

BUREAU OF

JUNE 1943

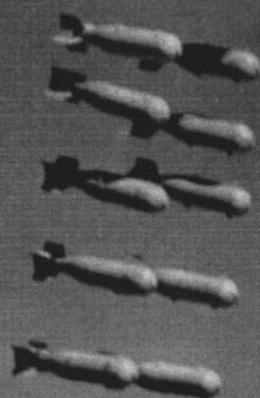
NAVAL PERSONNEL

INFORMATION BULLETIN

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BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

JUNE 1943

NUMBER 315

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In this Section, the Bureau of Naval Personnel directs attention to matters of particular interest and importance to the service generally. A separate index to the contents of the section may be found on page 57.

This magazine is published monthly in Washington, D. C., by the Special Services Division of the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. Because copies cannot be furnished all personnel individually at present, it is requested that each copy be given as wide a circulation as possible. It is suggested that readers pass along their copies when they are finished. To further publicize the contents, ship and station papers may desire to reprint pertinent material from the Bulletin. All activities should keep the Bureau informed of how many copies are required. While the Bulletin is published for the guidance of the Service, the authority for all information contained herein is the particular order or directive on which the information is based. Articles of general interest may be forwarded to the Editor via official channels.



—Official U. S. Navy Photograph.

AMERICAN AMPHIBIOUS FORCES primed and perfected by months of tedious training swarm ashore in an attack they have been working toward. This photograph shows them at Fedhala, one of the points where landing operations smoothly conducted last November started the African campaign off brilliantly to its victorious climax six months later.

The Navy's Part in the African Victory

Amphibious Operation Launched Campaign; U. S. and British Fleets Supplied Allies

All of North Africa—stretching from the new United States naval operating base at Casablanca on the Atlantic to the British naval base at Alexandria and the Suez Canal—is now in Allied hands. On May 12, a special communique from Allied Headquarters in Algiers announced tersely:

“Organized resistance, except for a few isolated pockets of the enemy, has ceased.”

By May 13, all resistance was at an end.

Although the final phases of the battle were an Army show, the U. S. Navy played a vital part throughout the entire campaign.

At the beginning, British and Amer-

ican Navy ships and planes had silenced shore installations opposing the initial landings and had put enemy vessels out of commission. At the end, ships of both Navies were escorting to the Allied armies the supplies that gave them victory while the British Navy in the Mediterranean was chopping Axis supply lines to pieces.

All through the winter and early spring—while Allied armies fought toward each other on two sides of the continent—convoy after convoy slipped into African ports (including some just recaptured from the Axis) carrying planes, tanks, guns, munitions, food, supplies, and fresh troops.

With Atlantic convoys often went

the Navy's new dual-purpose auxiliary aircraft carriers, providing merchant vessels with an air umbrella for the crossing and turning over new planes ready for action to the land forces. With the convoys, too, were destroyers and other escort vessels that drove off or sank many an Axis submarine.

As far back as last summer the Navy and Coast Guard began preparations for their role in the initial invasion. At amphibious training bases naval officers and bluejackets practiced landing operations. They ran landing boats up and down rivers and bays, drove them onto beaches and attacked imaginary enemy positions. They swam through surf; swarmed



—Official U. S. Navy Photograph.

THE NAVY BROUGHT FOOD—FOR TROOPS AND CIVILIANS: Hungry residents of Safi, French Moroccan port, helped Yankee bluejackets and doughboys unload millions of dollars' worth of supplies. Food and clothing were carried by the original invasion fleet for the residents of the French Colonies.

over the sides of ships; swung boats on and off empty transports and loaded and unloaded them with supplies. Meanwhile, the British Navy similarly prepared for the role in the African campaign it so brilliantly fulfilled.

It was these amphibious operations, culmination of all the months of tedious training and preparations, that accounted in large measure for the successful invasion which launched the African campaign. Had they gone wrong, the whole result might have been different.

That the Navies were ready for the invasion was seen in the success of the operation—in three days French resistance ended and the American Army was ready to begin its first land battle against Germany and Italy.

Throughout last October the Navy made ready. Literally hundreds of cargo ships and warships slipped in and out of ports along the eastern seaboard, taking on supplies of all descriptions, loading ammunition. Then in October those ships sailed—in small groups to avoid suspicion. A

few days out they met other ships, both cargo and combat. Still more came along: troopships. Soon they were joined by the big battlewagons, cruisers, and aircraft carriers.

Eventually there was formed the biggest armada ever seen. For 25 miles in any direction the ships stretched, battleships, including the new 35,000-ton class, cruisers, destroyers, smaller escort ships, troop transports and freighters, zig-zagging in line with the course of the Flag.

The enemy knew something was up. Berlin and Rome were jittery, their radios rife with speculation.

The night of November 7-8 was pitch-black as the armada drew close to Africa. No stars were visible through the cloudy sky, and a damp wind and gentle swell rocked the ring of ships as they circled into position, the transports standing a few miles off shore with the protecting screen of warships in the rear.

Everything was ready. For hours the British and U. S. Navies had been making preparations for the first landings, checking gear, freeing the

barges from their berths, and securing cables to swing them over the side. The troops in the holds went over last-minute details with their officers; where they were to land, their objectives, and what and where resistance could be expected.

On board the screening warships, gun crews stood by their weapons ready to back up the troops with a hail of fire. On the carriers, fighters and bombers warmed up.

At 0100, the landing parties struck. From scores of ships scurried hundreds of landing boats, loaded almost to the gunwales with khaki-clad soldiers, and guided onto the beaches by naval officers and seamen. The initial landings—made at seven points, four in Algeria and three in French Morocco—were carried out with comparatively minor opposition. The most bitter fighting came after the troops had already landed.

The first barges put ashore in French Morocco landed at Safi, 140 miles south of Casablanca; at Fedhala, 15 miles to the north, and at Mehdia, 18 miles north of Rabat.

Their objective was to reduce the local defenses rimming the important city of Casablanca.

Toward the city itself moved a strong U. S. naval force to engage units of the French Fleet based there. These ships met opposition almost immediately. The 15-inch guns of the 35,000-ton battleship *Jean Bart* opened up on the American ships, but were silenced by the second salvo of an answering U. S. warship.

In the meantime, other units were fighting at Algiers where strong opposition also was encountered. At Oran, two American cutters were lost

attempting to break through the harbor boom. However, the Navy pushed on, landing troops and shelling opposing positions. Two days later the city surrendered.

The ships at sea, too, had their hands full. Opposing planes swarmed on some of them like bees and submarines sent torpedoes in every direction. Heavy fire came from shore batteries. However, there were few casualties and only small damage at sea, due to the screening destroyers and protecting aircraft.

Casualties were light considering the size and type of operation. The

estimated total was slightly more than 2,000, about half of these wounded and the remainder either killed or missing. Many of those at first missing were prisoners of the French and returned later to their own units.

In the entire operation only five transports were sunk and the troops from these had been landed when torpedoes struck. The majority of the crews of these ships were able to board landing barges clustered nearby and made the beach in safety.

One of the most outstanding records of the initial campaign was made by the Naval Air Group which came out of the battle without losing one plane in combat. Twenty-six opposing planes were shot down and more than 100 others were destroyed on the ground.

On the morning of the invasion almost every man aboard the carriers requested permission to join the fight. Traffic on the flight decks was of the heaviest. At times, pilots would not even leave their planes, gulping cups of coffee in their cockpits while their planes were made ready and discussing operations with intelligence officers.

Three days after the first barges went over, on November 11—anniversary of Armistice Day, 1918, ironically enough—all French resistance ended in compliance with orders from the late Admiral Jean Darlan, commander in chief of French forces in Africa. Within hours the Allied navies unloaded the remainder of their ships, occupied the important ports, and wound up the loose ends of the invasion.

But the British and American Navies' jobs were far from done. While two Allied armies fought on either side of Africa, ships of both navies shuttled between the battlefields and British and U. S. ports guarding cargoes of supplies and material for both the fighting forces and the civilian population of the colonies.

The War Department announced in January that many thousands of tons of supplies were reaching North Africa. Tea, sugar and cotton cloth, said the War Department, arrived for the civilians with the invasion fleet.



—Official U. S. Navy Photograph.

HIT BY NAVY GUNS IN AFRICAN INVASION: *A shell from an American warship plowed up the ground in front of this French fire control tower and then "banked" through the top of the building. Fire of four 130-mm. guns was directed from the building, which was about 2½ miles northwest of Safi, French Morocco.*

and many extra shiploads of supplies had arrived since.

Later in January, while the Navy guarded the north and west coasts of Africa, the "best-kept secret in the world" was revealed—the historic meeting between President Roosevelt and British Prime Minister Churchill at Casablanca. With them were the military and naval leaders of both countries, including Admiral Ernest J. King, Commander in Chief of the U. S. Fleet. "Unconditional surrender" would be the Allied demand upon the Axis, the two chiefs of governments said.

On his way home, the President again called on the Navy, using a U. S. destroyer to confer with President Getulio D. Vargas of Brazil on the submarine danger in the Atlantic. Never again, said the two American presidents, must the west coast of Africa and Dakar be allowed to become a threat against the two Americas.

But Dakar was no longer a threat. U. S. Navy ships already had used its strategic harbor. On January 30, American destroyers sailed in. With them when they sailed out was the pride of the French Navy, the 35,000-ton battleship, *Richelieu*, and three destroyers, and a cruiser. American destroyers escorted the French vessels to U. S. ports for outfitting and repairs after which they will take their places with Allied warships fighting the Axis.

Late in March, while the Allies started their pincers movement against the Mareth Line in central Tunisia, the Navy announced another strategic move—the establishment of the West African Sea Frontier Force with a Naval Operating Base at Casablanca. Thus was the Navy ready to conduct operations against Axis-dominated Europe from two bases, Casablanca to the south and Londonderry to the north.

The Navy was firmly entrenched in Africa and the Allied armies ashore were quickly winding up their campaign. Through April the two Armies, now linked and aided by an American-equipped French force, drove the Germans and Italians



—Official U. S. Army Signal Corps Photograph.

AT THE END OF THE AFRICAN CAMPAIGN: Stepping from a transport plane, Col. Gen. Jurgen von Arnim, commander in chief of German forces in Africa, meets U. S. and British military leaders at the time of his surrender. "Gold braid" captured in the final stages of the African campaign included about two dozen German and Italian generals.

northward in Tunisia until the enemy held only Tunis, Bizerte, and Cap Bon. On May 7, the two important ports fell and the enemy fled to his last stronghold, Cap Bon Peninsula. On May 9 that fell.

In the closing days of the battle, about 200,000 prisoners were taken, including the German commander in chief, Col. Gen. Jurgen von Arnim, and Marshal Giovanni Messe, commander of the Italian First Army.

As the INFORMATION BULLETIN went to press, the Allies had opened an air offensive against southern Europe, similar to the day and night raids that American and British air forces had long been conducting over Germany and northern Europe. Huge raids—one including more than 400 American bombing planes—were pulverizing industrial and harbor areas in southern Italy and Italian Sardinia and Sicily.

U. S. ATTACKS JAPS ON ATTU



—Official U. S. Navy Photograph.

ON TINY ATTU ISLAND, westernmost of the Aleutians, the Army and Navy late in May were in the midst of their first offensive in the North Pacific. After the fall of Africa the Navy announced that Japanese-held Attu had been invaded and enemy concentrations were in a precarious position. U. S. Army troops, put ashore in Navy landing barges and backed up by the big guns of American warships, had the Japs trapped in tiny sectors when the Information Bulletin went to press. The picture at the top of the page—taken in 1934—shows the tiny village of Attu. At the bottom is a picture of Chichagof Harbor, location of some of the main enemy positions before falling to the U. S. some days after the invasion started.



—Official U. S. Marine Corps Photograph.



—Official U. S. Navy Photograph.

THE NAVY TRANSPORTS ANOTHER EXPEDITIONARY FORCE: *In the cold waters of Constantine Harbor off the Bering Sea troops are carried to the island of Amchitka, new, westernmost airbase in the Aleutians. This photograph shows the Navy engaged in actual landing operations.*

New Pacific Bases, North and South

Navy Carries New Expeditionary Forces That Strengthen American Positions

Protected and transported by ships of the U. S. Navy, American forces within the past several months have established new bases in the North and South Pacific to serve both as protection for larger and more important Allied bases and as stepping stones for further offensive action against enemy positions.

In a series of announcements, the Navy revealed that new bases have been established at:

Amchitka—in the Rat Island group of the Aleutians which also includes the Japanese-held island of Kiska.

Russell Islands—northwest of Guadalcanal.

Ellice Islands—lying between

American bases in the Solomons and Japan's Marshall and Gilbert Islands.

Withholding announcement of their occupation until positions were fully consolidated, the Navy said that Army, Navy, and Marine Corps forces combined in carrying out the occupations and that military establishments were now in full operation.

Regarding Amchitka, the Navy said that "U. S. forces have established military positions including an airfield" on the island, lying less than 65 nautical miles from Jap-held Kiska which recently has been under heavy attack from the air.

Amchitka is between Kiska and Dutch Harbor, 550 miles west of the

big American naval base, serving as a "watch dog" for any future moves the Japanese may make in the Aleutians. It is a long, narrow island, the northwest end rising to 1,008 feet and the eastern extremity forming a peninsula at the end of which extends a 2-mile-long reef. Constantine Harbor near the easternmost point is reported to have anchorage in 8 to 10 fathoms.

Simultaneously, it was revealed that American forces had occupied the Island of Adak in the Andreanof group, 397 miles west of Dutch Harbor between the naval base and Amchitka. Adak has several harbors which American naval forces operating from



—Official U. S. Marine Corps Photograph.

MARINE RAIDERS APPROACH THE RUSSELLS: *When this photograph was taken the Marines approaching one of the Russell Islands did not know whether the enemy was still lurking behind the buildings in the distance. The Marines occupied the islands, further strengthening American positions in the South Pacific.*

Dutch Harbor could use in any offensive or defensive action in the North Pacific.

In the South Pacific, American forces were stringing out their bases in new directions, drawing ever closer to enemy-held positions which it is believed are being used for raids on Allied shipping lanes, life-line of Australia.

Stretching toward the Japanese-occupied Marshall and Gilbert Islands, which an American task force raided shortly after the outbreak of war, is the Ellice Island group, east of the Solomons and west of Samoa, another U. S. base.

This group extends about 360 miles in a southwesterly and southeasterly direction and consists of nine clusters, all inhabited. They are approximately 1,300 statute miles from Guadalcanal, 1,200 miles from Jaluit in the Marshalls and 750 statute miles from Tarawa in the Gilberts, raided last month by Army bombers.

The Ellice Islands were discovered in 1819 by Captain De Peyster of the American ship, *Rebecca*, and were first accurately charted by the U. S. Exploring Expedition (Lieutenant Wilkes, usn) in 1840. They are shallow and flat. Upon them palm trees grow from 60 to 80 feet high.

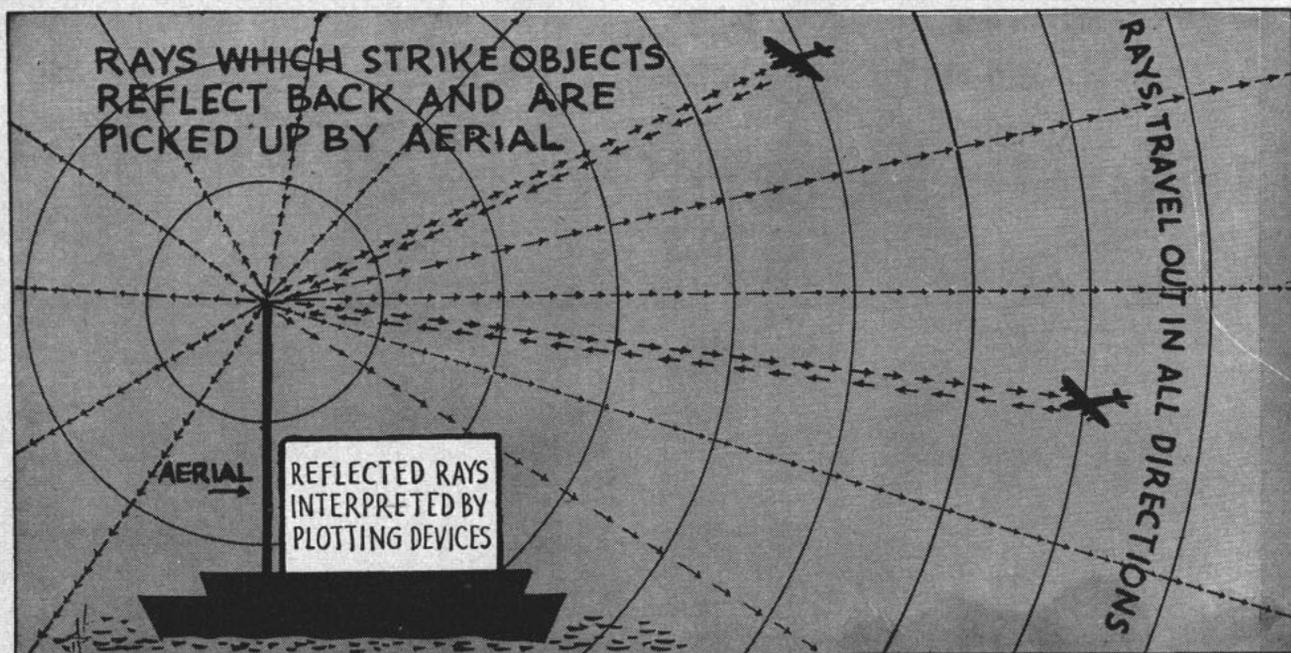
The Russell Islands, flanking American bases in the Solomons, were occupied in February after enemy resistance ceased on Guadalcanal. Their seizure was accomplished without opposition, the enemy apparently abandoning them when he gave up hope of recapturing Guadalcanal.

Nearest of the Russells is only 17 miles northwest of Guadalcanal and the furthest, 37 miles in the same direction. They will facilitate future Allied offensive action against Japan's Solomons' bases, the nearest—Viru Harbor in the New Georgia group and Rekata Bay on Santa

Isabel Island—being less than 100 miles distant.

They provided useful deep-water shelter for Japanese naval units attempting to drive American forces from Guadalcanal, said the National Geographic Society, and can be used against the Japanese by Allied navies. Water more than 100 feet deep is common close to the islands, most of which rise abruptly from the water without surrounding shoals.

In addition to these new bases, there were of course the important Mediterranean ports of Tunis and Bizerte that last month fell to the Allies in the closing stages of the African campaign. Bizerte, often described as "a dagger at the heart of Italy," overlooks the central Mediterranean "narrows" between Europe and North Africa, said the National Geographic Society, and could be used as an "invasion road" to the European continent. Bizerte is but 120 miles from Italian Sardinia.



RADAR—The fundamental idea is simple, but its development is a major Naval achievement.

The First Public Account of Radar

Naval Research Scientists Revealed
As Discoverers of Basic Phenomenon

In mid-September, 1922, two research scientists, Dr. A. Hoyt Taylor and Mr. Leo C. Young, working in the Naval Aircraft Radio Laboratory, Anacostia, D. C., observed that certain radio signals were reflected from steel buildings and metal objects. They also observed that ships passing by a transmitter and receiver at such frequencies gave a definite interference of pattern. These observations gave rise to the suggestion that:

"Possibly an arrangement could be worked out whereby destroyers located on a line a number of miles apart could be immediately aware of the passage of an enemy vessel between any two destroyers in the line, irrespective of fog, darkness, or smoke screen."

The discovery by Dr. Taylor and Mr. Young, more than 20 years ago, was the birth of radar. Their imaginative, searching preliminary suggestion marked its first possible military application.

The term "radar" means radio-detecting-and-ranging. Radars, then, are devices which the Allies use to detect the approach of enemy aircraft and ships, and to determine the distance (range) to the enemies' forces. Radar is used by static ground defenses to provide data for anti-aircraft guns for use in smashing Axis planes through cloud cover, and by airplanes and warships,

While radar's importance has been well recognized within the Naval service, until recently military necessity prevented public mention of it. Now, however, the basic story of radar, its history and uses, can be told. Gathered here from Navy sources and the Office of War Information, are the facts which have been released for public information.

It is one of the marvels made possible by the electron tube. Ultra high-frequency waves travelling with the speed of light can be focussed to scan the air and sea. When they strike an enemy ship or airplane, they bounce back. Radio waves travel at a constant speed of 186,000 miles per second. Thus a small space of time is required for such signals to travel to a reflecting surface and return to a receiver, so that, with means provided for measuring this time interval, it is possible to determine the distance to a given target. Radars operate through fog, storms, and darkness, as well as through cloudless skies. They are, therefore, superior to both telescopes and acoustic listening devices.

Radar is used for both defense and

offense. In fact, the British, who call their similar apparatus the radio locator, say it was instrumental in saving England during the aerial blitz of 1940 and 1941. At that time the locators spotted German raiders long before they reached a target area, and thus gave the RAF and ground defenses time for preparation. Since then radar has stood guard at many danger points along United Nations frontiers and at sea, warning of the coming of aerial and sea-borne enemy forces, and contributing toward victory in combat. The new science has played a vital part in helping first to stem and then to turn the tide of Axis conquest.

Upon the observation in 1922 by the two Navy scientists that reception from a radio station was interfered with by an object moving in the path of the signals, a radio receiver was set up on the banks of a river and the effects of signal reception caused by boats passing up and down the river were studied. The experiment of installing the receiver in a truck was also tried, and it was observed that similar disturbances were produced in the receiver when the truck moved past large buildings. Development work was immediately undertaken so that the new discovery might be used for detecting vessels passing between harbor entrances, or between ships at sea.

So far, it had been necessary to have the moving object pass *between* the radio transmitter and the receiver. This obviously limited the possible fields of application. In 1925 it was found that the surface of an object, or target, would act as a reflector of high frequency radio waves. In other words, the radio signals sent out by a transmitter could be made to strike a target, and then "bounce" back to a receiver. This made it possible to have both the transmitter and the receiver at the same location.

Dr. Taylor and Mr. Young have been connected intimately with the development of radar ever since those fateful days in September, 1922. For like most discoveries which shape the path of Mankind, as has radar in the present war, the chronological development of radar is mainly the story of unceasing human endeavor. Their early equipment difficulties were almost unbelievable, but the continuing faith of Dr. Taylor and Mr. Young enabled them to drive forward their development to a degree whereby radar has changed markedly the tactical science of modern warfare.

Dr. Taylor is now Superintendent of the Radio Division of the Naval Research Laboratory. Mr. Young is now Assistant Superintendent of the same Division.

On September 27, 1922, a report on Dr. Taylor and Mr. Young's initial findings and their suggested implications was forwarded to the Bureau of Engineering, Navy Department.

Working under Dr. Taylor, Mr. L. A. Hyland, now with the Bendix Corporation, observed on June 24,

1930, that aircraft crossing a line between a transmitter and receiver operating directionally gave an interference pattern clearly indicating the presence of such aircraft.

On November 5, 1930, the Director of the Naval Research Laboratory submitted to the Chief of the Bureau of Engineering, Navy Department, a detailed report, prepared by Dr. Taylor, on "radio-echo signals from moving objects." This report summarized all observations made prior to that date, presented the theory underlying the observed phenomena and concluded with the recommendation that the investigation be continued and intensified.

Dr. Taylor's report having been thoroughly studied, the Radio Division of the Bureau of Engineering on January 19, 1931, assigned the Naval Research Laboratory the following problem:

"Investigate use of radio to detect the presence of enemy vessels and aircraft. Special emphasis is placed on the confidential nature of this problem."

On October 21, 1931, Captain Harold G. Bowen, U. S. N., then Assistant to the Chief of the Bureau of Engineering (now Rear Admiral, Special Assistant to the Under Secretary of the Navy), forwarded for comment and consideration to the Naval Research Laboratory certain radio proposals of Lieutenant (now Commander) Joseph N. Wenger, U. S. N. Two weeks later, on December 20, 1931, Dr. Taylor replied that all of Lieutenant Wenger's proposals had already been demonstrated in previous work at the Naval

Research Laboratory to have practical possibilities, and again Dr. Taylor recommended that this research be given a high priority.

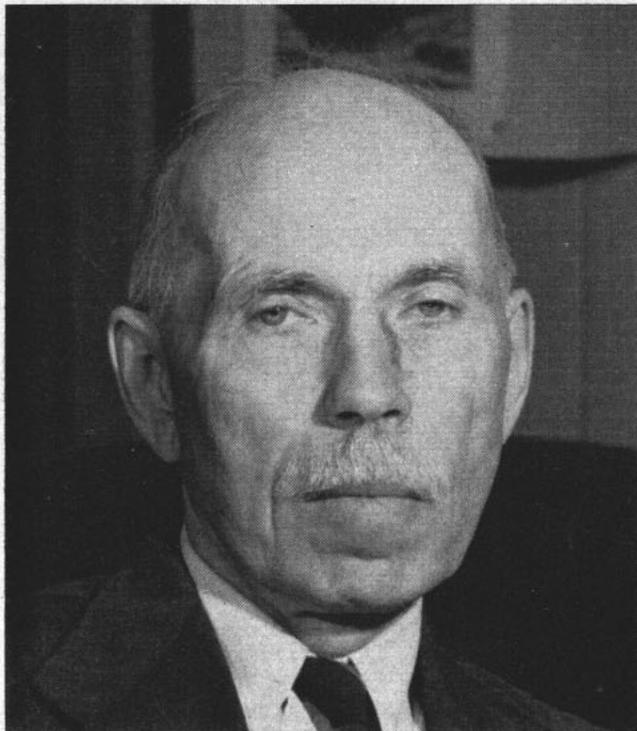
Meanwhile the theory of reflection from moving objects had been confirmed by experiments conducted in cooperation with the dirigible AKRON.

At this stage in radar's development the Navy's findings were brought to the attention of the War Department. On January 9, 1932, the Secretary of the Navy wrote the Secretary of War describing the work carried on at the Naval Research Laboratory. This letter contained the following suggestion:

"Certain phases of the problem appear to be of more concern to the Army than to the Navy. For example, a system of transmitters and associated receivers might be set up about a defense area to test its effectiveness in detecting the passage of hostile aircraft into the area. Such a development might be carried forward more appropriately and expeditiously by the Army than by the Navy."

A copy of Dr. Taylor's report of November 5, 1930, was enclosed with the Secretary's letter, and the War Department was offered the assistance of the Naval Research Laboratory and the Bureau of Engineering in any investigations that Department might desire to make.

By this time airplanes in motion nearly 50 miles from the transmitter had been detected under certain conditions. On July 1, 1932, in one of Dr. Taylor's reports of progress made on the problem assigned January 19, 1931, he described certain tests of air-



Radar's discoverers: Dr. A. Hoyt Taylor (left) and Mr. Leo C. Young.

craft detection at such distances and added that the object of the investigation now was to develop instruments for the collection, automatic recording and correlating of data to show position, angle and speed of the approach of objects in the air. The first instruments of this nature were developed by Mr. Robert M. Page, of the Naval Research Laboratory, assisted by Mr. Robert C. Guthrie.

Mr. Page and Mr. Guthrie, since this time, have been constantly engaged in radar research, and many of the radar developments now in use in the Naval service are credited by the Navy Department to the efforts of these scientists.

By March 28, 1933, various types of apparatus and systems for detecting enemy aircraft and vessels had been developed to a degree which enabled the Naval Research Laboratory to outline in detail the theoretical military applications.

In 1935 the Naval Appropriations Committee of the House of Representatives on its own initiative allotted \$100,000 for research purposes to the Naval Research Laboratory. This Committee has been intensely interested in the development of radar. The Committee repeatedly has made inspections at the Naval Research Laboratory and has given special financial support to its work. During most of this period Representative (now Senator) James E. Scrugham, of Nevada, a former engineer, was Chairman of the Committee.

By this time the Bureau of Standards had been advised of the radar work of the Naval Research Laboratory, and the Bureau of Standards and the Naval Research Laboratory were cooperating with representatives of the Army regarding methods of detecting aircraft by utilizing ultra-high-frequency radio waves. The War Department had emphasized the importance of this project, and constant liaison has been maintained between the Services.

In June, 1936, representatives of the Bureau of Engineering witnessed a demonstration of aircraft detection equipment at the Naval Research Laboratory, and Rear Admiral Bowen, then Chief of the Bureau, directed that plans be made for the installation of a complete set of radar equipment, as then existed, aboard ship.

As result of studies made during the tactical maneuvers of the U. S. Fleet in the Pacific during the Fall of 1936, Admiral A. J. Hepburn, U. S. N., Commander in Chief of the U. S. Fleet (now Chairman, General Board, Navy Department), advised Rear Admiral Bowen of the importance of having radar equipment tested with the Fleet.

On February 17, 1937, visiting the Naval Research Laboratory, Assistant Secretary of the Navy Charles Edison (now Governor of the State of New Jersey) and Admiral William D. Leahy, U. S. N., Chief of Naval Opera-

tions (now Chief of Staff to the Commander in Chief of the Army and Navy) witnessed a demonstration of the detection of aircraft by the first radar set developed in this country.

The next two years were spent in designing and manufacturing a practical shipboard model. After continual trials, a set of radar, manufactured by the Naval Research Laboratory, was installed on the USS NEW YORK late in 1938. During January, February, and March, 1939, this equipment was given exhaustive tests at sea during the winter cruise and the battle maneuvers carried on at that time. The Commanding Officer of the USS NEW YORK was most enthusiastic and recommended that the work be continued. Vice Admiral Alfred F. Johnson, U. S. N., commanding the Battleship Division, stated, "The equipment is one of the most important radio developments since the advent of the radio itself."

Decision was made to develop additional radar sets, while, at the same time, it was emphasized that the immediate procurement of this material must not interfere with the progress of the development.

In October, 1939, contracts, on a bid basis, were awarded the Radio Corporation of America for manufacture of six sets of aircraft detection equipment patterned after the original model which had been built at the Naval Research Laboratory and installed in the USS NEW YORK.

In August 1940, realizing that the United States was faced with limited radar production facilities in the event of war, Rear Admiral Bowen set about enlisting the resources of the major electronics laboratories, and in October 1940 he was designated coordinator of all phases of the Navy's radar program.

By the beginning of 1941, the General Electric, Westinghouse, RCA, and Bell Telephone laboratories were carrying on research and undertaking commercial production.

Lieutenant Commander (now Commander) David R. Hull, U.S.N., Assistant to Admiral Bowen, was put in immediate charge of Naval contacts with all private, commercial, and governmental activities engaged in radar research and development, and in this capacity he supervised the development of models which resulted in the first quantity production of many types of radar equipment.

Commander (now Captain) Jennings B. Dow, U. S. N., spent the greater part of 1941 in England obtaining information on British radar methods. Upon his return to the United States, Commander Dow organized the Radar Branch in the Radio Division, Bureau of Ships. Radar procurement and design work in the Bureau of Ships prior to that time had been conducted by Lieutenant Commander (now Commander) Samuel M. Tucker, U. S. N. Major

contributions in the radar field also have been made by Lieutenant Commander (now Captain) M. E. Curtis, U. S. N., Lieutenant (now Commander) William S. Parsons, U. S. N., and Lieutenant Commander John F. Mullen, Jr., U. S. N.

Radar research is continuing and new developments are constantly being made—by the Government and by private industry. Every manufacturer of any size in the electronics industry is participating. Radar procurement is one of the Navy's prime projects.

Two basic discoveries opened the electronic spectrum to radar equipment.

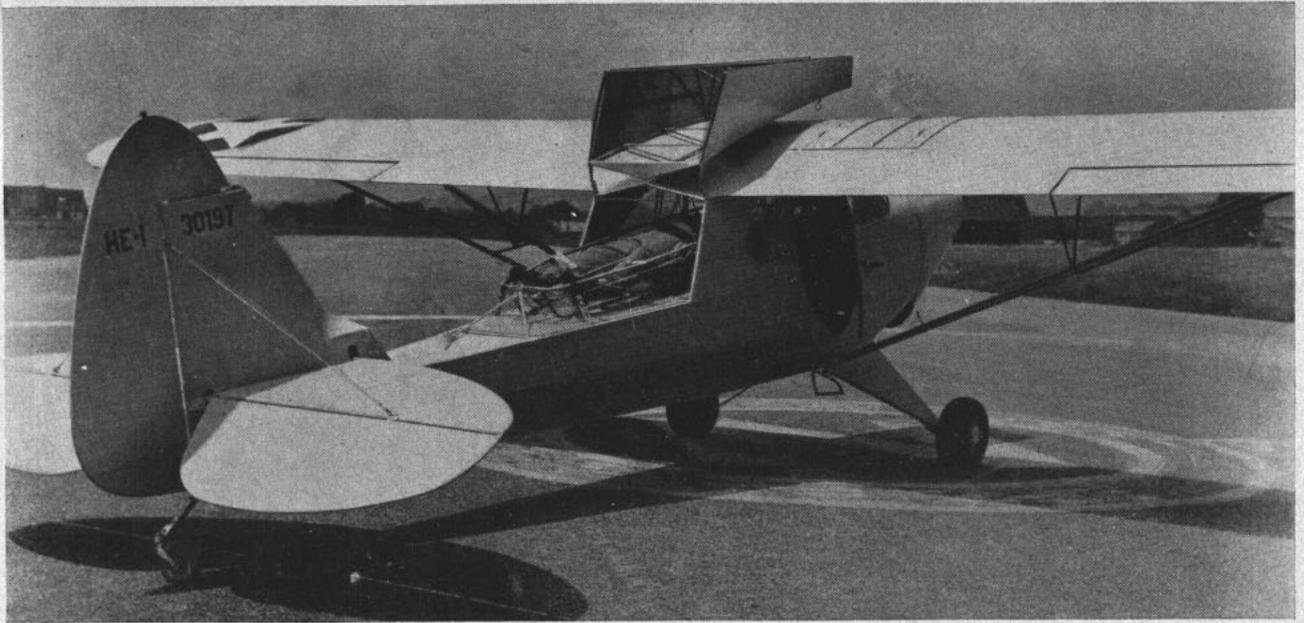
From experience alone we have known for years that radio waves go through "solid" substances, such as brick and wood, and that they are absorbed by steel. On the basis of electronic theory, however, it was demonstrable that radio waves also were reflected; although until a few years ago no one had succeeded in detecting the reflected impulses. Research, however, led to the development of receiving instruments which could pick up reflected radio waves and record them.

Secondly, it has been possible to create instruments which count time intervals smaller than a split-thousandth of a second. While work in this direction had been going forward for years, it was recent experiment that resulted in such high precision as to open the way to radar.

Scientifically, radar has the same genealogy as the familiar radio. The British physicist, William Clerk Maxwell, in 1864 demonstrated mathematically that light and electricity move in the same medium and that electricity and light share many characteristics. In 1887 Heinrich Hertz succeeding in producing electromagnetic waves which, as Maxwell had predicted, could be detected at some distance from the originating spark. In the 1890's Guglielmo Marconi was experimenting with equipment designed to send out longer, stronger waves on the one hand, and to pick up waves at greater distances. He used an aerial and ground on both his sending and receiving apparatus.

The next important step was the use of pioneer vacuum tubes in 1906 by Dr. Lee DeForest. In 1915, Dr. Irving Langmuir designed a tube similar to those used today.

Independently of the experiments leading to radar, much work was done through the 1930's in using ordinary radio as a direction finder for ships at sea. Radio beacons were established by the Federal Government along the United States coast. A ship which had lost its location or direction could get its bearings by signalling to two or more shore stations. Its position then could be determined by triangulation. The progress in this field proved suggestive as radar was developed.



—Official U. S. Navy Photograph.

AIR AMBULANCE: *Capable of using impromptu landing spaces, this single litter ambulance plane can speed to the scene of almost any accident and bring injured personnel quickly to a base hospital.*

More Figures on Medical Successes

Rapid, Scientific Treatment Keeps Deaths Low in All Battle Zones

Figures released by the Office of War Information indicate that a low mortality rate is being maintained in each battle zone, due principally to rapid, scientific treatment of the wounded. (For information on the Navy's success in treating wounded in the South Pacific see the **INFORMATION BULLETIN** of May 1943).

Never before in the history of the world has the fighting man had available the medical care and equipment the United States now furnishes its defenders, the OWI declares.

More than 97 percent of Naval and Marine wounded from Pearl Harbor to March 31, 1943, on all fronts, have recovered. Of all Navy and Marine personnel wounded only 2.6 percent died subsequently. Fifty-three percent were returned to duty. Still under treatment as of March 31 were 43.5 percent. Invalided from service were 0.9 percent.

The break-down of these figures shows: Naval officers wounded, 61.6 percent returned to duty; 35.9 percent still under treatment; 0.2 percent invalided from service; 2.3 percent died.

Naval enlisted men wounded, 60.4 percent returned to duty; 35.4 percent still under treatment; 1.4 percent invalided from the service; 2.8 percent died.

Marine officers wounded, 46.8 percent returned to duty; 51.6 percent still under treatment; 1.6 percent died.

Marine enlisted men wounded, 41.5 percent returned to duty; 55.9 percent still under treatment; 0.4 percent invalided from service; 2.2 percent died.

Army figures are not available, but data show that recoveries are comparable to Naval and Marine percentages.

The transport plane that rushes supplies in the nick of time to the battlefield may take from the ravaged battlefield an even more valuable cargo. The return-trip load: Men. Wounded men—who, given the chance the plane gives them, may not only live, but return to the fight. Bureau of Medicine and Surgery doctors have announced that the death rate among wounded men removed from the Solomons has been 0.018 of 1 percent. Quick removal by plane to base hospitals far away from the fighting is part of the reason. So outstanding was the work of one group of transport planes, doubling as munitions carriers and ambulances, that Admiral William F. Halsey, USN, commander, South Pacific area and South Pacific Force, recently commended it. But the story of air ambulances has only begun.

Whenever possible, a doctor—sometimes with nurses and hospital corpsmen—accompanies the plane so the wounded may be given preliminary treatment en route. So successful has the procedure been that the Bureau of Medicine and Surgery is

making a study with a view toward establishing the Air Ambulance Service as a permanent part of the Hospital Corps.

Like many another method that is being proven in the war today, the use of ambulance planes represents the final step in a long chain of experiments. During the years of peace, newsreel audiences time and again saw the Navy rescuing the ill or injured by air: by carrier-, battleship-, or cruiser-based planes; even by flying boats and blimps. A variation was (and is) to drop supplies to men stranded in isolated areas.

Today the big transports that will carry 12 stretcher cases plus 6 sitting cases to safety are at one extreme of the list of ambulance planes. At the other end are tiny Piper Cubs (see cut), designed with a cutaway fuselage to carry one casualty behind the cockpit.

Coincidental with the study of improvised air ambulances, the field of aviation medicine technique is being opened to greater numbers of hospital corpsmen. A school for aviation medicine technique is described in the April, 1943, issue of the **Hospital Corps Quarterly**. Applications by hospital corpsmen for this type of duty are now being accepted by the Bureau of Medicine and Surgery, and men capable of meeting the requirements are being ordered to aviation technician schools for training.

10 Shots—10 Japanese Ships Hit

Navy Sub Crew Makes Up for One Miss: Gets Four Hits With Three Salvos

Ten ships shot at. Ten ships hit, in six attacks. That was the record of a United States submarine under command of Lt. Comdr. William S. Stovall, usn, Picayune, Miss.

The commanding officer says that the teamwork of his crew led to the successes on war patrols.

Lieutenant Commander Stovall was awarded a Navy Cross for his work as commanding officer of the submarine.

The official score of sinkings for the submarine under command of Lieutenant Commander Stovall was seven ships sunk, one probably sunk, and two damaged. The citation accompanying the award of the Navy Cross to Lieutenant Commander Stovall, who since has been given another command, praised him for sinking four large Japanese vessels, three of which were closely convoyed. In all but one of the attacks made by his craft the Japanese vessels were escorted by destroyers or antisubmarine craft.

The submarine is still out there somewhere, slugging hard at the Japanese when the hunting is good, keeping station for lonely and monotonous weeks when the quarry is scarce.

You can get her story out of Lieutenant Commander Stovall—with the distinct understanding that it is the story of the ship and its crew, and not his story alone.

"We had a team, there," he says. "That's the principal reason for our success. The executive officer was particularly outstanding, and, for that matter, so were the diving officer and every other officer and man on the boat. They knew their jobs. The credit belongs to them, so please keep the 'I's' out of this story."

The executive officer, who was Lt. Robert E. Dornin, of San Francisco, got the Silver Star medal. Lt. Commander Stovall recommended the diving officer for a similar award, but left the ship before action was taken on his recommendation. The other officers he recommended for the Navy and Marine Corps medal.

"Yes, sir," the former skipper of the submarine says with pride. "We had a team * * *"

The team he captained made several long patrols in the Pacific. It was on these that they got 10 hits out of 10 shots—although the ship missed with her first salvo of torpedoes, which was fired at a Japanese patrol vessel.

"We made up for that by a streak of luck," he relates with a grin. "It was during the sixth attack. This was on a convoy escorted by destroyers. It was at night, and we let go three

salvos—one at the second ship in column and one at the third ship in column. Then we swung around and fired a salvo at the last ship."

They got all three of these. The luck came in when one torpedo of that last salvo missed its intended target, streaked on to another part of the convoy, and blew up a vessel there. Four hits with three salvos.

The crew painted the wardroom bulkhead with a small torpedo-pierced Jap flag for every ship they hit.

The morale of the crew was excellent, even during the long periods when the ship was on station and saw no action. But every engagement broke the tension of waiting and had a beneficial effect on the morale, and once after a long voyage the ship received a pat on the back in the form of congratulations from the Commander in Chief of the Pacific Fleet and the Commander, Submarine Forces, Pacific Fleet.

They whiled away the hours of waiting by painting names and faces on the torpedoes that were to wreak such havoc among the Japanese.

After one particularly gruelling attack, a crumpled piece of paper was found in the control room wastebasket. During the height of the at-

tack, someone had written on it: "I wish to hell we had wings sometimes—sometimes!!!"

Another attack came just at lunch time. Fifteen minutes later, Lieutenant Commander Stovall remembered they hadn't eaten. He called down to the commissary officer and asked, "How about lunch?"

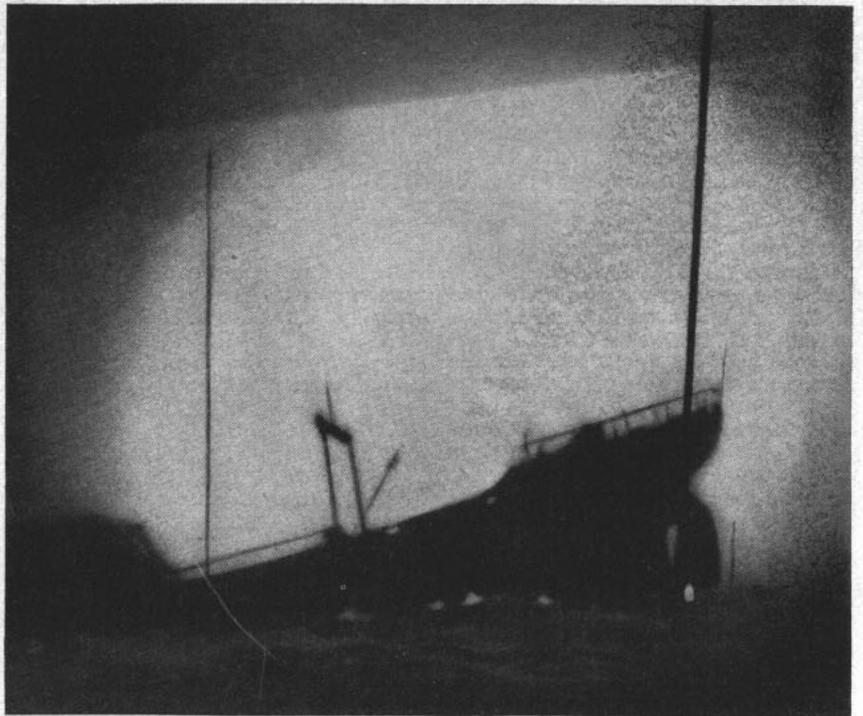
After an interval of silence, somebody forward drawled:

"Looks like the 'Old Man' has to eat, whether he's going to sink or not!"



—Official U. S. Navy Photograph.

One we didn't sink was this Japanese hospital ship, unaware of the presence of a U. S. submarine through whose periscope photo was taken. The ship formerly was the 9,800-ton liner, "Asabi Maru." The Japanese failed to reply in kind. This month they sank a plainly marked Australian hospital ship off Queensland with a loss of 299 lives.



—Official U. S. Navy Photograph.

"We had a team, there . . . that's the principal reason for our success." An example of U. S. submarine successes—a Japanese cargo vessel goes to the bottom near the coast of Japan.

SPANISH: Short List of Words and Phrases

The following list, second in a series setting forth phrases in languages common to areas in which the Navy is operating, is designed for Naval personnel interested in acquiring a limited knowledge of certain phrases.

It was prepared by the Language Unit of the Educational Services Section of the Training Division. Last month's Language Phrase List was in Japanese; next month French will be listed. After exhausting the possibilities of this phrase list, personnel interested in the Navy Language Program may familiarize themselves with the article, "Language Program Expanded," in the March 15 issue of the TraDiv Letter, page 35.

Useful Phrases

Thank you	Gracias	Grah'-see-ahs
Don't mention it	De nada	Day nah'-dah
Understand me?	¿Me entiende usted?	May en-ti-en'-deh oos-ted'
Yes	Si	See
No	No	No
I want	Quiero	Kee-eh'-ro
cigarettes	cigarrillos	see-gahr-eel'-yos
accommodations	acomodaciones	ah-co-mo-dah-see-on'-es
to eat	comer	co-mair'
to sleep	dormir	cor-meer'
to bathe	bañarme	bahn-yar'-may
What is this	¿Qué es esto?	Kay es es'-to
that	eso?	ay'-so
Do you speak Spanish	¿Habla usted español?	Ah'-blah oos-ted' ee-pahn-yol'
English	inglés?	een-glehs'
Come out	¡Venga!	Ven'-gah
How many men	¿Cuántos hombres	Kwahn'-tos om'-brays
with you?	con usted?	con oos-ted'
How do you say in Spanish?	¿Cómo se dice en español?	co'-mo say dee' se en es-pahn-yol'
I have	Tengo	Ten'-go
I have not	No tengo	No ten'-go
I am hungry	Tengo hambre	Ten'-go ahm'-bray
I am thirsty	Tengo sed	Ten'-go sed
I do understand	Entiendo	En-tee-en'-do
I don't understand	No entiendo	No en-tee-en'-do
Man (Mister)	Señor	Sen'-yor
Much	Mucho	Moo'-cho
Miss	Señorita	Sen'-yor-ee'-tah
I need	Necesito	Neh-seh-see'-to
a suit	un traje	oon trah'-heh
a blanket	una frazada	oo'-nah frah-sah'-dah
Please	Por favor	Por fah-vor'
Here	Aquí	Ah-key'
Enough	Bastante	bahs-tan'-teh
How are you?	¿Cómo está usted?	Co'-mo es-tah' oo-sted'
Very well	Muy bien	Moo'-ee ba'-en
thank you	gracias	grah'-see-ahs
and you?	¿y usted?	ee oos-ted'
Good Evening (Afternoon)	Buenas tardes	boo-en'-as tar'-days
Good Night	Buenas noches	boo-en'-as no'-chays
Hello (Good day or Good Morning)	Buenos días	boo-en'-os dee'-ahs
My name is —	Me llamo —	May yah-mo
What is your name?	¿Cómo se llama usted?	Como say yah'-mah oosted'
Until later	Hasta luego	as'-tah loo-ay-go
Rain	Lluvia	yoo'-vee-ah
Stars	Estrellas	Es-trel-yahs
Sun	Sol	Sol
It is hot	Hace calor	ah'-seh cah'-lor
It is cold	Hace frío	ah'-seh free'-o
Wind	Viento	Vee-en'-to
Who?	¿Quién?	Key-en'
What?	¿Qué?	Kay
When?	¿Cuándo?	Kwahn'-do
Where?	¿Dónde?	Don'-de
Why?	¿Por qué?	Por-kay'
How many?	¿Cuántos?	Kwahn'-tos
Who, which, that	Que	Kay
Because	Porque	Por'-kay
Help!	¡Auxilio! (or ¡Socorro!)	Ah-occ-seel'-lee-o (so-cor'-roe)

Location

Go straight ahead	Siga adelante	See'-gah ah-deh-lan'-tay
To the left	A la izquierda	Ah lah ees-key-ehr'-dah
To the right	A la derecha	Ah lah day-ray'-cha

Conjunctions

And	y	ee
As	como	co'-mo
But	pero	pair'-o
If	si	see
Or	o	o

Prepositions

From	de	day
In	en	en
Inside	dentro	den'-tro
Of	de	day
On	sobre	so'-bray
To	a	ah
With	con	kon
Without	sin	seen

Time

What time is it?	¿Qué hora es?	Kay oh'-rah ess
Is there time?	¿Hay tiempo?	Eye tee-em'-po
It is noon	Son las doce de la mañana	son lahs do'-seh deh lah man-yah'-na
Midnight	las doce de la noche	lahs do'-seh deh lah no'-ché
1:00 A. M.	La una de la mañana	Lah oo'-nah deh lah man-yah'-na
1:00 P. M.	La una de la tarde	lah oo'-nah deh lah tar'-de
1:10	la una y diez	lah oo'-nah ee dee-ehs'
3:00	las tres	lahs trayss
5:00	las cinco	lahs seen'-co
8:15	las ocho y quince	lahs o'-cho ee keen'-seh
10:00	las diez	lahs dee-ess'
7:40	las siete y cuarenta	lahs see-eh'-teh ee kwah-ren'-tah
9:25	las nueve y veinticinco	lahs nway'-veh ee vain'-tee-seen'-co
11:30	las once y media	lahs on'-say ee meh'-dee-ah
Day after tomorrow	pasado mañana	pah-sah'-do man-yah'-na
Day before yesterday	anteayer	an-tay-ah-yair'
Evening (afternoon)	Tarde	tar-day
Night	Noche	No'-che
Now	Ahora	Ah-o'-ra
Year	Año	Ahn'-yoh
Minute	Minuto	Mee-noo'-to
Moment	Momento	Momen'-to
Today	Hoy	oy
Tomorrow (also morning)	Mañana	Man-yah'-nah
Yesterday	Ayer	Ah-yayr'
When?	¿Cuándo sale el vapor?	Kwahn'-do sah'-le el vah-por'

(This is the usual order of verb and subject in a Spanish question.)

Places To Go

Church	Iglesia	Ee-glai'-see-ah
City or town	Ciudad	Si-oo'-dahd
Market	Mercado	Mair-cah-do
Postoffice	Oficina de correos	Off-ee-see'-nah-day co-ray'-os
Station	Estación	Eh-stah-see-on'
Street	Calle	Kahl'-ye
Telephone	Teléfono	Tay-lay'-foh-noh
Village	Pueblo	Pweb'-lo
Baker	Panadero	Pah-nah-day'-ro
Barber	Peluquero	Pay-loo-ker'o
Give me a haircut	Córteme el pelo	Cor-tay-me el pay'-lo
Dance hall	Salón de baile	Sah-lon' day by'-leh
Doctor	Médico	May'-dee-co
Drug store	Botica	Bo-tee'-cah
Garage	Garage	Gah-rah'-hay
Movie	Cinematógrafo	See-nah-mah-tó'-gra-fo
Restaurant	Restaurante	Res-tah-oo-ran'-te
Shoe store	Zapatería	Sah-pah-teh-ree'-ah
Tailor	Sastre	Sahs'-treh

Nautical

Sailor	Marinero	Mah-ree-neh'-ro
Officer	Oficial	O-fee-see-al'
Dock	Muelle	Mwel'-yeh
Ocean	Mar	Mahr
Cable	Cable	Cah'-blay
Chart	Mapa	Mah'-pa
Depart	Salir	Sah-leer'
Port (harbor)	Puerto	Pwair'-to
Ship	Buque	Boo'-keh
Submarine	Submarino	Soob-mah-ree'-no
Uniform	Uniforme	Oo-nee-for'-meh

Military

Ammunition	Munición	Moo-nee-see-on'
Bomb	Bomba	Bom'-bah
Cannon	Cañón	Cahn-yon'
Halt! Who's there?	¡Alto! ¿Quién va?	Al-to Kee-en' vah
Parachute	Paracaídas	Pah-rah-cah-ee'-das
Plane	Aeroplano	Ah-er-o-plah'-no
Rifle	Rifle	Ree'-fleh
War	Guerra	Gehr'-ra

Numbers

One-half	un medio	oon may'-dee-oh
1	uno	oo'-no
2	dos	dos
3	tres	trayss
4	cuatro	kwah-tro
5	cinco	seen'-co
6	séis	say'-is
7	siete	see-eh'-teh
8	ocho	o'-cho
9	nueve	nway'-veh
10	diez	dee'-ess
11	once	on'-say
12	doce	do'-seh
13	trece	tray'-seh
14	catorce	cah-tor'-seh
15	quince	keen'-seh
16	diez y seis	dee'-ess ee say'-is
17	diez y siete	dee'-ess ee see-eh'-teh
18	diez y ocho	dee'-ess ee o'-cho
19	diez y nueve	dee'-ess ee nway'-veh
20	veinte	vain'-teh
21	veintiuno	vain-tee-oo'-no
30	treinta	train'-tah
32	treinta y dos	train'-tah ee dos
40	cuarenta	kwah-ren'-tah
50	cincuenta	seen-kwen'-tah
60	sesenta	sav-sen'-tah
70	setenta	say-ten'-tah
80	ochenta	o-chen'-tah
90	noventa	no-ven'-tah
100	cien	see-en'
165	ciento sesenta y cinco	see-en'-to say-sen'-tah ee seen'-co
1000	mil	meel

Food, Drink, Tobacco

Knife	Cuchillo	Tay-nay-dor'
Fork	Tenedor	Coo-chah'-rah
Spoon	Cuchara	Oo'-nah tah'-sah
A cup	Una taza	day kah-fay'
of coffee	de café	day tay
of tea	de té	Coo-cheel'-yo
A glass	Un vaso	Oon vah'-so
of beer	de cerveza	day sair-vay'-sah
Beans	Frijoles	Free-ho'-les
Bread	Pan	Pahn
Butter	Mantequilla	Mahn-tay-kee'-yah
Eggs	Huevos	Way'-vos
Fish	Pescado	Pays-cah'-do
Meat	Carne	Cahr'-ne
Milk	Leche	Lay'-che
Potatoes	Papas	Pah'-pas
Rice dish	Arroz	Ah-rohs'
Drinking water	Agua potable	Ah'-gwah po-tah'-ble
Food	Comida	Co-mee'-dah
Matches	Fósforos	Fos'-fo-ros
Oranges	Naranjas	Nah-rah'n'-has
Pipe	Pipa	Pee'-pah
Salt	Sal	Sahl
Sugar	Azúcar	Ah-soo'-car
Tobacco	Tabaco	Tah-bah'-ko
Tomatoes	Tomates	To-mah'-tes
Wine	Vino	Vee'-no

Adjectives

Long	Largo	Lar'-go
Short	Corto	Cor'-to
Red	Rojo	Ro'-ho
Blue	Azul	Ah-sool'
Green	Verde	Vair'-deh
Yellow	Amarillo	Ah-mah-reel'-yo
Black	Negro	Nay'-gro
White	Blanco	Blan'-co
Good	Bueno	Boo'-en-o
Bad	Malo	Mah'-lo
Small	Pequeño	Peh-kain'-yo
Sick	Enfermo	En-fair'-mo
Well	Bien	Bee-en'
High	Alto	Al'-to
Low	Bajo	Bah'-ho
Cold	Frío	Free'-o
Hot	Caliente	Cah-li-en'-teh
Wet	Mojado	Mo-hah'-do
Dry	Seco	Say'-ko

Pronouns

I	yo	yo
You	usted	oos-ted'
He	él	el
His, her, hers	su	soo
She	ella	el'-ya
They	ellos	el'-yos
Me	mi	mee
My	mi	mee
	mío	meé-o
We	nosotros	no-só-tro
Your	Su	Soo
Our	Nuestro	Noo-ess'-tro
Their	Su	Soo
These	Estos	Es'-tos

Money

Dollar	Peso	Pay'-so
Cent	Centavo	Sen-tah'-vo
50 cents	Cincuenta	sin-kwen'-tah
How much?	¿Cuánto?	sen-tah'-vos Kwahn'-to

January	Enero	Ay-nay'-ro
February	Febrero	Fay-brer'-o
March	Marzo	Mar'-so
April	Abril	Ah-breel'
May	Mayo	Mah'-yo
June	Junio	Hoon'-io
July	Julio	Hool'-io
August	Agosto	Ah-gos'-to
September	Septiembre	Sep-tee-em'-bray
October	Octubre	Oc-too'-bray
November	Noviembre	No-vee-em'-bray
December	Diciembre	Dee-see-em'-bray

Days of the Week

Day	Día	Dee'-ah
Month	Mes	Mes
Week	Semana	Say-mah'-nah
Sunday	Domingo	Do-meen'-go
Monday	Lunes	Loo'-nes
Tuesday	Martes	Mar'-tes
Wednesday	Miércoles	Mee-air'-koh-lays
Thursday	Jueves	Way'-vess
Friday	Viernes	Vee-air'-ness
Saturday	Sábado	Sah'-bah-do

Human Body

Arm	Brazo	Brah'-so
Back	Espalda	Es-pahl'-dah
Body	Cuerpo	Kwair'-po
Ear	Oreja	O-ray'-hah
Eye	Ojo	Oh'-hoh
Finger	Dedo	Day'-do
Foot	Pie	Pee-ay'
Hair	Pelo	Pay'-lo
Hand	Mano	Mah'-no
Head	Cabeza	Cah-bay'-sah
Leg	Pierna	Pee-air'-nah
Mouth	Boca	Bo'-cah
Neck	Pescuezo	Pes-kway'-so
Nose	Nariz	Nah-rees'
Teeth	Dientes	Dee-en'-tess

Distances

Distances are often given in kilometers, not miles. One kilometer equals $\frac{5}{8}$ of a mile.

Kilometers	Kilómetros
Inch	Pulgada
Foot	Pie
Mile	Milla

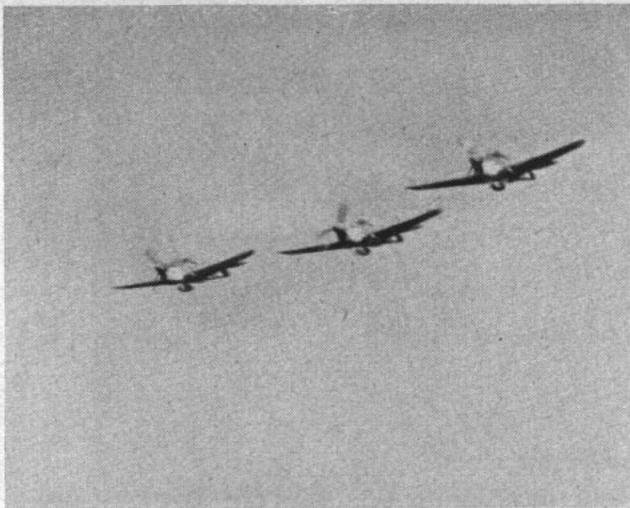
Kee-lo'-may-tros
Pool-gah'-dah
Pee-ay'
Mil'-yah

Illnesses

I am sick. Are you sick?	Estoy enfermo. ¿Está Ud. enfermo?	es-toy' en-fair'-moe es-tah' oos-ted' en-fair'-moe
I have a pain here	Tengo un dolor aquí. ¡Acuéstese!	teng'-goe oon do-lor' ah-kee'
Lie down!	¡Acuéstese!	ah-kwes'-tay-say
I need a purgative	Necesito un purgante	nay-say-see'-toe oon poor-gahn'-tay
Give me some quinine.	Déme quinina	day'-may key-nee'-nah
Chills	Escalofríos	es-kah-lo-free'-os
Cold	Resfriado	ress-free-ah'-do
Contagious	Contagioso	con-tah-hee-oh'-soe
Illness:	Enfermedad	en-fair-may-dad'
Indigestion	Indigestión	een-dee-hes-tee-on
Influenza	Influenza	een-floo-en'-sah
Medicine	Medicina	may-dee-see'-nah
Poison; poisoning	Veneno; envenenamiento	vay-nay'-noe en-vay-nay-nah-mee-en'-toe

Accidents and Wounds

Are you hurt?	¿Está usted lastimado?	es-tah' oos-ted' lahs-tee-mah'-doe
My arm is broken	Está roto (or quebrado) mi brazo	es-tah' roh'-toe (keh-brah'-doe) mee brah'-soe
I am wounded in the foot	Estoy herido en el pie	es-toy' air-ee'-doe en ell pee-ay'
in the head	en la cabeza	en lah cah-bay'-sah
here	aquí	ah-key'
Can you dress a wound?	¿Puede Ud. vendar una herida?	pway'-day oos-ted' ven-dar' oo'-nah air-ee'-dah
Aspirin	Aspirina	ahs-pee-ree'-nah



—Official U. S. Navy Photographs.

Under Navy's new recognition system, planes are recognized at flying angles in one seventy-fifth of a second and ships on glaring water can be identified after a 1-second glance.

The New Recognition System

Method Makes Possible Split-Second Identification in Automatic Fashion

The Navy has adopted a new system for recognizing enemy craft, essentially a method of muscular eye training to teach men to know a total object after only a flash view.

Known as the Official U. S. Navy Recognition System, the new method is now being taught to all Navy men aboard combat ships, at shore stations and in training schools which prepare men for sea duty. Officer instructors in the new skill are being trained at Ohio State University, Columbus, Ohio.

The system, worked out by psychologists and Navy men since the outbreak of war, replaces the method in general use of teaching men to distinguish friend from foe by recognizing separate features of enemy craft and equipment.

Under the new method, men are trained to recognize the enemy in a fraction of a second from the total image, just as a child may learn to read a whole word at a time instead of reading each letter which forms a word. It is considered both faster and more accurate than the older WEFT system, primarily because recognition is based on an instinctive muscular reaction rather than on a conscious mental process of adding together such features as wing and tail or turrets and stacks.

The training school for instructors of the Official Navy Recognition System has been open since September 1942 when it was established by the Bureau of Aeronautics for the men in naval aviation. Immediate international interest was drawn to the

training center as men from the United States Army and the armies and navies of other United Nations came to study the new method.

In a short time the school was put under the more general cognizance of the Bureau of Naval Personnel and the course was expanded to include the recognition of ship and ground equipment as well as planes. Today, instructors trained at Columbus are aboard all the major combat ships of the United States Fleet and in many of the training centers. The ultimate goal is to reach every man in the Navy, both new and old, and train him in the new method of recognition.

The basic equipment used in the training is a collection of 2,000 slides which present 168 different objects from every angle from which they might enter the field of vision. These slides are shown from a projector with a flash meter which regulates the length of time the image is thrown on the screen. The introductory speed for airplane shots is one-fifth of a second and for ships, 3 seconds. At the end of the full 120-hour course, planes are recognized at flying angles in one seventy-fifth of a second and ships on glaring water can be identified after a 1-second glance.

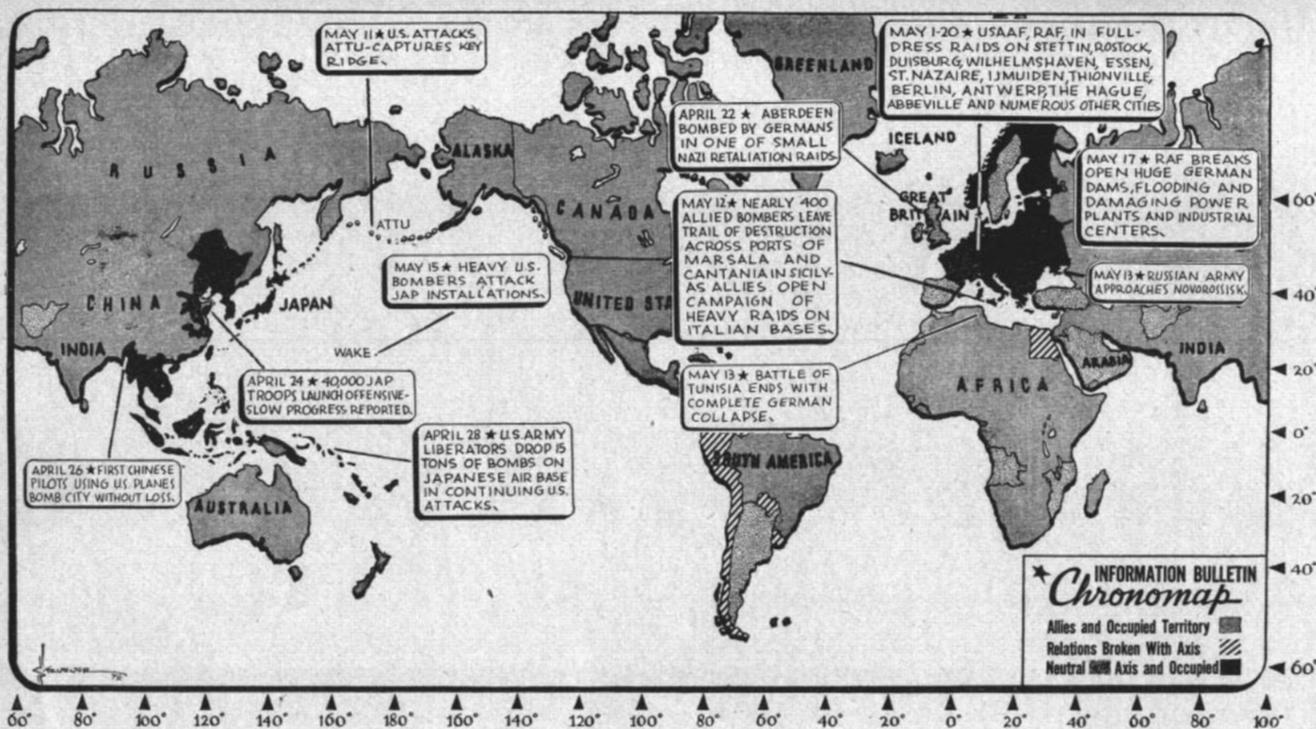
Daily sessions with these slides so train the student's eyes that the image and its combat significance are literally hammered into the mind. At the same time, other slides are used to enlarge the normal range of vision so that objects to the side of the observer can be seen and recognized as quickly as those straight ahead. The device

used to accomplish this is a series of numbers flashed on the screen. The learner is taught to look at the center of the series and expand his vision so that he can see the numbers on both ends at the same time.

In addition to these two basic elements in the training, men are given lectures on each type of ship, plane or armored equipment as it is introduced to them. They are also shown movies, slides, and charts and are given models to study so that recognition of an object brings automatic understanding of its combat characteristics.

Such instantaneous recognition may often save the life of a pilot or a ship in combat when the enemy may appear from any direction. Men on the ground can tell whether approaching planes or a distant tank column are hostile or friendly and men on ships during a fight can tell whether the plane swooping low on the port beam is an attacker or a defender. Accurate recognition at a distance is one of the most important elements of the entire system.

The recognition instructors trained at Ohio State University are all prepared to serve in other capacities aboard ship, and their retraining of men in the new system is only one of their duties. They carry aboard a special kit with the slides, projectors, and other equipment necessary to train the ship's complement. It is expected that these officers will remain a permanent part of the ship's staff to help the men retain their recognition skill through constant practice.



THE MONTH'S NEWS: *Allies Take All North Africa; Bombing Raids on Europe Stepped Up; U. S. Attacks Japs on Attu*

(Period of April 21 Through May 20)

The War

The end came quickly in Africa. How fast is shown by this list of newspaper headlines:

- May 1—Axis Drive Developing in Tunisia.
- May 3—U. S. Troops, in Uphill Fight, Gain on Bizerte.
- May 4—Yanks Capture Mateur, Enter Tunis Plain.
- May 5—Allies Within Gun Range of Bizerte.
- May 6—3 Columns Drive on Bizerte; Nazis Face Tebourba Trap.
- May 7—Axis Planes Driven From Tunisian Skies.
- May 8—U. S. Troops Take Bizerte; British Occupy Tunis; Cornered Axis Forces Flee Toward Cap Bon Under the Greatest Aerial Barrage in History.
- May 10—Allies Take 50,000 Captives; 400 U. S. Planes Blast Key Sicilian Port.
- May 11—Allies Driving to Seal Cap Bon; Fleeing Troop Barges Sunk.
- May 12—Nazi Troops Give Up to French; 20,000 More Surrender on Cap Bon.
- May 13—All Enemy Resistance in Tunisia Ceases; Von Arnim Taken.
- May 14—Total Number of Prisoners Nears 175,000; Violence Spreading in Europe.

Allied armies last month ended the 3-year-old battle for Africa in victory, driving the Axis completely out of the "dark continent" with the capture of the last remaining enemy positions in Tunisia. "No Axis forces remain in North Africa who are not prisoners in our hands," said an Allied communique. Some 267,000 Germans and Italians were taken prisoner in the closing days of the campaign, including Col. Gen. Jurgen von Arnim, German commander in chief. Vast quantities of Axis supplies and equipment—much of it serviceable—were taken.

As Africa fell, the United States attacked in the North Pacific, invading the Japanese-held island of Attu in the Aleutians. Army troops landed

under the protection of warships and planes. As the Information Bulletin went to press, the Japanese had been driven into a small corner of the strategic island and United States forces were closing in.

There were also promises of more offensive action against the Japanese. British Prime Minister Churchill—in Washington for his fourth conference with President Roosevelt since the beginning of the war—declared in a speech before Congress that Britain would fight side by side with the United States in the Pacific until Japan's cities lie in ashes—"for in ashes they must surely lie." Meeting with the heads of the two governments were high-ranking military and naval leaders, including those from the Far East.

Perhaps foreshadowing new developments in the Far East was a meeting between Gen. Douglas MacArthur and Admiral William F. Halsey.

In Europe, a three-pronged air offensive against the Axis was in progress. By day, American planes pounded enemy objectives all over the continent; at night the RAF followed up. The Russians joined with air raids on important industrial centers in the east. Armadas of planes numbering in the hundreds were pounding industrial areas and ports in Ger-

CASUALTY FIGURES

Casualties among naval personnel through May 20 totaled 24,006. The totals since Dec. 7, 1941:

	Dead	Winded	Missing	Total
U. S. Navy	5,593	2,227	9,904	17,724
U. S. Marine Corps	1,566	2,447	2,011	6,024
U. S. Coast Guard	78	22	158	258
Total	7,237	4,696	12,073	24,006

many, Italy, France, Norway, the Low Countries, Poland, Czechoslovakia, and the Balkans.

On Sunday, May 9, more than 400 American Flying Fortresses, Billy Mitchells, and Martin Marauders raided the important city of Palermo on the northern coast of Sicily. It was described as the greatest all-American raid in history.

In another daring raid, the RAF mined and blew up two of Germany's largest dams in the important Ruhr and Weser Valleys. For days flood waters roared through the two valleys, damaging vital power plants and industrial centers, destroying communications and leaving a reported 120,000 persons homeless.

Fighting still was in progress on virtually the entire Russian front. In the Novorossisk sector, Soviet artillery and infantry continued to pound German blockhouse and trench positions. A new Russian thrust hurled back German armor in the Lower Donets area between Kharkov and Rostov.

The Japanese moved forward on two fronts in the Far East. In North Hunan Province, fighting continued unabated for China's "rice bowl." In Burma, British and Indian troops fell back to within a few miles from the India frontier under Japanese attacks. The monsoons, beginning within a few days, were expected to halt any further land operations in Burma.

★

United States Army Air Forces in China have destroyed Japanese aircraft at the rate of 19 to 1 in air combat and much better in the aggregate since beginning operations July 4, 1942. This was reported by Lt. Col. Herbert Morgan, assistant chief of staff and operations officer for the 14th Air Force, on his return to Washington

★

A light United States patrol force and a Japanese fleet fought a 3½-hour engagement west of Attu Island in the Aleutians March 26 it was announced last month. Shell hits were scored on two heavy Japanese cruisers and one light cruiser. At least one torpedo hit was scored on a Japanese heavy cruiser before the enemy withdrew. United States casualties were light, as was damage to vessels.

★

The greatest success against enemy submarines thus far in the war was reported May 12 by the British Admiralty following an 8-day battle between Allied escort ships and planes against a pack of as many as 20 Axis U-boats attacking an Atlantic convoy. Said the Admiralty: "Four U-boats are known to have been sunk, four very probably were destroyed and two others probably were destroyed." The majority



—Official U. S. Army Signal Corps Radio Telephoto.

THE PROUD AFRIKA CORPS: Some 267,000 Axis troops were taken prisoner when Africa fell to the Allies last month. The Nazi soldiers above were part of the enemy contingent captured when British and American forces took Bizerte.

of the ships in the convoy were said to have reached port in safety.

★

The French Cruiser, *Georges Leygues*, operating out of Dakar, recently sank a large German submarine supply ship, returning to port with 90 prisoners. The supply ship reportedly was enroute to Japan.

★

From London, the United Press reported a Halifax bomber managed to get home somehow after the following things had happened to it: (1) One propeller was shot away by anti-aircraft fire; (2) It went over on its back and the other motors quit; (3) It had flak in the wings, ailerons and fuselage; (4) The astro-dome was shot off. The bomb doors wouldn't close because the hydraulics were gone; (5) A parachute tore loose, rolled against the control panel and turned off all the plane's lights when it was over Cologne; (6) The flight engineer fell part way through the astro-dome opening and hung head down from the cowlings; (7) The rear gunner was trapped in his turret when the doors jammed and had to hack his way out with an axe; (8) The plane dived from 18,000 to 4,000 feet.

German plunder in occupied Europe by the end of 1941 totaled \$36,000,000,000, the greatest loot in history,

and is continuing at a rate of "tens of billions of dollars a year," reported the Board of Economic Warfare.

★

The Army revealed that Lockheed Lightning Fighters (P-38s) are now being flown under their own power from factories to European and African combat zones via the North and South Atlantic.

★

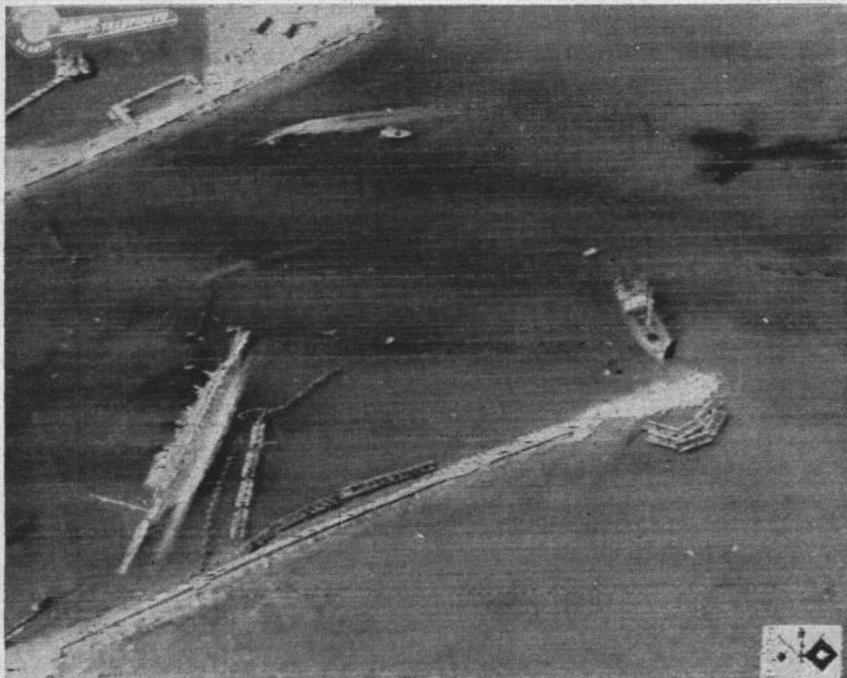
The United States severed political relations and terminated all agreements with Martinique and recalled U. S. Consul General Marcel E. Malige. A note delivered to the High Commissioner of the island said the United States will not recognize or negotiate with any French representative in the Antilles who remains subservient to or maintains contact with the Vichy regime.

★

Six weeks after the U. S.-British-Canadian antisubmarine conference at Washington, U. S. and Canadian naval officials announced a plan to protect the North Atlantic shipping lanes with an "umbrella" of planes. The plan calls for U. S., Canadian, and British planes accompanying convoys to combat German submarines.

★

Russian Premier Joseph Stalin said in a May Day order of the day that



—Official U. S. Army Signal Corps Radio Telephoto.

SUNKEN ITALIAN SHIP: Allied bombers blasted this big enemy vessel and sent her over on her side in the Harbor of Bizerte just before the important city fell to the Allies. This harbor can now be used by the British and American Navies for further offensives against the Axis.

the Russian Winter Campaign, the African campaign and Anglo-American air raids on Axis objectives have "shaken the Hitlerites' war machine to its foundations" and "created the preliminary conditions necessary for victory."

☆

Lt. Gen. Frank M. Andrews, U. S. commander in the European theater, and Methodist Bishop Adna Wright Leonard were killed with 11 others in an airplane crash in Iceland.

☆

The names of three Allied ships sunk by Japanese aircraft off Guadalcanal April 7 were disclosed: The 1,700-ton U. S. destroyer *Aaron Ward*, the U. S. tanker *Kanawha*, and the New Zealand corvette *Moa*. Allied fighters shot down 39 of the 98 attacking enemy planes.

☆

The OWI reported that of 400 soldiers burned by flaming oil in the North African occupation, plasma and speed of treatment saved the lives of all but 6.

☆

No one aboard a U. S. merchant vessel sailing the Caribbean would sleep on the hatch over the five-hold. Men whispered that the five-hold, aft and usually a favored sleeping place, was jinxed. As the ship neared the end of her 40,000-mile cruise a German torpedo smashed into the

five-hold, blew the hatch to splinters. All crew members were rescued. A few were injured.

The Navy

The Navy's chain of inland supply depots, situated at strategic spots over the country, has been completed with the commissioning of the Naval Supply Depot at Clearfield, Utah. It is the largest such unit west of the Mississippi. The inland depots serve as

Rickenbacker Was On Funafuti

It was to the tiny island of Funafuti in the Ellice Islands that Navy rescuers took Capt. Eddie Rickenbacker and his six companions when they were picked up following their 21 days on rubber rafts in the Pacific.

Funafuti is the largest of 30 islets comprising the Funafuti atoll in the Ellices.

Col. Hans Christian Adamson, with Captain Rickenbacker when his plane was forced to land in the sea, revealed that Navy hospital corpsmen were on the island when they were landed and "saved my life" with blood plasma.

reservoirs for all types of naval supplies from which stocks of supply activities along the seacoasts are replenished. All are strategically located.

The most complete chart of Antarctica and the southern Polar regions ever issued has been released by the Hydrographic Office. It includes all information previously published and a great deal never published before, including data from all expeditions.

☆

The Navy's program of indoctrination training for officers commissioned from civilian life is to be modified and revised in order to correlate it with the new V-12 college training program. Colleges will provide the majority of officers of the Naval Reserve and the number to be commissioned directly from civilian life will decrease sharply. The number of schools used for indoctrinal training will be reduced to four.

☆

The Navy program for placing women reserves in the hospital corps gains momentum. In the past month at least 600 candidates were put into orientation classes and 115 graduates were assigned to their first duties at shore establishments throughout the country. Already 420 women reserves have received ratings in the hospital corps. More than 1,100 women have been accepted for training.

☆

Increasingly greater numbers of Negroes are entering the Navy through Selective Service procedures. It is expected that approximately 15 percent of the men to be inducted this year will be members of the Negro race.

☆

Waterproof envelopes of a new type which completely protect enclosed papers when totally submerged in water have been perfected and are to be used for shipping documents and consignments of materials overseas.

☆

Purchases of War Bonds by naval personnel during April totaled \$21,675,573, almost \$3,000,000 higher than the previous record set in December 1942.

☆

Representatives of some 150 colleges and universities met with naval authorities May 14-15 to discuss the Navy College Training Program at Columbia University in New York. The program begins July 1.

The Home Front

Six thousand two hundred planes, 500 of them heavy bombers, was the production record set by American industry in March. Other records as reported by Secretary Knox and

Donald M. Nelson, head of the War Production Board: Liberty ships exceeded a 100-a-month rate for the first time; the number of new vessels of all classes, except landing craft, completed by the Navy during the first 4 months of this year, was equivalent to a 25-percent increase in the numerical strength of the fleet and its auxiliaries over January 1 of this year; combat aircraft delivered to the Navy during April ran into four figures for the first time.

Quotes of the Month

An American staff officer in Africa on the collapse of Axis armies in Tunisia: "When the big attack came off they obligingly let us go through their infantry without opposition. But instead of trying to smash on forward against their antitank guns as they hoped we would, we just swung our tanks around and bagged their infantry in one big pocket and cut them to pieces. Then we worked them over some more with our artillery, and the next thing there was a line of German generals knocking at our door ready to surrender."

☆

Secretary Knox: "The hour at which we shall strike at his (enemy) main fortifications, both in Europe and Asia, draws near."

☆

Vice President Henry A. Wallace: "American boys have again proved their mettle—this time in Tunisia. Africa has been won. The fortress of Europe lies ahead."

☆

OWI Director Elmer Davis: "Some day—not soon—but some day—the whole 'master race' will do what its African army did—decide that it is licked and quit . . . No terms for the enemy except unconditional surrender."

☆

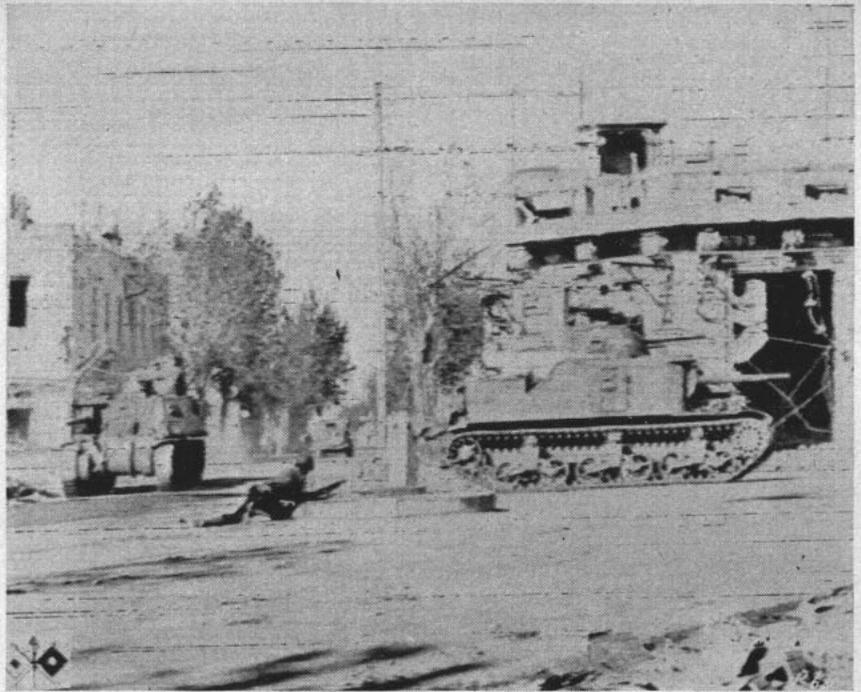
Secretary Knox: "We are building this Navy not alone for the purpose of winning the war, but for preserving the ensuing peace as well. If we want America to live in a world of peace, we must find a way to maintain a world in which aggressive war is not likely. We must back our pledges with brute force."

☆

Miscellany

At the Charleston, S. C., Navy Yard sailors found a new use for the Library's record player, purchased to provide recorded symphonies. It was being used to play recorded greetings from the girls back home.

For "exceptional service" at the Dutch Harbor Naval Base, Minnie, a terrier, has been officially elevated to the rating of Mascot, 1c, by the Seabees. Only "mother" in the Seabee



—Official U. S. Army Signal Corps Radio Telephoto.

HOW AMERICANS CLEANED OUT SNIPERS: Tanks preceded American forces into African cities in search of snipers. Volunteer infantry men crawled behind them to finish the job.

Battalion, Minnie presented her shipmates with seven new recruits in the form of pups last month. Seabees said she displayed the "Can Do" spirit.

☆

The Cloud Buster, publication of the U. S. Navy Pre-Flight School at Chapel Hill, N. C., reported a novel method for teaching cadets radio code. While practicing receiving, the day's news is sent to the cadets, permitting them to keep abreast of current events while they learn code.

Memfite, publication of the U. S. Naval Air Station, Memphis, Tenn.: "Two mess cooks were carrying a steaming kettle out of the mess kitchen when an ensign stopped them. Said he: 'Get me a spoon.' A spoon was produced, he tasted the contents and spat disgustedly, growling: 'Do you call that soup?' 'No sir,' replied one of the mess cooks timidly, 'we call that dishwater.'"

Wave Washes Seaman Off Ship; Second Wave Tosses Him On Another

John Andrew Urtchok, S2c, USNR, of New York City, had just finished evening chow and was making his way aft to the crews' quarters via the torpedo deck and after deck house to escape the foul weather.

Just as he arrived at the after gun, a mountainous wave hit the vessel, sweeping Urtchok overboard.

"The waves looked like three-story buildings," the seaman told shipmates later.

Just before darkness, a second destroyer with her searchlight trained on the seaman closed in, hoping to throw him a line. As the stern slid by, Urtchok was lifted by a wave, slammed on the fantail of the destroyer and was grabbed by a seaman who had been aiding in the rescue efforts.

Said Urtchok when it was all over (40 minutes after it began): "Even with the life ring, I thought I wasn't going to be home again, ever."

Navy Department Communiques

No. 351: April 21, 1943

South Pacific (Dates East Longitude):

1. On April 19: (a) Flying fortress (Boeing B-17) heavy bombers attacked Japanese positions at Kieta, on Bougainville Island.

(b) Avenger (Grumman TBF) torpedo bombers attacked the Japanese airfield at Kahili, in the Shortland Island area.

(c) A second formation of Avengers attacked Japanese shipping at Tonolei Harbor, on Bougainville Island. A direct hit was scored on one freighter and several near hits were scored on a second freighter.

2. On April 20, a force of Avengers and Dauntless (Douglas) light bombers bombed Japanese installations at Munda, in the Central Solomons. Several antiaircraft positions were silenced and a large fire was started.

North Pacific:

3. On April 19, Japanese installations at Kiska were attacked 15 times by formations of Army planes. Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers, and Lightning (Lockheed P-38) and Warhawk (Curtiss P-40) fighters carried out these raids. The bombing and strafing attacks were made at varying al-

titudes and resulted in numerous hits on the main camp area, the runway and defensive positions. Fires were also started.

No. 352: April 22, 1943

South Pacific (Dates East Longitude):

1. On April 20: During the night, Liberator (Consolidated) heavy bombers bombed Japanese installations in Numa Numa Harbor, Bougainville Island. Bad weather prevented observation of results.

2. On April 21: A large force of Army bombers carried out a daylight bombing attack on Nauru Island, in the Gilbert Island Group.

In spite of heavy antiaircraft fire and defending fighter planes much damage was done to Japanese installations. United States pilots shot down five and possibly seven Zero fighters. All United States planes returned.

North Pacific:

3. On April 20: Japanese installations at Kiska were attacked 10 times by formations of Army planes. Liberator heavy bombers, Mitchell (North American B-25) medium bombers and Warhawk (Curtiss P-40) fighters carried out these raids. Strafing from various altitudes was carried out in conjunction with bombing. Hits were scored on the runway and camp area.

No. 353: April 23, 1943

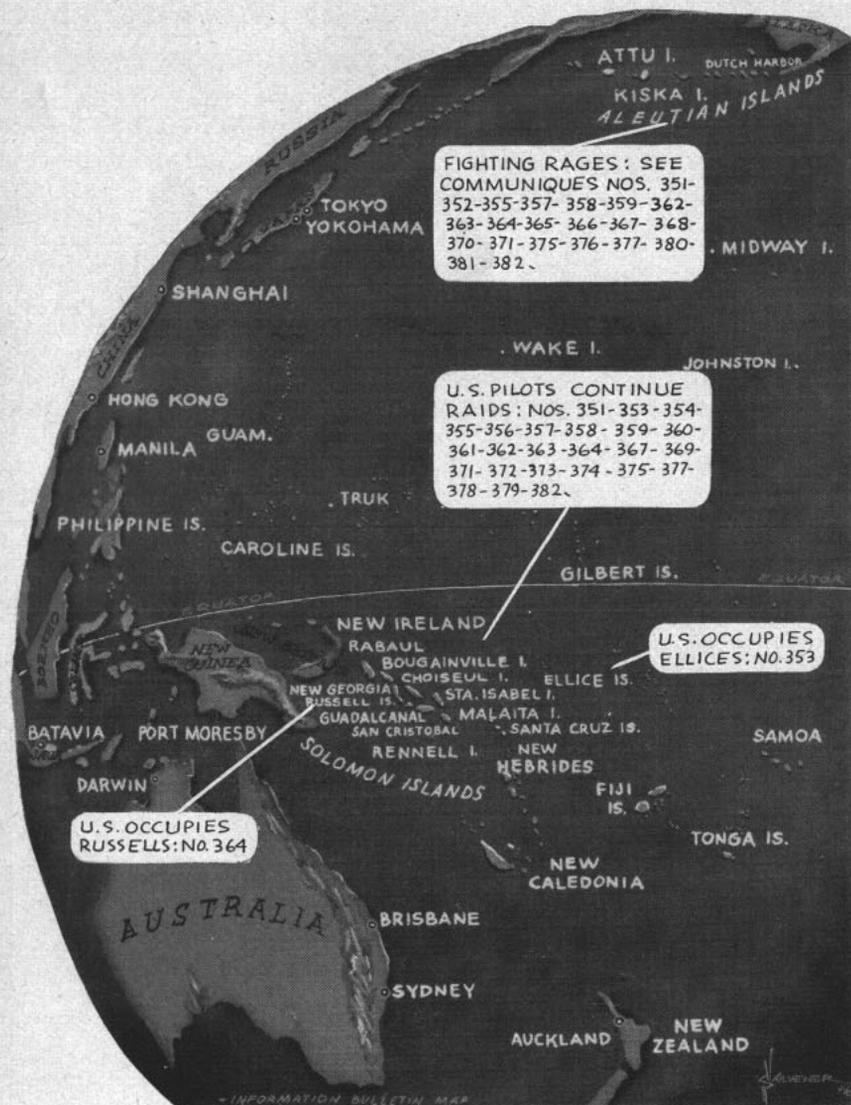
South Pacific (Dates East Longitude):

1. On April 21: (a) A group of United States fighter planes strafed Japanese positions in the Bougainville Strait area. Enemy installations near Cape Alexander, on Choiseul Island, were also bombed.

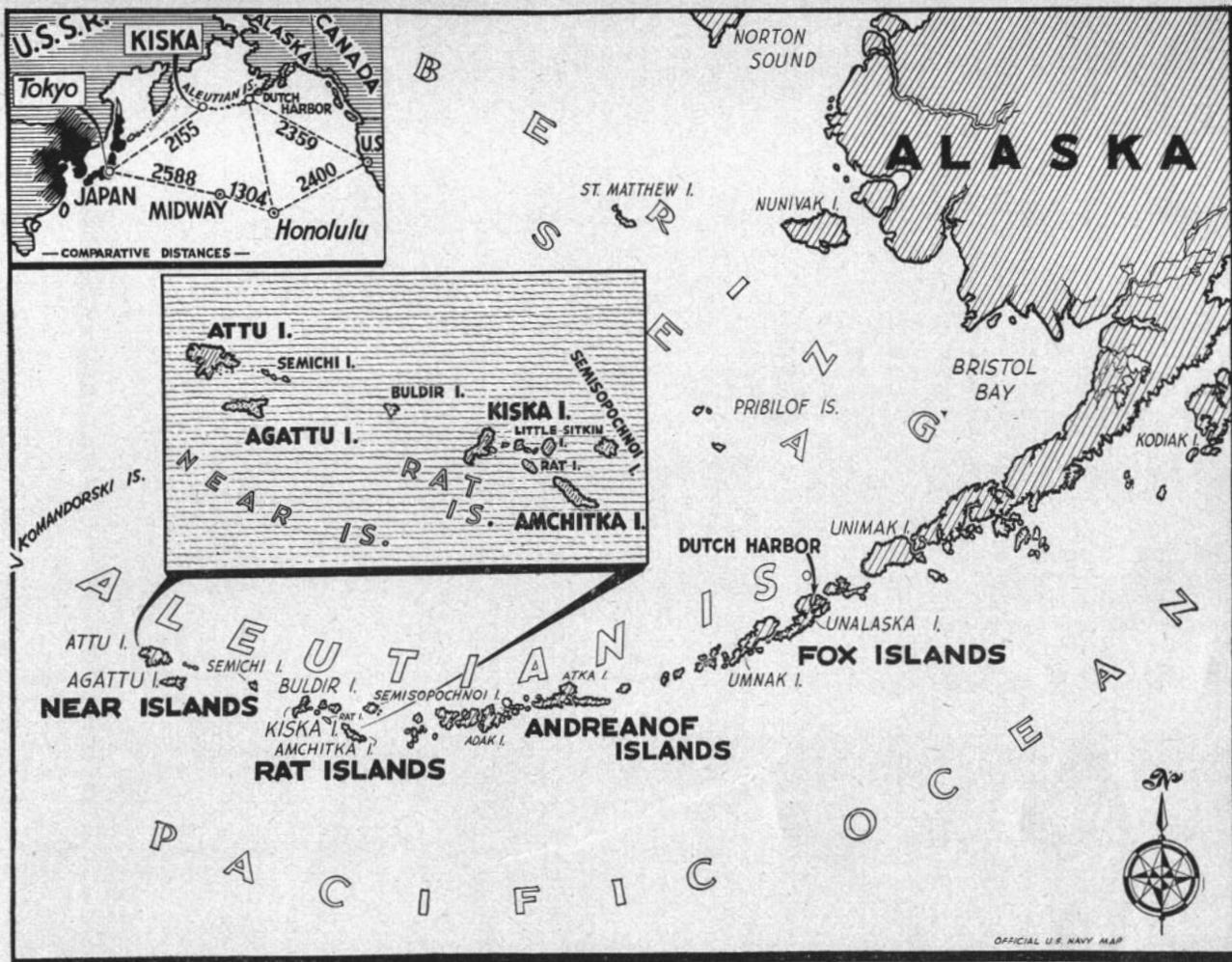
(b) During the night, Flying fortress (Boeing B-17) and Liberator (Consolidated B-24) heavy bombers, supported by Avenger (Grumman TBF) torpedo bombers, attacked Poporang Island in the Shortland Island area. Two of the many fires which were started were visible for 40 miles.

(c) During the same night, Avenger torpedo bombers attacked an enemy cargo ship near Buin in the Shortland Island area. Enemy fighter interception prevented observation of results, but it is believed hits were scored on the ship. All United States planes returned.

2. On April 22: During the early morning a group of enemy bombers raided Funafuti, United States occupied position in the Ellice Island group. Light casualties to personnel



THIS GLOBAL MAP shows last month's activity in the Pacific as announced in Navy Department communiques.



The North Pacific area, where U. S. troops are on the offensive.

were suffered and minor damage was inflicted.

No. 354: April 24, 1943

South Pacific (Dates East Longitude):

1. On April 22: (a) During the afternoon, Avenger (Grumman TBF) torpedo bombers attacked Japanese installations at Munda in the Central Solomons. Bombs were dropped on the runway and anti-aircraft positions were silenced.

(b) Later the same afternoon, Corsair (Vought F4U) fighters carried out a strafing attack on Munda and set fire to three grounded enemy planes.

(c) Following the strafing of the Munda area, the Corsairs raided Vila, on Kolombangara Island in the New Georgia group.

(d) During the night, Liberator (Consolidated B-24) heavy bombers bombed Kahili in the Shortland Island area.

(e) All United States planes returned from the above attack missions.

2. On April 23: During the early

morning, Dauntless (Douglas) dive bombers, escorted by Corsair fighters, bombed and strafed Japanese positions at Rekata Bay, on Santa Isabel Island. All United States planes returned.

No. 355: April 25, 1943

South Pacific (Dates East Longitude):

1. On April 24: During the morning, Avenger torpedo bombers (Grumman TBF) and Dauntless dive bombers (Douglas) escorted by Wildcat fighters (Grumman F4F), attacked Munda on New Georgia Island. Buildings were destroyed, a large fire was started, and a heavy explosion was observed.

North Pacific:

2. On April 24: Despite bad weather, Army Lightning fighters (Lockheed P-38) bombed and strafed Kiska during the morning. Results were not observed.

No. 356: April 26, 1943

South Pacific (Dates East Longitude):

1. On April 25, during the early morning, a group of four Corsair

(Vought F4U) fighters strafed Japanese installations on Kolombangara Island, in the Central Solomons.

2. Later the same group of Corsairs sighted and attacked 10 enemy bombers, escorted by 20 Zeros, 95 miles northwest of Lunga Point, on Guadalcanal Island. During the aerial combat which followed 5 Zeros were shot down. Two United States planes failed to return.

No. 357: April 27, 1943

South Pacific (Dates East Longitude):

1. On April 26, during the early morning, a group of Liberator (Consolidated B-24) heavy bombers attacked Japanese positions at Kahili in the Shortland Island area.

North Pacific:

2. On April 25: (a) During the day, Japanese installations at Kiska were attacked 13 times by formations of Army planes. Liberator heavy bombers, Mitchell (North American B-25) medium bombers and Warhawk (Curtiss P-40) and Lightning (Lockheed P-38) fighters participated in these raids. Although bomb hits were

made on enemy positions, poor visibility prevented complete observation of results.

(b) On the same day, a group of Liberators attacked Attu Island and scored hits on the runway and other installations.

No. 358: April 28, 1943

South Pacific (Dates East Longitude):

1. On April 27: (a) During the early morning a group of Liberator (Consolidated B-24) heavy bombers attacked Japanese installations at Kahili and Ballale in the Shortland Island area and at Vila in the Central Solomons. Fires were started at Ballale and at Vila.

(b) Later in the morning, five Flying Fortress (Boeing B-17) heavy bombers carried out a second attack on Kahili. Poor visibility prevented observation of results.

North Pacific:

2. On April 26, formations of Army planes carried out 11 attacks against Japanese installations at Kiska. Liberator heavy bombers and Mitchell (North American B-25) medium bombers, Lightning (Lockheed P-38) and Warhawk (Curtiss P-40) fighters participated in these raids. Hits were scored in the enemy main camp area, on the runway, and a number of buildings were destroyed. Damage was also inflicted on North Head. Canadian pilots, flying Warhawks, executed two other attacks.

No. 359: April 29, 1943

South Pacific (Dates East Longitude):

1. On April 23, a force of Army bombers attacked the Japanese air base at Tarawa in the Gilbert Islands. Extensive damage to enemy installations was indicated. Enemy fighter opposition and antiaircraft fire was encountered, but all United States planes returned.

2. On April 28, Liberator (Consolidated B-24) heavy bombers attacked Japanese installations at Kahili in the Shortland Island area and at Vila in the Central Solomons. Results were unobserved.

North Pacific:

3. On April 24, during the morning, United States surface units bombarded Japanese positions at Holtz Bay and at Chichagof Harbor, Attu Island. Several fires were started by the bombardment. No enemy gun fire was encountered. No further details have been reported.

4. On April 27, despite bad weather, Army Lightning (Lockheed P-38) fighters carried out one attack against Japanese installations at Kiska. Results were not observed.

No. 360: April 30, 1943

South Pacific (Dates East Longitude):

1. On April 28, during the morning, a Japanese patrol of one officer and



Action on Attu was reported this month in *Communications* 357, 359, 363, 368, 370, 371, 376, 380, 381, 382, 383, 384.

eight men, attempting to escape from Guadalcanal, was intercepted and wiped out by United States troops in the vicinity of Beaufort Bay, on the western coast of Guadalcanal Island.

2. On April 29: (a) During the early morning, flying fortress (Boeing B-17) heavy bombers bombed the Japanese-held area at Kahili in the Shortland Island area. Poor visibility prevented observation of results.

(b) Later in the morning, avenger (Grumman TBF) torpedo bombers and Dauntless (Douglas SBD) dive bombers, escorted by Lightning (Lockheed P-38) and Corsair (Vought F4U) fighters, bombed Japanese installations at Gatere on the southwestern coast of Kolombangara Island in the Central Solomons. An anti-aircraft position and a pier were destroyed.

(c) During the afternoon, a group of Avenger torpedo bombers and Dauntless dive bombers, with Lightning and Corsair escort, attacked Pelpeli, two miles northwest of Gatere on Kolombangara Island. A fire was started.

(d) A formation of Avenger torpedo bombers and Dauntless dive bombers, supported by Wildcat (Grumman F4F) fighters, attacked Japanese positions at Munda in the Central Solomons. Hits were scored on the runway, on the revetment area and on an anti-aircraft position.

(e) All United States planes returned from the above attack missions.

No. 361: May 1, 1943

South Pacific (Dates East Longitude):

1. On April 29: (a) During the evening, a Liberator (Consolidated B-24) heavy bomber bombed Japanese installations at Numa Numa on the northeast coast of Bougainville Island.

(b) During the night, a group of Liberator heavy bombers attacked Kieta on the northern coast of Bougainville Island. Two of the four fires which were started were visible for 50 miles.

2. On April 30: (a) During the early morning, a group of Flying Fortress (Boeing B-17) heavy bombers raided Japanese positions at Kahili in the

Shortland Island area. A large fire was started.

(b) Later in the morning, a formation of Avenger (Grumman TBF) torpedo bombers and Dauntless (Douglas SBD) dive bombers, escorted by Airacobra (Bell P-39) and Wildcat (Grumman F4F) fighters, bombed and strafed Japanese installations at Vila in the Central Solomons.

(c) During the evening, Corsair (Vought F4U) fighters strafed the Japanese-held area at Rekata Bay on the northern coast of Santa Isabel Island.

3. All United States planes returned from the above operational missions.

No. 362: May 2, 1943

South Pacific (Dates East Longitude):

1. On April 30: During the morning Avenger (Grumman TBF) torpedo bombers and Dauntless (Douglas SBD) dive bombers, escorted by Corsair (Vought F4U) fighters, attacked Japanese positions at Munda in the Central Solomons.

North Pacific:

2. On April 30, Army Lightning (Lockheed P-38) fighters carried out two attacks on Japanese installations at Kiska. Hits were scored but bad weather prevented complete observation of results.

No. 363: May 3, 1943

South Pacific (Dates East Longitude):

1. On May 2, during the day, a force of Avenger (Grumman TBF) torpedo bombers, escorted by Wildcat (Grumman F4F) fighters, bombed Japanese installations at Munda in the Central Solomons. Hits were scored on the airfield, on the runway and in the revetment areas.

North Pacific:

2. On May 1, formations of Army planes carried out 13 attacks against Japanese positions at Kiska. Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers, and Lightning (Lockheed P-38) and Warhawk (Curtiss P-40) fighters participated in these raids. A heavy explosion was observed in the vicinity of North Head. The runway was damaged, fires were started and heavy smoke was seen in other areas.

3. On the same day, Liberator heavy bombers dropped bombs on the enemy target areas at Holtz Bay and Chichagof Harbor on Attu Island.

No. 364: May 4, 1943

South Pacific (Dates East Longitude):

1. United States forces are established on the Russell Islands, northwest of Guadalcanal Island. These islands were occupied without opposition in February sometime after enemy resistance had ceased on Guadalcanal.

2. On May 2, in the afternoon, Avenger (Grumman TBF) torpedo bombers, escorted by Wildcat (Grumman F4F) fighters, bombed Japanese installations at Munda, in the Central Solomons.

3. On May 3, a force of Avengers and Dauntless (Douglas SBD) dive bombers, escorted by Wildcat, Warhawk (Curtiss P-40), and Lightning (Lockheed P-38) fighters, bombed and strafed Japanese installations at Rekata Bay, on Santa Isabel Island. Defense positions were hit and a large fire was started. All United States planes returned.

North Pacific:

4. On May 2, formations of Army planes carried out eight attacks against Japanese positions at Kiska. Mitchell (North American B-25) medium bombers and Warhawk and Lightning fighters participated in these raids. Hits were scored on North and South Heads. At Gertrude Cove fires were started and one building was destroyed.

No. 365: May 4, 1943

North Pacific:

1. Announcement may now be made of additional details of the surface engagement between a light United States patrol force and a Japanese force to the westward of Attu Island on March 26, 1943 (previously reported in Navy Department Communique No. 327).

2. The United States force, consisting of one heavy cruiser, one light cruiser and four destroyers, was patrolling in the area to the southeast of the Komandorski Islands when contact was made with the enemy shortly after dawn on the 26th. The Japanese force was composed of two heavy cruisers, two light cruisers, six destroyers and two transports, and was headed eastward toward the Aleutians.

3. Firing was opened at long range and the engagement continued for 3½ hours. Hits were scored on both sides. At the start of the engagement the enemy force was to the eastward of the United States force, and, in the maneuvering to reverse positions three of the United States destroyers launched a torpedo attack which caused the enemy to break off the engagement and withdraw.

4. Extent of the damage inflicted on the enemy vessels is not definitely known, but shell hits were scored on both of the Japanese heavy cruisers and on one of the light cruisers. At least one torpedo hit was scored on a heavy cruiser. Minor damage was sustained by United States vessels and casualties to personnel were extremely light.

No. 366: May 4, 1943

Pacific and Far East:

1. United States submarines have reported the following results of op-



Action at Kiska was reported this month in Communiqués 351, 352, 355, 357, 358, 359, 362, 363, 364, 367, 370, 371, 375, 377.

erations against the enemy in the waters of these areas:

- (a) Two destroyers sunk.
- (b) One medium-sized tanker sunk.
- (c) One medium-sized cargo ship sunk.
- (d) One medium-sized supply ship sunk.
- (e) One medium-sized transport sunk.
- (f) One large transport damaged and probably sunk.

2. These actions have not been announced in any previous Navy Department Communique.

No. 367: May 5, 1943

South Pacific (Dates East Longitude):

1. On May 4: (a) During the day, a force of Warhawk (Curtiss P-40) and Wildcat (Grumman F4F) fighters bombed and strafed Japanese positions at Vangavanga and at Ringi Cove on Kolombangara Island in the Central Solomons. Avenger (Grumman TBF) torpedo bombers and Dauntless (Douglas SBD) dive bombers, with Corsair (Vought F4U) fighter escort, followed the attack with additional bombing and strafing. A fire was started at Vangavanga and smoke was observed in the Ringi Cove area. All United States planes returned.

(b) Flying Fortress (Boeing B-17) heavy bombers attacked Vila in the Central Solomons and Rekata Bay on Santa Isabel Island, starting a fire at the latter area.

North Pacific:

2. On May 3, formations of Army planes carried out nine attacks against Japanese installations at Kiska. Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers and Lightning (Lockheed P-38) and Warhawk fighters participated in these raids. Three fires were started in the enemy main camp area and hits were observed in other areas. Heavy smoke was seen at North Head.

No. 368: May 6, 1943

North Pacific:

1. On May 4, during the afternoon,

Liberator (Consolidated B-24) heavy bombers, supported by Lightning (Lockheed P-38) fighters, carried out a bombing and strafing attack against Japanese installations at Attu Island. Bomb hits were observed at Holtz Bay, and the Lightnings strafed Chichagof Harbor.

No. 369: May 7, 1943

South Pacific (Dates East Longitude):

1. On May 5, Lightning (Lockheed P-38) and Corsair (Vought F4U) fighters strafed Japanese positions on Vella Lavella Island in the Central Solomons.

2. On May 6, during the morning, a force of Dauntless (Douglas) dive bombers, Avenger (Grumman TBF) torpedo bombers, and New Zealand Warhawk bombers (Curtiss P-40) escorted by Corsair and Wildcat (Grumman F4F) fighters, attacked Japanese installations at Munda, on New Georgia Island in the Central Solomons. Numerous explosions and fires were observed.

Pacific and Far East:

3. A United States submarine reported the following results of operations against the enemy during a war patrol in these waters, early this year, under the Command of the late Commander Howard W. Gilmore, USN:

- (a) One medium-sized cargo ship sunk.
- (b) One gunboat damaged and probably sunk.
- (c) One medium-sized cargo ship damaged.

4. Commander Gilmore gave his life in the action against the gunboat listed above. As he lay on the bridge mortally wounded by enemy machine-gun fire, he ordered his submarine submerged to save it from threatened destruction.

5. These actions have not been announced in any previous Navy Department Communique.

No. 370: May 7, 1943

North Pacific:

1. United States forces have established military positions, including an airfield, on Amchitka and have been in occupation of this island since January. Amchitka is an island in the Rat Island group, in which is also located the Japanese-held island of Kiska. Previous to the occupation of Amchitka the island of Adak, in the Andreanof Islands, had been occupied by American forces. (Occupation of positions in the Andreanofs was announced in Navy Department Communique No. 138, on October 3, 1942.) The announcement of the occupation of Amchitka has been withheld until our positions on this island were fully consolidated.

2. The occupation of Amchitka and Adak were unopposed by the enemy. In the occupation of Amchitka the weather presented the greatest ob-

stacle, causing damage to landing craft and severe privation to personnel in the early stages of the operations. In later periods the positions were subjected to air reconnaissance by Japanese aircraft and light bombing attacks. (Reconnaissance and bombing flights by enemy planes over United States positions in the Western Aleutians were reported in Navy Department Communiques No. 268, 273, 281, and 287.)

3. On May 5, Army planes carried out six attacks against Japanese installations at Kiska. Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers and Warhawk (Curtiss P-40) fighters, participated in these raids. Hits were scored in the Gertrude Cove, main camp, North and South Head, Submarine Base, and beach areas. A number of fires were started in the beach section and one building was destroyed on North Head.

4. On the same day, Attu was bombed and strafed four times by Liberator heavy bombers, Mitchell medium bombers and Lightning (Lockheed P-38) fighters. Hits were scored on Japanese installations and one enemy plane was destroyed.

No. 371: May 8, 1943

South Pacific (Dates East Longitude):

1. On May 6, during the afternoon, a United States plane shot down one Japanese seaplane southwest of New Georgia Island.

North Pacific:

2. On May 6: (a) Formations of Army Warhawk (Curtiss P-40) fighters carried out five attacks against Japanese installations at Kiska. Bombs were dropped in all the target areas and direct hits were scored on enemy positions.

(b) On the same day, formations of Army planes carried out seven attacks against Japanese positions on Attu Island. Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers, and Lightning (Lockheed P-38) fighters participated in these raids. Hits were scored in all target areas, and several fires were started.

No. 372: May 9, 1943

South Pacific (Dates East Longitude):

1. On the night of May 6-7, Liberator (Consolidated) heavy bombers attacked Japanese positions on Kahili, Fauro Island, and Ballale Island in the Shortland Island area.

2. On May 8: (a) During the morning a formation of Dauntless (Douglas SBD) dive bombers, attacked several Japanese destroyers in the vicinity of Gizo Island, in the New Georgia group. One hit with a 1,000-pound bomb was scored on one de-

stroyer, and several near hits were observed on two other destroyers.

(b) The same morning, Avenger (Grumman TBF) torpedo bombers and Corsair (Vought F4U) fighters, bombed and strafed Japanese positions at Munda.

No. 373: May 11, 1943

South Pacific (Dates East Longitude):

1. On May 10: (a) During the morning, a force of Dauntless (Douglas SBD) dive bombers and Avenger (Grumman TBF) torpedo bombers, escorted by Corsair (Vought F4U), Wildcat (Grumman F4F) and Lightning (Lockheed P-38) fighters, attacked Japanese installations at Munda on New Georgia Island in the Central Solomons. Hits were scored on enemy antiaircraft positions and several fires were started.

(b) During the afternoon, Dauntless dive bombers and Avenger torpedo bombers, with Corsair escort, bombed Japanese positions at Vangavanga on the southwest coast of Kolombangara Island.

(c) All United States planes returned from the above attack missions.

No. 374: May 12, 1943

South Pacific (Dates East Longitude):

1. On May 11: (a) During the early morning, a group of Army Flying Fortress (Boeing B-17) heavy bombers bombed Japanese installations at Kahili on Bougainville Island and at Shortland Island. Fires were started at Kahili, but results of the attack on Shortland Island were not observed.

(b) Later in the morning, a force of Dauntless (Douglas SBD) dive bombers and Avenger (Grumman TBF) torpedo bombers, escorted by Wildcat (Grumman F4F) and Corsair (Vought F4U) fighters, attacked Japanese positions at Rekata Bay, on Santa Isabel Island. Two barges and one seaplane were strafed and the seaplane was set on fire.

(c) All United States planes returned from these operational attacks.

No. 375: May 13, 1943

North Pacific:

1. On May 11, a force of Army Mitchell (North American B-25) medium bombers attacked Japanese installations at Kiska, dropping bombs on the runway and main camp area.

South Pacific (Dates East Longitude):

2. On May 12: (a) During the morning, Flying Fortress (Boeing B-17) heavy bombers bombed Japanese positions on Ballale Island in the Shortland Island area, and started a large fire.

(b) About the same time, Flying Fortresses attacked Kahili, in the

Shortland Island area and started a number of fires which appeared to be burning enemy aircraft.

(c) Later in the morning, Dauntless (Douglas SBD) dive bombers and Avenger (Grumman TBF) torpedo bombers, escorted by Warhawk (Curtiss P-40) and Corsair (Vought F4U) fighters, attacked Japanese installations at Munda on New Georgia Island in the Central Solomons.

(d) On the night of May 12-13, United States light surface units bombarded Japanese positions at Vila on Kolombangara Island and at Munda.

3. The Allied naval vessels which previously were announced as sunk by Japanese air attack on Allied shipping in the vicinity of Guadalcanal on April 7, 1943, now can be named as the destroyer U. S. S. *Aaron Ward*, the tanker U. S. S. *Kanawha*, and the corvette H. M. N. Z. S. *Moa*. The next of kin of all casualties aboard these vessels have been notified. The action previously was reported in Navy Department Communiques Nos. 337, 338, 339, and 340.

No. 376: May 14, 1943

North Pacific:

1. On May 11, United States forces landed at the Island of Attu in the Aleutians, and are now engaged with Japanese forces on the island. Details of the operation will be released when the situation clarifies.

No. 377: May 14, 1943

South Pacific (Dates East Longitude):

1. On May 13: (a) In the early morning, a Liberator (Consolidated B-24) heavy bomber attacked Japanese installations at Kahili while another Liberator bombed Ballale Island in the Shortland Island area. Results of these attacks were not observed.

(b) In the early afternoon, United States fighters engaged about 25 Japanese Zeroes in the vicinity of the Russell Islands. Sixteen Zeroes were definitely shot down and two more were probably destroyed. Corsair (Vought F4U) fighter planes accounted for 15 of the Zeroes. Five United States planes were lost, but two of the pilots were saved.

North Pacific:

2. On May 13: (a) Army Liberator heavy bombers attacked the Japanese main camp area at Kiska. Results were not observed due to poor visibility.

(b) During the same day, a formation of Army Warhawk (Curtiss P-40) fighters bombed Japanese installations at Kiska.

No. 378: May 16, 1943

South Pacific (Dates East Longitude):

1. On May 13: (a) During the night Flying Fortress (Boeing B-17) heavy



This Is What a Raid on Munda Is Like

—Aeme Photograph.

Smoke from American bombs rises from Munda Airfield, the Jap base on New Georgia Island in the Solomons which has been under repeated attack from U. S. air and sea forces. The above photograph shows the whole of Munda point.

bombers attacked Japanese installations at Kahili and on Ballale Island, in the Shortland Island area. Large fires were started.

(b) On the same night Avenger (Grumman TBF) torpedo planes attacked Japanese shipping in the Buin area and scored two hits on a cargo vessel, which was observed to explode.

(c) During the night four Japanese bombers dropped bombs on Guadalcanal Island, causing slight damage to United States installations. United States fighter planes attacked the bombers and shot down one enemy bomber and damaged two others.

2. On May 14: During the night Japanese shipping in the Buin area was again attacked by Avenger torpedo planes, while Liberator (Consolidated B-24) heavy bombers attacked Japanese installations at Kahili and on Ballale Island.

No. 379: May 17, 1943

South Pacific (Dates East Longitude):

1. On May 15, during the night, Avenger (Grumman TBF) torpedo bombers attacked four Japanese cargo vessels in the Buin area. One enemy ship was set on fire.

Pacific and Far East:

2. United States submarines have reported the following results of operations against the enemy in the waters of these areas.

- (a) One destroyer sunk.
- (b) One large cargo ship sunk.
- (c) One medium-sized cargo ship sunk.
- (d) One medium-sized transport sunk.
- (e) One small passenger-freighter sunk.
- (f) One small escort vessel sunk.
- (g) One large tanker damaged.

3. These actions have not been announced in any previous Navy Department Communiqué.

No. 380: May 17, 1943

North Pacific:

1. Operations against the Japanese on Attu Island are continuing.

No. 381: May 18, 1943

North Pacific:

1. The military situation now permits the announcement of some of

the details of the landing of United States forces on Attu Island on May 11 (previously announced in Navy Department Communiqué No. 376).

2. The occupation began with scouting parties landing at Blind Cove, Holtz Bay, located at the northeastern end of Attu. Main landings of United States troops were effected at two points (1) in the Holtz Bay area, and (2) at Massacre Bay, located at the southeastern end of Attu.

3. The landings were made under the cover of United States naval surface forces, which bombarded enemy installations in both areas, and United States Army planes, which attacked enemy positions in the vicinity of Chichagof Harbor.

4. Both groups of United States troops advanced inland, encountering stubborn enemy resistance from numerous machine gun nests. Japanese forces on the island have entrenched themselves along a rocky ridge.

5. In spite of unfavorable weather conditions, United States Army planes have carried out several bombing and strafing attacks since the initial landings were made. Our troops have

established their positions on the island, and operations against the enemy are continuing.

No. 382: May 18, 1943

Central Pacific:

1. On May 15, a force of Army Liberator (Consolidated B-24) heavy bombers attacked Japanese installations on Wake Island. Bad weather prevented observation of results. United States planes were engaged by 22 Japanese Zero fighters, of which 2 were definitely destroyed and 1 additional was probably destroyed.

South Pacific (Dates East Longitude):

2. On May 16, during the morning, Navy and Marine Corps Dauntless (Douglas SBD) dive bombers, escorted by Army Airacobras (Bell P-39) and Wildcat (Grumman F4F) fighters, bombed and strafed Japanese installations at Rekata Bay, Santa Isabel Island.

North Pacific:

3. On May 17, United States forces on Attu Island attacked enemy positions on the high ground between the two arms of Holtz Bay. In spite of strong counterattacks by the enemy, our troops took possession of this area in the evening.

4. United States surface forces continue to bombard enemy positions and to cover advances of our ground troops.

5. In spite of the difficulties and hazards of operations on the island,

United States casualties to date have been light.

No. 383: May 19, 1943

North Pacific:

1. On May 18: (a) During the morning, United States forces working inland from Holtz Bay on Attu Island were in possession of the high ridge southeast of Holtz Bay, and United States troops from the Massacre Bay area were advancing northward.

(b) During the day, the Massacre Bay force advanced up to a pass toward the Holtz Bay force, and advance patrols from the two forces joined.

(c) During the afternoon, the pass was cleared of enemy troops which withdrew toward Chichagof Harbor, leaving only snipers behind.

2. Several 3-inch antiaircraft guns have been captured from the enemy and are being used by our troops.

South Pacific (Dates East Longitude):

3. On May 17, United States dive bombers attacked the Japanese sea-plane base at Rekata Bay on Santa Isabel Island. Results were not observed.

No. 384: May 20, 1943

North Pacific:

1. On May 18, gunfire from United States light surface forces assisted in

clearing the Holtz Bay-Massacre Bay pass of enemy troops.

2. On May 19: (a) United States forces captured Sarana Pass leading to the Chichagof Harbor area. The contacts of the United States north and south forces from the Holtz Bay and Massacre Bay areas have confined Japanese resistance to the Chichagof Harbor area, except for isolated sniper activities.

(b) A force of United States Army bombers attacked military objectives in the Chichagof Harbor area.

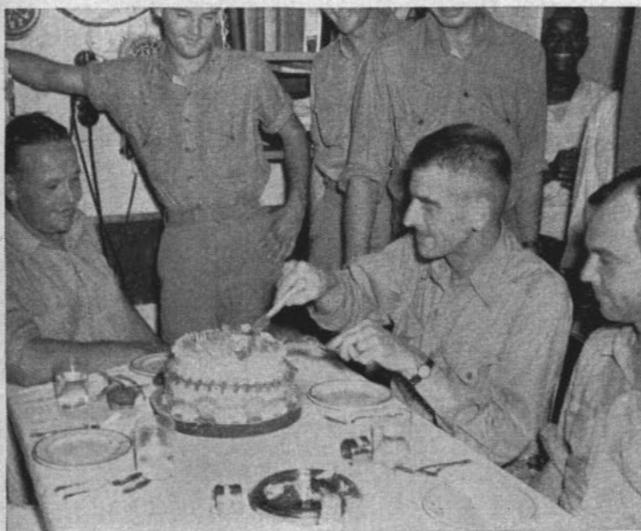
3. United States forces are now in possession of the runway in the Holtz Bay area.

South Pacific (Dates East Longitude):

4. On May 18, during the night, six Japanese bombers attacked United States positions on Guadalcanal Island and in the Russell Islands. There was no report of damage or casualties.

The Japanese admiral who helped plan the sneak attack on Pearl Harbor and who boasted that he would dictate peace terms from the White House in Washington is dead, according to the Tokyo radio. In a broadcast picked up in Chungking, present capital of China, Radio Tokyo said 59-year-old Isoroku Yamamoto died in April in air combat "on the foremost front." American planes operating in the South and Southwest Pacific shot down numerous Japanese planes in April.

Cake For the Makin Raiders and a Navy Pilot



Two Parties in the Pacific, one for aviators aboard a carrier and the other for Marines aboard a submarine. At the left, Lt. Col. Evans F. Carlson, USMC, cut a cake baked by chefs aboard the submarine, wishing the Marines "good luck" in a raid they staged the following day on a Jap seaplane base at Makin in the Gilbert



—Official U. S. Navy Photographs.

Islands. Transported by submarines, the Marines accomplished their purpose "in its entirety," according to Admiral Nimitz. At the right, officers aboard a carrier in the southwest Pacific staged a party in the wardroom in celebration of the 27,000th landing aboard the vessel. Ensign Walter Robert Harman, 22, Santa Ana, Calif., holding the cake, made the landing.

Blimp Training Centered At Lakehurst

With a fleet of 200 lighter-than-air ships authorized by Congress, all training of personnel for the Navy's lighter-than-air fleet was placed last month under the command of Capt. Charles E. Rosendahl, USN, with headquarters at the Naval Air Station, Lakehurst, N. J.

Creation of the new command gave the Navy five training commands for naval aviation. The others are: Naval Air Primary Training Command, Naval Air Intermediate Training Command, Naval Air Operational Training Command, and Naval Air Technical Training Command.

The contribution of blimps to convoy escort has resulted in a sharp expansion in this phase of training since the beginning of the war. At present, pilot courses are 4 months long and enlisted courses last 3 months. Upon successful completion of training, cadets are commissioned ensigns while enlisted men are designated either Chief Aviation Pilot or Aviation Pilot, First Class.

Students are given primary training in balloons and small training blimps of a handy, maneuverable type. After gaining proficiency in operation of this type, students are given training in patrol airships. Upon completion of the courses, graduates are assigned to blimp squadrons operating as part of the sea frontier forces. In these squadrons, officers undergo further training of an operational nature to qualify them as command pilots while enlisted men qualify in ship handling.

Intensive ground school courses are taken by all aspirants, including aerostatics, aerodynamics, aerology, airmanship, airship materials, lifting gases, navigation, airship engines, communications, airship ordnance and gunnery, airship design and construction, and airship instruments.

In announcing the creation of the new Command and naming its Chief, the Navy restated requirements for airship training candidates.

Cadets must be between 18 and 27 years old, unmarried, American citizens of ten years' standing, graduates of accredited high schools, and must meet physical and general requirements identical with heavier-than-air standards. Officer candidates must be of rank of Lieutenant (junior grade), under 31 years of age, and must have had at least one year sea duty as an officer in the Navy or Merchant Marine, and must meet the same physical requirements as those established for cadets.



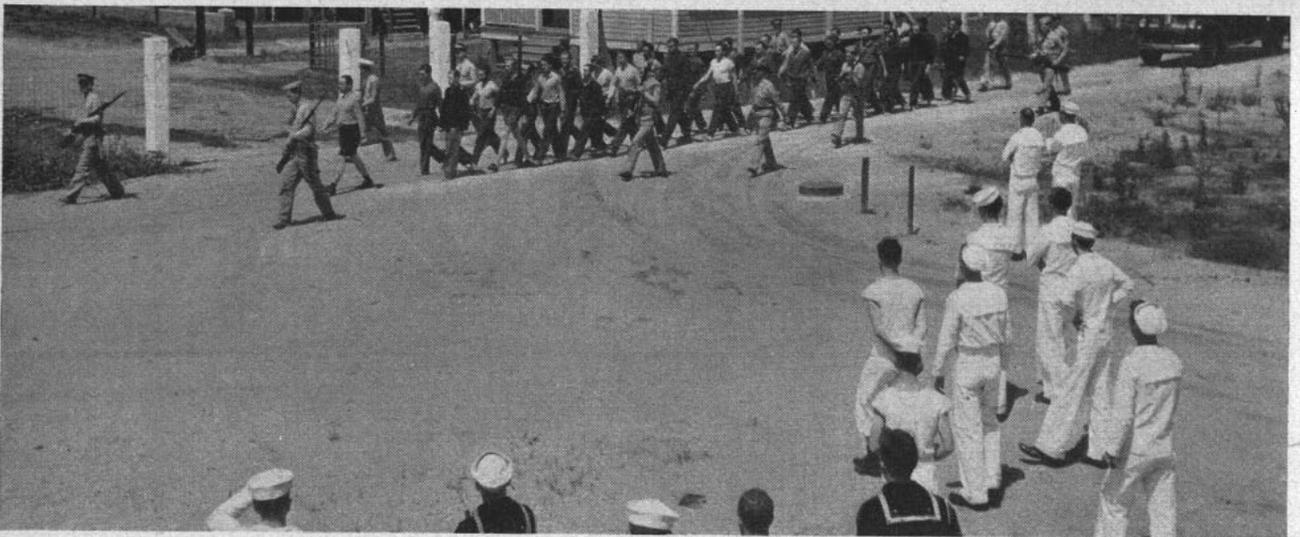
—Official U. S. Navy Photograph.

Future Lighter-than-Air Pilots 'Fly' Course Over Teacher's Desk

Blimp Training at Lakehurst Naval Air Station is preparing men for important patrol and scouting work throughout the world. Cadets in the top photograph operate a synthetic trainer, "flying" a course indicated by the mechanical "crab" in front of the instructor. At bottom, what it's like from inside the trainer. Navy blimps, it was recently revealed, are operating from foreign bases.



—Official U. S. Navy Photograph.



—Official U. S. Navy Photograph.

Captured U-Boat Crew Marches Down Dusty Road to Prison Camp

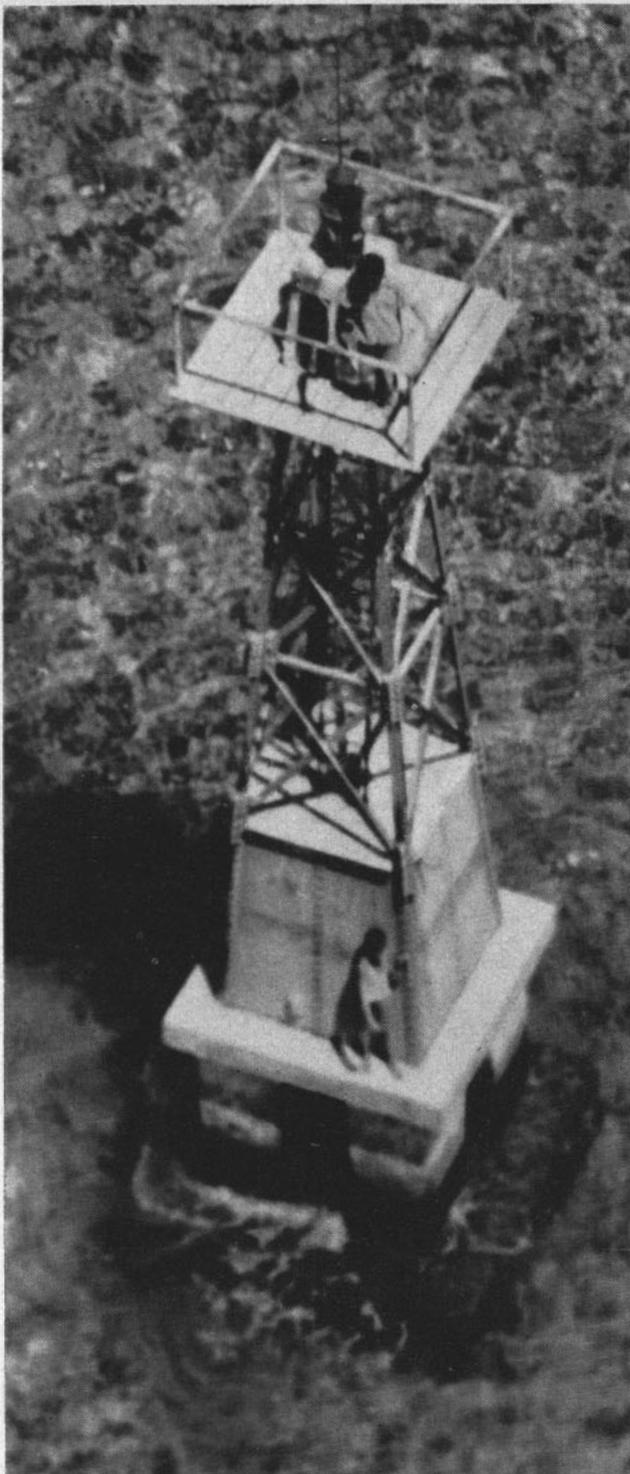
Led by their commanding officer, Kapitan Leutnant (Lieutenant Commander) Hellmut Rathke (in shorts), members of the crew of the German submarine sunk by the Coast Guard cutter *Icarus* are led from the cutter by U. S. Marine guards. With the exception of the last German in the column, every man keeps step. The U-boat was attacked months ago. As the *Icarus*, southward bound from New York, sailed through calm seas on a routine run, the submarine was sighted 100 yards dead ahead. After two patterns of depth charges, the crippled U-boat shot up, the conning tower burst open, and crew members made for the deck gun. Withering fire from the *Icarus* started the sub sinking, and her crewmen jumped into the sea. The *Icarus* picked up 33, and brought them to Charleston, S. C., as prisoners of war.



—Official U. S. Coast Guard Photograph.

Neptune Holds Court for Seamen, Soldiers Crossing Equator

What mercy may be expected from such an assemblage as this only men who have stood before it can tell. Aboard a war-zone-bound U. S. transport near the equator (not shown in photograph) are, left to right, the Royal Dentist with cigar and equipment; the Royal Judge, who sentences his prisoners to be shocked with an electric needle, to have their hair clipped to a short fuzz, and/or to be dunked in the ship's canvas dunking trough; King Neptune himself; the Queen, with bare legs, short skirt and hair that looks like rope; the Royal Navigator; the Royal Chaplain, labeled "sky pilot" against mistaken identity; and, equipped with meat saws and certain more legitimate apparatus, the Royal Doctor.



Navy Blimp Finds Shipwrecked Men on Beacon Tower Near Cuban Coast

While cruising on anti-submarine patrol one day recently, a U. S. Navy airship sighted a sunken sailing craft and immediately began looking for survivors. Two men were found: One in the tower, and the other at the base of the beacon light as the blimp approached. Food and water were dropped, Navy patrol craft was summoned, and the rescue was made.



—Official U. S. Navy Photographs.

Navys' New Slate-Gray Uniform Similar in Design to Khaki

Capt. Charles D. Kirk, SC, usn, wears the working uniform that will replace khaki for Navy officers as the gray material becomes available. Except that the patch pockets are smaller, the new uniform greatly resembles the khaki. Blue-black plastic buttons, slate gray shoulderboards with black braid and embroidered insignia are worn with the gray. Plain-visored cap has black-braid chin-strap and slate-gray cap cover. Other items: Gray shirt with collar insignia, black tie, black shoes, black or gray socks.

AMCHITKA: New Base That May Prove a Stepping



—Official U. S. Navy Photograph.

TERRAIN is generally low and flat. There is one 1,000-foot "mountain." Foggy, windswept island has no trees or permanent population. Before war, Coast Guard and Alaska Game Commission men visited island often to chase away Japanese who poached on sea otters.



—Official U. S. Navy Photograph.

SNOW: This Navy pilot fights it on land (and aloft).



—Official U. S. Army Signal Corps Photograph.

MUD: Principal "enemy" of the occupation to date.

Stone to Tokyo

AMERICAN FORCES in January established a new base on the island of Amchitka in the Rat Island group of the Aleutians, which also includes Japanese-held Kiska. Soon after the occupation of Amchitka, Army and Navy forces invaded Attu, westernmost island of the Aleutians, also held by the Japs. The pictures on the left-hand page show the general terrain of Amchitka and weather conditions. Pictures on this page show how the U. S. is building up bases at Amchitka despite obstacles. The invasion of Attu was the first U. S. offensive action in the North Pacific.



—Official U. S. Navy Photograph.

NAVY TOWN will be built where tents stand today. Men in foxholes are Seabees.



—Official U. S. Navy Photograph.

RUNWAY: Metal strips are laid before the thaw . . .



—Official U. S. Army Signal Corps Photograph.

. . . after thaw, P40 rides dry runway while surrounding area turns to mud.



—Official U. S. Navy Photograph.

NAVY COMMUNICATIONS: Blinker lights are set up on the beach.



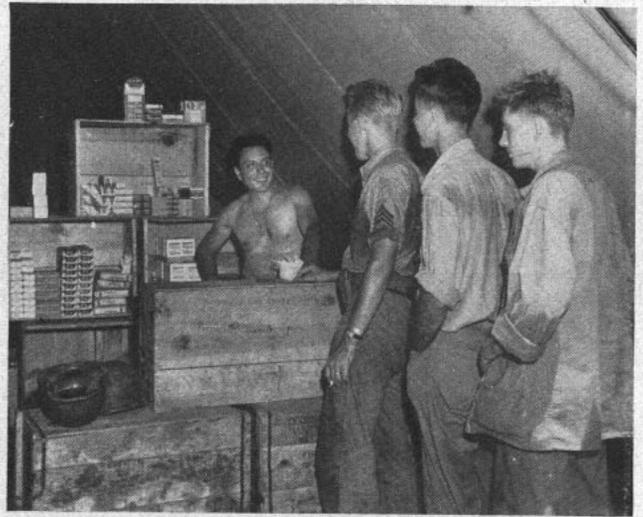
—Official U. S. Navy Photograph.

NEW PIER (right) is built for supply ships. Men in foreground fill sandbags.

GUADALCANAL TODAY, TEN MONTHS AFTER



Main Street, a taxi rolls by ...



... shopping center, a smile for cash customers ...



... city hospital, pals always welcome ...



... phone booth; quiet here, skipper ...



... municipal airport, one of the busier spots ...



*—Official U. S. Marine Corps Photographs.
... Cathedral. "We thank Thee for Thy help."*



—Official U. S. Marine Corps Photograph.

Guadalcanal's Beaches Today: Wrecked Jap Transports

This series of pictures shows some of the destruction inflicted on enemy transports by the U. S. Navy. Top: The *Kinugawa Maru*, a Japanese troopship, lies sunk by the stern off Guadalcanal beach. Bottom left: Around troop transport on the beach lie her landing boats in a mass of debris. Bottom right: The once proud *Kyusuyu Maru*, converted to a troopship, her stern completely decommissioned by American naval gunfire. These vessels were sunk during the engagement of November 13-15 when American forces—led by the cruiser *San Francisco*—scored one of their greatest naval victories. Score card for the Americans in the battle: Sunk—two enemy battleships, eight cruisers, six destroyers, eight transports, and four cargo ships. Damaged—two enemy battleships, one cruiser, and seven destroyers.



—Official U. S. Marine Corps Photographs.

DECORATIONS and CITATIONS

Sub Skipper Orders Ship Down Without Him; Awarded Medal of Honor



Comdr. Gilmore, who sacrificed his life to save his submarine and its crew from possible destruction by a Japanese gunboat.

The Congressional Medal of Honor has been awarded posthumously to Commander Howard W. Gilmore, USN, of New Orleans, La., who sacrificed his life to save his submarine and its crew from possible destruction by a Japanese gunboat. Surface cruising at night in the Pacific, Commander Gilmore's ship encountered the enemy craft which attempted to ram it. The attempt failed and Commander Gilmore succeeded in swinging his submarine around and ramming the gunboat, tearing a hole in her port side.

As the enemy vessel settled and began to sink, it opened fire with heavy machine guns and Commander Gilmore was wounded. Lying on the deck, he ordered the officer-of-the-deck to submerge. Realizing that any delay might cost the loss of his ship and crew, the commander refused to let crewmen carry him below and was swept to his death in the sea.

Although damaged when she rammied the gunboat, Lt. Comdr. Arnold F. Schade, USN, of San Diego, Calif., succeeded in bringing the submarine back to port. He received the Silver Star Medal and the following crew members were awarded the Navy and Marine Corps Medal:

Lts. Landon L. Davis, Jr., USN, of Waynesboro, Va.; Hamilton B. Joslin, USNR, of Seattle, Wash., and Douglas H. Pugh, of Douglas, Ariz.; Louis R. McFall, CRM, USN, of Portland, Oreg.; James D. Jones, RM1c, USN, of Hillsboro, Ga., and William H. Wiles, TM1c, USN, of Byesville, Ohio.

Commander Gilmore was on his fourth war patrol when he lost his life. He had been awarded the Navy Cross and a Gold Star in lieu of a second Navy Cross, for his success against enemy shipping in the previous patrols. His citation for the Medal of Honor:

"For distinguished gallantry and valor above and beyond the call of duty as commanding officer of a United States submarine during her fourth war patrol in the Southwest Pacific. Boldly striking at the enemy, Commander Gilmore sank one Japanese freighter and damaged another by torpedo fire. In the darkness of night an enemy Japanese gunboat closed range and prepared to ram the submarine. Commander Gilmore



—Harris and Ewing Photograph.

LEADING ACE IN WORLD WAR II: Capt. Joseph Foss, USMCR, received the Congressional Medal of Honor from President Roosevelt for "outstanding heroism and courage above and beyond the call of duty." Capt. Foss, with the Marines in the South Pacific, is credited with shooting down 26 Japanese planes and inflicting damage to others, tying the score of Capt. Eddie Rickenbacker, leading ace of World War I. Placing the ribbon around the ace's neck is his wife. Standing beside the President looking on is his mother.

daringly maneuvered to avoid the crash and rammied the attacker instead, ripping into her port side at 17 knots and bursting wide her plates. In the terrific fire of the sinking gunboat's heavy machine guns, Commander Gilmore calmly gave the order to clear the bridge, and refusing safety for himself, remained on deck while his men preceded him below. Struck down by the fusillade of bullets and having done his utmost against the enemy, in his final living moments Commander Gilmore gave his last order to the officer of the deck, "Take her down!" The submarine dived; damaged but under control, she was brought safely to port by her well-trained crew inspired by the courageous fighting spirit of their dead captain."

NAVY CROSS

Rear Admiral Charles H. McMorris, USN, of Wetumpka, Ala., who was

commanding officer of the U. S. S. *San Francisco* during the night action against a Japanese force of cruisers and destroyers, October 11-12, 1942, when his ship was in the van of battle during the entire action, for fighting his ship valiantly, maneuvering with the expertness of an able seaman and striking at the enemy with determined and effective gunfire despite the difficulties of night combat. As captain of the Flagship, he rendered valuable service to the Task Force Commander and contributed materially to the success of our forces.

☆

Rear Admiral Willis A. Lee, Jr., USN, of Rock Island, Ill., who served as commander of a task force in action against Japanese surface vessels off Guadalcanal, Solomon Islands, on the night of November 14-15, 1942, for successfully interposing his force between the Japanese and their objective, upon receiving reports that a large force of hostile ships was proceeding toward Guadalcanal intent

upon landing troop reinforcements and bombarding out positions on the island; for seeking out and engaging an overwhelmingly powerful foe and in the furious battle which followed destroying at least one Japanese battleship, three cruisers and one destroyer, damaging several other vessels, and turning back the remainder of the fleet. He contributed to the frustration of a formidable Japanese offensive.

☆

Rear Admiral Richard K. Turner, USN, of Carmel, Calif., who served as commander of the Amphibious Force in action with Japanese forces during the attack on the Solomon Islands on August 7, 1942, for leading his force in launching the initial attack and, due to his expert leadership and courageous determination, carrying it through to complete victory, while subjected to repeated severe air attacks and intense enemy opposition; for ensuring the holding of the objectives captured by landing supplies and equipment.

☆

Capt. Laurance T. Dubose, USN, of Washington, D. C., for succeeding in holding his ship to her assigned station, while a task force was being subjected to violent and sustained torpedo, dive, and horizontal bombing attacks during action against Japanese naval forces off Santa Cruz Island on October 26, 1942.

Capt. Dubose also was awarded a Gold Star in lieu of a second Navy Cross for fearlessly engaging numerically superior Japanese naval forces in a brilliantly executed attack near Guadalcanal Island on the night of November 12-13, 1942, which resulted in heavy damage to the enemy and failure of the enemy's mission.

☆

Capt. Gilbert C. Hoover, USN, of Columbus, Ohio, who received a Gold Star in lieu of a third Navy Cross for his heroism as commanding officer of a United States warship during the night action against a Japanese force of cruisers and destroyers, October 11-12, 1942. Maintaining the security of the rear in the battle column, Captain Hoover fought his ship valiantly despite the difficulties of night combat and succeeded in sinking a Japanese destroyer on the disengaged side. The determined and effective gunfire of his ship was largely responsible for holding to a minimum the damage to our destroyers in the rear.

☆

Capt. Robert W. Hayler, USN, of Newport, R. I., who served as commanding officer of a United States warship during an engagement with Japanese naval forces on the night



—Official U. S. Coast Guard Photograph.

THEY BOTH HAVE MEDALS: P. L. Clark, Flc, USCG, of Jersey City, N. J., and C. C. Curry, PbM3c, USNR, Poughkeepsie, N. Y., admire each other's medals. Clark received the Navy Cross for consummate courage while operating a landing boat strafed by enemy planes during operations in North Africa. Curry was awarded the Silver Star medal for giving medical treatment to Coast Guardsmen and soldiers under fire on a French Moroccan beach.

of November 30, 1942, for valiantly fighting his ship during action in which several of our vessels were damaged, and maintaining his position in the formation, firing effectively with every weapon at his command. His actions were direct factors in the destruction of several Japanese ships and contributed to the turning back of the enemy forces.

☆

Capt. James E. Maher, USN, of Scranton, Pa., who valiantly fought his ship, maintaining her assigned station and enabling her to provide effective protection for an aircraft carrier during action against Japanese forces near Santa Cruz Islands, October 26, 1942, while his Task Force was being subjected to intense and sustained air attack.

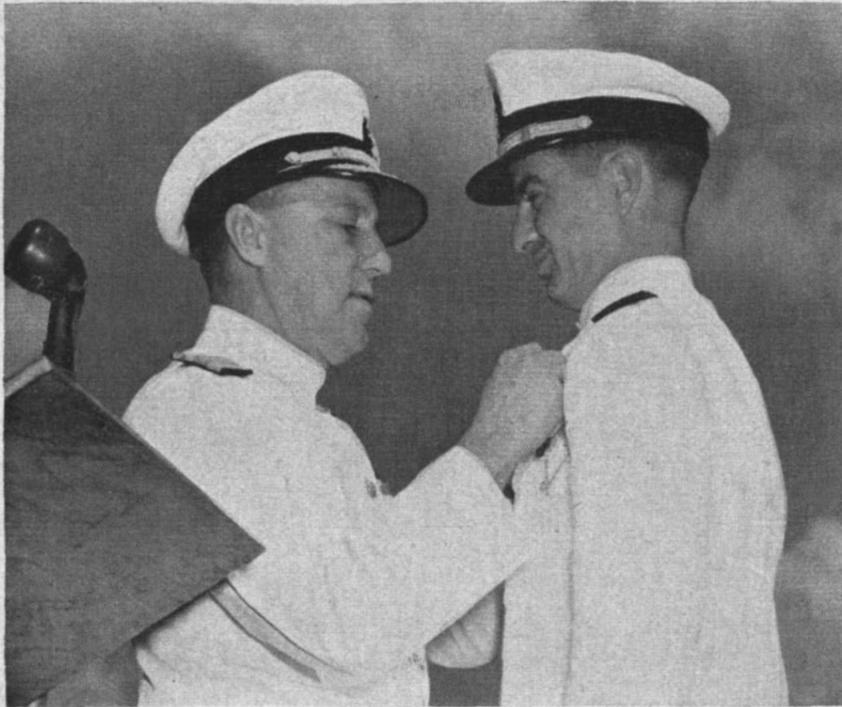
☆

Commander James S. Freeman, USN, of Jasper, Ala., for successfully maneuvering his cargo ship through enemy-infested waters and, in spite of attacks by high altitude bombers and aerial torpedoes, landing supplies and equipment for our forces during the initial operations of occupying the Solomon Islands. On the third subsequent trip to this area his ship was attacked and hit by an enemy

submarine. Commander Freeman beached his ship in order that the cargo and vessel might be saved.

☆

Commander William G. Cooper, USN, of Savannah, Ga., for his actions during the night engagement against the Japanese and the attempted salvage of the U. S. S. *Duncan* on October 11 and 12, 1942, while the commanding officer of a United States warship. Commander Cooper brought his vessel successfully through the battle, directing the fire of his guns with telling accuracy. After retirement of the task force, he remained at the scene of the engagement and directed a vigilant search for our ships which were missing. Locating the *Duncan*, from whose blazing hull explosions were heard, he cautiously approached and left a salvage party aboard, then continued his search for other ships which might need assistance. Finally returning to the *Duncan* and realizing she was beyond saving, Commander Cooper made sure she would not fall into the hands of the enemy. At dawn, he sighted and began picking up survivors. Despite the ever-present danger of enemy ships and aircraft which might be in the vicinity, he continued his extremely hazardous rescue operations until noon, when a total of nearly 200



—Official U. S. Navy Photograph.

HE RECEIVES THE NAVY CROSS: Ensign Hugh B. Davis, USNR, of Muleshoe, Tex., receives the Navy Cross from Rear Admiral C. A. Lockwood, commander, Submarine Forces, Pacific Fleet. Ensign Davis is credited with making his way through hot wreckage, opening a battle-damaged water-tight door "with almost superhuman effort," and leading trapped and suffocating men to safety until he himself was overcome and had to be carried topside.

officers and enlisted men had been placed safely aboard his vessel.

☆

Commander Frederick B. Warder, USN, of Grafton, W. Va., a Gold Star in lieu of a second Navy Cross, for taking advantage of every attack opportunity while on a submarine war patrol in enemy-controlled waters and succeeding in sinking a total of 16,810 tons of hostile shipping and in severely damaging an additional 5,000 tons. He brought his ship through without damage and his crew home without injury or loss of life.

☆

Commander Elliott W. Shanklin, USN, of Lexington, Ky., for his actions as gunnery officer of a United States warship, a post which he filled for 19 months. He participated in numerous engagements, including the battles of the Coral Sea and Midway, and the actions of August 24 and October 26, 1942. In a night action off Guadalcanal Island, the ship's fire sank two Japanese destroyers and inflicted extensive damage upon an enemy cruiser and one battleship. Commander Shanklin's faultless control of the ship's batteries which he implemented by the highest state of readiness, attained through intensive training and drilling, contributed materially to the

success of our forces in these notable battles.

☆

Commander Jesse L. Hull, USN, of West Plains, Mo., for daringly pressing home attacks on Japanese shipping and skillfully maneuvering his vessel in hostile waters, sinking 14,000 tons of enemy shipping, destroying one sampan of 100 tons by gunfire, and severely damaging nearly 14,000 tons, while serving as commanding officer of a United States submarine during a war patrol in enemy-controlled waters from September 23 to November 20, 1942. He handled his craft with such expert seamanship and calm courage that he was an inspiration in maintaining the high morale of his crew.

☆

Commander Donald J. Ramsey, USN, of Newport, R. I., for bringing his ship alongside and assisting in fighting fires on board a task-force carrier which had been seriously damaged by bombs and torpedoes in an attack by the Japanese off the Santa Cruz Islands on October 26, 1942. Although driven away by further enemy air attacks, Commander Ramsey repeatedly returned to the side of the

stricken carrier and continued rendering assistance. Later, maneuvering in the vicinity, he evacuated and rescued survivors.

☆

Commander Rodger W. Simpson, USN, of Belvedere, Calif., commanding officer of a destroyer during action against Japanese forces, who skillfully maneuvered his ship and launched determined and aggressive attacks in which two enemy vessels were sunk and, despite terrific aerial opposition, brought his ship and crew through the successful engagement without loss or damage.

☆

Commander Phillip H. Fitzgerald, USN, of Shepherd, Tex., for fighting his ship while subjected to sustained aerial fire, in an aggressive and determined raid on the enemy, and for pressing home his attack which resulted in the sinking of two enemy vessels without suffering damage to his ship or her personnel.

☆

Lt. Comdr. Hilan Ebert, USN, of Alliance, Ohio, posthumously, for extraordinary heroism as engineering officer aboard the U. S. S. *Northampton* during action against Japanese forces attempting to effect troop landings on Guadalcanal, Solomon Islands, on the night of November 30, 1942. Stationed in the after engine room at the time the *Northampton* was torpedoed and set afire, Lieutenant Commander Ebert persistently carried out his duties despite the fact that his station, immediately after the explosion, became flooded with oil and water.

☆

Lt. Comdr. James Stuart Smith, Jr., USN, of Laconia, N. H., posthumously, for remaining at his station aboard the U. S. S. *Atlanta* while serving as Conning Officer, during action against Japanese forces on November 13, 1942, and directing the course of the ship until he was mortally wounded.

☆

Lt. Comdr. Rintoul T. Whitney, USN, of Arlington, Va., who is missing in action, for exceptionally meritorious conduct and efficiency in time of stress during the bombardment of the Navy Yard, Cavite, P. I., by Japanese air forces beginning December 10, 1941, and during subsequent occupation by the Japanese of the Manila Bay area.

☆

Lt. Comdr. Robert J. Esslinger, USN, of Ypsilanti, Mich., who served as Engineer Officer of the U. S. S. *Kearny*

during the torpedoing of that vessel by an enemy submarine on October 17, 1941. After a quick and accurate analysis of the situation, Lieutenant Commander Esslinger, working under extremely hazardous and difficult conditions, coolly and skillfully surmounted all obstacles and kept the engines operative, permitting the *Kearny* to proceed out of the dangerous submarine area and make port.

☆

Lt. Comdr. David C. White, USN, of Detroit, Mich., for availing himself of every attack opportunity while conducting hazardous submarine patrol operations in enemy-controlled waters resulting in sinking a total of 18,000 tons of enemy shipping and, in addition, inflicting severe damage on a total of 10,000 tons without injury or damage to matériel or personnel of his command.

☆

Lt. Comdr. John R. Craig, USN, of Wilmington, Del., who served as commanding officer of a United States submarine engaged in war patrols, for launching repeated, daring attacks on Japanese shipping, sinking two enemy transports and one cargo ship, totaling 24,000 tons, and damaging three destroyers by accurate and timely torpedo fire, despite the great mental and physical strain of prolonged patrols in enemy-controlled waters.

☆

Lt. Hayden M. Jensen, USN, of St. Paul, Minn., a Gold Star in lieu of a second Navy Cross, for personally shooting down two of a force of 11 Japanese dive bombers which were intent upon raiding our transports and other surface vessels in the Solomon Islands on August 7, 1942, although he often pursued his target through bursting shells of his own antiaircraft fire.

☆

Lt. Vivien W. Welch, USN, of Grand Junction, Colo., who is listed as missing in action, for maintaining station over the enemy after sighting a large force of Japanese warships while conducting a search mission while attached to a bombing squadron aboard a United States aircraft carrier, thereby furnishing information which enabled our air force to launch an effective attack. On a later date he directed his division of planes in a raid on a Japanese cruiser force, fighting through a bursting wall of antiaircraft fire in order to deliver a vigorous dive-bombing attack. Leading a second assault on the same day, he defied opposition from hostile surface craft and Zero fighters to press home an attack against a large enemy transport, maneuvering in



—Official U. S. Coast Guard Photographs.

TROPHIES FROM A SUNKEN GERMAN U-BOAT: Left, Lt. Comdr. Maurice D. Jester, USCG, of Staten Island, N. Y., commander of the cutter *Icarus* which sank a German U-boat off the U. S. East Coast, shows an artificial lung, left, and a life jacket he obtained from the captured Nazi commander. Lt. Comdr. Jester was awarded the Navy Cross for his exploit. Right, Steve M. Kalata, BM1c, of Greensburg, Pa., an *Icarus* crew member, displays other trophies. The Nazi swastika above the captured life jacket was worn on a German undress uniform.

such a manner as to make possible the infliction of heavy damage upon the vessel.

☆

Lt. Ward F. Powell, USNR, of Bay Village, Ohio, leader of a flight of torpedo bombers of the U. S. S. *Hornet* air group in action against Japanese naval forces near Santa Cruz Islands, October 26, 1942, for leading his flight in an attack against the enemy which resulted in two direct bomb hits on a Japanese heavy cruiser, although he was faced with strong fighter opposition and withering antiaircraft fire.

☆

Lt. Stephen L. Stigler, (MC), USNR, of Birmingham, Ala., who served as junior medical officer of the landing force of the Marine raider expedition against Japanese-held Makin Island on August 17-18, 1942, for braving intense enemy fire to evacuate helpless and injured on the front lines and, during evacuation operations, swimming into the surf and rescuing those unable to aid themselves; for conducting several major operations under most difficult circumstances after returning to the ship and, as a result of his skillful and tireless efforts, succeeding in bringing all of his cases back to the base line in excellent condition.

☆

Lt. (jg) Robert L. Fowler, III, USNR, of Katonah, N. Y., posthumously, for

his heroism as torpedo officer aboard the U. S. S. *Duncan* during an engagement with Japanese naval forces on the night of October 11, 1942. Accurately setting up his torpedo director, Lieutenant (jg) Fowler, in the firing of his first torpedo, obtained the initial hit on a hostile cruiser. Before he could fire the remaining torpedoes, he was fatally wounded by a shell which burst in the vicinity of the director.

☆

Lt. (jg) Seymour D. Ruchamkin, USNR, of Brooklyn, N. Y., who is listed as missing in action, for efficiently directing the fighting of fires and the efforts to control damage aboard the warship on which he served as first lieutenant, while under vigorous bombardment by hostile naval units during action against Japanese forces on November 13, 1942. Having led his party to an area below decks to extinguish flames which were raging there, he never returned.

☆

Lt. (jg) Albert K. Earnest, USNR, of Richmond, Va., pilot of a torpedo plane during action against Japanese forces in the Solomon Islands Area, a Gold Star in lieu of a third Navy Cross, because:

On September 16, 1942, as part of a composite striking force which launched an attack against hostile



—Official U. S. Navy Photograph.

FOR EVACUATING CORREGIDOR: *Commander Eugene E. Paro, USN, was awarded the Silver Star Medal by Rear Admiral Edward L. Cochran, Chief of the Bureau of Ships, for his "extremely heroic and intrepid conduct" while attached to a submarine which carried supplies to Corregidor and later evacuated American personnel from the area.*

surface units about 150 miles northwest of Guadalcanal, Lieutenant (jg) Earnest contributed to the scoring of a torpedo hit on a Japanese cruiser; on September 22, together with two other torpedo bombers, he glide-bombed enemy installations at Cape Esperance; on October 9, in a striking force operating 140 miles northwest of Guadalcanal, he obtained a direct hit which put a heavy cruiser out of action; on October 10 and 12, he participated in air raids against Japanese naval units which resulted in another hit on an enemy warship about 165 miles off Guadalcanal.

☆

Lt. (jg) Eugene R. Hanson, USNR, of Denton, Tex., pilot of a torpedo plane during action against Japanese forces in the Solomon Islands Area, a Gold Star in lieu of a second Navy Cross, because:

On September 16, 1942, as part of a group which launched an attack against hostile surface units off Gizo Island, Lieutenant (jg) Hanson contributed to the scoring of a torpedo hit on a Japanese cruiser; on Septem-

ber 24, in company with two dive bombers, he participated in a raid against enemy destroyers which were putting troops ashore at Cape Esperance and scored one probable hit with a 500-pound bomb; on October 10, he piloted a torpedo plane in a striking force against two light cruisers and four destroyers about 170 miles off Guadalcanal; on October 12, while attacking two heavy cruisers, he scored a direct hit on one of the enemy vessels; during a night attack on October 23, he released twelve 100-pound bombs on Japanese troop concentrations to the west of our lines on Guadalcanal. Shot down by enemy gunfire during this engagement, he effected a successful crash-landing about one mile offshore, thus enabling himself and his crew to swim to a point beyond our front lines.

☆

Lt. (jg) Karl B. Satterfield, USNR, of High Gate, Mo., leader of a section of torpedo bombers of the U. S. S. *Hornet* air group in action against Japanese naval forces near Santa Cruz Islands on October 26, 1942, for pressing home an attack

against the enemy which resulted in a direct torpedo hit on a Japanese heavy cruiser, although he was faced by strong fighter opposition and withering anti-aircraft fire.

☆

Lt. (jg) Theodore E. Krepski, USNR, of New York, N. Y., for persistently returning to the side of the burning U. S. S. *Lexington* in the Coral Sea on May 8, 1942, and under a hail of flaming debris from exploding bombs, ammunition, and gasoline, effecting a series of rescues as officer in charge of a boat detailed to rescue survivors, in which he saved the lives of many members of the vessel's crew who otherwise might have perished.

☆

Ensign Ralph L. Holton, USN, of Kalamazoo, Mich., who is listed as missing in action, for effecting a series of rescues in which he saved the lives of many members of the crew of the U. S. S. *Lexington* in the Coral Sea on May 8, 1942, when, as officer in charge of a boat detailed to rescue survivors of the stricken carrier, he persistently returned to the side of the *Lexington* under a hail of flaming debris from exploding bombs, ammunition, and gasoline, and carried the crew members away.

☆

Ensign Donald E. Runyon, USN, of La Jolla, Calif., for shooting down two Japanese dive bombers on August 7 and one twin-engined torpedo plane and one Zero fighter on August 8, despite tremendous counter fire from hostile fighters in the Solomon Islands while serving as section leader of a fighting squadron.

☆

Ensign Joseph R. Daly, USNR, of New York, N. Y., for destroying 2 of a hostile force of 27 twin-engined bombers before they could release their bombs, although he was viciously intercepted by Zero fighters during action against Japanese forces in the Solomon Islands on August 7, 1942; for continuing in the engagement until he was severely injured, suffering 9 bullet wounds and second-degree burns before his plane, eventually shot down by hostile fire, crashed into the sea.

☆

Carpenter Albert A. Bartholomew, USN, of Honolulu, T. H., for entering a compartment flooded with about 5 feet of fuel oil and water, swimming nearly 30 feet through the liquid in a heavy concentration of oil fumes and closing a watertight door, during an attack by Japanese aircraft near Rennell Island on January 29-30, 1943, when he became aware of the

perilous threat to the buoyancy and stability of his ship, the U. S. S. *Chicago*.

☆

Leading Signalman C. Buchanan, Royal New Zealand Naval Volunteer Reserve, who served on board a corvette in action against a Japanese submarine near Guadalcanal Island on the night of January 29-30, 1943, for, although mortally wounded and gallantly disregarding his own serious condition, remaining at his battle station, skillfully training the searchlight and illuminating the target for the guns of his ship. Dauntlessly performing his task while the corvette attacked with depth charges, forcing the Japanese submarine to the surface and ramming it, Leading Signalman Buchanan, by his intrepid devotion to duty, aided materially in the destruction of the enemy vessel.

☆

Thomas Peet Johnston, Jr., BM1c, USN, of Rochester, N. Y., who served as trainer of main battery director one on board a United States warship during action against a numerically superior Japanese naval force off Savo Island, Solomon Islands, on November 13, 1942, for continuing at his post for 5 hours, skillfully training on the directed Japanese battleship, although he was bleeding profusely from severe lacerations about the head.

☆

Gust Junior Swenning, SF2c, USN, of Melvin, Tex., posthumously, for unhesitatingly diving through the oil and water in a flooded compartment to close a watertight door when his ship was struck by a torpedo during action against Japanese forces off Savo Island on the night of November 30, 1942, while a member of the forward repair party aboard a United States warship.

☆

Gerald Jared Metsker, Cox, USN, of Seattle, Wash., for promptly taking measures to prevent further explosions and the spread of anticipated flooding to adjacent spaces, when enemy torpedo fire started the slow flooding of his battle station during night action against numerically superior Japanese forces off Savo Island, Solomon Islands on November 13, 1942. When ordered from his post, Metsker skillfully assisted in the task of damage control, descending into the pit of the exposed area in order to cover a light which might have betrayed the position of the damaged ship to the enemy.

☆

John Stanley Evans, Jr., Cox., USNR, of Columbus, Ohio, who was coxswain of a landing boat containing assault



—Official U. S. Navy Photograph.

MOROCCAN CAMPAIGN HERO: *The Air Medal recently was awarded to Thomas R. Griffith, ACMM, USN, of Roundup, Mont., for the part he played in the Moroccan campaign. The presentation was made by Rear Admiral P. N. L. Bellinger, USN, Commander Air Force, Atlantic Fleet, at the Norfolk NAS dispensary, where Griffith was recovering from injuries received when he was forced to parachute from his plane following a recent midair collision.*

troops in action against Japanese forces in the Solomon Islands on August 7-8, 1942, for conducting his boat to a beach on one of the islands, disembarking and remaining ashore, then evacuating the wounded and the majority of the uninjured personnel to another island. Later, under a vigorous shelling by Japanese machine guns and mortars, he carried injured survivors to a naval vessel and successfully led an assault wave of boats containing Marines against Tanambogo, thereby contributing to the landing on and capture of that island.

☆

Joseph Lloyd Pagel, S2c, USNR, of Detroit, Mich., who served as control circuit telephone talker in the starboard 5-inch director on board a United States warship during night action against a numerically superior Japanese naval force off Savo Island, Solomon Islands, November 13, 1942, for continuing his task of transmitting control orders and reports after his battle station was struck by a 14-inch enemy bombardment shell, and he was severely wounded in both legs by a large fragment. Although weakened from loss of blood, he refrained from reporting his serious condition until a lull in the action permitted his relief, thus assuring uninterrupted control of his battery

which was engaged in illuminating the Japanese vessels with star-shell fire.

DISTINGUISHED SERVICE MEDAL

Rear Admiral William A. Glassford, Jr., USN, of Phoenix, Ariz., who served as head of a mission of grave importance at Dakar, French West Africa, for his intelligent and tactful direction of negotiations with the representatives of France, by which he was able to pave the way for close and effective operations at sea in that important area. His profound understanding and judicious conduct of an undertaking of far-reaching significance were decisive factors in the successful accomplishment of a strategic mission.

☆

Rear Admiral Mahlon S. Tisdale, USN, of Annapolis, Md., who served as task group commander of a task force during action against Japanese forces eastward of the Solomon Islands on August 24, 1942, for inflicting heavy losses on attacking Japa-



—Official U. S. Coast Guard Photograph.

THROUGH A HAIL OF MACHINE-GUN BULLETS en route to his transport, George W. Klemcbuk, 23, USCG, noticed that some of his shipmates were having difficulty getting their landing barges off the African beaches. Disregarding his own safety, Klemcbuk went back to help them and was hit by shrapnel. Before being wounded he made five trips to the beach on a landing barge, carrying men and supplies. He was recently awarded the Purple Heart by Rear Admiral Robert Donohue, Chief of Coast Guard Personnel.

nese air groups, thereby contributing in large measure to the ultimate success of our forces in this engagement.

☆

Rear Admiral Richard K. Turner, USN, of Carmel, Calif., who served as commander of the Amphibious Force of the South Pacific Force of the United States Pacific Fleet, for commanding the task forces employed in transporting, landing, and supplying our men occupying the Solomon Islands from August 7 to December 10, 1942, and, in spite of repeated attacks on our supply line by Japanese submarines, ships, and planes, kept reinforcements and material moving steadily to our bases, thereby contributing in great part to the success of the American occupation of that area.

SILVER STAR

Capt. Pat Buchanan, USN, commanding officer of a United States vessel landing troops and supplies in the Guadalcanal area during August, October, and November, 1942, for fighting his ship through repeated high

bombing and torpedo attacks by Japanese aircraft to land vitally needed reinforcements. When he again entered these waters, his ship was severely damaged by enemy dive bombers near Lunga Point, but Captain Buchanan, by his expert seamanship and fighting spirit, kept the vessel afloat and brought her to port under her own power.

☆

Commander William B. Fletcher, Jr., USN, of Bowie, Md., for maneuvering his cargo ship with great courage and skill and, in spite of continued attacks by enemy high altitude, dive-bombing, and torpedo planes, landing vital and essential cargoes of food, ammunitions, and gasoline for our troops in the Solomon Islands during our occupation of the area, without damage to his vessel.

☆

Commander Henry C. Flanagan, USN, of Philadelphia, Pa., for maneuvering his ship with such skill and courage that on each occasion of his carrying much-needed supplies through enemy-infested waters to our forces in the Guadalcanal area, he landed his reinforcements and equipment without loss of personnel or damage to his vessel, despite re-

peated attacks by enemy aircraft and submarines, and the proximity of strong Japanese surface forces.

☆

Commander Bromfield B. Nichol, USN, of Nashville, Tenn., and Lt. Comdr. Horace D. Moulton, USNR, of Huntington Park, Calif., for their actions while serving on the staff of a Task Force Commander during a series of highly successful offensive missions. While under constant threat of attack by air and submarine, the Task Force to which they were attached repeatedly steamed for protracted periods in enemy waters and in close proximity to enemy territory and bases. Largely due to their skill and determination under fire, only minor damage was suffered from attacking heavy bombers. In addition, they contributed materially to the marked success of the other actions, through which the Task Force came unscathed after inflicting extremely heavy damage on Japanese installations and shipping.

☆

Commander Austin C. Behan, USN, of Newport, R. I., for skillfully directing the fighting of fires aboard a United States cruiser on which he was serving as first lieutenant. Immediately subsequent to an engagement with Japanese forces off Tassafaronga, Guadalcanal, on November 30, 1942, with his ship torpedoed and fire raging near the mainmast, Commander Behan directed fighting the flames until they were brought under control and finally extinguished.

☆

Lt. Comdr. Robert I. Olsen, USN, of Waukegan, Ill., who as assistant approach officer on two war patrols rendered invaluable assistance to the commanding officer of a United States submarine during five attacks during which four enemy ships, totaling 48,353 tons were sunk, and one severely damaged.

☆

Lt. Comdr. Horace D. Moulton, USNR, of Huntington Park, Calif., for successfully serving on the staff of a task force commander during a series of offensive missions, including attacks on the Marshall and Gilbert islands, raids on Wake and Marcus Islands, the Battle of Midway and similar operations in the Central Pacific. While under constant threat of attack by air and submarine, the task force to which Lieutenant Commander Moulton was attached repeatedly steamed for protracted periods in enemy waters and in close proximity to enemy territory and bases. Largely due to his skill and determination under fire, only minor damage was suffered from attacking heavy bombers. In addition, he contributed

materially to the success of other actions, through which the task force came unscathed after inflicting heavy damage on Japanese installations and shipping.

☆

Lt. Comdr. Roy S. Benson, USN, of Concord, N. H., commanding officer of a United States submarine during a submarine war patrol in enemy-controlled waters, 15 days of this period having been spent close to the Japanese homeland, for pressing home attacks with great courage and daring against enemy forces. As a result his submarine sank one freighter of 5,000 tons and damaged 24,100 tons of enemy shipping. Lieutenant Commander Benson succeeded in bringing his vessel back to port with no material damage and with his crew in excellent fighting spirit.

☆

Lt. Comdr. Thomas W. Hogan, Jr., USN, of Canton, Ga., who served as officer of the deck aboard a United States submarine during a successful surface attack in Japanese coastal waters for keeping his commanding officer informed as to the proximity of all enemy ships, and through his efficiency, contributing to the severe damaging and probable sinking of an 8,748-ton passenger-freighter.

☆

Lt. Comdr. Eugene C. Rider, USN, Nyack, N. Y., for the prompt organization of a fire-fighting party when a United States warship on which he was serving was attacked by Japanese aircraft while lying at anchor. Acting on his own initiative when an enemy bomb struck his ship and set it ablaze in the immediate vicinity of the fuel tanks and magazine, Lieutenant Commander Rider and his fire-fighting party, in the face of imminent explosions, brought the fires under control despite continued enemy strafing.

☆

Lt. Comdr. William E. Ferrall, USN, of Pittsburgh, Pa., for taking advantage of every favorable attack opportunity while on war patrol in Japanese waters as commander of a United States submarine; for success in sinking one Japanese submarine of 1,400 tons and one freighter of 6,000 tons, and severely damaging another freighter of 4,800 tons. He brought his ship through without material impairment and his crew home without injury or loss of life.

☆

Lt. Comdr. George M. Bowman, USNR, Fresno, Calif., for devising and installing a new electrical hook-up aboard a United States aircraft car-



—Official U. S. Coast Guard Photograph.

Advancement in rating for meritorious conduct at Guadalcanal: Robert J. Canavan, Cox., USCG, saw the boatswain and four shipmates jump from a boat into the sea to escape machine gun fire from a Japanese cruiser near Guadalcanal. Canavan (photo) stuck to the craft until she was full of holes and then played dead in the water while the Japs machine-gunned and killed his shipmates. After being in the water 19 hours, he reached Florida Island, but was not satisfied to "sit around the hospital." Fearing that he would not be permitted to return to the fighting at Guadalcanal, he stowed away on a transport plane and flew there, reporting to Coast Guard officers immediately upon arrival. For his meritorious conduct, Canavan was advanced in rating from Sic to Cox.

rier while emergency repairs were being made under extremely difficult and dangerous conditions. His prompt action aided materially in avoiding exposure to attack.

☆

Lt. Comdr. William E. Seipt, USN, of Sparrows Point, Md., who, as communication officer on the staff of the commander cruisers of a task force, served in positions of definite responsibility aboard various flagships of the United States Pacific Fleet in advanced combat areas, and contributed materially to the success of the many actions in which he participated.

☆

Lt. Comdr. Floyd B. T. Myhre, USN, of Chevy Chase, Md., who as officer in charge of the salvage party of a United States warship guarded the blazing and abandoned U. S. S. *Duncan* and kept it from falling into enemy hands. After checking depth charge settings, Lieutenant Commander Myhre reembarked his party

and stood by the vessel until dawn. Upon reboarding her, steps were taken first to repel any possible enemy attack and then to insure that she could be destroyed before capture. After his men had tried to check the blaze which every moment grew more intense, Lieutenant Commander Myhre finally was forced to abandon salvage operations.

☆

Lt. Comdr. George E. Porter, USN, of Oakmont, Pa., who as executive officer of a United States submarine, through sound advice in tactical situations, contributed in great part to the success of patrols which resulted in the sinking of 61,800 tons of enemy shipping and in the damaging of a 22,000-ton converted aircraft carrier.

☆

Lt. Comdr. Hylan B. Lyon, USN, of Great Neck, N. Y., serving as assistant approach officer aboard an American submarine, for rendering invaluable service in the fire control of the craft which resulted in sinking of 21,400 tons of enemy shipping.

☆

Lt. Comdr. Benjamin Coe, USN, of Long Beach, Calif., for his leadership of a United States destroyer which frequently reentered the Guadalcanal-Tulagi area, despite persistent opposition by the enemy, in order to escort and protect vessels carrying reinforcements and supplies for Marine forces.

☆

Lt. Comdr. Joseph C. Wylie, Jr., USN, of Glen Ridge, N. J., for directing the ship, gun, and torpedo control of the vessel of which he was executive officer, so that heavy damage was inflicted on two enemy heavy cruisers and a third was sunk during night engagements with Japanese forces off Savo Island, November 12-13 and November 30-December 1, 1942.

☆

Lt. Comdr. Payton L. Wirtz, USN, of Mount Washington, Md., commanding officer of a United States destroyer in action in the Solomon Islands, August 7, 1942. In addition to participating in the initial attack against the islands, Lieutenant Commander Wirtz frequently brought his ship into the Guadalcanal-Tulagi area in the face of persistent Japanese air raids in order to escort and protect vessels bearing reinforcements and supplies to Marine forces established on the island shore.

☆

Lt. Comdr. Lester O. Wood, USN, of Annapolis, Md., who was acting as commanding officer of a United States warship during an attack by

Japanese aircraft while the vessel was lying at anchor, for having his ship at general quarters and underway, skillfully evading bombs and heading for open sea, within 5 minutes after the enemy planes appeared over the harbor and opened fire on shipping and shore establishments. In spite of expert maneuvering and persistent defensive anti-aircraft fire, which had driven off several Japanese divebombers, the ship was severely hit, fires started and the steering control lost. Lieutenant Commander Wood brought the fires under control, maneuvered clear of the shoals and burning ships in the harbor, reached the open, and finally dropped anchor in a small bay, thus saving the ship from destruction by the enemy.

☆

Maj. Guy C. Narter, USMC, of North Tiverston, R. I., for leading out a wire crew on Guadalcanal, Solomon Islands, following heavy Japanese naval bombardment, in order to lay a telephone trunk line to headquarters after all others had been destroyed. During construction of the circuit, the crew was caught in the open and exposed to hostile bombing on five separate occasions. However, despite this hazardous distraction, at no time did the personnel scatter or suspend their activities. Under Major Narter's leadership, they were able to complete their mission before daylight and thus establish wire communication between headquarters and important units.

☆

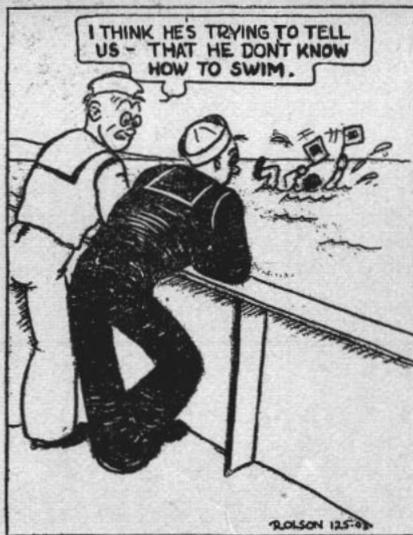
Lt. Oliver M. Ramsey, USN, of Fairchild, Wis., posthumously, for outstanding action while serving as flag lieutenant to the commanding admiral in a battle against Japanese naval forces off Savo Island, Oct. 11-12, 1942. During the most critical moments of the battle, Lieutenant Ramsey relayed his keen observations of our own and enemy gunfire and ship losses, and coolly and efficiently carried out the many vitally important duties assigned him, thereby contributing immeasurably to the effective operations of the forces under his admiral's command.

☆

Lt. John R. Wadleigh, USN, of Jamestown, R. I., who as aide and flag lieutenant on the staff of commander cruisers of a task force, and while serving in a position of definite responsibility aboard various flagships of the United States Pacific Fleet in advanced combat areas, contributed materially to the success of the many actions in which he participated.

☆

Lt. Russell H. Walker (MC) USN, of Laramie, Wyo., who left his place of



—Great Lakes Bulletin.

safety and administered emergency treatment to a member of the Marine Corps who had sustained a compound fracture when struck by shell fragments while Guadalcanal was under heavy bombardment by hostile naval aircraft.

☆

Lt. John F. Walling, USN, of Nantucket, Mass., for his outstanding conduct as diving officer of a United States submarine during successful attacks against one enemy *Kongo* class battleship and a Japanese patrol vessel.

☆

Lt. Richard H. Bowers, USN, of Annapolis, Md., for his outstanding work as diving officer of a United States submarine during the first two war patrols in Japanese controlled waters. By his excellent work Lieutenant Bowers made possible undetected approaches to within close firing range of enemy vessels which resulted in sinking 66,450 tons and severely damaging 14,200 tons of shipping.

☆

Lt. Bladen D. Claggett, USN, of Baltimore, Md., for contributing directly to the sinking of 66,450 tons and the severe damaging of 14,200 tons of enemy shipping by his excellent judgment and quick, accurate analysis of all problems, while serving as gunnery officer and torpedo officer of a United States submarine during the first two war patrols in Japanese dominated waters.

☆

Lt. Richard M. Farrell, USN, of Detroit, Mich., for assisting in sinking 21,400 tons of enemy merchant shipping while serving as diving officer of a United States submarine during the first two war patrols in Japanese

waters. Maintaining excellent trim control, Lieutenant Farrell assisted materially in bringing the submarine safely through engagements with the enemy. On each of two other occasions, while he was officer of the deck at night with his submarine surfaced, he sighted a Japanese ship and conned the submarine into an advantageous position from which she was able to sink the enemy vessel.

☆

Lt. Louis Verbrugge, USN, of San Pedro, Calif., engineering officer of the U. S. S. *Neosho*, who, despite difficult conditions aboard his ship because of severe aerial attacks by the Japanese, and with the ship in imminent danger of capsizing, remained in the engineering spaces until assured it was impossible to restore power.

☆

Lt. James L. Jordan, USN, of New London, Conn., diving officer of a United States submarine during the first three war patrols in Japanese controlled waters, for his action, while serving as officer of the deck when he sighted smoke from a Japanese ship on the horizon, in assisting in launching an aggressive attack, cutting off the enemy's escape, and finally sinking the 10,900-ton vessel, and for contributing to the success of the submarine in sinking a total of 61,800 tons of enemy shipping and severely damaging a 22,000-ton converted aircraft carrier.

☆

Lt. Douglas N. Syverson, USN, of Marquette, Mich., for assistance in enabling a United States submarine on which he served as torpedo and gunnery officer during seven patrols, to sink, during the last patrol, one Japanese freighter-transport of 9,310 tons and inflict severe damage upon another.

☆

Lt. John H. Brandt, USN, of Lynden, Wash., for supervising the launching of floater nets and life rafts in spite of side and back injuries while serving aboard the U. S. S. *Chicago* during an engagement with enemy aircraft near Rennell Island January 29-30, 1943. Seeing an injured man who had no life jacket, Lieutenant Brandt took off his own and gave it to him, even though he himself had to go over the side of the abandoned ship without one.

☆

Lt. Frank J. Broccolo (MC), USNR, of Cicero, Ill., who is listed as missing, for his actions while serving as medical officer aboard the U. S. S. *Duncan* during action against Japanese naval forces off Savo Island on the night of October 11, 1942. Although shells struck the ship immediately adjacent to the forward dressing station, Lieutenant Broccolo, despite ever-increas-

ing danger from raging fires, courageously stood by to administer to the wounded. Undiscouraged by the mounting toll of damage, and determined to render maximum aid with available facilities, he was searching for medical supplies amid the wreckage of sick bay when another bomb exploded in that vicinity.

☆

Lt. Frederick E. Janney, USN, of Winnetha, Ill., who by extraordinary coolness under fire and accurate solving of torpedo-control problems, contributed materially to the sinking of 1 hostile freighter of 9,400 tons and the severe damaging of 3 others totaling 18,139 tons, while under extremely difficult and dangerous conditions.

☆

Lt. Emerson H. Dimpfel, USNR, of Oakland, Calif., for obtaining and continuing to keep perfect depth control during all conditions of operations on two war patrols in Japanese-controlled waters, while serving as diving officer of a United States submarine. Through 8 attacks he regulated the depth control with such success that the submarine was able to sink 6 enemy vessels aggregating 48,353 tons and to severely damage 2 other enemy ships.

☆

Lt. James L. Foley, USN, of Montico, Calif., who served as commanding officer of a United States warship which assisted in fighting fires on a cargo vessel damaged by the enemy. In spite of the intense heat and gigantic flames, Lieutenant Foley steered his ship alongside and assisted in fighting the raging fires until ordered to get clear by the commanding officer of the cargo vessel when the situation appeared hopeless. Standing by, Lieutenant Foley was soon able to return and give further assistance. He contributed to the saving of the ship and much of its cargo.

☆

Lt. John B. Dudley, USN, of Marietta, Ga., who served as gunnery and assistant approach officer on a United States submarine during two war patrols in enemy-controlled waters, for rendering invaluable assistance by his accurate interpretation of firing data during 8 attacks on Japanese ships, in which 6 vessels totaling 48,353 tons were sunk and 2 were badly damaged.

☆

Lt. Marion W. Dufilho, USN, of Long Beach, Calif., pilot of a fighter plane who is listed as missing in action, for aiding in destroying a group of Japanese bombers which he intercepted as they launched an attack on our naval forces during the Solomon Islands campaign. Although he was opposed by an overwhelming number of Zero



—Press Association Photograph.

Marines About to Leave on Foreign Duty Jump 33 Feet Into Debris-Filled Pool

After the jump, they must completely undress in the water, and then swim through the floating wreckage to the opposite end of the pool. The scene: Camp Pendleton, Calif.

fighters, he aided in the destruction until he was shot down.

☆

Lt. (jg) Robert E. Dimmitt, USNR, of San Bernardino, Calif., for carrying out his duties coolly and courageously and giving invaluable aid to the first pilot, throughout the engagement when the patrol plane of which he was copilot was attacked by eight Zero-type fighters. Despite painful shrapnel wounds in his leg and arm, Lieutenant (jg) Dimmitt succeeded in extinguishing a blaze started by enemy fire. During the 7 days prior to his rescue after the plane had made a crash landing, he originated numerous measures for the greater comfort and safety of his comrades.

Lt. (jg) James Mercer, USNR, of White Plains, N. Y., who served as assistant approach officer, assistant engineer officer, and later as communications officer aboard a United States submarine during seven successful war patrols against the enemy, for contributing to the sinking of one hostile freighter of 9,310 tons and the severe damaging of another.

☆

Lt. (jg) Simon F. Hirschberg, USNR, of Jacksonville, Fla., who as officer in charge of a United States Navy Armed Guard crew aboard a merchant vessel, accounted for the destruction of two enemy planes, and one "E" boat, and prevented his ship and valuable cargo from falling into the hands of the enemy. Lieutenant

(jg) Hirschberg's vessel withstood a 60-hour attack by bombers, E boats, and shell fire, and, finally rent by a torpedo, it was necessary to complete her destruction to prevent the capture of the cargo.

☆

Lt. (j. g.) John L. Laird, USNR, of Minneapolis, Minn., who was commanding officer of the United States Navy Armed Guard Crew aboard a United States merchant vessel which was attacked by enemy planes and submarines, for directing his crew's gunfire so that seven enemy aircraft were shot down into the sea and many more were damaged.

☆

Ensign Erling W. Fredell, USNR, of Jerome, Ariz., who was in charge of a repair party aboard a United States

cruiser during an engagement with Japanese naval forces off Guadalcanal. Fighting his way through the fire which followed the torpedoing of his ship, Ensign Fredell, despite the imminent danger of exploding ammunition, succeeded in getting forward to direct the leading out of hoses from undamaged fireplugs. Seeing an injured man in the vicinity of the ammunition, Ensign Fredell rescued him and then continued to direct his men for 7 hours, assisting materially in bringing the fire under control.

☆

Ensign Thaddeus Thorpe, usn, of Chicago, Ill., who was attached to a submarine detachment in action against the Japanese at Fort Mills, Corregidor, from January 1 to April 10, 1942, for risking his life on numerous occasions to carry out vital

missions during the siege and the subsequent evacuation of personnel from that area. His efforts contributed immeasurably to the operations of the various units and to the defense of Corregidor.

☆

Ensign Floyd E. Hoskins, usn, of Long Beach, Calif., for devising and installing a new electrical hook-up through which power could be restored after his warship had been damaged in a torpedo attack by Japanese forces. Ensign Hoskins worked under extremely difficult and dangerous conditions during the emergency repairs.

☆

Torpedoman Phineas Causey, usn, of East St. Louis, Ill., for calmly and fearlessly continuing to direct the fire of his men throughout an action while aboard a United States warship, although he was standing in an exposed position which was raked by enemy guns, and he was suffering from wounds received in a strafing attack by enemy dive bombers.

☆

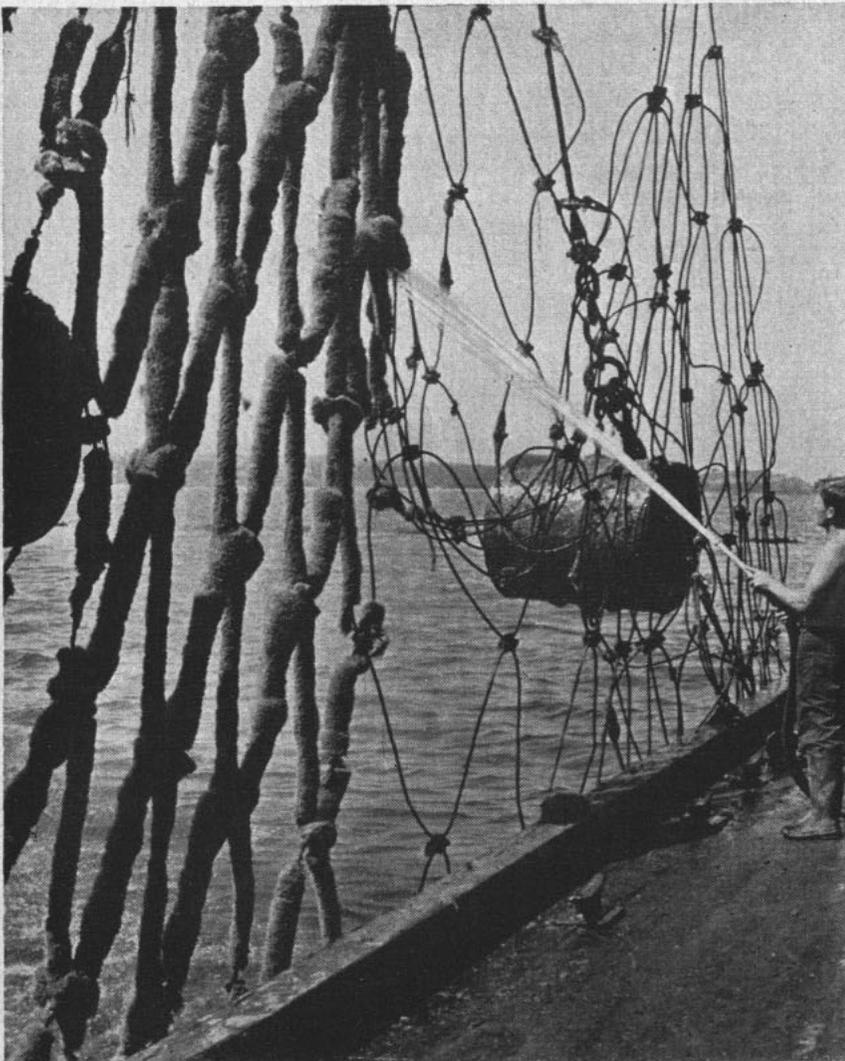
Carroll Edgar Whitham, CBM, usn, of Long Beach, Calif., for gallantry in action aboard a United States warship during the opening offensive against enemy shore positions in Tulagi Bay, August 7, 1942. When an explosion occurred in a forward gun mount, resulting in a number of casualties, Whitham rushed into the smoking mount, helped extinguish flames from the burning clothing of two injured and unconscious members of the gun crew and assisted in carrying them to safety.

☆

John Hardin White, CTM, usn, of Louisville, Ky., who served aboard the U. S. S. *Sturtevant* when that ship was sunk in April 1942. Realizing that, since communications had been cut off, he would not be able to receive word to abandon ship and, faced by the possibility of further explosions, White risked his life and remained on board the sinking vessel to supervise the task of setting all depth charges on "safe." Since the *Sturtevant* was going down in shallow water, his extreme care in checking charges which were set for shallow barrage prevented great loss of life to men on rafts and swimming in the vicinity.

☆

Jacob Robert Pershing, AMM1c, usn, of Littleton, Ill., who carried injured shipmates out of the blazing area and brought them to a point on the flight deck of the U. S. S. *Hornet* where medical treatment could be administered during an enemy aerial attack on the carrier in the vicinity of the Santa Cruz Islands on October 26, 1942.



—Official U. S. Navy Photograph.

Before and After

Submarine nets, protecting American harbors against enemy undersea craft, become fouled with marine growth and must be periodically washed. At the left, a portion of a net is heavy with barnacles and other growth. Another part of the net (right) has been washed with a fire hose.



—Official U. S. Signal Corps Photograph.



—British Official Photograph.

New Buggies for Allied Land, Air Forces

SEA-GOING TRUCKS: *The U. S. Army takes to the water in this combination land-sea vehicle here sailing down a river. She weighs a quarter of a ton and was designed for operations over water and land.*

NEW RAF FIGHTER: *The Typhoon, said by the British to be the fastest fighter in the world. The Typhoon 1-A is armed with twelve .303 Browning guns, six in each wing. The 1-B has four .20 MM bispano guns, two on each side.*

Almon Flemming Gillette, BM1c, USN, of Portland, Oreg., for contributing materially to the saving of many lives as a member of a boat crew detailed to rescue survivors from the U. S. S. *Lexington* in the Coral Sea on May 8, 1942. Persistently returning to the side of the stricken carrier, Gillette, under a hail of flaming debris from exploding bombs, ammunition, and gasoline, performed strenuous rescue work in pulling men out of the water.

☆

Wayne Donald McFetrich, AOM1c, USN, of San Diego, Calif., for entering a compartment to secure an unexploded bomb aboard the U. S. S. *Hornet* while that vessel was under tremendous aerial bombardment by Japanese forces in the vicinity of the Santa Cruz Islands on October 26, 1942.

☆

Thomas Howell Smith, jr., MM1c, USN, of Montgomery, Ala., for contributing materially to the saving of many lives while a member of a boat crew detailed to rescue survivors from the burning U. S. S. *Lexington* in the Coral Sea May 8, 1942. Persistently returning to the side of the stricken carrier, Smith, under a hail of flaming debris from exploding bombs, ammunition, and gasoline, performed strenuous rescue work in pulling men out of the water.

☆

Dale Emerson Wilson, PhM1c, USN, of Madison, S. Dak., for leaving the security of his shelter during action against Japanese forces on Guadal-

canal, Solomon Islands, and with utter disregard for the bombs that were exploding on all sides, moved onto the field to a completely exposed position in order to render first-aid treatment to his wounded comrades. Largely as a result of his heroic and courageous conduct, the lives of many of the injured were saved.

☆

Vincent Charles Gray, PhM1c, USNR, of Toledo, Ohio, who, in the face of devastating Japanese fire while serving with the First Battalion, Seventh Marines, on Guadalcanal, administered first aid to his wounded comrades, many of whom were killed by the enemy as he tended them.

☆

Herbert Adolph Henry Gatzke, BM2c, USN, of Atalissa, Iowa, for aiding in handling lines and fighting a raging fire on the flight deck of the U. S. S. *Hornet* during aerial bombardment by enemy planes in the vicinity of the Santa Cruz Islands. Despite severe burns on his hands, Gatzke refused to submit to medical treatment and carried on until the flames had been completely extinguished.

☆

Jennings Jack Bennett, BM2c, USN, of Chehalis, Wash., who was serving as a member of the gun crew of the Armed Guard aboard a United States merchantman when that ship was attacked and sunk by an enemy raider, for remaining in his exposed position, although painfully wounded, and continuing to direct and assist in

the loading of his gun until it was rendered useless. While his companions were abandoning ship, Bennett remained aboard tossing life preservers to the men struggling in the water and assisted in lowering the port life boat.

Wounded again by four splinters of shrapnel, one piece piercing his arm and pinning him to the deck, Bennett, by a superhuman effort, freed himself and rolled off into the sea. He miraculously escaped the fire of enemy machine guns directed at him and was blown out of the water by the concussion of two torpedoes fired into his ship. Suffering acutely from innumerable wounds and faint from loss of blood, he swam to a life raft and climbed aboard before losing consciousness.

☆

Leonard George Turner, AMM2c, USN, of Bloomdale, Ohio, who, when an enemy bomb exploded near his station on the flight deck of the U. S. S. *Hornet* causing a large fire and wounding several persons when that vessel was under aerial attack by the Japanese in the vicinity of the Santa Cruz Islands on October 26, 1942, carried an injured shipmate out of the blazing area and brought him to a point where medical treatment could be administered.

☆

Thomas Samuel MacMillan, RM2c, USNR, of Duluth, Minn., for performing his tasks in perfect coordination with his shipmates during an attack on an enemy warship and landing barge off Guadalcanal, which resulted

in the destruction of the ship and the subsequent strafing of the landing barge.

☆

Robert Lee Smith, PhM3c, USN, of Springfield, Ill., posthumously, for continuously administering to and alleviating the suffering of his injured comrades during action against Japanese forces on Guadalcanal September 12-13, 1942, and while exposed to fire from rifles, machine guns, and hand grenades in the hands of the enemy. Shortly after daybreak on the morning of September 13, while rushing to the aid of a wounded man, he was struck down by Japanese fire.

☆

Donald Owen Graffius, GM3c, USN, of Youngstown, Ohio, for remaining at his post of duty aboard a United States warship during the opening offensive against Japanese shore positions in Tulagi Bay in the face of impending fire and explosion in the magazine of a damaged 5-inch gun mount. Graffius acted to insure the safety of other personnel at his station and of the ship. Keeping the commanding officer constantly informed of developments by telephone, he prevented the unnecessary flooding of his group of magazines.

☆

John Will Foster, Jr., GM3c, USN, of Splendoria, Tex., who served as gun captain aboard the U. S. S. *Chicago* during an engagement with Japanese aircraft near Rennell Island, Jan. 29-30, 1942, for rallying his crew; testing the gun and reporting it ready to fire in less than 1 minute after an explosion directly beneath his battle station left the area around his 5-inch gun swept by flames from burning oil. He also supervised the fighting and extinguishing of two fires in the vicinity of his station.

☆

Robert Everett Kellogg, Sk3c, USN, of Decatur, Ill., for his actions when the U. S. S. *Hornet* was under heavy aerial attack by the Japanese in the vicinity of the Santa Cruz Islands on October 26, 1942, and was shaken by violent concussion from exploding bombs, Kellogg, on his own initiative, entered a blazing, smoke-filled compartment where a shipmate was suffocated and pinned to the deck by heavy debris. Braving intense heat and imminent danger of asphyxiation, Kellogg extricated the injured man and carried him to safety.

☆

Samuel Joseph Ruffi, GM3c, USNR, of Warren, Ohio, who entered a smoking forward 5-inch gun mount of a United States battleship in which an explosion had occurred during offensive operations against Japanese positions in Tulagi Bay, helped extin-

guish the flames from the burning clothing of two injured and unconscious members of the gun crew, and then assisted in carrying them to safety.

☆

Harold Eugene Smith, SF3c, USN, of Tahlequah, Okla., listed as missing, for warning a comrade who was on watch in the hold that an air attack was imminent and urging him to come topside to a safe place aboard the U. S. S. *Chicago* during an attack against Japanese forces in the South Pacific area on January 29-30, 1943. Smith knew that any further damage to his ship would inevitably mean her destruction and acted upon his own initiative to warn his comrade, thereby undoubtedly saving the latter's life.

☆

Walter John Hogan, TM3c, USN, of Los Angeles, Calif., who was blown clear of his gun three times while serving as a gunner on board a United States warship during action against the Japanese off Guadalcanal, and who was knocked flat by the blast from a 5-inch gun firing nearby, for returning each time to his station and manning his gun with such effective and accurate fire that an approaching plane was downed.

☆

Edward George Walker, Cox, USNR, of Bozeman, Mont., who as a gunner aboard a United States warship attacked by Japanese planes off Guadalcanal, opened fire on an approaching enemy plane, scoring a hit with the first shot. Walker held persistently to his target until the Japanese plane crashed without releasing its bombs.

☆

Jennings Jack Bennett, Cox, USN, of Chehalis, Wash., who served as a member of a gun crew aboard a United States merchantman which was attacked and sunk by the enemy. Although painfully wounded, Bennett remained at his exposed position and continued to assist in loading his gun until it was rendered useless. When his companions were abandoning ship, he remained aboard tossing life preservers to men struggling in the water and assisted in lowering a port lifeboat. Wounded again by four splinters of shrapnel, one piece piercing his arm and pinning him to the deck, Bennett freed himself and rolled off into the sea. Miraculously escaping fire of enemy machine guns, he was blown out of the water by the concussion of two torpedoes fired into his ship. Suffering acutely from innumerable wounds and faint from the loss of blood, he swam to a life raft and climbed aboard before losing consciousness.

☆

William Lee Sikes, Jr., F1c, USN, of Sylvester, Ga., listed as missing in ac-

tion, for materially assisting in the saving of many lives as a member of a boat crew detailed to rescue survivors from the burning U. S. S. *Lexington* in the Coral Sea on May 8, 1942. Persistently returning to the side of the stricken carrier, Sikes, under a hail of flaming debris from exploding bombs, ammunition, and gasoline, performed strenuous rescue work in pulling men out of the water.

☆

Warren George Weldon, S1c, USNR, of Pontiac, Mich., who, although struck down and momentarily stunned by the base ring of an enemy 14-inch bombardment shell upon recovering from shock promptly resumed the service of his gun while serving as second loader of a 5-inch gun on board a United States warship during action against numerically superior Japanese forces off Savo Island.

☆

Donald Herbert Dahlke, S1c, USN, of Portland, Oreg., for shooting down the first attacking plane to come within range, literally cutting out pieces of its nose and cockpit by the accuracy of his rapid fire, and scoring decisive hits on a second plane, while serving as a gunner on a 20-mm. gun aboard a United States warship during action against the enemy at Guadalcanal, November 11-12, 1942. Dahlke's ship was engaged in screening transports unloading at the southwest Pacific outpost.

☆

John Joseph Cofer, S1c, USN, of Louisville, Ga., posthumously, for his conduct as range-finder operator and spotter on board a United States warship during action against Japanese naval forces off Guadalcanal on the night of November 30-December 1, 1942. He manned his station with exceptional coolness and skill and assisted the main battery in scoring numerous hits on the enemy with the result that one Japanese ship was sunk. Mortally wounded by shrapnel that riddled his body, his last words were, "I can range no longer."

DISTINGUISHED FLYING CROSS

Commander Harry D. Felt, USN, of Coronado, Calif., for skillfully directing vigorous and persistent attacks of his air group against hostile ground forces and installations thereby contributing materially to the repulse of the Japanese and the success of our occupation forces, during action in the Guadalcanal-Tulagi area on August 7-8, 1942.

Lt. Comdr. Dewitt W. Shumway, USN, of Syracuse, N. Y., a gold star in lieu of a second Flying Cross for leading his bombing squadron in three determined and effective divebombing and strafing raids against hostile land installations and troop concentrations and assisting in completely silencing Japanese oppositions, thereby assuring the success of our landing operations with minimum casualties during operations of the United States Naval forces against the Japanese-occupied Solomon Islands on August 7, 1942.

☆

Lt. Elwood C. Mildarn, USNR, of Rochester, N. Y.

Lt. Alan S. Frank, USNR, of Fort Lauderdale, Fla.

Lt. Ralph Weymouth, USN, of Detroit, Mich.

Lt. (jg) Allard G. Russell, USNR, of Seattle, Wash.

Lt. (jg) Neil S. Weary, USNR, of Cainsville, Mo.

The above for their achievement as scout bomber pilots in action against Japanese forces during the raid upon, and occupation of, Guadalcanal, Solomon Islands, August 7, 1942, in seeking out and destroying assigned hostile anti-aircraft positions by vigorous bombing and strafing attacks which resulted in severe loss of life and equipment to the Japanese. By their effective aid in compelling the enemy to retire, they helped make it possible for our forces to occupy the area without opposition.

☆

Lt. (jg) William M. Holt, USNR, of Great Falls, Mont., who is listed as missing in action, for leading a two-plane section of his squadron against a hostile force of 27 twin-engined bombers during action against the Japanese in the Solomon Islands area, August 7, 1942. Although viciously intercepted by Zero fighters, Lieutenant (jg) Holt gallantly pressed home his attacks until his plane was shot down. He contributed to the destruction of at least five enemy bombers.

☆

Lt. (jg) William E. Clarke, USNR, of Astoria, N. Y., for shooting down two enemy planes while operating with his squadron from an airfield on Guadalcanal Island during the Solomon Islands campaign, as pilot of a fighter plane.

☆

Lt. (jg) Gordon A. Miller, USNR, of Lindsey, Calif., for continuing preparation of the enemy contact and position reports, although he was wounded by shrapnel during combat with eight Zero-type fighter planes, and for supervising the interchange of crew positions when the enemy fire killed or wounded a number of his



—Acme Photograph.

The Sixth Sullivan

Genevieve Sullivan, right, sister of the five heroic brothers who lost their lives in the sinking of the cruiser *Juneau* has enlisted in the Waves. Lt. Nova Petersen is shown helping Sullivan try on her new uniform. Mrs. Thomas Sullivan mother of the five sailors, recently christened the new destroyer, U. S. S. *The Sullivans*.

comrades. Later he tore up and jettisoned catwalks, fittings, and installations in a desperate effort to lighten the damaged ship and maintain altitude, but the plane was finally forced down. During the period prior to the rescue of the crew, Lieutenant (jg) Miller kept up the high spirits of his comrades by his unflinching confidence and inspiring courage.

☆

Ensign John M. Wesolowski, USNR, of Detroit, Mich., for shooting down five enemy planes while operating as pilot with his fighter plane squadron from an airfield on Guadalcanal, during the Solomon Islands Campaign, September 11-19, 1942.

☆

Lt. (jg) Elisha T. Stover, USNR, of Eureka Springs, Ark., who was pilot of a fighter plane in action against Japanese forces during the Solomon Islands Campaign, September 13-14, 1942, for shooting down three enemy planes while operating with his squadron from an airfield on Guadalcanal.

☆

Ensign John J. Doherty, USNR, of Charleston, Mass., who was pilot of a plane of a United States aircraft carrier during operations against the Marshall Islands on February 1, 1942, posthumously for scoring a direct bomb hit on a Japanese vessel and setting it afire and, later, for succeeding in obtaining an accurate bomb hit on his target, in the face of overwhelming enemy fighter opposition. When again pressed hard and warned by a fellow pilot of his extremely hazardous position, Ensign Doherty, pursuing evasive tactics in a critical situation, disappeared in a bank of clouds and never returned to his ship.

Ensign Paul M. Halloran, USNR, of Dorchester, Mass., listed as missing in action, for his achievement while attached to a bombing squadron aboard a United States aircraft carrier during action against Japanese forces in the vicinity of Guadalcanal Island on November 14, 1942. Intercepting a report from a plane in another sector, Ensign Halloran, in company with his section leader, contacted a hostile surface force and, despite tremendous anti-aircraft fire, scored a direct hit on a Japanese cruiser, setting it afire. In the daring accomplishment of this objective, however, he deprived himself of sufficient fuel to reach his carrier and thereby failed to return from his mission.

☆

Ensign Francis R. Register, USNR, of Bismarck, N. Dak., for shooting down four enemy planes while participating in aerial combat as the pilot of a fighter plane against Japanese forces during the Solomon Islands Campaign, September 11-29, 1942, and operating with his squadron from an airfield on Guadalcanal Island.

NAVY AND MARINE CORPS MEDAL

Commander Claude W. Haman, USN, of East Greenwich, R. I., posthumously, for his heroism during a fire. Discovering a fire in a corridor, Commander Haman ignored a nearby exit through which he could have escaped, seized a fire extinguisher and rushed toward the center of the flames in an attempt to check the fire which endangered the officers under his command. As he staggered from the blaze, fatally burned, his only concern was for the safety of his men.

☆

Commander Bartholomew W. Hogan (MC), USN, of West Newton, Mass., who was senior medical officer of the U. S. S. *Wasp* when that vessel was torpedoed by Japanese forces on September 15, 1942, for immediately taking active charge of caring for the many painfully injured aboard a United States destroyer which had rescued him from the flaming oil-covered sea and continuing his supervision of medical attention to the more seriously wounded until the early hours of the following morning all in spite of serious burns on both hands and several fractured ribs.

☆

Lt. William R. Herzog, USNR, of Troy, N. Y., posthumously, for his action as officer-in-charge of the United States Navy Armed Guard Crew on board a United States merchantman when that vessel was tor-

pedoed and sunk. Lieutenant Herzog, his ship ablaze and rocked by explosions, was trapped amidships with several of his gun crew. He made courageous and determined efforts to free them by battering the jammed door with all the strength at his command. Stopping long enough to procure a gas mask for the radio operator, who was able to escape through a porthole, Lieutenant Herzog, despite the suffocating smoke and fumes from burning gasoline and paint, made one last effort to force the door by firing at it with his pistol, before falling unconscious to the deck.

☆

Lt. Thomas H. Taylor, USN, of Baltimore, Md., and Lt. (jg) Jack G. Smyth, USNR, of Wilmington, Del., who is listed as missing in action, both of whom served as boat officers during rescue operations in the Pacific area after the torpedoing of the U. S. S. *Wasp* by Japanese forces on September 15, 1942, for maneuvering their small boats through the debris-littered sea, which was covered with flaming oil, and working unceasingly to rescue survivors from the stricken carrier. Knowing that quantities of gasoline stored on the *Wasp* might explode at any moment, they nevertheless took their boats under the starboard bow of the flaming carrier and rescued personnel isolated in the forward gun galleys and on the flight deck and trapped by fire and exploding ammunition. Although menaced by bursting shells, they kept on with their work of rescue.

☆

Stanley Thomas Piekos, CTM, USN, of Honolulu, T. H., for unhesitatingly entering the superstructure of his submarine in order to accomplish repairs during an aggressive and highly successful war patrol in enemy-controlled waters.

☆

James Buford Williford, ACOM, USN, of Coronado, Calif., for running to the scene of an airplane crash at the Naval Air Station, San Diego, Calif., and assisting in extricating the pilot from the blazing cockpit. Though burned by flames and injured by the exploding ammunition of the plane's guns, he persisted in his effort until the pilot, who later succumbed, was clear of the wreckage.

☆

For contributing vitally to the successful repair of engineering spaces after the torpedoing of the U. S. S. *O'Brien* on September 15, 1942, thus making it possible for the vessel to clear the danger area without further mishap; for enabling the ship to attempt a return to its base and for keeping the vessel afloat until she had almost reached port—by remaining at their stations long after she had

begun to sink—so that there was no loss of life when she eventually went down, the following men:

Albert Bobowicz, CWT, USN, of Providence, R. I.

Roy Louis St. George, CMM, USN, of Manteca, Calif.

Howard Dean Surguy, MM1c, USN, of Houston, Tex.

☆

The following men for risking their lives to remain on board the sinking U. S. S. *Sturtevant* in April 1942 in order to set all depth charges on "safe" after realizing that, since all communications had been cut off between the bridge and the after part of the ship, they would not receive the word to abandon ship and that they were faced with the possibility of further explosions:

Harold Dee Floyd, CMM, USN, of Dayton, Wash.

Morris Alexander Reeves, MM1c, USN, of Wenatchee, Wash.

Tom Baxton Neill, GM1c, USN, of Guion, Tex.

Bernard Adam Quirin, TM2c, USN, of Smithton, Ill.

Since the *Sturtevant* was going down in shallow water and the charges were set for a shallow barrage, their gallant action was instrumental in preventing great loss of life to men on rafts and swimming in the vicinity.

☆

Donald Edward Krom, TM2c, USN, of Spokane, Wash., for risking his life repeatedly to swim through oil-covered water and carry a line to exhausted survivors of a badly damaged ship, realizing that his ship might be forced to steam away and leave him in the shark-infested waters only a few miles from enemy territory. When the line parted, he assisted several men to a drifting life raft which was eventually towed back to his ship.

☆

George Patrick McIntosh, BM2c, USN, of Millersville P. O., Md., for diving into the sea to assist survivors of the U. S. S. *Wasp* who were too weak to hold to the lines and life preservers tossed to them after that vessel's torpedoing by Japanese forces on September 15, 1942. McIntosh, a member of the crew of a United States warship, continued to swim among the survivors, even though he had no life preserver, cheering and encouraging the other men in the water.

☆

Rosalio Mario Rizzi, S1c, USN, of New York, N. Y., posthumously, and Roger Arthur Joseph Tousignant, S1c, USN, of Springfield, Mass., for their work as coxswains of small boats during rescue operations in the Pacific area after the torpedoing of the U. S. S. *Wasp* by Japanese forces on September 15, 1942. They assisted

their comrades in maneuvering the small boats through the debris-littered sea, which was covered with flaming oil, and worked unceasingly to rescue survivors from the stricken carrier. Knowing that quantities of gasoline stored on the *Wasp* might explode at any minute, Rizzi and Tousignant and their shipmates nevertheless took their boats under the starboard bow of the flaming carrier and rescued personnel isolated in the forward gun galleys and on the flight deck and trapped by fire and exploding ammunition. Although menaced by bursting shells, they kept on with their work of rescue.

AIR MEDAL

Lt. Comdr. James E. Vose, Jr., USN, of Coronado, Calif., who was squadron commander and pilot of a scout-bomber plane during a raid on Japanese forces in the Guadalcanal-Rekata Bay area, for leading his division in an attack that in spite of heavy anti-aircraft fire resulted in the destruction of 12 Japanese float seaplanes and enemy shore installations consisting of gasoline dumps, gun emplacements, and other shore facilities.

☆

Lt. Kenneth B. White, USNR, of Diamond Hill, R. I., and Lt. (jg) William D. Carter, USNR, of Nashville, Tenn., for pressing home attacks as pilots of a scout-bomber plane during a raid on Japanese forces in the Guadalcanal-Rekata Bay area on October 16, 1942, which resulted in the destruction of 12 Japanese float seaplanes and enemy shore installations consisting of gasoline dumps, gun emplacements, and other shore facilities, in spite of heavy anti-aircraft fire.

☆

Lt. John F. Sutherland, USNR, of Bridgeville, Calif., pilot in a fighter squadron of the U. S. S. *Hornet* air group during action against Japanese forces in the Solomon Islands area on October 5, 1942, for pressing home his attack while on air combat patrol in enemy controlled waters and, with the assistance of other pilots in his squadron, shooting down in flames a Japanese twin-engined land-based bomber.

☆

Lt. Thomas J. Wood, USNR, of Sulphur Springs, Tex., for pressing home an attack which resulted in the destruction of 12 Japanese float seaplanes and enemy shore installations consisting of gasoline dumps, gun emplacements, and other shore facilities, despite heavy anti-aircraft fire, while piloting a scout-bomber during a raid on enemy forces in the Guadalcanal and Rekata Bay area.

Lt. Forrester C. Auman, USNR, of Seagrove, N. C., who piloted a scout-bomber plane during a raid on Japanese forces in the Guadalcanal and Rekata Bay area, for pressing home an attack which resulted in the destruction of 12 Japanese float sea-planes and enemy shore installations consisting of gasoline dumps, gun emplacements, and other shore facilities.

☆

Lt. (jg) Thomas Jorgensen, USNR, of Springfield, Ill., posthumously, for taking part on numerous occasions in patrol and reconnaissance flights and night-bombing attacks, engaging the Japanese with marked success. During an all-night search for enemy vessels, he participated in a successful attack on an enemy heavy cruiser, scoring a torpedo hit, in spite of furious antiaircraft fire, thereby contributing in large part to the eventual completion of the mission. Lieutenant (jg) Jorgensen was later killed when his ship crashed.

☆

Lt. (jg) "J" Donald Wakeham, USNR, of Anaheim, Calif., who is listed as missing in action, for leading his section of planes in a raid against a hostile cruiser force through antiaircraft fire and successfully releasing his bomb on the enemy during action against Japanese forces in the Solomon Islands area. On the same day, in a second raid against a large force of Japanese transports and screening vessels, he led his section through a bursting hail of antiaircraft fire and fighter opposition, skillfully maintaining his station in the formation in such manner as to aid materially in the destruction of two Zero fighters.

☆

Lt. (jg) Harlan J. Coit, USNR, of New York, N. Y., pilot of a scout-bombing plane in the Solomon Islands campaign, for pressing home three attacks on a Japanese four-engined patrol bomber which he sighted and, despite the enemy plane's superior fire power, inflicting serious damage to the enemy craft and forcing it to retire toward its base. Although the controls of his own severely damaged plane were partly severed by hostile cannon fire, Lieutenant (jg) Coit brought his ship back and landed on his carrier.

☆

Ensign Gordon F. Barnes, USNR, of South Haven, Mich.; Ensign Gerald V. Davis, USNR, of Louisiana, Mo.; and Ensign James E. Caldwell, Jr., USNR, of New York, N. Y., all of whom are listed as missing in action, for repeatedly defending their carrier against hostile air attacks, often fighting at close range and frequently in the face of their own antiaircraft fire, as members of combat patrols in action

against Japanese forces off Santa Cruz Islands on October 26, 1942. They contributed in a large measure to the survival of their ship and to the destruction of a large number of Japanese aircraft.

☆

Ensign Albert E. Mead, USNR, of San Marino, Calif., and Ensign Raleigh E. Rhodes, USNR, of Fresno, Calif., both of whom are listed as missing in action, for their achievement while participating in aerial combat against Japanese forces off Santa Cruz Islands on October 26, 1942. As members of a flight of four escort fighters, Ensigns Mead and Rhodes were subjected to a surprise attack by 12 hostile fighters. In a desperate air battle against tremendous odds, they and others members of their flight destroyed 3 Japanese planes, contained all of the enemy and enabled our attack group to proceed on its mission.

☆

Ensign Raleigh E. Rhodes, USNR, of Fresno, Calif., who is listed as missing in action, for his achievement as a member of a flight of escort fighters which was subjected to a surprise attack by 12 hostile fighters off Santa Cruz Islands on October 26, 1942. He and the other members of his flight destroyed 3 of the hostile planes, contained all of the enemy and enabled our attack group to proceed on its mission.

☆

Ensign James E. Caldwell, Jr., USNR, of New York, N. Y., and Ensign Gerald V. Davis, USNR, of Louisiana, Mo., both of whom are listed as missing in action, for repeatedly defending their carrier against hostile air attacks, often fighting at close range and frequently in the face of their own antiaircraft fire. As a member of combat controls off Santa Cruz Island on October 26, 1942, Ensigns Caldwell and Davis contributed in large measure to the survival of their ship and to the destruction of a large number of Japanese aircraft.

☆

Ensign Lyman J. Fulton, USNR, of Ripon, Calif., who is listed as missing in action, for repeatedly defending his carrier against hostile air attacks, often fighting at close range and frequently in the face of his own antiaircraft fire to do so, while a member of combat patrols in action against Japanese forces off Santa Cruz Islands on October 26, 1942. He contributed in large measure to the survival of his ship and to the destruction of a large number of Japanese aircraft.

☆

Millard Lee Davis, ACMM, usn, of Soperton, Wis., who served as plane captain of a patrol plane in combat

against Japanese forces north of the Solomon Islands, for manning one of the waist guns of his plane, in the face of determined attacks by eight Zero-type fighters, and shooting down one enemy craft and scoring hits on several others. During the 7 days on an island following a crash landing, he was indefatigable in looking after his wounded comrades and assisted in large measure in keeping one critically injured man alive, despite the extremely primitive conditions prevailing.

☆

Daucy Burkitt Goza, ACRM, USNR, of Costa Mesa, Calif., serving as radioman and gunner of a patrol plane north of the Solomon Islands on August 26, 1942, for standing by his gun and shooting down one enemy plane and scoring hits on several others in the face of determined attacks by eight Zero-type planes. When the fire from the Japanese planes disrupted the radio, Goza, although painfully wounded, effected emergency repairs. During the 7 days following a crash landing, he assisted his wounded and stranded comrades and obtained native foods to supplement the crew's depleted emergency rations.

☆

Delson Price Fish, AP1c, usn, of Westminster, Calif., for successfully locating a hostile carrier and, by skillful maintenance of contact, directing the pilot of his plane to a position where, despite terrific antiaircraft fire, the pilot was able to launch a successful torpedo attack on the Japanese vessel. Fish was serving as radio operator of a patrol plane in the Solomon Islands area at the time.

☆

Cletus Arthur Snyder, ARM1c, usn, of Little Rock, Ark., for obtaining numerous photographs of subjects of his own choice, thereby compiling an extensive, permanent record of hostile positions and of damage inflicted upon the Japanese by our own forces, while serving as gunner of a plane in flights over enemy territory.

☆

Forest Glen Stanley, ARM1c, usn, of Ridgeway, Mo., who is listed as missing in action, for conducting effective strafing attacks with his free machine gun during retirement from a vigorous raid against an enemy cruiser force as a radioman-gunner attached to a bombing squadron in action against Japanese forces off Guadalcanal, Solomon Islands, on November 14, 1942. Later, he pressed home an attack against an enemy transport force despite strong fighter opposition and, during the ensuing action, bravely fought against repeated assaults by seven Japanese

Zeros. He aided in shooting down two of the enemy fighters and helped prevent destruction of his own formation of planes. He failed to return from this mission. Previously, Stanley had received the Distinguished Flying Cross for action in the Battle of the Coral Sea.

☆

Irvin Stanley Stites, AMM2c, usn, of Clear Lake, Iowa, for manning one of the guns of his patrol plane in the face of determined attacks by eight Zero-type fighters and displaying the utmost coolness and efficiency, while serving as crew member and gunner of a patrol north of the Solomon Islands on August 26, 1942. During the engagement and later, when his plane was forced to make a crash landing, Stites, although painfully wounded, continued to carry out his duties with great courage.

☆

Thomas Gray Putnam, AMM2c, usn, of Oatman, Ariz., who served as crew member and gunner of a patrol plane in combat against Japanese forces, for manning his gun, assisting in lightening the ship and caring for the wounded, during a furious attack by eight Zero-type fighters when his plane was severely damaged and a number of his comrades killed or wounded.

☆

Hugh Price Hughes, Jr., ARM3c, usnr, of Johnsonville, S. C., who is listed as missing in action, for obtaining a probable direct bomb hit on an enemy vessel after contact was established with a major Japanese task force while he was taking part in successful search operations over hostile territory as radioman-gunner of a scouting squadron plane in the Solomon Islands area on November 14, 1942. Upon retiring from the raid, his plane was attacked by Japanese fighters and failed to return.

☆

Gene Vernay Bennett, ARM3c, usn, of Los Angeles, Calif., posthumously, for coolly and courageously performing the tasks assigned him until he was mortally wounded by enemy fire, when the patrol plane in which he was serving was attacked by eight Zero-type fighters during combat with the Japanese.

☆

Dean Parmely Sollitt, AMM3c, usn, of Dodge City, Kans., for displaying the utmost coolness and efficiency in the face of determined attacks by eight Zero-type fighters while serving as crew member and gunner of a patrol plane in conflict against Japanese forces. During the engagement

and later when his plane was forced to make a crash landing, Sollitt, although painfully wounded, continued to carry out his duties.

☆

Elwin Alford, S2c, usnr, of Bogalusa, La., who is listed as missing in action, for his achievement while radioman and gunner of a patrol plane in action against Japanese forces during the Aleutian Islands campaign of June 10 to June 14, 1942. With a low ceiling and his plane forced to fly through the clouds in order to carry out its attack missions against Japanese ships in Kiska Harbor, Alford skillfully assisted in persistent dive-bombing and strafing attacks and in the pull-out into the clear at a very low altitude. His plane was pierced by shrapnel and lighter-caliber projectiles. On June 14, 1942, his plane made its usual attack on the enemy forces at Kiska Harbor but failed to return.

UNIT CITATIONS

TORPEDO SQUADRON EIGHT

For extremely heroic and courageous performance in combat during the "Air Battle of Midway," June 4, 1942. Flying low without fighter support, *Torpedo Squadron Eight* began the perilous mission, "Intercept and attack!" First to sight the enemy, the squadron attacked with full striking power against crushing enemy opposition, scoring torpedo hits on Japanese forces. Realizing to a man that insufficient fuel would prevent a return to the carrier, the pilots held doggedly to the target, dropping torpedoes at point-blank range in the face of blasting anti-aircraft fire that sent the planes—one by one, hurtling aflame into the sea. The loss of 29 lives, typifying valor, loyalty, and determination, was the price paid for *Torpedo Squadron Eight's* vital contribution to the eventual success of our forces in this epic battle of the air.

☆

MARINE AIRCRAFT GROUP TWENTY-TWO

For conspicuous courage and heroism in combat at Midway Island during June, 1942. Outnumbered five to one, *Marine Aircraft Group Twenty-Two* boldly intercepted a heavily escorted enemy bombing force, disrupting their attack and preventing serious damage to island installations. Operating with half of their dive-bombers obsolete and in poor mechanical condition which necessitated vulnerable glide bombing tactics, they succeeded in inflicting heavy damage

on Japanese surface units of a large enemy task force. The skill and gallant perseverance of flight and ground personnel of *Marine Aircraft Group Twenty-Two*, fighting under tremendously adverse and dangerous conditions, were essential factors in the unyielding defense of Midway.

☆

UNITED STATES SHIP "GUARDFISH"

For outstanding performance in combat during two aggressive war patrols in enemy-controlled waters. Operating far from her home base, the *Guardfish* accounted for a total of more than 66,000 tons of Japanese shipping destroyed and approximately 14,000 tons damaged. Her fine record of achievements in fulfilling her hazardous missions exemplifies the exceptional skill and fighting spirit of her officers and men.

☆

UNITED STATES SHIP "NAUTILUS"

For outstanding performance in combat during three aggressive war patrols in enemy-controlled waters. Operating far from the home base, the *Nautilus* sought out the enemy and boldly struck, inflicting severe damage on enemy shipping. Her fine spirit implemented by the expert seamanship and skill of her officers and men reflect great credit upon the United States Naval Service.

☆

UNITED STATES SHIP "TROUT"

For outstanding performance in combat during numerous highly successful patrols in enemy-controlled waters. Carrying out her missions with great daring and dispatch, the *Trout* sought out her targets and sank a total of 43,200 tons of enemy shipping and damaged an additional 31,500 tons, including a hostile aircraft carrier. Her fine record of achievements in battle and the fulfillment of several vital strategic missions attest the exceptional skill and fighting spirit of her officers and men.

☆

UNITED STATES SHIP "GREENLING"

For outstanding performance in combat during three aggressive war patrols in enemy-controlled waters. The *Greenling* fought the enemy boldly and skillfully, destroying nine Japanese vessels totaling 61,800 tons and severely damaging another 22,000 tons, including a converted enemy aircraft carrier. Her splendid

achievements and the hardy fighting spirit of her officers and men reflect great credit upon the United States Naval Service.



UNITED STATES SHIP
"WAHOO"

For distinctive performance in combat. The *Wahoo* fought a 14-hour battle, attacking an unescorted armed enemy convoy and destroyed the entire force, two freighters, one tanker, and one transport. The high combat efficiency of the *Wahoo*, her officers and men, is exemplified in the destruction of 31,890 tons of enemy shipping during a war patrol.



UNITED STATES SHIP
"BERNADOU"

For outstanding performance in leading the attack on Safi, French Morocco, November 8, 1942. Under cross-fire from three enemy coast defense batteries and machine guns mounted on harbor jetties, the *Bernadou*, proceeding through unknown waters in total darkness, effectively countered hostile opposition with only slight damage to her hull, beached at Petite Jete, and disembarked a company of United States Army assault troops without personnel casualty or loss of life. Her distinctive fulfillment of a difficult and hazardous mission contributed materially to the victorious achievement of the Southern Attack Group.



UNITED STATES SHIP
"SAN FRANCISCO"

For outstanding performance in action against enemy Japanese forces off Savo Island in the Solomon Islands on the night of October 11-12 and again in the early morning of November 13, 1942. In the latter engagement, the *San Francisco* silenced and disabled an enemy battleship at a range of 3,000 yards, sank 1 enemy destroyer and damaged 2 other vessels. Although heavily damaged by 15 major caliber hits, she lived to fight again, her survival a distinctive tribute to the valorous spirit of her officers and men.



UNITED STATES SHIP
"COLE"

For outstanding performance as guide for the first wave of landing boats in the attack on Safi, French Morocco, November 8, 1942. Under cross-fire from enemy coast defense batteries and machine-gun emplacements, the *Cole*, proceeding through

a narrow harbor entrance in total darkness, effectively countered hostile opposition, disembarked a company of United States Army assault troops, and supported their attack by accurate fire from her main battery. Her distinctive fulfillment of a difficult and hazardous mission contributed materially to the victorious achievement of the Southern Attack Group.



UNITED STATES SHIP
"ATLANTA"

For outstanding performance during action against enemy Japanese forces off Guadalcanal Island, November 12-13, 1942. Struck by 1 torpedo and no less than 49 shells, the *Atlanta*, after sinking an enemy destroyer and repeatedly hitting a cruiser which later went down, gallantly remained in battle under auxiliary power with one-third of her crew killed or missing, her engine room flooded and her topside a shambles. Eventually succumbing to her wounds after the enemy had fled in defeat, she left behind her a heroic example of invincible fighting spirit.



UNITED STATES SHIP
"DALLAS"

For outstanding participation in the capture of Port Lyautey Airfield, French Morocco, November 10, 1942. With a United States Army raider detachment embarked, the *Dallas*, crossing a treacherous bar against heavy surf in order to reach the mouth of Sebou River, broke through a steel cable boom obstructing the channel, forced her course 10 miles upstream under hostile fire, and successfully landed troops without material damage or loss of life. Her distinctive fulfillment of a difficult and hazardous mission contributed materially to the victorious achievement of the Northern Attack Group.



UNITED STATES SHIP
"LAFFEY"

For outstanding performance during action against enemy Japanese forces in the Southwest Pacific Area, September 15 to November 13, 1942. Braving hostile fire to rescue survivors from submarine-infested waters, the *Laffey*, after fighting effectively in the battle off Cape Esperance, successfully repelled an aerial torpedo attack and, although badly crippled and set afire, inflicted severe damage on Japanese naval units off Savo Island. Eventually succumbing to her wounds after the enemy had fled in defeat, she left behind her an illustrious example of heroic fighting spirit.

UNITED STATES SHIP
"McFARLAND"

For outstanding performance during action against enemy Japanese forces in the Southwest Pacific Area, June 20 to October 16, 1942. Serving in turn as a seaplane tender, escort vessel, patrol boat, and cargo and troop carrier, the *McFarland*, under constant threat of hostile attack, delivered urgently needed supplies to American troops on Guadalcanal until eventually disabled by Japanese dive bombers and towed to port for repairs. Her restoration to combatant status, at a time when she might easily have been given up for lost, is a distinctive tribute to the courageous tenacity of her officers and men.



UNITED STATES SHIP
"SMITH"

For outstanding performance during action against enemy Japanese forces off Santa Cruz Islands, October 26, 1942. Although a hostile torpedo plane crashed on her forecastle and exploded at the height of battle, the *Smith*, with her forward topside abandoned and aflame, gallantly held to her screening position for an aircraft carrier and fought off attacking planes until the fire could be extinguished. Her survival is a distinctive tribute to the invincible fighting spirit of her officers and men.

COMMENDATIONS

Walter Leonard Schoenrock, CCS, USN, of Long Beach, Calif., for the manner in which he made possible the rescue of the crew of a wrecked vessel. He volunteered to swim through 150 yards of treacherous, pounding surf complicated by a strong, plainly visible undertow and cross current, in order to assist an officer in securing an escape buoy line from the wrecked vessel to a coral reef. In spite of his exhaustion upon reaching the reef, he overcame the current drift in making the messenger line fast so that, by means of the two mooring lines tied to it, a riding line was formed whereby the entire ship's complement, including both injured and nonswimmers, were able to pass to safety.



William Bosch, AOM1c, usn, of Sparta, Mich., for the interest and ingenuity he displayed in designing and developing a new method for internal stowage of bombs in Naval aircraft. A considerable reduction in the arming time of airplanes will result from the use of this device.

Houston Edgeworth Head, MoMM1c, USN, of San Juan, Tex., who in spite of personal danger and heedless of possible sharks and freezing water, jumped into the sea to rescue two companions who were utterly exhausted and suffering from exposure and would not have been able to keep afloat until the ship was maneuvered to effect a rescue.

☆

The following for rescuing the survivors of an American vessel which had been damaged:

Roy Edward Johnson, HA1c, USN, of Warwick, R. I.

Joseph Lawrence Brown, HA1c, USN, of Philadelphia, Pa.

Thomas Butler, Jr., HA1c, USNR, of North Andover, Mass.

Frederick Chester Collatz, HA1c, USNR, of Rome, N. Y.

Jesse Royce Kelley, PhM3c, USNR, of Lockhart, Tex.

Merlin Russell Baker, Jr., S1c, USCG, of Monroe, Mich.

George Wendell King, PhM2c, USN, of West Springfield, Mass.

Wilfred Patrick Perry, PhM2c, USN, of Rumford, Maine.

Bill Earl Richman, PhM2c, USN, of Longview, Gregg County, Tex.

Seymour Lazarus, Y3c, USCG, of Brooklyn, N. Y.

Clifton Lloyd Case, CM1c, USCG, of Rock Hill, N. Y.

As lifeboats loaded with sailors attempted to reach shore, the pounding surf capsized several rafts, pinning men underneath, while the high wind and tide coupled with a treacherous undertow, threatened to crush others against the jagged rocks and the wrecked boats along the beach. The members of the rescue squad entered the dangerous area, battled against the breakers and worked on shore as well as in the water so effectively that all survivors were rescued. Had it not been for the efforts of the rescue party, nearly all of the crew of the vessel would have perished.

☆

Oliver Addison Taylor, Jr., SoM3c, USCG, of Austin, Tex., for rescuing survivors of an American vessel who were foundering in the breakers and trapped beneath abandoned liferafts which had been capsized by the pounding surf as they attempted to reach shore. A high wind and tide coupled with a treacherous undertow threatened to crush some of the survivors against the jagged rocks and the wrecked boats along the beach. When Taylor observed a motorless boat filled with injured men helplessly drifting beyond the combers to imminent destruction on the rocks, he volunteered to swim to it with a line and, although struck by debris and carried back to the beach on the first attempt, he persisted until he succeeded and the wounded sailors could be hauled to safety. In spite

of the fact that he was found unconscious on the sand with bones broken, he continued, after receiving medical treatment, to assist in the rescue work for the remainder of the night.

☆

The following members of an Armed Guard crew aboard a United States merchant vessel for standing at battle stations 12 hours at a time during repeated vicious attacks by large numbers of submarines; for manning their guns on 47 occasions during 19 days and repelling German aerial attacks 21 times, forcing well-aimed bombs to miss their ship and materially assisting in the destruction of at least 3 enemy dive bombers; even when high explosive projectiles stowed on a nearby bombed vessel threatened their imminent death, the gun crew refused to abandon their posts and on one other occasion disregarded burning gasoline and exploding ammunition in order to extinguish a dock fire in the midst of an air attack:

Russell Lambert Stallings, GM3c, USN, of Upper Marlboro, Md.

Louis Svoboda, SM3c, USNR, of Smithville, Tex.

William Eustace DeNapoli, S1c, USN, of Miami, Fla.

Walter Robert Ward, Cox., USNR, of Well Lake, Iowa.

Earl Gilbert Turner, GM3c, USN, of Newport News, Va.

William Charles Poertner, Jr., BM2c, USNR, of Bayside, N. Y.

Stanley Albert Hauser, GM3c, USN, of Bloomington, Ill.

Howard Edward Hart, GM3c, USN, of Omaha, Nebr.

Thomas Joseph Hodach, GM3c, USNR, of Milwaukee, Wis.

William Lavern Graves, GM3c, USNR, of Battle Creek, Mich.

Richard John Gussner, GM3c, USNR, of Mandan, N. Dak.

Edwin Junior Hasty, S1c, USNR, of Rensselaer, Ind.

Clason Jasper Hammond, GM3c, USNR, of Sturgis, Mich.

Leo Sylvester Hamley, GM3c, USNR, of Belcourt, N. Dak.

☆

Richard Warren Clearman, S1c, USN, of Greenleaf, Kans., for rescuing a shipmate from drowning. The rescued man was the last man to leave a motor launch alongside a ship, and it was necessary for him to struggle at length to reach a position from which he could leap to grasp the jacob's ladder. In leaping, his feet dragged in the water and, already overcome with fatigue from previous exertion, he was unable to lift himself, lost his hold, and fell into the sea. When Clearman realized that his shipmate, too exhausted to grasp a life preserver, was swept to the boat so that with each rise and fall of the bow he was driven further under to complete submersion, he received permission from the officer of the deck and

plunged into the choppy seas and swam through the current to the launch. He held the gunwale firmly with one hand, while proffering his legs to the vise-like grip of the drowning sailor, and thereby pulled him to the surface. Clearman then placed him into a ring buoy, and he was hauled to safety.

☆

Thomas John Mitchell, EM3c, USNR, of New York, N. Y., for rescuing a seaman from drowning. The seaman slipped and fell from a narrow gangway between two moored vessels. Despite the fact that the ships were but 5 feet apart and knowing full well the danger of being struck by a floating raft and other debris, Mitchell immediately removed his hat and jumper and plunged into the water. After a struggle with the drowning sailor, Mitchell was finally able to place him aboard the raft, administer artificial respiration, and tie a line about him in order that he might be hauled to safety.

☆

David Phillip Riley, GM3c, USN, of Ludlow, Mass., and Robert Wayne Prescott, Cox. USN, of Castle Rock, Colo., for their conduct as members of the Armed Guard crew aboard a merchant vessel during enemy attacks. Their ship suffered extensive damage as the result of a near miss and, during ensuing enemy activity, officers and men defended their ship. In spite of the difficulties involved, the vessel was returned to a state of complete repair.

☆

George William Aliff, GM3c, USNR, of Baltimore, Md., for his conduct aboard a United States merchant ship. During 5 days of almost continuous air attacks, the Armed Guard crew of which Aliff was a member traded shellfire with enemy planes, sent one crashing into the sea, contributed to the effective anti-aircraft barrage of the convoy which accounted for several enemy planes, and greatly aided in successful completion of the voyage.

☆

Frank C. Gay, GM3c, USNR, of Denver, Colo., for his conduct aboard a United States merchant vessel. The crew of which he was a member, together with others in the convoy, sent at least seven enemy ships into the sea before arriving at their destination. During one of the attacks Gay opened fire on an enemy raider, causing it to burst into flames. The plane, riddled by fire from other ships as it turned away, eventually crashed.

☆

The following civilian nurses who manned first-aid stations at Dutch

Harbor, Alaska, upon the occasion of the first Japanese air attack on the American naval base, for giving aid to the military and civilian wounded at first-aid stations in open areas exposed to the bombing attack, and for assisting surgeons in performing operations; because of their help the suffering of the wounded was alleviated, and the number of fatalities was held to a minimum:

Miss Veronica Janastock, of Coleman, Alberta, Canada.

Miss Fern Tellifson, of Portland, Oreg.

Miss Mary Kain, of Algona, Iowa.

Miss Lucille DeWells, Cherokee, Iowa.

Mrs. Margaret Zaklan, of Seattle, Wash.

CHANGE OF COMMAND

The following changes in command have been announced by the Navy Department:

Maj. Gen. Roy S. Geiger, USMC, who commanded Marine Corps aviation at Guadalcanal to Director of Aviation, U. S. Marine Corps, replacing Maj. Gen. Ralph J. Mitchell, USMC, who will take over Maj. Gen. Geiger's duties in the South Pacific as Commanding General, First Marine Aircraft Wing.

☆

Rear Admiral William A. Glassford, detached from duty as commandant of the Sixth Naval District and Charleston, S. C., Navy Yard, to report in Washington for further orders.

☆

Lt. Comdr. Charles C. Kirkpatrick, commander of an American submarine which accounted for destruction of at least 11 Japanese warships and merchantmen in a little more than a year of operation, to duty as aide and flag lieutenant on the staff of Admiral Ernest J. King, commander in chief of the United States Fleet, in Washington.

☆

Col. David R. Nimmer, USMC, from duty in the South Pacific, to headquarters of the Marine Corps, to which he will be attached until termination of leave of absence, when he will be assigned to duty not yet disclosed.

☆

Rear Admiral Ingram Cecil Sowell, USN, to new duties as Commandant, Naval Operating Base, Bermuda, and Commander, Combined Defense Forces, relieving Rear Admiral Jules James, USN.

Rear Admiral Sowell formerly was Commanding Officer, Naval Training Station, Farragut, Idaho; Rear Admiral James, who served 2 years in Bermuda, will go to Charleston, S. C., as Commandant, Sixth Naval District, succeeding Rear Admiral William A. Glassford.

PUBLICATION CHECK LIST

Designed to call attention to published information which otherwise may be missed. Activity or publisher in parenthesis indicates where publication may be obtained; cost, if any, as indicated. Issuing activities should furnish listings to Editor.

UNICALS

Official

Handbook of First Aid Treatment for Survivors of Disasters at Sea (BuPers, Training Division): Short, practical guide; on waterproof and oilproof paper.

Manual for Officer Students of the U. S. Naval Reserve—Classes A-V(S) and A-V(P) (Training Division, BuAer): Short guide.

Notes for Ensigns A-V(N) U. S. N. R. (Training Division, BuAer): Reminder and guide for orientation.

Using Your Navy Wings (Training Division, BuAer): Primer for cadets.

PERIODICALS

Official

TraDiv Letter for May 15, 1943 (Training Division, BuPers): "Largest Naval Training Station," describing training of recruits at Great Lakes. "Confusion Tech," curriculum of the Navy's Elementary Electricity and Radio Material School, Chicago. "Sachuest Point Rifle Range," training men at NTS, Newport, R. I., in rifle technique. "U. S. S. 'Where Away,'" description of lookout training at NTS, San Diego.

Chemical Casualties (Civilian Defense Off.: 10¢); First aid in prevention and treatment of chemical casualties.

Unofficial

United States Naval Institute Proceedings for May 1943 (U. S. Naval Institute, Annapolis, Md.): "Followship," an essay on leadership and followship. "Wind Rules Again," the effects of wind on carrier operations. "Wanted: A New Naval Development Policy," reviewing past operations and recommending measures for the future. "Aero-Amphibious Phase of the Present War," "Notes on International Affairs."

Map and Aerial Photograph Reading (The Military Service Publishing Co., Harrisburg, Pa., \$1.00): A guide to accurate map reading.

How to Say it in Spanish, (Military Service Publishing Co., Harrisburg, Pa., 75¢): A reference for everyday words and phrases.

NEW TRAINING FILMS

The following new training films and film strips have been approved for initial distribution to applicable Naval activities. Activities not included in initial distribution may borrow prints from Naval District Libraries.

MA-2091. Organization of the Army.
 MN-1513. Maintenance of Office Machines.
 MG-2399. Ship's Nomenclature.
 MN-1424c. PT Boat Tactics.
 MN-1379. Proceed and Report.
 MA-1241. First Aid and Gas Casualties.
 MA-2366i. On Your Own—Fighting Men Series.
 MA-2431. The War (Series of Informational Films).
 MN-19 a, b, c. Submarine Training.
 MA-2366k. Latrinogram (Fighting Men Series).
 MB-534. Coastal Defense.
 MA-1719c. Divide and Conquer.
 MA-1719d. Battle of Britain.
 SN-1449a. Electrical Controls, Part I.
 MA-409c. Identification of Aircraft—Messerschmidt 109F.

'SHARK-REPELLENT' IS DEVELOPED

Hungry sharks may soon no longer be a serious physical or mental menace to men adrift in shark-infested waters as a result of the development of a "shark-repellent" substance.

The Navy Department disclosed that investigators, working under contract between the Office of Scientific Research and Development and Marine Studios, Incorporated, have developed the product after numerous actual tests in the presence of sharks.

The experiments were begun in tanks at Woods Hole, Mass., and continued in waters off the coast of Florida. They culminated in a series of field trials at the mouth of Guayaquil Harbor, Ecuador. Hungry sharks were found to refuse a bait, which otherwise they would have taken voraciously, if a small quantity of the

"shark-repellent" was suspended in the water nearby.

The composition of the substance is a closely guarded secret but the Navy Department says that it is easily and cheaply obtained. Arrangements already are being made for its early distribution to all personnel operating in areas where the shark hazard exists and whose duties may subject them to this risk.

Three identical fish baits, the regular food of sharks, were used in the experiments. A small amount of the "shark-repellent" was placed near one of these baits. In each of 25 experiments this bait, which is believed to be far more attractive to sharks than a man, was left untouched whereas other baits not near the "shark-repellent" were invariably taken.

LEGISLATIVE MATTERS of NAVAL INTEREST

Expansion Of Hospital Facilities

Expansion of hospital facilities for dependents of Naval and Marine Corps personnel is provided in Public Law No. 51, Seventy-eighth Congress. Briefly, the act provides:

- (1) The appropriation of \$2,000,000.
- (2) That hospitalization of dependents shall be at such per diem or other rate as may be prescribed from time to time by the President; that such sums thus collected shall be deposited to the credit of the fund for the maintenance and operation of naval hospitals.
- (3) The term "dependents" includes a lawful wife, unmarried dependent child (or children) under 21 years of age, and the mother and father if in fact such mother or father is dependent on a member of the Navy or Marine Corps. The term "child" (or children) shall include a natural or adopted child or stepchild. The widows of deceased Naval and Marine Corps personnel shall be entitled to hospital care in like manner as dependents.
- (4) In addition to persons, including dependents, now authorized to receive hospitalization at naval hospitals, hospitalization and dispensary service may be provided outside the continental limits of the United States and in Alaska, to officers and employees of any department or agency

of the Federal government, to employees of a contractor with the government, or his subcontractor, to the dependents of such persons, and in emergencies to such other persons as the Secretary of Navy may prescribe: *Provided*, That such care to other than dependents of Naval and Marine Corps personnel shall be permitted only where facilities are not otherwise available in reasonably accessible and appropriate non-Federal hospitals. Charges will be set by the President.

(5) Hospitalization of dependents of naval and Marine Corps personnel and of persons outside the naval service (mentioned under item 4) shall be furnished only for acute medical and surgical conditions, exclusive of nervous, mental, or contagious diseases or those requiring domiciliary care. Dental treatment shall be administered only as an adjunct to inpatient hospital care and shall not include dental prosthesis or orthodontia.

(6) During such periods as the Coast Guard shall operate as a part of the Navy, the provisions of this act apply to dependents of Coast Guard personnel in like manner and to the same extent as to dependents of personnel of the Navy and Marine Corps.

Nominations

The following-named Captains have been confirmed by the Senate as temporary Rear Admirals to rank from

dates indicated: Laurance T. DuBose, September 21, 1942; Carleton F. Bryant, September 25, 1942; George B. Wilson, October 3, 1942.

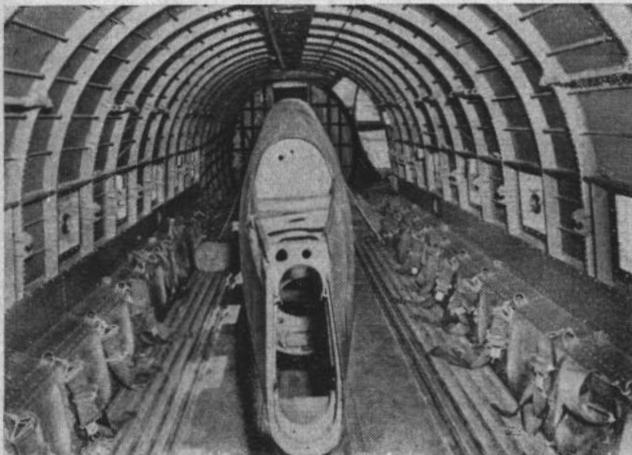
The nomination of Capt. Charles E. Rosendahl as a temporary Rear Admiral from July 9, 1942, has been favorably reported by the Senate Naval Affairs Committee. (See page 29.)

Confirmed by the Senate, Rear Admiral Charles P. Snyder, when retired on August 1, 1943, will be placed on the retired list with the rank of admiral.

The following also were nominated for appointment as commodores while on the duties and with rank as of the dates stated: Capt. Ralph S. Wentworth, commander of Naval Operating Base, Iceland, April 24, 1943; Capt. Charles M. Yates, commander of Naval Operating Base, Oran, Africa, April 26, 1943.

Reserve Midshipman's Quarters Allowance

A bill amending the Pay Readjustment Act of June 1942 by adding: "Midshipmen of the Naval Reserve when not furnished quarters or subsistence in kind shall be granted the same allowance for quarters and subsistence as is granted hereunder to enlisted men not furnished quarters or rations in kind," has passed the Senate and been reported favorably by the House Naval Affairs Committee.



—Press Association Photographs.

New Methods the Allies Are Using

TRANSPORTING PLANES IN TRANSPORTS: *The body of a British P40 Warhawk is fastened snugly in the body of a United States Douglas C-47 Skytrain transport. The dismantled fighter will be taken to an undisclosed front in Africa.*

RESCUING FLYERS IN CRASH BOATS: *Equipped with small airplane motors and air propellers, these boats are always ready to dash to the rescue of crashed pilots. This craft can navigate shallow sloughs, even mud and slime.*

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A SECTION INVITING ATTENTION TO MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL.

Sea Duty

The Chief of Naval Personnel has requested the commandants of all districts, Chiefs of Naval Air Training Commands, and Commanding Officers of all Naval Training Stations to give every consideration to enlisted personnel now serving ashore who are anxious to obtain sea duty or duty outside the continental limits of the United States, this consideration to be consistent with the important functions which activities within the continental limits are performing.

It is considered essential that the operating staffs and ships' companies of shore activities be maintained in a fluid condition, in order that they may constitute a source of supply for the fleets, and to insure that all qualified personnel have the opportunity and privilege of serving in combat areas.

Navy Officers Authorized To Continue Khaki Uniform Purchases

In order to clarify any misunderstanding relative to a change in the naval officers' working uniform, the following information is provided:

A change in the color of the naval officers' working uniform was announced as soon as fast dyes of the color decided upon could be obtained in order to inform the naval service, the textile trade and distributors, thereby clarifying the general uncertainty.

The yardage from which to fabricate uniforms of the new color (slate gray) will not be available in adequate quantities for many months.

Consequently, khaki uniforms may continue to be purchased until stocks are exhausted, and may be worn as long as they are serviceable.

Permanent Residence

The Bureau of Naval Personnel Manual, Article H-1802, defines "official residence ("as") the place of permanent residence or home to which a member of the Naval Reserve, if ordered to active duty, would normally expect to be returned, upon release from active duty."

From the volume of notifications of changes of official residence re-

ceived in the Bureau, it is apparent that the above definition is not known or is being misinterpreted by many Reserve officers. Temporary living addresses, i.e., residences occupied in the vicinity of present duty station during a tour of duty, should not be reported to the Bureau.

While on leave and delay counting as leave, under orders which specifically direct the officer to keep the Bureau advised of his leave address, reports should be made promptly in order to be of any value. In reporting such addresses, specific dates should be given, such as "May 20 to May 26, inclusive, 120 Main Street, Abingdon, Virginia." Numerous letters are received stating "my address while on leave will be _____", without including dates or references.

Elimination of such unnecessary and incomplete reports not only reduces paper work but will prevent future complications.

Convalescent Leave

For the duration of the war, all naval hospitals in the United States have been authorized by the Bureau of Naval Personnel to grant up to 60 days' convalescent leave to enlisted patients hospitalized as the result of illness or injury which necessitated their evacuation from overseas.

When no longer in need of active treatment, and when a period of convalescence with their families may be expected to hasten their recovery and return to duty, such enlisted patients may be transferred, without prior reference to the Bureau of Naval Personnel, to the naval hospital nearest to their home, or point of convalescence with their families, provided the transfer is accomplished at no expense to the Government, with not to exceed 60 days' leave en route.

Upon expiration of convalescent leave men are to report to the naval hospital to which so transferred, for final disposition.

In the cases of patients found physically qualified for limited duty ashore, a report of medical survey is required. Enlisted patients upon expiration of their convalescent leave found fully qualified for return to general service, are to be made available for assignment to duty by Commanders, Service Force Subordinate Commands, Atlantic and Pacific Fleets. The Atlantic Fleet will have jurisdiction in such cases for naval hospitals east of the Mississippi River, and the Pacific Fleet will have jurisdiction over those west of the Mississippi River.

The above procedure does not include patients who are admitted to the hospital from their place of duty, or to patients who are permanently disabled for the performance of any duty, or in whose cases there is a likelihood that active treatment may be required during leave period.

Name, Rate, Service Number

The Bureau is experiencing considerable difficulty in identifying enlisted personnel because of the failure of many commands to observe instructions regarding the use of full name, rate, and service number on official

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correspondence pertaining to enlisted personnel.

Attention is invited to the below quoted paragraphs from the Bureau of Naval Personnel Manual:

D-4003 (3) No reports or correspondence in regard to enlisted men by name will be considered complete without the service numbers of the men concerned.

A-2001 (3) In case of reference to letters or dispatches about enlisted men by name and service number, the name of the man concerned must be given in full to enable the Bureau to locate the letter.

A-2007 (3) File numbers for correspondence relating to enlisted personnel will be the letters "MM" placed before the individual's name and service number, first names to be written in full.

All commands will observe the above instructions. No correspondence should be forwarded to the Bureau, or elsewhere, pertaining to enlisted personnel, unless full name, rate, and service number of the individual concerned appears thereon.

Establishment of Officer Qualification Classification Systems

Inquiries have been received by the Bureau of Naval Personnel from some commanding officers concerning the possibility of establishing officer qualification classification systems within their commands to assist in internal detailing and in similar administrative procedures. In most cases this would be largely an unwarranted expenditure of man hours, since it would duplicate the classification file maintained in the Bureau. (See story on page 7 of this issue.)

However, in some instances the setting up of such a plan would not be unwarranted and would doubtless be of real value to the commanding officer. It is hoped that in any case where a commanding officer wishes to establish a qualifications classification system for his own purposes he will utilize the standard codes which have been developed in the Bureau for classifying naval officers' qualifications. The desirability of having a

uniform qualification classification system throughout the service is apparent.

The Bureau will be glad to furnish technical advice and to make its facilities available for this purpose in any case where the installations of such procedures are considered practicable.

Temporary Duty Orders

All officers or boards traveling under temporary duty orders are reminded that when their duty takes them within the vicinity of a large shore establishment, such as the headquarters of a commandant of a naval district, a navy yard, or naval operating base, they should notify such a command of their presence at the earliest reasonable time after arrival, by letter, telephone, or in person, giving their mission, the length of time they will remain in the vicinity and how they can be reached. If the duty is to be reasonably long, the commandant of the naval district should be notified even though not in the immediate vicinity.

The above is considered good naval practice, is often of importance when it is desired to reach an officer with essential information, and is important for the sake of coordination within the district. This procedure should be complied with even though the official travel orders do not require the officer to report.

Return Transportation From Leave

Commandants and commanding officers of naval training stations are requested to bring to the attention of enlisted personnel going on recruit leave the necessity of providing themselves with sufficient funds to pay for their return transportation.

There is a growing tendency for recruits on leave to apply to Red Cross and Navy relief chapters for return transportation. This practice should be discontinued. Service charitable organizations are not expected to advance funds for this purpose and no such arrangement will be authorized or requested.

Recruits should be cautioned that a part of the funds which they are required to have on hand before being granted leave must be reserved for their return transportation.

Reckless spending of return transportation funds should not be accepted as an excuse to resort to hitchhiking. The men should be cautioned against possible legitimate loss of



—The Buccaneer.

"Somebody ought to tell that WAAC to stay in the middle of that transport."

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funds, or theft, and urged to adopt necessary safeguards.

Those stranded without funds for return transportation should apply to a main Navy Recruiting Station, or Receiving Ship, prior to expiration of leave, for return transportation. Transportation requests may be furnished for this purpose, but the cost will be checked against their individual pay accounts. This procedure should not be considered as relieving them from all liability to punishment for failure to comply with such orders as may be issued on the subject by their commanding officers. Each case should be investigated carefully to discourage the practice.

Correspondence Courses For Naval Reserve Officers

1. The Bureau of Naval Personnel Circular Letter No. 31-43, Pers-2431-MBR QR/P11-1 dated March 13, 1943, has announced that Naval Reserve Officers' Correspondence Courses are now available to officers outside the Continental limits of the United States. Following the circulation of this letter, a large number of requests for enrollment have been received at the Bureau of Naval Personnel, Washington, D. C. However, distribution of this course material is not made direct from the Bureau to individual officers.

2. A request for enrollment must be forwarded via the Commanding Officer to the Naval Reserve Educational Center that is responsible for enrollments from the Naval District in which the officer is located. The procedure for enrollment outlined in the Bureau of Naval Personnel Manual, chapter 5, section 4, lists the four naval Reserve Educational Centers, and also the Naval District enroll-

ments for which each center is responsible. In the case of enrollments by officers not located within a specific Naval District, the request should be forwarded to the Educational Center nearest the United States Fleet Post Office address of the vessel or activity to which the officer is assigned.

Enlisted Training Courses

1. An unexpected delay in the delivery of the General Training Courses for Nonrated Men is making it necessary to back-order all requests for the publication. There is still a supply on hand of Apprentice Seaman training courses, one of the two courses which the GTC is intended to replace, but the stock of A-N, the other course which the GTC is supplanting, has been exhausted. All such requests for A-N will be filled with copies of the General Training Course for Non-rated Men.

2. Motor Machinist's Mate 2c course book and PT&E, and Parachute Rigger, training course only, 3c and 2c may now be ordered since the books are expected from the printers within the next two months.

3. A training course for Pharmacist's Mate 1c and Chief is being written at the present time, and should be ready on or about August 15th. Since this course is listed on the order form, BNP 676, all requests for it are being back-ordered. However, Educational Officers will receive this publication just as promptly if they will refrain from ordering Pharmacist's Mate 1c and Chief until mid-July.

4. The Artificer's Manual is now obsolete and no longer available. Until the enlisted training courses to cover the ratings which formerly used this manual are published, a substitute, the Shipfitter's Manual, by A. Crivelli, published by the Pitman Co., is being stocked at the Naval Warehouse, and copies are available in limited amounts upon request.

5. The Radio Technician 3c course, examination book and key material was purchased and made available for the training of Radio Technicians 3c and strikers for that rating (Reference—Bureau of Naval Personnel Circular letter No. 20-43, to all Ships and Stations, dated February 25, 1943. The quantity obtained was considered adequate for the number of men in service as Radio Technicians 3c or strikers for that rating. The number of requests being received appears to indicate that the course is being ordered for other purposes than that for which it was intended. Because of this situation, educational officers are asked to use discretion in ordering the course material.

6. At the present time, the following enlisted training courses are being written or edited, but the publication dates are too indefinite to warrant placing requests on back order. When requests for these courses are received, a form letter will be returned explaining that announcement of their availability will be made in later issues of the Bureau of Naval Personnel Information Bulletin and in Bureau of Naval Personnel Circular Letters to all Ships and Stations.

Artificer Branch

Carpenter's Mate 3c and 2c.
Shipfitter 3c and 2c.
Patternmaker 2c and 1c.
Radio Technician 2c, 1c and Chief.
Soundman 3c and 2c.
Printer 3c, 2c, 1c and Chief.
Painter 3c and 2c.

Artificer Branch, Engine Room

Motor Machinist's Mate 1c and Chief.
Boilermaker 2c, 1c and Chief.
Metalsmith 2c, 1c and Chief.
Molder 1c.

Aviation Branch

Aviation Electrician's Mate 3c, 2c, 1c and Chief.
Aviation Radioman 3c, 2c, 1c and Chief.
Aerographer's Mate 3c, 2c, 1c and Chief.
Photographer's Mate 3c, 2c, 1c and Chief.

Servicemen's Service, Inc.

Under the sponsorship of the Women's Council of the Navy League of the United States, a shopping service known as Servicemen's Service,



—Section Base Sweepings.

"We gotta watch Smith, sir—he used to run a pinwheel on the outside."



—Bermudair.

"Honorable Hirobito will review fleet."

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Inc., has been established in New York City.

This service will accept orders which are accompanied by a money order or other valid remittance for the purchase of any item available in the United States. By this means, naval personnel outside continental United States may request purchase and delivery of any present or gift to any person within the United States, merely by making application to Servicemen's Service, Inc., 8 East Sixty-first Street, New York, N. Y., and enclosing the necessary remittance.

Naval personnel visiting in New York may make application direct to the Servicemen's Service, Inc., at 8 East Sixty-first Street, for the advice and counsel of a "personal shopper."

Whenever possible, wholesalers and reliable shops giving discounts to service personnel are patronized in making the purchases described above. Attention is invited to the fact that many naval personnel outside continental United States who desire to have gifts transmitted to their families in the United States will find that this service considerably simplifies their shopping problems.

Japanese Language School Will Train Woman Reservists

At the present time a special intensive course in the Japanese language



—Shot and Shell.

"I'll inform the lieutenant you want the Navy to start using paper cups exclusively. Now may I ask you to please bear with us in the meantime."



—Great Lakes Bulletin.

"Permission to come aboard, sir?"

is being given at the University of Colorado, Boulder, Colo., under Navy auspices and administration to students selected by the Navy under the following conditions:

Women as well as men may apply and they must be between the ages of 19 and 30. Both civilians and members of the Women's Reserve—officers and enlisted personnel—are eligible. In general, all applicants are required to have completed a minimum of 3 years of college and to indicate either a previous study of at least 6 months in Chinese or Japanese or, as an alternative to this previous study, a college degree with Phi Beta Kappa. Filing of a language qualification form constitutes application for admission to the course. Applications will be received without reference to any specific period of enrollment but the first enrollment for women will probably take place in June 1943. Notice of consideration will be given by written invitation to a personal interview; no applicant will be enrolled without a prior personal interview.

This course will last 1 year. It calls for a minimum of 4 hours of classroom instruction per day, 6 days a week; in addition each student is expected to spend 9 hours per day in preparation. There is 1 week of vacation at the end of each 4 months' period; there is no summer vacation. Successful completion of the course will qualify the student as a competent translator and interpreter of the Japanese language.

Suitable candidates for the course will be enrolled in a civilian capacity under contract which will provide for remuneration in the amount of \$150 per month. Out of this monthly remuneration each student must meet the cost of board, room, and university medical service in accordance with terms and billing determined by

the University of Colorado. Students will be expected to pay their own transportation to Boulder, Colo.

All students, whether married or unmarried, will be required to reside in college quarters. Married students will not be permitted to bring their families with them because of the acute shortage of married residence quarters in the town of Boulder. The cost of tuition, books, and equipment will be met by direct payment from the Navy to the University throughout the course; until the student is commissioned and placed on active duty in the course she will meet the cost of board, room, and university medical service out of her cash remuneration but after being commissioned and placed on active duty in the course she will receive quarters, subsistence, and medical attention at Navy expense together with base pay of her rank. All students must meet physical, character, and academic standards at all times or be released from the course.

During the first 3 months of the course all students will apply for commissions as officers in the United States Naval Reserve and if commissioned will continue in the course on active duty for the remainder of the course period, provided they continue to meet the standards of the course at all times. No specification can be made in advance as to the use to which special training in the Japanese language will be put, but it is safe to assume that reserve officers called to active duty because of their special qualifications in the Japanese language will be assigned to duty where

DISHONORABLE DISCHARGES →

EDITOR'S NOTE: *The material on the opposite page was prepared in accordance with BuPers Circular Letter 57-43 in the May 1, 1943, issue of the Navy Department Bulletin, stressing the necessity of bringing to the attention of enlisted men the seriousness of desertion in wartime and the severity of penalties attached to a discharge issued for such cause. Commanding officers may desire to reproduce the material for bulletin board displays, and ship and station papers may desire to reprint it in their publications, or undertake a similar project of their own.*



Oh, he is young in war,
and what if he is a quitter?



Well, he'll find out later,
and the medicine is bitter!

It's just a piece of paper now, but in time he'll taste the pill—
"Dishonorable discharge" is a tough rap for going over the hill!

WHAT 'DISHONORABLE DISCHARGE' FOR DESERTION IN TIME OF WAR MEANS TO THE MAN WHO GETS ONE

He'll get none of the discharge pay nor any of the other helps which the Government will more than likely provide after the war—as a matter of fact, as far as his country is concerned, he won't even exist. The law provides that every person who deserts in time of war, and is convicted of desertion, is not only deemed to have voluntarily relinquished and forfeited his Federal citizenship rights but is also forever incapable of holding any office of trust or profit in the United States, or of exercising any rights of a citizen thereof. He can't vote, or run for election, or even go to a Veterans' hospital. He cannot join a Veterans' organization, nor can he or his children be buried in a Federal cemetery. Employers will turn him down for a job. His family, if he has one or if he can find a girl who will be willing to have him, will be continually ashamed of him. When his kids want to know what kind of a hero he was, or when the boys start talking about all they did, he'll have nothing to say—because he'll know what they think of him. And there will be nothing he can do about it; he can't even reenlist in the Armed forces to redeem himself. *Not even a presidential pardon can remove this disqualification.*

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effective use will be made of their special qualifications. The above terms and conditions apply equally to men and women students; women students will be expected to apply for commissions as officers in the Waves.

All questions concerning enrollment in the course should be directed to Lt. Comdr. A. E. Hindmarsh, USNR, Room 4625, Navy Department, Washington, D. C.

Hunting, Fishing For Service Men

Hunting and fishing privileges have been extended to Naval and other service personnel by thirty-nine States, according to an article in the June issue of Outdoor Life magazine.

Two States, Connecticut and Iowa, give free licenses, while the following 17 grant resident privileges:

Arizona, California, Florida, Georgia, Illinois, Kansas, Louisiana, Maine, Michigan, Minnesota, Mississippi, Montana, Nebraska, North Carolina, Oregon, South Carolina, and Texas.

Arkansas, Idaho (free licenses to residents in armed services), Missouri and Virginia grant resident privileges if stationed within their respective borders. Resident privileges after 6 months are given by Indiana, Nevada, New Mexico, and Washington. Oklahoma grants resident privileges after 60 days; Pennsylvania after 30 days (for hunting only, bill in legislature to grant free fishing and hunting li-

censes); Tennessee after 90 days; Utah after 3 months.

Colorado grants resident privileges for big-game license and has special \$1 license for fishing and small game. New York gives resident privileges for fishing only, and South Dakota grants resident privileges for small-game hunting if stationed in the State, with free small-game licenses to State residents in armed services.

A bill has been presented to the Alabama Legislature; Kentucky's Division of Game and Fish will ask the legislature convening in January 1944, to grant resident privileges; New Hampshire has a bill granting resident privileges now in legislature, and Wisconsin has two bills in legislature, one to grant free licenses and one to grant resident privileges.

Air Gunner Sleeve Insignia

The Aviation Free Gunnery Unit, Naval Air Station, San Juan, P. R., and Whidbey Island, Wash., have been added to the activities listed in paragraph 2 (c) of Bureau of Naval Personnel Circular Letter No. 18-43.

In addition to other conditions under which enlisted personnel may be considered eligible to wear the Air Gunner's mark, the paragraph referred to above covers men who have successfully completed the full course for naval air gunners at one of the following Free Gunnery Training Units, and have subsequently demonstrated their fitness in actual air operations to the satisfaction of the

commanding officer of an operating aircraft unit:

Aviation Free Gunnery Units, Naval Air Station:

Kaneohe Bay, T. H.
Seattle, Wash.
Alameda, Calif.
Norfolk, Va.
San Diego, Calif.
San Juan, P. R.
Whidbey Island, Wash.

Gunnery Schools, Naval Air Station, Pensacola, Fla.

Housing Facilities, Naval Air Station, Clinton, Okla.

The prospective commanding officer, Naval Air Station, Clinton, Okla., has notified the Bureau there are no housing facilities for families on the station, and only limited housing facilities available within a radius of 40 miles. Accordingly, officers and enlisted personnel should not move their families until they have arranged for housing and transportation, or until permission of the commanding officer, Naval Air Station, Clinton, Okla., has been obtained.

Subscriptions to Yank

The following information is furnished with regard to entering subscriptions for Yank, the Army Weekly:

Subscription rates are:
8 months (35 issues), \$1.
1 year (52 issues), \$1.50.

Subscriptions should be addressed to:

Yank Headquarters,
205 East Forty-second Street,
New York City.

Subscriptions entered by military organizations will be given 10 percent discount, provided that copies received under such an arrangement are not for resale.

Subscriptions for individual enlisted men or officers are not entitled to the 10 percent discount.

If a vessel receives consignments of magazines from the American News Company, quantities of Yank may be purchased at the wholesale rate of four cents per copy. Yank may then be supplied along with other periodicals distributed by the American News Company.

Posters, subscription blanks, or other Yank advertising matter may be obtained by writing direct to Yank headquarters.



—Billy Eddy.

"Must be so empnatic, Commander?"

BUPERS BULLETIN BOARD

Enlisted Waves May Get Commissions

The Bureau of Naval Personnel has announced that it will consider requests from enlisted women of the Naval Reserve for transfer from class V-10 to class V-9. Candidates must meet the same requirements set for applicants entering class V-9 from civilian life. In addition, they must have served 6 months on continuous active duty and be recommended by their commanding officer as suitable material for a commission in the Women's Reserve, USNR.

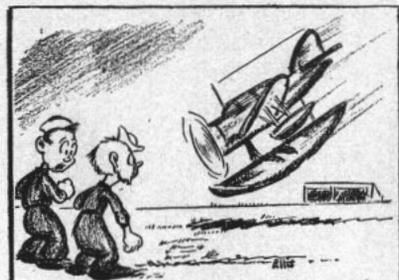
Enlisted women whose requests are accepted will receive training at the United States Naval Reserve Midshipmen's School (WR) at Northampton, Mass.

Detailed information concerning the eligibility of and procedure for enlisted women for transfer to class V-9 is contained in a letter from the Chief of Naval Personnel to the Commanding Officers, Major and Minor Shore Stations and Activities, Commandants, all Naval Districts, Bureaus and Offices in the Navy Department, Communications Officers and Radio Stations (Pers-3639-vjp QR8/OL 11 of March 31, 1943).

Importation of Certain Items

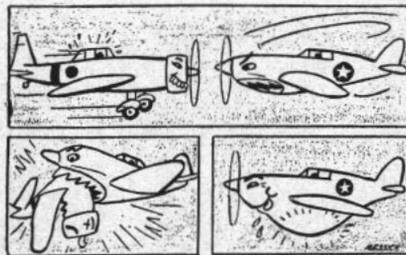
The attention of the Naval service is invited to the provisions of paragraph 1518 of the Tariff Act, which forbids the importation of items made from the feathers and skins of such wild birds as the Eider Duck.

Members of the Naval service who are stationed in northern areas are advised that when they purchase such items and attempt to send them to relatives and friends in the United States, the packages are destroyed by the Post Office, rather than delivered.



—The Beam.

"Hansen can't remember he's been transferred to seaplanes."



—VR—Wings.

The Fessenden School

The Fessenden School, West Newton, Mass., was founded in 1903 and is nondenominational. It has an enrollment of approximately 120 boarders and 85 day students. The grades start with the first and go through the eighth. The ages run from 6 to 14 or 15. Tuition: Boarders \$1,400, day students \$300 to \$600. A 10 percent discount on the above-stated amounts is offered to children of naval personnel.

Communications in regard to this school should be addressed to Mr. Hart Fessenden, Headmaster, The Fessenden School, West Newton, Mass.

Ogontz School Partial Scholarships

The Bureau has been advised by the Principal of the Ogontz School, Montgomery County, Pa., that the two partial scholarships of \$900 each offered by the Trustees of the Ogontz School will be available for the coming school year.

These scholarships are limited to daughters of graduates of the United States Naval Academy on active duty and not restricted as to place of residence. The \$900 reduction in the annual cost of tuition and expenses at the school covers about one-half the total charge.

These scholarships will be for the 2-year course in the Ogontz Junior College which provides for a course of study containing the essentials of a college course both in academic and artistic work. The plan of study is equally adapted to the girl who completes her education at Ogontz. The courses offered prepare any student who attains high standing to enter universities and certain specified colleges with the rank of junior.

There is no entrance examination, but the applicant must be a graduate of an accredited high school or comparable secondary school, and while it is specifically prescribed that no selection by competition is desired or intended, other things being equal the selection will be given to a girl who

has a good scholastic record rather than to one with a poor record.

Since it is extremely difficult to judge the applicants solely on the basis of "paper" records, a personal interview of those deemed to have a reasonable chance of selection becomes a very desirable element in the making of the distinction which will undoubtedly be necessary if the judging is to be done on an equitable basis.

The Commandant of the Eleventh Naval District and the Superintendent of the Naval Academy have each been designated to appoint a board or committee to interview and nominate applicants for the scholarships to the Navy Department where final selections will be made after consideration of the detailed recommendations of the respective boards or committees.

The parents of any girl desiring to have their daughter considered for one of these scholarships should apply to the Commandant of the Eleventh Naval District or to the Superintendent of the Naval Academy. The letter of application should contain the following information: a photograph of the applicant; a letter from the pastor of the family's church; a letter from the principal of the high school or secondary school from which the applicant graduated, together with an attested statement of her academic record; and such other letters of recommendation as the parents desire to submit.

Applications for these partial scholarships should be forwarded in time to reach the Superintendent, United States Naval Academy or the Commandant, Eleventh Naval District by June 20, 1943.



—The Beacon.

"Whaddaya say we just loaf today, Fred?"

