the Dental Corps, USN (see procurement directive No. 8-46, 19 March).

Orders will be issued to fill existing vacancies in the Dental Corps. To qualify for transfer to USN Dental Corps, six months active duty as a commissioned officer in the Dental Corps, USNR, is required. Procedure for submitting requests is stated in the directive.



Bronson Breeze (NAAS, Bronson Field, Pensacola, Fla.)

"But, Leon, just because you're a Regular doesn't mean you can't drink Henley's Reserve."

Directive Tightens Mark, Service Requirements For Rating Advancement

Service and mark requirements for advancement in rating have become more stringent under BuPers Circ. Ltr. 72-46 (NDB, 31 March), which establishes the new marks and service requirements. (See table on this page.) The new table supersedes the previous marks and service requirements table in BuPers Circ. Ltr. 297-44 (corrected).

According to the new circular letter, men reduced in rate by COs for misconduct or by court martial sentence will be required to fulfill all service and other requirements for promotion before being advanced again. In other words, time a man spent in rate before disrating will not be credited to him for advancement purposes.

One exception was made to this rule. Chief petty officers reduced to petty officers, first class, will be considered eligible for advancements, if otherwise qualified, one year after disrating. Under revised standards, a PO1c, normally would be required to spend three years, including one year at sea, in rate before going to CPO (AA).

The new order provided that advancements shall not be effected to other than the next higher pay grade. Personnel in a probationary status may be advanced in rating, but not changed in status to pay grade 1.

Three More Ratings Can Transfer to USN

Changeovers to the regular Navy have been authorized for three additional ratings by Alnav 165-46 (NDB, 15 April), amending the original list in Alnav 112-46 (NDB, 15 March),

see ALL HANDS, (April 1946, p. 67).

Under the new directive enlisted reservists and inductees now rated ARM2c, ARM3c and RM2c may transfer to USN provided the following qualifications are met:

- A combined score of at least 120 on general classification test plus arithmetical reasoning test, and a minimum score of 60 on mechanical knowledge (electrical) test.

- Recommendation by commanding officer for training leading to rate change of either ETM or AETM of equal pay grade as appropriate.

- Agreement to enlist or reenlist in the regular Navy for 3, 4 or 6 years.

COs May Advance Men To Five Specialist Rates

COs may now advance non-rated personnel to third class specialist without specific BuPers approval in the following ratings: Specialist (F) fire fighter; specialist (I) punch card accounting machine operator; specialist (Q) (CR) cryptographer; specialist (Q) (IN) radio intelligence; and specialist (Y) control tower operator. All such advancements are available only to qualified personnel and are subject to vacancies in allowance.

This ruling was made by Alnav 132-46 (NDB, 31 March), which thus amended Alnav 51-46 (NDB, 31 January), and BuPers Circ. Ltr. 297-44 (NDB, July-Dec 1944). It was emphasized provisions of Alnav 51 on changes in rating were not affected.

The above ratings are the only specialist rates which are included in the Navy's plan for a postwar rating structure (see ALL HANDS, March 1946, p. 14). Other specialist rates will be abolished entirely, or absorbed by the more general rates.

Radio Material School Instructors Urgently Needed Now by Navy

Serious curtailment of electronic repair is forecast by BuPers unless vital quotas are met for radio material school instructors.

Needs now are for 300 instructors for radio material schools in Washington, Great Lakes, Ill., and Treasure Island. NavAct 39-46 requests applications for duty as instructors in these schools be submitted by electronic technician's mates now on duty elsewhere. Radio material school graduates with a minimum of one year's sea duty during the past 18 months may apply. Requests are desired from regular Navy ETMs and from ETMs in USNR or USN-I classifications who agree to enlist in the regular Navy for at least two years.

Requests should be forwarded to BuPers via official channels. Selections of personnel fully qualified for instructor duties may be made, if necessary, without regard to forwarding endorsements. In other words, if BuPers feels a man is qualified and is needed, it may order him to this duty despite an endorsement by his CO certifying he is currently filling a necessary billet.

Only about 15 percent of present demand for ETMs is being filled, according to BuPers. Promotion in this rating therefore will be rapid. Sea duty requirements for advancement in rating will be waived in many cases. The ETM shortage, probably most critical rating shortage in the Navy, is attributed by BuPers to return of key enlisted personnel to civilian life and the difficulty of training new talent in this complicated subject.

ETM and AETM Ratings Are Open to Qualified USNR, USN-I Radiomen

Ratings of electronic technicians mate and aviation electronic technicians mate in the regular Navy are open, after necessary training, to qualified USNR and USN-I aviation radiomen, second and third class, and radiomen, second class.

The rates were made available under terms of Alnav 165-46 (NDB, 15 April). This order modified Alnav 112-46 (NDB, 15 March) which listed ratings open to USNR and USN-I men who desire to change over to the regular Navy (see ALL HANDS, April, p. 67).

To qualify ARM2c, ARM3c and RM2c must meet the following conditions: (1) Have a combined score of at least 120 on GCT, plus arithmetical reasoning test, and a minimum score of 60 in the mechanical knowledge (electrical) test; (2) be recommended for training leading to change of rating to an electronic technicians mate or aviation electronic technicians mate rating of equal pay grade; and (3) enlist or reenlist in the regular navy for three, four or six years.

Service, Marks Requirements For Advancement

Following is a table incorporating the latest changes in service and marks requirements for advancement in rating promulgated in Alnav 113-46 (NDB, 15 March) and BuPers Circ. Ltr. 72-46 (NDB, 31 March). This table supersedes a similar table in ALL HANDS, April, p. 67, which was published prior to receipt of Circ. Ltr. 72. The revised requirements:

Rating (Pay Grade)	Service Requirements Present Pay Grade	Marks Requirements	
		Proficiency in Rating	Conduct
AS to S2c (7 to 6)	No specified time	None	None
S2c to S1c (6 to 5)	3 mos.	Above 3.0 for 3 mos.	No mark less than 3.5 for 3 mos.
S1c to PO3c (5 to 4)	4 mos.	No mark less than 3.5 for the 3 mos. period preceding advancement	No mark less than 3.0 and an average of not less than 3.5 for 6 mos.
PO3c to PO2c (4 to 3)	9 mos.	No mark less than 3.0 and an average of not less than 3.5 for 9 mos.	No mark less than 3.0 and an average of not less than 3.5 for 1 yr.
PO2c to PO1c (3 to 2)	12 mos. and 36 mos. total active service. *Sea duty of at least 6 mos. in pay grades 3 and/or 4	No mark less than 3.0 and an average of not less than 3.5 for 9 mos.	No mark less than 3.0 and an average of not less than 3.5 for 1 yr.
PO1c to CPO (AA) (2 to 1-A)	36 mos. *Sea duty of at least 12 mos. in pay grade 2	No mark less than 3.0 and an average of not less than 3.5 for 24 mos. preceding advancement	No mark less than 3.0 and an average of not less than 3.5 for 2 yrs. preceding advancement
CPO (AA) to CPO (1-A to 1)	12 mos. continuous active service in pay grade 1-A. *12 mos. sea duty in pay grade 1-A	As prescribed by Article D-5111, BuPers Manual	As prescribed by Article D-5111, BuPers Manual

*Sea duty is not required for:
 (a) V-10 personnel,
 (b) Aviation branch ratings, except SKV, TMV, and PtrV.
 (c) Male specialists, telegraphers, BMA, SAD, and SAD(MG).
 (d) Personnel classified permanently by Bureau of Naval Personnel as "Mobilization Ashore" or "Limited Duty."

Quota of 2,000 Seamen In V-5 Flight Program Established by BuPers

A quota of 2,000 apprentice seamen in class V-5 from civilian sources for assignment to duty under the Naval Aviation Preparatory Program at the beginning of college fall terms has been established by BuPers. In Procurement Directive 12-46, Offices of Naval Officer Procurement were delegated the task of acquiring candidates for the program. Candidates must be between the ages of 17 and 20½ years. They must be unmarried and agree to remain so until commissioned and must meet certain physical, mental and educational standards.

Qualified applicants are to be enlisted in the Naval Aviation Preparatory Program on a provisional basis, pending enactment of legislation to continue the program beyond 1 July. Two naval aviation training programs now are under consideration, the first known as the Holloway Board Plan and the second as the Naval Aviation Preparatory Program. Should neither be enacted into law by Congress applicants may terminate their enlistments.

Under the first plan, applicants agree to remain in the Navy for five years from the time they entered college, unless released sooner. Under the second plan, applicants agree to remain in the Navy for four years after being designated aviation cadets, V-5, unless released sooner. They would be designated aviation cadets after completion of NAPP training.

Under either plan the initial phase of training would encompass one to four academic terms at an accredited college of the trainee's own choice. The amount of college study required would be dependent upon the amount of study completed prior to entry in the program. In general, trainees are free to pursue any course of study they desire. They would attend college as apprentice seamen, USNR, on inactive duty in civilian clothes, and would receive \$50 a month plus tuition, fees, laboratory expenses and books. Under both plans trainees would receive flight training following their freshman or sophomore year.

Next successive steps under the first, or Holloway plan, would be: (1) approximately 15 months of aviation training as a midshipman, USN, at a naval air training center, during which trainees would wear the USN midshipman uniform and receive \$65 a month plus allowances and flight pay while in flight status; (2) about nine months of flight duty with the Fleet as a midshipman; (3) one year of active duty with the Fleet as an ensign, USN; and (4) either selection for retention as ensign, USN, followed by two years of training at the U.S. Naval Academy or its equivalent and active duty in the USN, or release from active duty with a commission as ensign, USNR.

Under the second, or NAPP plan, next successive steps would be: (1) approximately 15 months of flight

training as an aviation cadet, USNR, during which trainees would receive \$75 a month and allowances; (2) approximately two years and nine months active flying duty with the Fleet as an ensign, USNR; and (3) either selection for transfer to the USN on active duty, or release to inactive duty.

Under the Holloway plan, personnel electing inactive duty in the USNR would be eligible to receive \$100 for each month they pursued full-time instruction at an accredited college or university, up to a maximum of \$2,000. The Navy also would pay tuition, fees, laboratory expenses and books. The NAPP plan provides for payment of a bonus to personnel electing inactive duty. This bonus will accrue from the date of the end of termination of World War II, or from the date of the end of the national emergency as decided by the President or Congress.

Navy Training Courses Will Be Distributed Soon to All Activities

Striking for a rate, Mac?

New editions of Navy training courses now being printed will be on their way to the Fleet shortly. BuPers will make automatic distribution to all ships and to all cognizant training activities.

Training courses to be distributed soon include, Mineman 3c and 2c, NavPers 10063; Motor Machinist's Mate 3c and 2c, Vol. I and II, NavPers 10208A and 10208B; Metalsmith 3c and 2c, NavPers 10233; and Stewards and Cooks 3c and 2c, NavPers 10513.

Training courses which have been received from the printer and are now being distributed include Coxswain, NavPers 10007; Torpedoman's Mate (electrical) 3c and 2c, NavPers 10053; Metalsmith 1c and chief, NavPers 10131; Gunner's Mate 1c and Chief, NavPers 10009; Ship's Cook 1c and Chief Commissary Steward, NavPers 10512; and Electronic Technician's Mate 3c, NavPers 10145.

Distribution has been made on training courses including Steward's Mates, NavPers 10511; Quartermaster 3c and 2c, NavPers 10023; Fire Controlman 2c, Vol. I, II and III, NavPers 10035A, 10035B and 10035C; Aviation Supply, NavPers 10394; and Basic Machines, NavPers 10624.

Any ship or station may obtain copies or additional copies of all Navy training courses for advancement in rating purposes by request signed by the CO or the training officer and mailed to the nearest educational stockroom.

Requests should be addressed to BuPers (Training Activity), Washington, D. C.; Director of Training (Educational Stockroom), 11ND, San Diego, Calif.; Director of Training (Educational Stockroom), 14ND, Pearl Harbor, T.H.; or, CO Naval Barracks, (Educational Stockroom), NOB, Guam, M. I.

Enlisted Waves, Men Are Invited to Extend Active Duty Service

Retention on active duty on a voluntary basis of an indefinite number of enlisted Waves until 1 July 1947, and 50,000 enlisted USNR and USN-I men beyond 1 September but not later than 1 Mar 1947, has been requested by BuPers.

The request for voluntary extension of enlistments by Waves, contained in AlStaCon 292349, March, pointed out that Congressional authorization has not been obtained permitting their retention in the postwar Navy either as reserves or regulars. Hope was expressed that trained personnel would remain in service voluntarily until status of Waves in the postwar Navy was determined.

The request for 50,000 volunteer USNR and USN-I men to remain in service after becoming eligible for discharge was contained in Alnav 137-46 (NDB, 31 March). Volunteers in all rates may be accepted and quotas were assigned to various commands. The men will be discharged in groups from 1 Dec 1946 to 28 Feb 1947.

Waves who extended their active service on or before 6 April will be advanced one pay grade. Extensions subsequently made will not result in rating advancements. Waves who already have extended their enlistments to 1 Sept 1946 may submit new applications further extending their enlistments to 1 July 1947. Waves who have received or are entitled to a special advancement in rating because they extended their active duty to 1 Sept 1946 will not receive a second special advancement because of a further extension until 1 July 1947.

Assignments to duty of Waves extending their active service will be governed by needs of the service. Requests contingent on specific duty, subsistence, and leave will not be considered. Applicants will be required to sign a statement on page 9 of their service records, stating that retention was requested until 1 July 1947. It was pointed out that no more Waves would be assigned overseas.

Enlisted men who agree to remain in service beyond 1 September will be retained at their present places of duty until they are required elsewhere, or no longer are needed. They, too, will be required to sign a statement on page 9 of their service records stating that they requested retention in the Navy.

Quotas of volunteers of enlisted men were assigned as follows: ComServPac, including the 19th Fleet, 28,000; ComSuborComdServLant, including 16th Fleet, 7,000; CNaTra, 3,000; Com1, 600; Com3, 1,200; Com4, 400; Com5, 1,400; Com6, 200; Com7, 300; Com8, 700; Com9, 1,100; Com11, 1,700; Com12, 2,300; Com13, 900; ComSRNC, 100; ComPRNC, 600; and CONavBar, Washington, D. C., including bureaus, boards and offices of the Navy Department, 500.

Proposed Postgraduate Officer Training Outlined in BuPers Education Program

Current BuPers plans for postgraduate officer education in the postwar period provide that all naval officers of the line shall receive at least one period of graduate school work. They further incorporate a program for sending selected officers to Army schools to enhance mutual confidence and understanding between the services.

The general pattern of advanced education comprises five postgraduate levels. These include general line school which will require approximately seven years of commissioned service as an enrollment prerequisite; a Naval War College junior course, Newport, R. I., to be attended by selected officers with about 11 years of commissioned service; a proposed course in logistics for selected officers who have completed approximately 12 years of continuous service; the Naval War College senior course for selected officers with 15 years of service; and the National War College for selected officers with 22 years of service (formerly termed the Army-Navy Staff College; see ALL HANDS, March 1946, p. 53).

A line officer with seven years commissioned duty beginning his first shore duty in education will attend the General Line School for 11 months. For the remainder of his normal two-year tour ashore he may be ordered to duty in a Navy Department bureau or other shore station, may receive further specialized schooling in operations, ordnance, communications, intelligence or some other field in the postgraduate Navy study program for command officers, or he may be sent to an advanced branch school of some other service.

The latter assignment would be in conjunction with an interservice educational program designed to facilitate a liberal interchange of officers at the General Line School level and above, not only to promote better understanding between the various branches, but also to instill in the students a lively mutual awareness of the strategic and tactical implications of scientific development.

Objective of the General Line School will be to prepare officers in the rank of lieutenant as heads of departments aboard ship or of administrative units ashore and as commanding officers of small ships or aviation units. It is planned that the permanent school will be located eventually on the west coast under the cognizance of the Superintendent of the Post Graduate School and will provide instruction for a maximum of about 1,500 officers annually. Selectees for branch schools of other services will be named from the graduation roster of the General Line School. They will be chosen while in the rank of lieutenant.

A second alternative for graduates of the General Line School will be

enrollment in Navy courses embodying the following specializations: (1) Operational staff duties, (2) technical materiel branch, supervising design and production, (3) technical materiel branch, developing expertness in the manipulation of specified types of equipment, (4) other branches, such as law, language, educational training, military government and intelligence.

This instruction will eventually be carried on in the Naval Postgraduate School located on the west coast and in civilian colleges. The length of the courses may vary from one to three years. Officers normally will resume their command duties. However, some may later be selected for designation as EDOs.

Officers returning after 11 or 12 years of service to their normal second period of shore duty may be selected to spend their first 11 months at the Naval War College, Newport, R. I., taking the junior course. The objective of the course will be to provide selected officers of the rank of lieutenant commander with training in the science and art of war. Special emphasis will be placed on operational functions of command, the organization, functions and procedure of operational staffs in the planning and supervision of planned actions.

After completing the above course, selected officers may spend the ensuing period ashore at (1) a logistics school, (2) Army and Marine Corps Command and Staff schools. The logistics school has not yet been organized, however, the subject of logistics has assumed such an important position in modern warfare that a five month's course in this field may be inaugurated in the near future at a location still to be determined. It will fit in the educational pattern at the 12-year service level. Those chosen for Army and Marine command and staff schools, will be under instruction from six months to one year.

Advanced education on the normal third shore duty tour or for selected officers with approximately 15 years of commissioned service will be offered in the senior course at the Naval War College. It will be considered of utmost importance for commanders of major naval operations, and is expected to aid students in grasping command problems connected with such operations. It will prepare officers for future posts as COs of capital ships, commanders of units of smaller ships, or as chiefs of staff.

Selected officers in the rank of captain with 22 years of continuous naval service who are graduates of the Naval War College and of an Army school will go to the National War College in Washington, D. C. The course is 10 months long and will complete the formal joint education of senior officers. The course will include international relations, military strategy and war planning. The explicit

purposes of this college are to (1) prepare selected ground, air and naval officers for the exercise of command and in the performance of joint staff duties in the highest echelons of the armed forces, (2) promote the development of understanding between high echelons of the armed forces and those other agencies of government and industry which are an essential part of a national war effort. The first course will begin on or about 3 Sept 1946 and will be open to a limited number of Army, Navy and Marine Corps officers and State Department officials.

In addition, naval officers in the ranks of lieutenant commanders, commanders and captains will be chosen for studies at the Industrial College for the Armed Forces formerly the Army Industrial College, which has been reconstituted in Washington, D. C., as an institution to provide joint education for senior officers in the armed forces in the field of industrial mobilization for war.

Alnav 160-46, (NDB, 15 April) requests applications for the Industrial College of the Armed Forces class commencing 1 Sept 1946 from officers who are eligible for shore duty prior to 15 June 1946. In addition to regular Navy line and staff officers including EDOs, Reserve and temporary transferees of corresponding dates of precedence are also eligible.

The course will cover 10 months of lecture and study. Graduates will be particularly qualified for duty in the Office of the Assistant Secretary of the Navy, DCNO (Logistics), Army and Navy munitions Board and other joint service activities, and for planning, production and procurement work in various material bureaus.

Signed agreements not to resign while taking the course and to serve three years in the Navy after completing the curriculum must be submitted with applications. The applications should be submitted via official channels to reach BuPers prior to 15 May 1946. Dispatch applications may be employed if warranted.

Present quotas for the schools follow Naval War College (junior course)—30 naval officers, other services undetermined; Naval War College (senior course)—50 naval officers and a total of 20 divided among Army, Marine and Coast Guard; National War College Navy quota is 30 officers to be apportioned among line (including aviators), staff and Marine Corps officers. Industrial College for the Armed Forces—the Navy's quota is 25 and Marine Corps five.

The first junior and senior courses at the postwar Naval War College will begin 1 July of this year. Curricula include the study of atomic energy, nuclear physics and new weapons, in the field of science. In the field of strategy and tactics, solution of numerous specific problems will be required. Economics, diplomacy and public information will be stressed in

POSTGRADUATE EDUCATIONAL PROGRAM FOR OFFICERS

LENGTH OF SERVICE	LINE OFFICERS	SUPPLY CORPS	CIVIL ENGINEERING CORPS	MEDICAL, DENTAL AND HOSPITAL CORPS	CHAPLAINS CORPS
Lieutenants with 7 years of commissioned service on first tour of shore duty or staff officers with experience in civilian life of comparable length.	(1) General Line School; (2) Navy postgraduate courses for specialization; (3) Advanced branch schools of other services.	(1) Basic course at Naval Supply Corps School; (2) Additional courses for limited numbers at business schools in accredited universities.	(1) Basic course at Davisville, R. I.; (2) Indoctrination course for newcomers; (3) Appropriate courses at universities here or abroad in basic and special work.	(1) Basic in-service indoctrination; (2) Instruction at naval hospitals in chosen specialties.	(1) Basic in-service indoctrination; (2) Some to attend 1-year course at divinity school of own selection.
Selected lieutenant commanders with 11 or 12 years of service on normal second tour of shore duty.	(1) Naval War College (junior course); (2) Navy Logistics School; (3) Army and Marine command and staff schools.	(1) Operational planning course at Navy Supply Operational Training Center, Bayonne, N. J.; (2) Naval War College (junior course).	(1) Naval War College (junior course); (2) Marine Command and Staff School.	(1) Advanced education in specialties at Naval Hospitals and at selected civilian institutions; (2) Naval War College (junior course).	(1) Specialized courses (educational training, etc.); (2) Naval War College (junior course).
Selected commanders with 15 years of service on normal third tour of shore duty.	Naval War College (senior course).	Naval War College (senior course).	Naval War College (senior course).	Naval War College (senior course).	Naval War College (senior course).
Selected captains with 22 years of service who are graduates of Naval War College and of an Army School.	National War College.	National War College.	National War College.	National War College.	National War College.

(In addition, selected officers in the ranks of lieutenant commanders, commanders and captains will be given classroom work at the Industrial College of the Armed Forces in Washington, D. C.). A variety of study assignments at different levels has been devised for line officer specialists (EDO, AEDO, SDO). They are described in the accompanying story.

the field of international relations. Lectures in this field will be given by men prominent on the international scene including representatives of the State Department.

A comprehensive schedule for postgraduate education for line officer specialists (EDO, AEDO, SDO), also is planned. After one or two years of service in the command branch, selected officers may be enrolled in a three-year course in combined naval architecture and marine engineering at a civilian university.

Instruction will be given at the Massachusetts Institute of Technology and possibly at a second institution yet to be determined. Upon completion of their course here, officers will be designated EDOs. After five to seven years of productive duty, a small number of these officers may undergo further specialized training at civilian colleges in the field of hull design and construction and other specialties. Some may take appropriate courses in foreign countries.

The greater number of specialist officers will be those of the command branch who have completed General Line School and postgraduate courses earlier described and who have been selected for engineering duty only.

Most of the EDOs will have at least one two-year cruise at sea sometime after their postgraduate work. Some will take advanced instruction at civilian colleges in their specialty. Others may attend the Naval War College and Industrial College of the Armed Forces. Successful EDOs will advance to positions of high administrative responsibility such as commanding officers and department heads at shipyards.

The basic postgraduate educational training for all the Staff Corps will be conducted at schools established or

selected by the corps in accordance with prewar practice.

The Supply Corps training program calls for assignment of officers who have not received basic training to a six-month course in basic supply at the Naval Supply Operational Training Center, Bayonne, N. J. After about three years commissioned service at the end of their first sea cruise, these officers will be able to spend a year studying a material specialty such as aviation, ordnance ships spares, electronics or fuel, and learning the operation of a major supply activity ashore. Part of this time will be spent in the plants of various industries. At the end of the next sea cruise, after about seven years service, officers will be able to attend a postgraduate school of business administration for two years during which time they will specialize in one of the functional specialties of the Supply Corps, such as accounting, purchasing, transportation, inventory control and retail merchandising. This two-year course will be followed by a six to eight months course in industry in the specialized field. A course in operational planning dealing in supply logistics will be available to a group of officers each year at the TraCen, Bayonne. Officers of senior rank will in limited numbers attend the Naval War College, senior and junior course; the Industrial College of the Armed Forces, and the National War College. Special courses also will be given in textile engineering, subsistence and probably fuel.

Officers of the Civil Engineer Corps will follow this approximate pattern in postgraduate education. (a) Basic two-month CEC officers' course at Davisville, R. I. (b) CEC officers appointed from civilian life will take a four-month indoctrination course in

naval customs, traditions and naval civil engineering problems, followed by assignment to sea duty for one year when practicable.

(c) After one or two years' service at sea, after being commissioned ensign, line officers who apply and are accepted for the CEC may attend a three-year course in civil engineering at a civilian college or university such as has been given at Rensselaer Polytechnic Institute. (d) A limited number of CEC officers may later be sent to universities or colleges in the United States or abroad for special courses in particular aspects of the profession. (e) An appropriate number will be assigned annually to the Marine Command and Staff School, the Naval War College (junior course and senior course) and to the Industrial College of the Armed Forces, and others will be selected to attend the National War College.

Officers of the Medical, Dental and Hospital Corps will receive: (a) Basic in-service indoctrination or a six-month professional course at a naval hospital. This education will normally occur on the first period of shore duty. (b) Instruction at Naval Hospitals in chosen specialties of the Medical or Dental branch for the purpose of developing capable specialists in important medical and dental branches. (c) Advanced education in medical and dental specialties at Naval Hospitals, National Naval Medical Center and at selected civilian institutions. (d) An appropriate number will be assigned to the Naval War College (junior and senior courses) and the National War College.

Officers of the Chaplain Corps will proceed along similar lines in postgraduate education as follows: (a) Basic in-service indoctrination in appropriate naval districts. (b) Some

officers selected by the chief of chaplains, after a period of about five years of commissioned service, will be sent to a one-year course at a Divinity School of their own selection, but approved by the chief of chaplains. Administration of this training will come under the general supervision of the Head of the Postgraduate School. (c) On normal third period of shore duty selected officers may be assigned to appropriate postgraduate specialty courses such as educational training and naval administration. (d) An appropriate number of chaplains will be assigned annually to the Naval War College (junior and senior courses) and National War College.

A new phase of the Navy's educational program, plans of which are still in the formative stage, calls for shore training courses, all under six months in length to qualify officers to replace specialists for duty in connection with welfare and recreation, physical training corrective services, shore patrol, and informational services.

Officers Requested To Apply for Duty In Five New Fields

A call for applications from USNR and temporary USN officers for transfer to the regular Navy as specialists in five newly-opened fields has been issued by BuPers. Applications are requested from officers with engineering and merchandising backgrounds for transfer to the Supply Corps, from officers with knowledge of the technical aspects of photographic development for assignment as photographic specialists, from those with journalism degrees or public relations experience for assignment as public information officers, and from those qualified for appointment as psychologists. The call for applications was in five NavActs.

• In NavAct 34-46, BuPers requested applications from USNR and temporary USN officers with engineering backgrounds and desirous of transferring to the Supply Corps of the regular Navy for duty in electronic supply, ships spare supply and ordnance supply. Officers in their applications should indicate the field of technical supply they desire. Assignments primarily will be made in specialized material fields but will include adequate general supply training and experience to assure equitable opportunities for advancement.

• In NavAct 35-46, applications were requested from officers with merchandising backgrounds, or who desire training in this field, for duty in operating combined ship's service, ship's stores and commissary stores. Requests for transfer to the Supply Corps should accompany applications from non-supply officers. Assignments primarily will be in specialized duty requested but also will include general supply training and experience to assure opportunities for promotion.

• In NavAct 36-46, applications were requested from USNR and temporary USN officers, qualified in technical phases of photographic development

work and making and procuring of motion pictures and slide training films, for appointment as photographic specialists in the regular Navy.

• In NavAct 37-46, applications were requested from qualified USNR and temporary USN officers for appointment as public information officers in the regular Navy. Duty will include all phases of public relations in Washington, elsewhere ashore and on large staffs afloat.

• In NavAct 42-46 (NDB, 15 April), applications were requested from USNR and temporary USN officers qualified as psychologists in the fields of medicine and in education for appointment as psychologists in the regular navy. Psychologists allied to medicine should be specialists in medical research psychology, aviation psychology or clinical psychology. Those associated with education or personnel should have had experience in statistics, aptitude, achievement tests, construction or personality and interest measurement. Medical psychologists will be assigned to duty in their respective academic fields. Educational and personnel psychologists will be assigned in connection with personnel research in BuPers and large training commands afloat and ashore, including Naval Academy.

Applications from officers with engineering and merchandising experience should be submitted in accordance with provisions of BuPers Circ. Ltr. 288-45 (revised), (NDB, 15 Nov 1945). Those from officers for duty as photographic specialists and as public information officers are to be submitted in accordance with BuPers Circ. Ltrs. 288-45 and 303-45 (revised), (NDB, 15 Oct. 1945).

BuPers Circ. Ltr. 288-45 requested USNR and temporary USN officers, commissioned or warrant on active or inactive duty, to apply for commissions in the regular Navy. Circ. Ltr. 303-45 requested applications from qualified USNR and temporary USN officers for appointment as engineering duty only officers in the regular Navy.

Line officer classification will be given those who are assigned to duty as photographic specialists and public information officers until legislation is obtained to make them specialists.

Applications Requested For Advanced Training In Electronics at MIT

A request for applications from USNR and temporary USN officers for advanced training in the technical phases of electronics at the Massachusetts Institute of Technology has been made by BuPers in NavAct 38-46 (NDB, 31 March). The course will last 20 months and will begin 30 September. Scholastically qualified applicants may, if the Navy and the Institute approve, be able to complete the course in less than 20 months.

Applicants must have the equivalent of two years of electrical engineering and must have completed courses in mathematics through differential and

integral calculus and a first year college course in physics for engineering students.

USNR officers must agree to remain on active duty for the duration of the course and three years thereafter, or request transfer to the regular Navy as provided in BuPers Circ. Ltr. 288-45 (revised) (NDB, 15 November). Applications must go through official channels and reach BuPers prior to 15 July. COs must make a definite statement of the military attribute of applicants and their suitability for further training.

Alnav Revises Procedure Relating to Rank Change After 'Spot Promotions'

A change in procedure relating to all officers holding spot promotions restricted to a particular duty and who are transferred to a different activity for permanent duty, has been made by BuPers in Alnav 159-46 (NDB, 15 April).

On reporting to a different activity, these officers now revert to the same rank and with the same date of rank in which they last served under an unrestricted temporary appointment. Previously, these officers reverted to their permanent rank and were then reappointed to their temporary rank.

Excepted from provisions of the Alnav are those officers whose permanent rank, or permanent or temporary rating was their last unrestricted appointment.

Applications Requested For Submarine Training

Officers may volunteer for the next class in submarine training at the Submarine School, New London, Conn., which begins about 1 July, BuPers Circ. Ltr. 50-46 (NDB, 28 Feb), announced. Applications are desired from Naval Academy graduates, classes of 1944, 1945 and 1946, and from USNR ensigns and lieutenants (junior grade) not over 28 years of age who have applied for transfer to the regular Navy and who are classified as D, E, DE, DEM, E(L)-T, DE-T, or E-T.

Service requirements of BuPers Manual E-1302 have been temporarily removed. However, officers will not be assigned to submarine training until they have completed at least one year of sea duty. Officers are selected upon quality of their fitness reports and educational background. Reservists should have had engineering training or thorough grounding in mathematics and physics.

Applications must be forwarded to BuPers accompanied by certificate of a medical officer stating the candidates physical fitness for submarine duty as established by the Manual of the Medical Department, U. S. Navy, para. 1535. Applications for sub training which were submitted prior to 1 Jan 1946 will not be considered unless resubmitted in accordance with Circ. Ltr. 50-46. A list of those selected will be published by BuPers.

Navy Selection Board Recommends 3,701 Officers for Regulars

The selection board convened by SecNav to consider applications of Reserve and temporary USN officers for regular Navy commissions last month reported its first list of 3,701 officers recommended for transfer to USN in Alnav 167-46 (NDB, 15 April). (See p. 41 for permanent authorized Navy and Marine Corps strength).

The Alnav said future lists will be published by Alnav and that officers not recommended for transfer will be notified by personal letter. When the Senate confirms appointment of those recommended for selection, officers will be notified by directive published to the service, together with instructions regarding action to be taken by appointees.

BuPers is receiving an average of 600 applications for transfer per week. It was emphasized the opportunity for regular Navy transfer still is open and no deadline has been set for submission of applications.

Of 26,509 applications received up to 31 March, 20,852 applications of warrant and commissioned officers, line and staff, had been declared eligible for consideration by the selection board. The remainder had been ruled out for reasons of age, physical examination or educational qualifications or had been withdrawn. The majority of applications turned down were those which failed to meet the age requirements. It was pointed out that most of these had been submitted before age tables reached the fleet.

Formulas by which the actual numbers were arrived at in the bill establishing postwar strength were as follows, based on 500,000 enlisted men in the regular Navy: Marine enlisted, 20 percent; Navy line officers and Marine officers, 7 percent of the enlisted personnel in their services (previously this had been based on a 5½ percent ratio); Supply Corps, 12 percent of line strength; Civil Engineer Corps, 2 percent of line; Medical Corps, .65 of 1 percent of total Navy and MarCorps personnel; Dental Corps, 1 for each 500 persons in Navy and MarCorps; and Chaplains, to each 1,250 persons.

Alnav 163-46 (NDB, 15 April) modified terms under which one group of Reserve and temporary USN officers may apply for transfer to USN.



The Barbarian (NAS Barber's Point, Oahu, T.H.)

BuPers Circ. Ltr. 288-45 (revised) (NDB, 15 Nov 1945), which is the basic directive regarding such transfer, had provided that no officer should apply until he had served at least six months on active duty in commissioned or warrant status. Alnav 163 allows such officers to apply prior to completion of six months service but with the understanding the applications will not be processed until the six months period has elapsed and a special fitness report covering this period has been received. Officers applying under Alnav 163 will be retained on active duty until notified of their selection or non-selection.

Rules Governing A-V(N) Lump Sum Payments Clarified in Directive

Clarification of regulations governing payment of A-V(N) lump sum payments in cases where officers are ordered to active duty from the inactive Naval Reserve has been made by Alnav 141-46 (NDB, 31 March).

In certain instances disbursing officers had required checkage of such payments. Because of this the new directive supersedes provisions of Alnav 57-46 (NDB, 15 February). Under Alnav 141, where orders to active duty bear an issue date on or prior to date of expiration of terminal leave and are received prior to the expiration of such leave, the unexecuted portion of release orders will be cancelled and the officer directed to report for duty. In this case, the officer is entitled to pay and allowances under the new orders from the date of receipt and compliance with such orders instead of pay and allowances due for any unexpired portion of terminal leave. In this case, however, the officer is not entitled to mustering out payment or to A-V(N) lump sum payment.

Where new orders bear an issue date on or prior to date of expiration of terminal leave and are received after the expiration of such leave, the unexecuted portion of release orders will be cancelled and the officer directed to report for duty. However, in this instance, since the orders are received after the expiration of terminal leave, the officer will not be credited with pay and allowances for the interval between the date of expiration of terminal leave and the date of receipt and compliance with new orders. Moreover, checkage will also be made for all mustering out pay and A-V(N) lump sum payments made pending continuous service decision of the Comptroller General and issuance of further instructions.

In another case, where an officer is ordered to active duty from the inactive reserve by initial active duty orders issued subsequent to expiration of terminal leave, a new pay record shall be opened on the basis of compliance with new orders. Adjustments for pay and allowances for terminal leave, mustering out pay or A-V(N) lump sum payments, will not be needed.

Officers whose cases are outlined in the first two instances above (orders

received prior to and after expiration of terminal leave) will retain mileage paid them incident to release and no adjustment will be required pending decision of the Comptroller General.

Special Short Courses In CIC Open to Navy, Marine Corps Officers

Special six-month courses in the operational phases of combat information center, including fighter direction, are being offered to interested line officers and naval aviators with the rank of lieutenant commander and below. The training, to be conducted at the Naval Radar Training School, St. Simons Island, Ga., is designed to meet a shortage of CIC fighter director officers in the regular Navy.

Courses will be started approximately every two months. Each will have a complement of 100 officers, composed of 40 line officers, 40 naval aviators and 20 Marine aviators. To be eligible for the courses reserve officers must make application for transfer to a permanent commissioned status in the regular Navy in conformance with BuPers Circ. Ltr. 288-45, as revised (NDB, 15 Nov 1945). They must also agree to remain on active duty for a period of a year after completion of training.

The first call for candidates for the school came in NavAct 29 of 14 March. It specifically requested applications from naval aviators, both USN and USNR. In addition to the CIC and fighter director course, NavAct 29 also made available to interested and qualified aviators courses ranging from four to five months in aviation ordnance, aviation communications, aviation engineering and photography. Eligibility requirements specified transfer to the regular Navy in the case of reserve officers and a minimum of one year of sea duty as a line officer on a ship or in an aircraft squadron of the fleet. Applications of aviators, under this NavAct were to be forwarded to BuPers via commanding officers and the Chief of Naval Operations (Op-512).

Next call for applicants came in NavAct 31 of 21 March. In addition to naval aviators, it embraced a request for applications from line officers, both USN and USNR. This NavAct specifically requested applicants for a course beginning 4 May, and applications were to reach BuPers (Pers 4223) prior to 15 April.

Additional NavActs will be issued requesting applications from interested and qualified officers for courses starting subsequent to 4 May. The next course will begin approximately 4 July and others in two month intervals. All are to have a complement of about 100 officers.

Training will cover the operational and tactical use of radar, radio and sonar, including radar counter-measures. Graduates will be qualified to direct operation of small craft and aircraft. Their initial duty on completion of training will be CIC assignment aboard combatant ships.

Air Officers May Ask To Remain on Active Duty Under New Alnav

Naval aviation officers not selected for retention on active duty under Alnav 126-46 (NDB, 15 March) will have the opportunity for reconsideration under Alnav 156-46 (NDB, 15 April).

It will not be necessary for officers who submitted applications under Alnav 126, but who were not selected, to make further application. Reconsideration will be automatic under the new directive.

Reserve aviation officers will be required for active duty during the fiscal year 1947 to augment USN personnel in operation of the air reserve program, subject to approval of pending naval reserve appropriations. Applicants may submit their requests under Alnav 156 prior to 1 June and will, if selected, either be continued on, or ordered to, active duty.

The February, 1946 issue of ALL HANDS (p. 21) lists locations of air stations engaged in air reserve training. Insofar as quotas permit assignments will be made to locations requested. Otherwise, they will be made in accordance with needs of the service.

Other officers interested in remaining on active duty are concerned with provisions of Alnav 126 and Alnav 135-46 (NDB, 31 March). In order that these officers might have adequate opportunity to make their decisions, the deadline date of 1 April 1946 set by Alnav 126 was extended to 1 May 1946 by Alnav 164-46 (NDB, 15 April).

Qualified V-12 Dental, Medical Students May Be Commissioned Ensigns

The former procedure of commissioning qualified medical and dental students as probationary ensigns pending completion of their schooling at their own expense has been restored by BuPers in Procurement Directive 9-46. On satisfactory completion of their professional training superseding appointments as lieutenants (jg) will be issued to those found qualified.

This policy was in effect prior to the establishment of the V-12 college training program, under which students were trained at Navy expense while in an active duty status. This active duty program for medical and dental trainees ended with school terms in progress and completed on or after 1 November. Upon completion of these terms, the trainees were placed in an inactive duty status to attend schools of their own choosing at their own expense. They received commissions after satisfactory completion of this schooling.

BuPers advised medical and dental students attending qualified schools to report to the nearest naval activity to determine whether they meet physical requirements for commissioning

in the Naval Reserve. Two copies of a special form, obtainable from BuPers, are to be filled in. Accompanied by three copies of a report of physical examination, they are to be sent to BuPers (Pers 3634). Those qualified will receive probationary commissions as ensigns within 90 days.

In another procurement directive, 11-46, BuPers said that applicants requesting active duty in the Medical and Dental Corps must agree to remain on active duty until 1 July 1947. Offices of Naval Officer Procurement were authorized to accept and forward applications of graduating dentists prior to the time they receive their licenses. Commissions will be withheld, however, until applicants produce evidence of their license to practice.

Scholarship Is Offered To Sons of Navy, Marine Personnel by Institute

Sons of certain naval and marine personnel may apply for an \$1,800 scholarship to the Rensselaer Polytechnic Institute, Troy, N. Y., according to BuPers Circ. Ltr. 76-46 (NDB, 31 March). Trustees of the Institute offer this honor annually to the son of a commissioned officer, warrant officer or petty officer or non-commissioned officer on the active or retired list of the Navy and Marine Corps, the son of deceased personnel of the above categories, or to the son of commissioned officers of the Naval Reserve on active duty.

The student selected will be awarded free tuition amounting to \$1,800 for the full four-year course and will enter the Institute with the September 1946 class. Individuals on active duty who will be in an inactive duty status on or before 1 Sept 1946 are eligible to apply for this scholarship, as well as civilians. Applications must be received by BuPers (attn. Pers 534) prior 1 July 1946 on a form similar to that shown in BuPers Circ. Ltr. 76-46.

The Institute maintains 12 undergraduate courses leading to the bachelor degree, as follows: civil engineering, mechanical engineering, electrical engineering, chemical engineering, aeronautical engineering, metallurgical engineering, industrial engineering, business administration, chemistry, physics, biology and architecture.

Navy League Committee Offers Service for Veterans

Advice of industrial leaders and businessmen is available to former Navy personnel in New York City, under auspices of the Recivilian Committee of the New York State Women's Council, Navy League. Many companies which are members of the Navy Industrial Assn. are cooperating with the Navy League on the project.

Aid in job finding is the primary purpose of this service of the Navy League. Headquarters are at 45 Astor Place, New York City. An information center also is available at this location.

Maritime Service Offers Applicants Training for Officer Licensing Exams

U. S. Maritime Service Officers' Upgrade Schools in Baltimore, Boston, New York, San Francisco, Seattle and New Orleans are offering training to prepare applicants with sea duty in the naval and merchant services for deck and engineering officer original licensing examinations.

The course, about five weeks in length, is streamlined to fit individual needs; students may take intensive brush-up work in whatever field necessary to pass the tests. Those who have served in either commissioned or enlisted status in the Navy and Coast Guard or unlicensed capacity in the Merchant Marine may apply. Previous sea experience requirements vary in individual cases. This program however, is not open to personnel previously licensed for upgrading training.

Applicants accepted for this program will not be enrolled or recalled to active duty in the Maritime Service and are not entitled to compensation or allowance during the training course. Beyond the cost of self-maintenance, however, instruction is free. Average minimum monthly pay for third officer or third assistant engineer is \$252, with overtime.

Graduates of the course who are licensed as Merchant Marine officers and serve six months at sea, will be eligible to apply for enrollment in the U. S. Maritime Service. Enrolling offices, where further information can be obtained and applications made, are located in Boston, New York, Washington, D. C., Cleveland, Chicago, Atlanta, Jacksonville, New Orleans and San Francisco. Applications can also be made at any office of the Recruiting and Manning Organization of the War Shipping Administration or to the Commandant, U. S. Maritime Service, Washington 25, D. C.



The Hoist (NTC), San Diego)

"But you told me to bring a friend."

More Navy Recruits Will Train for New ETM Rating at School

More recruits will have a chance to train for the rating of electronic technician's mate (ETM) in a newly established radio material striker's course of 36 weeks duration, BuPers announced. (For a description of this new rate, see ALL HANDS, March 1946, p. 37). Quotas for the school are 50 men each two weeks beginning 1 April. The first three classes were assigned to NavTraScol (EE and RM), Del Monte, Calif., and subsequent classes will attend NavTraScol (Radio Materiel), Treasure Island.

A previously organized school has been enrolling classes of 100 men from the fleet and 150 recruits each two weeks at NavTraCen, Great Lakes, in a 48-week course.

Training quotas are filled first by ETM strikers whose high scores on the Eddy Test taken at recruiting stations resulted in their being placed on the lists for ETM training. The balance of quotas is filled by recruits found eligible by reason of high GCT and mechanical knowledge (electrical) test scores—a combined score totaling 120 on the two tests being required.

Top priority for training is assigned as follows: (1) USN recruits serving a six-year enlistment; (2) USN recruits serving a four-year enlistment; (3) USN recruits serving a three-year enlistment; (4) USN recruits serving a two-year enlistment, and agreeing to extend for one or more years; (5) USN recruits serving a two-year enlistment.

Recruits are selected automatically. Men from the fleet holding rates as ARM, RM, EM, AEM, SoM, or RdM are eligible for a one-year course provided they are USN with at least two years of obligated service remaining from the time they enter school, and have MKE and GCT scores of 55 or better. Requests for this training from shore activities may be forwarded to BuPers, via official channels, and from the forces afloat to ComWesSeaFron or ComServLant as appropriate. (See NavAct 8-45; NDB, 15 Nov 1945).

Men in FCT Rate to Learn Repair of Equipment

Men holding the new rate of fire control technician will learn troubleshooting and repair of modern fire control gear including electronic components, except fire control radar. The new rate, FCT, seaman branch, is applicable to pay grades four to one inclusive and was approved by SecNav 11 March. As explained in BuPers Circ. Ltr. 57-46 (NDB, 15 March), FCTs will not replace fire controlmen.

Sufficient FCTs will not be trained within the next two years to permit assigning more than one such rating on each combatant ship, destroyer and above, and possibly two for each tender and repair ship. Only the highest caliber of "career" Navy men will be encouraged to apply for the rating as it is expected that within a few

VOTING INFORMATION

A new absentee voting law for members of the armed forces, merchant marine and certain attached civilians overseas has been signed by the President. The new measure, Public Law 348, establishes a permanent procedure, applicable in peace as in war.

The Navy will assist in carrying out the new law by making available election information through information bulletins, ALL HANDS, and ship and station newspapers. Federal post cards for requesting ballots will be provided. Until a new card application form is printed the present card, USWBC form No. 1, should be used. Post cards, ballots and envelopes will be given expeditious mail handling.

All states will elect congressmen this fall and many will hold primaries this summer

to nominate candidates for these and other offices. Members of the armed forces, merchant marine, American Red Cross, USO and Society of Friends, unless otherwise indicated, may vote by absentee ballot in these elections. To do so a voter should request a post card application from ship or station voting officer, fill out the card, have it witnessed by an officer, and mail it to reach the state at the approximate time ballots will be ready for mailing.

The following table lists the elections to be held, the earliest date states will mail ballots, and the day ballots must be returned to the states. Unless otherwise indicated, all elections are primaries for nomination of candidates for Congress and state offices.

STATE	ELECTION DAY	EARLIEST DATE BALLOT WILL BE MAILED	BALLOT MUST BE RETURNED BY THIS DATE
Alabama (a) (b)	4 June	25 May (c)	4 June
Arizona	16 July (d)	16 May	16 July
Arkansas	30 July (e) (f)	After 1 May	30 July
	13 Aug. (f) (l)	.....	13 Aug.
	16 July (g) (l)	After 17 April	16 July
	6 Aug. (h) (l)	.....	6 Aug.
California	4 June (j)	25 April	20 June
Iowa	3 June (d)	9 April	2 June
Kansas	6 Aug.	(k)	(k)
Maine	17 June	15 May	17 June
Maryland	24 June	15 April	24 June
Michigan	18 June	.....	18 June
Minnesota	8 July	8 May	8 July
Mississippi	2 July	2 May	2 July
Missouri	27 Aug. (a)	.....	27 Aug.
Nebraska	6 Aug. (r)	30 May	7 Aug.
New Jersey	11 June	2 May	5 July
New Mexico	4 June	30 March	4 June
North Dakota	4 June (m)	.....	3 June
Oklahoma	25 June (l)	21 April	25 June
	2 July (l)	1 June (c)	2 July
	23 July (a)	12 July (c)	20 Aug.
South Dakota	4 June (c) (n)	15 May (c)	4 June
Tennessee	1 Aug.	1 June	1 Aug.
Texas	27 July (o)	.....	23 July (p)
	24 Aug. (a) (o)	.....	20 Aug. (p)
Utah	9 July	15 June	9 July
Vermont	13 Aug. (t)	25 June	13 Aug.
Virginia	11 June (q) (r)	20 April	10 June
	6 Aug. (m) (r)	3 June	5 Aug.
Washington	9 July	26 May	3 Aug.
West Virginia	6 Aug.	18 May (c)	6 Aug.
Wisconsin	13 Aug.	29 June	13 Aug.
Wyoming	16 July (s)	.....	16 July

Applications for ballots may be submitted at any time prior to election day. Exceptions are South Dakota which specified that ballot applications will not be received prior 15 May, and Virginia which said that applications for ballots for the 6 August election will not be received prior to 1 June.

Here are explanations of the meaning of the letters (a) through (t) in the above election table:

- Run-off primary election (if necessary).
- Must be registered voter and all but armed forces must pay poll tax.
- Approximate.
- Law does not apply to American Red Cross, USO or Society of Friends.
- Democratic preferential primary for state and county offices.
- Democratic run-off primary for state and county offices.
- Federal preferential primary for members of Congress.
- Federal run-off primary for members of Congress.
- Letter from qualified voter in armed forces to county clerk designating voter's choice for or against any proposal or measure, or his choice—first, second, third, etc.—for all candidates to be voted on for all offices will be counted the same

as a ballot in the preferential primary and the run-off primary if acknowledged before a commissioned officer and sent within 60 days prior to the election.

- Members of USO and Society of Friends may use post card application and vote if registered.
- War ballot law applies only to general elections. Regular absent voting law permits registered persons to vote but application for a ballot must be made on special form filed by applicant, relative or friend.
- Constitutional amendments or initiative or referendum measures are also to be voted on.
- Candidates for Congressional offices only.
- Address post cards to county or city auditor or town clerk.
- Members of armed forces or merchant marine may vote without payment of poll tax or holding of poll tax receipt. "Attached civilians" must pay poll tax. Members of regular Army, Navy or Marine Corps may not vote.
- Must not be received by county clerk prior to 20 days before date of election.
- Municipal elections for mayor, councilmen and aldermen.
- Only members of armed forces may vote absentee.
- Mail card to county clerk.
- Members of any organization in the field for aid and assistance to members of armed forces may use post card and vote by absentee ballot.

years these men will occupy one of the most respected positions in the fields of fire control and gunnery and will hold responsible jobs in the maintenance and repair forces of the Navy.

Class A graduates from fire control schools and selected men from the fleet will be sent to Washington, D. C., to take an advanced course of approxi-

mately 51 weeks duration, separate from the advanced fire control course. Quotas and entrance qualifications for this school will be announced by BuPers.

Fire control equipment embodying complex electronic components insures a future for the FCT in the regular Navy.

OPA Offices Provide Advice to Veterans Starting Businesses

What do you know about the OPA? A couple of months ago a veteran obtained money under the GI bill to open a bakery shop. He knew he would have to use a rationed food (sugar) in his operations, but he assumed that he would be able to get enough to carry out his plans. He bought machinery, hired help, leased an expensive but favorable location, called in carpenters and electricians to remodel his shop. Then, just prior to the big opening, he went to the OPA for his sugar allotment. He discovered that there just wasn't enough sugar to give him more than 40 percent of the minimum he had counted on to get him going.

• Question: How is he going to open his business and keep it going with the overhead he is carrying?

• Answer: No answer. He should have gone to the OPA in the first place.

The OPA looks at the problem from the point of view of the veteran's own good, and makes these points in this connection:

As a business man, the veteran should make sure that he is completely informed on all price regulations affecting his business. If he has any questions about these regulations, he should take them up with the veterans' relations adviser at his local price control board.

If the veteran contemplates opening a new business, he should find out

from his local price control board what ceiling prices he will be allowed to charge for the goods he intends to sell. He should do this before he makes any personal financial commitments.

If the veteran plans to go into a partnership with someone already in business, he should make sure that the partner has been complying with all OPA regulations and intends to so continue.

OPA, recognizing that both service men and veterans have special problems under the price control program, has appointed veterans' relations advisers in its national, regional and district offices.

Civilian Jobs Open To Ex-Navy Men With Technical Training

Navy personnel with technical backgrounds who are to be discharged may go to work as civilians in certain naval activities, it was announced in Alnav 148-46 (NDB, 31 March), as revised by Alnav 174-46 (NDB, 30 April).

The following Navy activities are in a continuing need of technically trained personnel: Office of Research and Inventions, Wash. D.C.; Naval Research Laboratory, Wash. D.C.; Naval Ordnance Laboratory, Wash. D.C.; Engineering Experiment Station, Annapolis, Md.; Pilotless Aircraft Unit, NAS, Mojave, Calif.; BuPers Post Graduate School, Annapolis, Md.; Naval Ordnance Test Station, Inyokern, Calif.; David W. Taylor Model Basin, Carderock, Md.; Naval Proving

Grounds, Dahlgren, Va.; BuOrd; BuPers; BuMed; BuAer; and BuShips.

To assist in keeping the Navy's research program functioning in the postwar period (see p. 2) personnel who are interested in becoming technical civilian employees of one of the above-named activities may apply through official channels to BuPers. Officers should address their application to Pers 3126 and enlisted men to Pers 63. The application should include statements of education and experience along with an endorsement by the CO. Veterans should send civil service form 57 to Scientific Personnel Division, Office of Research and Inventions, Executive Office of SecNav or directly to the activity in which they wish to be employed.

Persons with college degrees in aeronautical, electrical, hydraulic, mechanical and radio engineering, naval architecture, physics, chemistry, mathematics, educational psychology or with advanced work in those fields, are invited to apply.

VA Opens New Offices To Handle Insurance For Servicemen, Veterans

The Veterans Administration has established new offices for the handling of National Service Life Insurance matters for both servicemen and veterans, according to BuPers Circ. Ltr. 82-46 (NDB, 15 April).

Original applications for NSI, VA Forms 350 and 350a; original application for conversion, VA Form 358; original requests for change of beneficiary, VA Form 336; and original applications for reinstatement of NSI, all VA Forms pertaining to this matter, should now be forwarded to the Veterans Administration, 346 Broadway, New York, 13, N. Y.

Direct remittances in payment of premiums for NSI and any of the forms listed above when accompanied by a direct remittance should now be forwarded to the Collections Division, Veterans Administration, 346 Broadway, New York, 13, N. Y.

Items mentioned above requiring the registration of an allotment shall be forwarded to the appropriate above mentioned address via the disbursing officer in accordance with existing instructions.

Care should be taken to insure that all correspondence addressed to the VA is identified by the insured's full name, service or file number, rank or rating, certificate number or numbers, if known, and permanent mailing address.

Information regarding NSI given above is not applicable to U. S. Government Life Insurance. Direct premium remittance, applications or contract changes regarding Government Life Insurance are to be forwarded to Veterans Administration, Washington 25, D. C.

Applications submitted by Aviation Cadets V-5, Student Aviation Pilots V-8 and Aviation Pilots V-8 will continue to be forwarded to BuSanda, Field Branch, Allotment Division, Cleveland, 15, Ohio.

Pointers For Veteran Businessman

The following table gives fingertip information for veterans starting in business, outlining whether OPA approval is necessary for operation of seven types of business:

KIND OF BUSINESS	EXAMPLE	RETAIL AND WHOLESALE	MANUFACTURER	EXCEPTION
Food	{ Grocery Confectionery Bakery }	No approval necessary	No approval necessary	Supplier of meat to hotels must apply for quota to district office.
Drugs		No approval necessary.	No approval necessary	
Apparel and Furniture	{ Dry Goods Notions Shoes Clothing Furniture Appliances Jewelry }	May not be sold without prior approval by OPA district office.	Same as for retail and wholesale.	
Consumer Durables	{ Hardware China Glassware }	May sell without authorization.	Must establish ceiling prices with OPA	
Automotive	{ Autos Trucks Motorcycles }	Dealers must secure authorization from district OPA office to sell at warranty prices.		
Machinery	{ Machine Tools Ind. Mach. Farm Mach. Const. Mach. }	No authorization necessary	Must establish prices with national office	
Services	{ Laundry Cleaning Repair of household equip. Shoe repair Auto repair }	Must establish prices before selling.		

OPA counsels each new seller to consult his nearest OPA office before entering business to acquaint himself with price regulations pertaining to his particular business.

New Education Guide Will Help Servicemen Receive School Credits

Twenty-five thousand copies of a book designed to aid school officials in determining the amount of academic credit to grant servicemen for technical experience acquired while in uniform will be distributed this month by the Veterans' Administration. The book is "A Guide to the Evaluation of Educational Experience in the Armed Forces."

This book originally was published in loose-leaf form in 1944 and 1945 by the American Council on Education and has been used by school authorities and Educational Services Offices of the Navy. The new edition purchased by the Veterans' Administration will be brought up to date by the addition of supplements supplied school subscribers, putting all material under one cover.

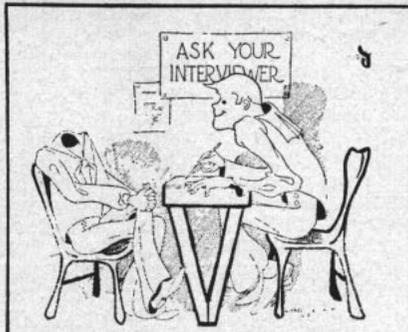
The guide is a compendium of the hundreds of educational and training studies given by the armed forces during the war. It lists specific service schools, courses and objectives, and recommends credits that should be given by secondary schools, junior colleges, or colleges. The Navy does not recommend what credit schools should give a man for his training and experience. The schools themselves, on the basis of information supplied and by referring to the guide, determine this credit.

No specific yardstick can be advanced to advise servicemen regarding the actual credits schools may allow for training and technical experience acquired or studies taken while in service. Each individual case has to be judged on its own merits. Customarily, Navy men receive the equivalent of two units of credit (two major studies for a year) for their recruit training. They also are recommended for certain credits on the basis of service school training.

As an example of the latter, a man who goes through EM school would be recommended for the following credits by "A Guide to the Evaluation of Educational Experience in the Armed Forces": Four semester hours in elements of electrical engineering in universities or colleges which teach electrical engineering in their freshman and sophomore years, or two and one-half units in electrical shop in secondary schools. The book contains recommendations as to credits for training received in all of the Navy service schools.

BuPers recommends that men, while still in service, take steps to apply to civilian educational institutions for high school or college credit for military training, service experience and off-duty education. They may do so by seeing their Educational Services Officer and filling out U. S. Armed Forces Institute form 47. Information on the form will be verified by the Educational Services Officer from the man's service record.

This form then will be sent to the school chosen by the man. The school



Golden Eagle (PerSepCen (enlisted), Great Lakes, Ill.)

"—And would you like to file a disability claim?"

will advise the man as to where he stands as to credits and what he must do to graduate. The USAFI, through the Educational Services Officer, can make available correspondence courses on all high school subjects, as well as certain college subjects. Correspondence courses can be studied by the men in off-duty hours.

Servicemen may also acquire credits by taking General Educational Development tests given by Educational Services Officers. These tests attempt to measure a man's total education and compare it with high school graduates and freshmen and sophomores in college. On the basis of these tests, most states will grant a high school diploma or a certificate stating that a man has the equivalent of a high school education. Most colleges will grant credits for the college level G.E.D. tests. Actual decisions regarding credit, however, are made by the schools concerned.

A discharged veteran interested in applying for academic credit for service training and experience should follow this procedure: First, he should obtain a certified copy of his notice of separation from the Navy, NavPers 553, or his certificate of discharge. Second, either of these should be sent to the school he desires to have evaluate his service training and experience. Third, in an accompanying letter he should advise the school that in the event further information is needed it may be obtained by the proper school official from the Educational Services Section, BuPers, Washington, D. C.

QUIZ ANSWERS

Here are the answers to Quiz Aweigh on page 45.

1. Tigercat-F7F.
2. (a)-5, (b)-6, (c)-2, (d)-8, (e)-4, (f)-3, (g)-1, (h)-7.
3. Congressional Medal of Honor.
4. False. Only enlisted recipients are entitled to this gratuity.
5. (c).
6. True. It is worn on the left sleeve, midway between the elbow and shoulder.
7. Destroyer—Fletcher.
8. (a).
9. (c).

Emergency Maternity, Infant Care Program Outlined for Veterans

Eligibility of veterans for emergency maternity and infant care has been clarified by the Children's Bureau, U. S. Department of Labor.

If the veteran's wife is expecting a baby or if he has a child under one year at the time of his discharge, application may be made to the veteran's own state department of health for care under the EMIC program. The veteran must have been in one of the four lower pay grades (AS through PO3c) at some time during the period his wife was expecting the child or his child was under one year. This does not apply to female veterans unless their husband is or was in the service.

As to whether the veteran may be reimbursed for maternity and infant care services already received, the Children's Bureau states: "In general, all state health departments will give favorable consideration under specified circumstances to applications received for care completed subsequent to 1 July 1944." In an exceptional case where there has been misinformation, misunderstanding of procedures or an emergency medical situation, a state may be able to approve an application for care completed prior to 1 July 1944. It is necessary that the doctor and hospital be willing to return any payments made by the family and accept payment in full from the state health department. Under no circumstances are payments made directly to the family.

The program provides maternity care for the veteran's wife and medical care for his child until the child's first birthday. Already, the program has had a part in bringing more than 800,000 servicemen's babies safely into the world, all expenses paid, and is still assuming responsibility for about 30,000 monthly.

Navy Maternity Care Regulations Broadened

Maternity care for all former Waves, Spars, women Marines and Navy nurses separated from the service while pregnant was assured in a joint letter of BuPers, BuMed and MarCorps of 26 March 1946 (NDB, 15 April).

Basic directives authorizing such care are SecNav Ltr. 15 June 1945 (NDB, Jan.-June 1945) and BuPers-BuMed Ltr. 28 Aug. 1945 (NDB, 31 Aug 1945). Both of these directives however applied only to personnel discharged or separated because of pregnancy.

The new letter provides that the basic directives above now apply also to personnel discharged or separated under honorable conditions other than because of pregnancy, provided condition of pregnancy can be reasonably determined by a reputable civilian physician or naval medical officer as having existed at time of discharge.

ALNAVS, NAVACTS IN BRIEF

Alnavs apply to the Navy and Marine Corps; NavActs apply to the Navy.

Alnavs

No. 125—Promotes for temporary service with certain exceptions USN and USNR nurses to rank from 13 March as follows: ensigns who reported for continuous active duty as ensigns 2 May 1944 to 1 Aug 1944 inclusive; lieutenants (junior grade) who reported for continuous active duty as ensigns 2 Apr 1943 to 1 June 1943 inclusive.

No. 126—Invites USNR officers to request retention on active duty until 1 July 1947 (see ALL HANDS, April 1946, p. 74).

No. 127—Directs enlistment of minors 17 and under 21 will not be effected without signed consent of parents or guardians.

No. 128—Directs all activities afloat and ashore to be prompt in forwarding to post offices the following forms: inquiry form 1510, claim for insured parcels form 3812, and claim for registered article form 565.

No. 129—Orders vessels decommissioning to attempt to transfer ship's store stock to local naval or military resale activities before transferring stock to shore supply activities.

No. 130—States methods for transfer of naval stocks account material procured for ship's service or welfare activities and cancels BuPers-BuSanda Ltr. 45-328 15 Mar 1945 (NDB, 31 Mar 1945), and Art. 1225-0 change 513 BuSanda Memo.

No. 131—Announces reduction in critical discharge point scores applicable 15 May, 2 June and 15 June (see ALL HANDS, April 1946, p. 66).

No. 132—Amends Alnav 51-46 (NDB, 31 January), which opened certain specialist ratings to enlistment or reenlistment in regular Navy, to allow COs to advance qualified personnel to five 3d class specialist rates (see p. 68).

No. 133—Report of USN enlistments (see p. 65).

No. 134—Weekly report of USN enlisted strength (see p. 65).

No. 135—Clarifies Alnav 126-46 (NDB, 15 March) and AlStaCon 141455 March which called, respectively, for USNR officers and Waves to

agree to remain on duty until 1 July 1947 (see ALL HANDS, April, p. 74; see also p. 69 this issue).

No. 136—Directs ships enroute Canal Zone to make request to Com15 for radio pratique 24 to 48 hours prior arrival, and to comply in other respects to OpNav All Ship and Station Ltr. 44-93 Jan-June 1944.

No. 137—Requests 50,000 EM (USNR, USN-1) to volunteer to remain on duty after 1 Sept 1946 but not beyond 1 Mar 1947 (see p. 69).

No. 138—States Alnav 127-46 (see above) is not applicable to MarCorps.

No. 139—Lists daily ration allowances effective 1 April in CLUSA (Art. 1331-1 BuSanda Memo 504, September 1944 to be amended, see p. 66).

No. 140—Restores prewar dental standards for Naval Academy entrance; new edition of Manual of the Medical Department now being distributed (Subpar. 2152.2).

No. 141—Clarifies para. 3, Alnav 57-46 (NDB, 15 February) regarding pay accounts of officers recalled to active duty (see p. 73).

No. 142—Clarifies third sentence, Alnav 11-46 (NDB, 15 January), regarding dependents' allowances (see p. 65).

No. 143—Supplements Alnav 119-46 (NDB, 15 March) to allow transportation of dependents from overseas residence to port of embarkation overseas (see p. 65).

No. 144—Weekly report of USN enlistments (see p. 65).

No. 145—States accounting instructions governing supply and service to foreign governments authorized in Alnav 109-46 (NDB, 15 March).

No. 146—Directs ships in Atlantic, Caribbean, East and West Coast CLUSA waters submit requisitions for BuShips repair parts to nearest supply activity.

No. 147—Directs all Medical Department activities to requisition on NavMed form 4 from Naval Medical Supply Depot, Brooklyn, N. Y., new Medical Supply Catalog.

No. 148—States need by Navy for technicians and offers opportunity for naval personnel to become civilian employes of the Navy (see p. 76).

No. 149—Emphasizes that Alnav 129-46 (NDB, 15 March) applies to disposal of ships store stock upon decommissioning but not to ships service stock which is disposed of in accordance SecNav Ltr. 45-775 (NDB, 15 July 1945).

No. 150—Promotes to next higher grade for temporary service to rank from 1 April following officers on active list including Women's Reserve: USN lieutenants with dates of rank 2 Feb 1944 to 1 Mar 1944 inclusive; USNR lieutenants who began continuous active duty in rank 2 Feb 1944 to 1 Mar 1944 inclusive; USN lieutenants (jg), ensigns and non-commissioned warrant officers with dates of rank 2 Aug 1944 to 1 Sept 1944 inclusive; and USNR lieutenants (jg), ensigns

HOW DID IT START?

Brig

Brig was originally used as a term for the fast sailing vessel used by pirates of



the Mediterranean, the word itself being a contraction of the older word "brigan-tine" or "brigan-dine" meaning robber or brigand. From that, by the latter part of the 18th century it had become

generally used as a name for two-masted, square-rigged sailing vessels.

Then it got still another meaning—the one in commonest use today—when Admiral Nelson once assigned a small brig to carry captives taken in one of his naval engagements. Ever afterwards his seamen associated that vessel with prisoners and the name brig became the sailor's universal slang for jail.

and non-commissioned warrant officers who began continuous active duty in rank 2 Aug 1944 to 1 Sept 1944 inclusive.

No. 151—Cancels para. 2 of Alnav 126-46 (NDB, 15 March) and requests USN(T) officers to request active duty in commissioned status to 1 July 1947 or beyond, or state intention to retire, transfer to Fleet Reserve, revert to enlisted status or separate from the service.

No. 152—Promotes to next higher rank to rank from 1 April for temporary service following officers of the Nurse Corps: ensigns who began continuous active duty in rank 2 Aug 1944 to 1 Sept 1944; lieutenants (jg) who began continuous active duty as ensigns 2 June 1943 to 1 July 1943.

No. 153—Direct COs and administrative commands to report those officers aboard not performing essential duty.

No. 154—Orders all publicity concerning A-bomb tests be reviewed prior to release by Commander Joint Task Force 1, to ensure the true scope, joint nature and impartiality of the tests is emphasized.

No. 155—Weekly report of USN enlistments (see p. 65).

No. 156—Invites requests from USNR aviators to remain on active duty until 1 July 1947 (see p. 74).

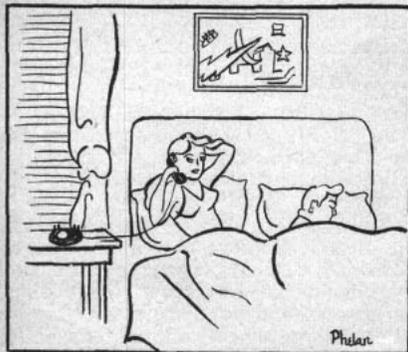
No. 157—Announces that effective 1 July 1946 all activities now on advanced base accounting plan will be placed on an annual appropriation expenditure accounting basis.

No. 158—Warns of reported reduced therapeutic potency in certain lots of penicillin and advises the necessity of increasing dosage will be indicated by the therapeutic response.

No. 159—Announces that officers serving under spot appointments restricted to particular duty will be re-appointed to last temporary rank held upon change of duty (see p. 72).

No. 160—Requests applications prior 15 May from USN line and staff officers of ranks lieutenant commander through captain for Army Industrial College class.

No. 161—Announces quota system



Bronson Breeze (NAAS, Bronson Field, Pensacola, Fla.)

"Yes, Ethel, John is tired of the same old routine. He's going to reenlist in the Navy."

for administering demobilization after 1 July (see p. 63).

No. 162—Notes COs are expending ship's stores profits improperly and directs reference to BuPers Circ. Ltr. 361-45 (NDB, 31 Dec 1945).

No. 163—Modifies BuPers Circ. Ltr. 288-45 (revised) (NDB, 15 Nov 1945) to allow USNR and USN(T) officers with less than six months commissioned or warrant service to submit applications for transfer to USN (see p. 73).

No. 164—Extends to 1 May the date prior to which officers may request retention on active duty until 1 July 1947.

No. 165—Allows changeovers of enlisted reserves and inductees to regular Navy in rates ARM 2c and 3c and RM 2c (see p. 68).

No. 166—Stresses importance of including pay record in individuals' transfer papers (see p. 65).

No. 167—Lists first group of more than 3,000 officers recommended for transfer to USN (see p. 73).

No. 168—Promotes for temporary service following officers of MarCorps and MarCorps Reserve: To captain, all male first lieutenants with number in grade on combined lineal list of 1 July 1945 between 466 and 3396 inclusive or on combined lineal list of 1 Jan 1946 between 59 and 1013 inclusive; to first lieutenant all second lieutenants including Women's Re-

serve with number in grade on 1 July list between 4983 and 5571 or on 1 January list between 2858 and 3419.

No. 169—Notes COs are not insuring proper directory records are maintained and not insuring best forwarding of mail, thus impeding Navy mail service. Directs compliance items 45-986 NDB, 15 Aug 1945 and 46-360 NDB, 15 February.

NavActs

No. 29—Requests USN and USNR aviators Lt. Comdrs. or below, to submit requests for training in ordnance, communications, engineering, photography and CIC fighter direction prior 15 April.

No. 30—Requests officers with technical qualifications to apply for civil engineering postgraduate course prior 1 May.

No. 31—Requests applications from USN and USNR officers for six months CIC training including fighter direction (see p. 73).

No. 32—Requests applications prior 20 April from certain USN and USNR officers for one-year course in aerology.

No. 33—Requests applications prior 15 April from USN and USNR officers for two-year course in operating engineering.

No. 34—Requests applications from line officers wishing to transfer to Supply Corps, USN, for specialized duty in electronic supply, ships spare sup-

ply and ordnance supply (see p. 72).

No. 35—Requests applications from officers to transfer to Supply Corps, USN for duty operating combined ships service, ships stores and commissary stores (see p. 72).

No. 36—Requests applications from qualified USNR and USN(T) officers for appointment as photo specialists, USN (see p. 72).

No. 37—Requests applications from qualified USNR and USN(T) officers for appointment as public information officers, USN (see p. 72).

No. 38—Requests applications from USN or USNR officers for 20-month advanced course in electronics (see p. 72).

No. 39—Requests applications from ETMs for duty as instructors at radio material schools (see p. 68).

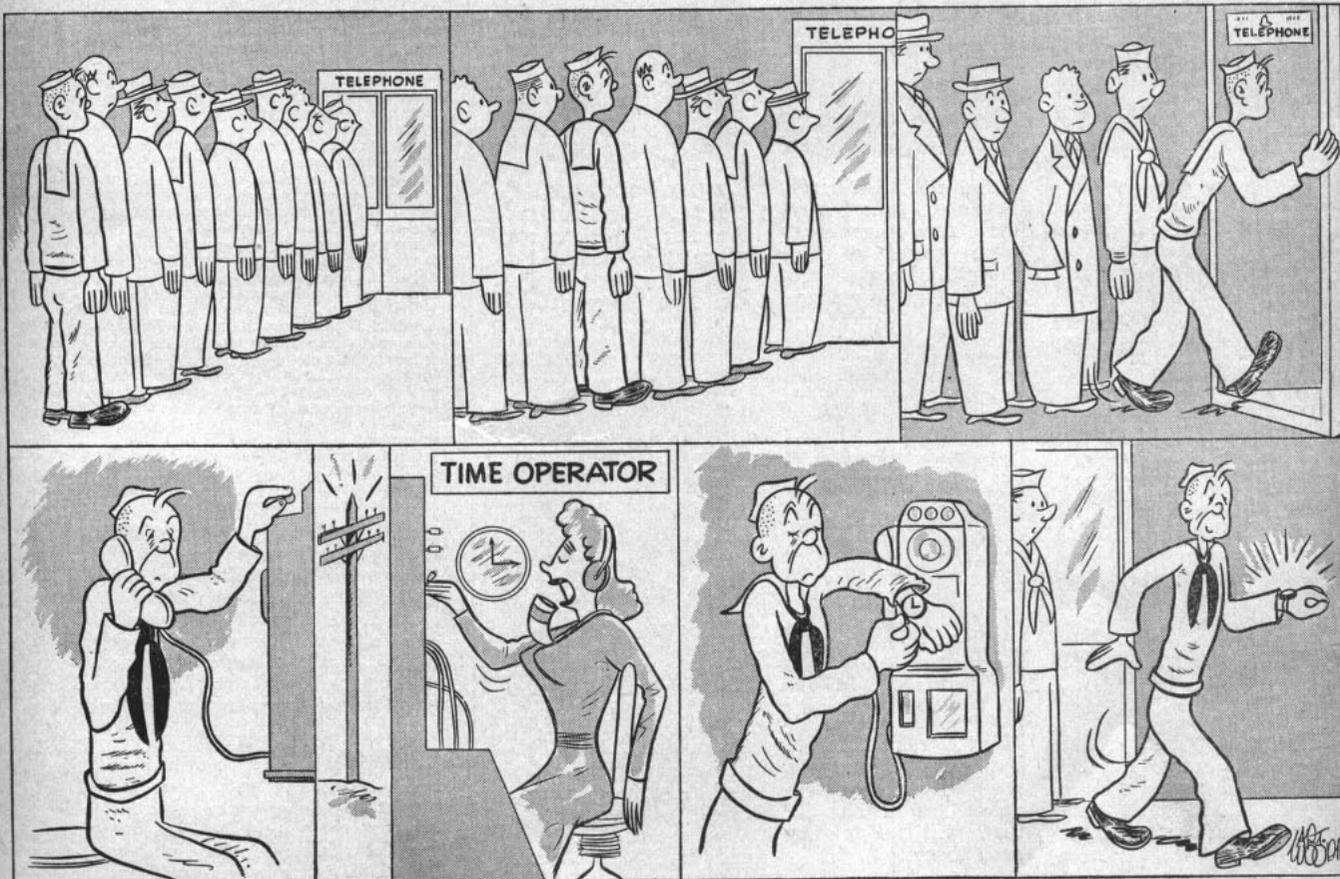
No. 40—Directs ships and stations in CLUSA to obtain clearance in accordance with NavPers 15624 from commandants of Naval Districts and River Commands for personnel sent to SepCens (see p. 63).

No. 41—Directs shore activities provide for proper disposal of records upon disestablishment, refer CNO serial 209713 16 Aug 1944 (NDB, July-Dec, 1944).

No. 42—Requests applications from qualified USNR and USN(T) officers for appointment as psychologists in USN (see p. 72).

ALL THUMBS

TIME OUT



FANTAIL FORUM

QUESTION: Now that you've seen a lot of new places in the Navy, does the old home town still look good to you, or have you found some other place you prefer?

(Interviews on the above question were conducted at U. S. Naval Shipyard, Phila., Pa.)



G. M. Jonsson, BM1c, Crystal City, Texas: Ranch life looks pretty good to me. On both coasts I've seen nothing better than Texas.



J. R. Ogle, BM1c, Sunnyside, L. I.: Everytime I go to Sunnyside the bar tenders set up drinks on the house. Where else can you find that?



Maurice St. Pierre, S2c, Concord, N. H.: I like a lot of places better than Concord. Newport, Fall River and New Orleans are all good towns.



**George A. Gallik, M-
MM1c,** Uniontown, Pa.: The old home town is the place for me. Only other place I'd live is Seattle.



Evelyn V. Schmidt, CT, Scranton, Pa.: I don't care for other cities I've seen. I like Scranton because people are friendly there.



Milton S. Meacham, SM2c, Nashville, Tenn.: There's no place like home. I'd like Long Beach except for the weather.



Francis Duveen, Y3c, Detroit, Mich.: I like the old home town because I have a wife, a job and a home there and recreation centers are good.



**Kenneth Kundel, AM-
M3c,** Ayrshire, Iowa: I've been around the world and seen enough of it. The old farm will look mighty good to me.



Danna Larrabee, CY, Greenwich, Conn.: I've visited many big cities and they're for me. Small towns don't have shows, operas and the like.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. If therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

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 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 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 is not received regularly.

Normally copies for Navy 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. Requests from Marine Corps activities should be addressed to the Commandant.

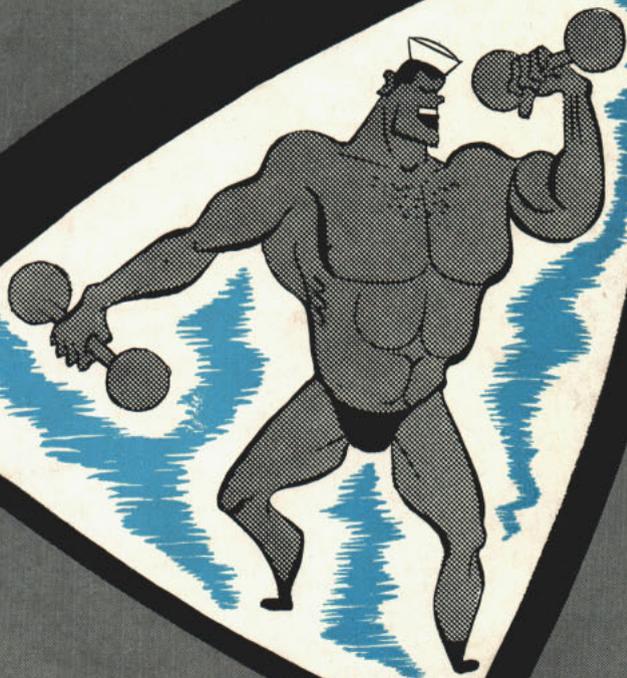
PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

● AT RIGHT: Crew members of the USS Midway watch over the bow as men below work to free the mooring chain held to the buoy by a small shackle pin. After an hour's work, the 60,000 ton ship was freed and on her way for flight maneuvers. ➔



SLIGHT HITCH

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