

BUREAU OF

JULY 1943

NAVAL PERSONNEL

INFORMATION BULLETIN

VPERS-0



OUR FLAG OVER A CAPTURED ENEMY BARGE AT ATTU



COMING HOME

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

JULY 1943

NUMBER 316

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The Chief of Naval Personnel

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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 67.

This magazine is published monthly in Washington, D. C., by the Welfare Division of the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. Where reference is made to regulations, orders and directives, such reference is intended as information and does not comprise authority for action. The authority for action is the regulation, order or directive upon which the Bulletin article is based. Because the magazine cannot be furnished personnel individually, it is requested that readers pass along their copies to insure that all hands will have opportunity to read each issue. All activities should keep the Bureau informed of how many copies are required. Ship and station papers are authorized to reprint material as desired. Articles of general interest may be forwarded to the Editor via official channels.





—Official U. S. Navy Photograph.

Amphibious force in action: Army troops stream out of a LCI (Landing Craft: Infantry) during invasion maneuvers along Atlantic coast.

The 'Amphibs' Are Training to Strike

Unified Invasion Force, Composed of Picked
Army and Navy Officers and Men, Getting Ready

At bases along both coasts of the United States, it can now be revealed, there is a unified force composed of picked Army and Navy officers and men being welded in preparation for

assaults on enemy territory. These are the "Amphibians," (INFORMATION BULLETIN, May 1943, p. 6), upon whom will develop the task of carrying the fight to the enemy—

starting the offensive on enemy-held shores.

On the Pacific coast, under Rear Admiral Francis W. Rockwell, U. S. Navy, commander Amphibious Force, Pacific Fleet, who personally directed the landing operations on Attu, and on the Atlantic coast, under Rear Admiral Alan G. Kirk, U. S. Navy, commander Amphibious Force, Atlantic Fleet, there has been created a striking force, still in process of expansion, ready to carry out with speed, precision, and perfect coordination the most difficult of military assignments—a landing on a fortified hostile shore.

Under the training courses of the Amphibious Forces, thousands of naval officers and men have learned to take the newly designed landing boats, ships, and amphibious craft through heavy surf safely to selected beaches; and thousands of toughened Army troops have learned to swarm ashore from the landing craft and race for the beach to establish the spearhead of an Allied invasion.

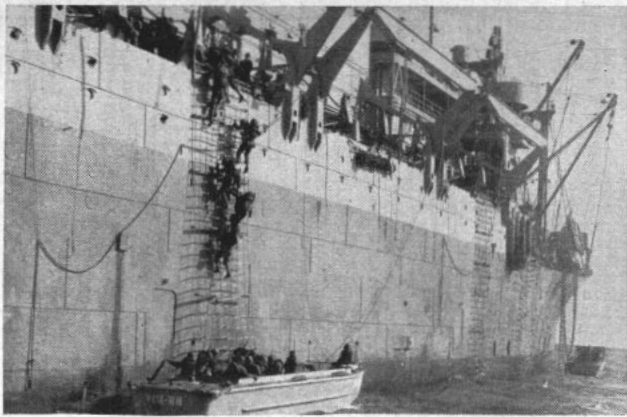
On the Atlantic coast, for instance, working together in the closest cooperation, especially selected Army and



Rear Admiral Alan G. Kirk



—Official U. S. Navy Photographs
Rear Admiral Francis W. Rockwell



Troops climb down transport into landing boat, somewhere off the East Coast . . .



—Official U. S. Navy Photographs.
. . . Ashore, soldiers unload ammunition from landing barge as other landing craft move in.

Navy units are going through an arduous training program, acquiring the high skill needed for joint land, sea, and air operations, studying the lessons of the British commando raids and of our own landings in the Solomons, North Africa, and the Aleutians, and learning, in long day-and-night sessions, to carry out their assignments with split-second timing.

Because of the complex nature of amphibious operations, the training program is both broad and intensive. Every officer and man in the force must understand not only his own task, but the part that will be played by the other units involved. Differences in Army and Navy practice and terminology must be ironed out so thoroughly that there will be no misunderstanding in an actual operation.

Training for amphibious warfare falls into four parts: first, the indoctrination of commanding officers in the strategy, tactics and techniques of joint operations; second, training of the many specialists needed to carry out smoothly a landing operation; third, basic training in the use of the highly specialized amphibious equipment; and, fourth, advanced training—joint exercises of all the units in the force in landing operations under simulated battle conditions.

Naval officers who are assigned to the "Amphibs" are selected from the fleet and from the midshipmen's

schools on the basis of outstanding records in service or in the classroom, and for excellent physical condition. Enlisted men are picked from "boot camps" and specialists' schools by the same method. The result of the careful screening is a group young, enthusiastic, and capable of meeting the extraordinary demands of its dangerous assignment.

They are sent to one of the bases of the Amphibious Force, Atlantic Fleet, where they begin their specialized training. They study seamanship, piloting, and navigation; they drill in gunnery, ship, and plane identification, and the highly intricate communications methods necessary to carry out a landing with dispatch; and, day and night, they go out to sea in their landing craft and then come back in to beach again and again, until they can bring the ships through all kinds of wind and weather to a safe landing on the shore.

Some groups are assigned to the small boats that carry in the waves of assault troops and their equipment. Others learn to maneuver the larger craft which can land large detachments of infantry or important units of the armored forces. Still others are assigned to units where, with Army troops, they practice landing on the enemy shore, establishing and organizing the beachhead for the succeeding waves of troops—in effect establish-

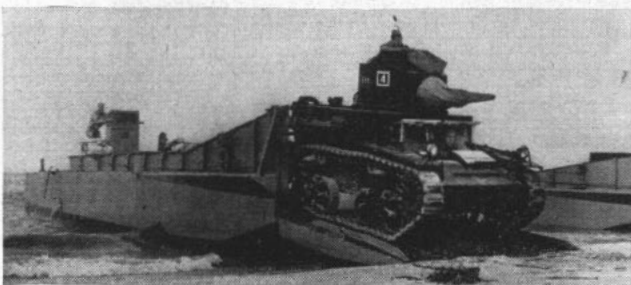
ing, in a few minutes, a military base. Finally, a group selected after rigid physical examination joins similarly picked Army units, and together they train jointly for service in scouting and raider detachments, which are assigned the duties of landing by stealth on the enemy shore ahead of the actual landing in force to reconnoiter and eliminate obstacles that might impede the progress of the assault troops.

At the same time, the Army selects units which have already had thorough training in the infantry or the armored forces, and assigns them to the Amphibious Force.

The enlisted men are given a tough conditioning course to prepare them for the hard task that lies ahead, and then receive basic amphibious training. They learn to clamber over the sides of ships and down into the small boats pitching below; they are taught to come ashore from the landing craft through rough water and still keep their equipment dry; they study the tactics of surprise attacks.

Meanwhile, the Army officers go to another base, where, with Navy officers, they learn the art of amphibious operations. They study strategy and tactics, and the proper methods of liaison between the many organizations involved. Great stress is laid upon communications. Visual and

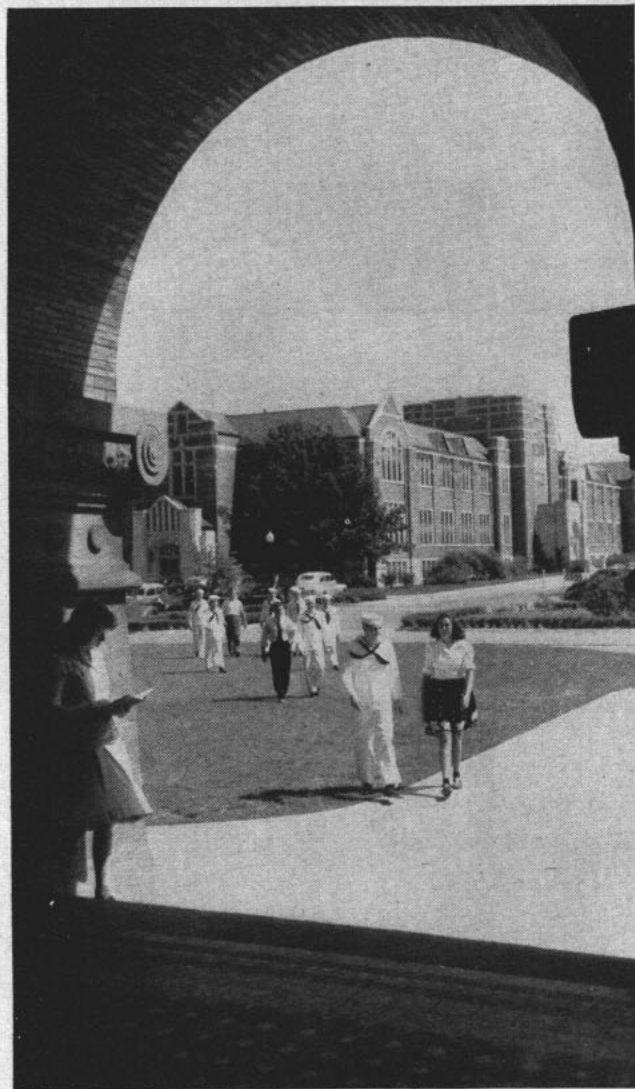
(Continued on p. 51)



Tank rolls down steel ramp of "crocodile boat" during training maneuvers . . .



—Official U. S. Navy Photographs.
. . . Jeep with trailer leaves landing barge and rolls onto specially-built wire net.



—Official U. S. Navy Photographs.

On more than 200 campuses Navy men will go to college—with the normal pattern of college life preserved as much as possible.

New V-12 Program Under Way

80,000 Men Put on Active Duty
For College Work Beginning 1 July

When the Navy V-12 program goes into operation in more than 200 colleges and universities of the Nation on 1 July 1943, approximately 80,000 men especially selected as officer candidates will be placed on active duty to continue their education. This program will absorb the previous V-1 and V-7 programs as well as the special college training program of the U. S. Marine Corps Reserve; it will also be coordinated with the NROTC, which will continue substantially in the same manner as in the past.

The Navy V-12 program has been set up to provide a continuing supply of officer candidates in the various special fields required by the U. S. Navy, Marine Corps, and Coast Guard. It is part of the general plan an-

nounced on 12 December 1942, in the "Joint Statement of the Secretary of War and the Secretary of the Navy on Utilization of College Facilities in Special Training for the Army and Navy."

Under the new program college-level instruction will be given to selected high-school graduates, or others of satisfactory educational qualification, whose mental, physical, and potential officer qualifications are established by appropriate examinations. As specified in the Joint Statement, "... the educational training will be carried on while the men are on active duty, in uniform, receiving pay, and under general military discipline."

However, it is basically a college

program. Its primary purpose is to give prospective naval officers the benefits of college education in those areas most needed by the Navy.

To that end, insofar as possible, the normal pattern of college life will be preserved. Colleges may, at their own discretion, give regular academic credit for all or most of the Navy courses, and college faculties will enforce all necessary regulations to keep academic standards high.

V-12 college students will be candidates for commissions in the following branches of the Naval Reserve: A-V(N), A-V(S), C-V(S), CC-V(S), CEC-V(S), ChC-V(S), D-V(G), D-V(S), DC-V(S), E-V(G), E-V(S), MC-V(S), O-V(S), SC-V(G).

Made available to the Navy will be

not merely classroom, dormitory, and messhall space and a stipulated amount of instruction, but also the highest teaching skill, the best judgment, and the soundest administration of which the colleges are capable. Navy students will have the benefits of faculty counseling, of extracurricular activities—the best undergraduate education the colleges can offer.

As apprentice seamen on active duty, they will have certain responsibilities to the Navy; but it is not contemplated that Navy units will observe completely such purely military regulations as those in force at the Naval Academy or at specialized naval training schools. Naval discipline will be enforced, but naval training will be definitely subordinated to academic work.

Former V-1 and V-7 students who are called to active duty on 1 July, for further college instruction for the purpose of qualifying them for appointment in professional classes of the Naval Reserve will be permitted to complete additional terms, so that upon graduation they will have completed a total number of terms as follows: Engineer specialists, 8; medical and dental students, the minimum number necessary to complete the requirements for their professional degrees. Former V-1 and V-7 students who are selected to become engineers for special or general duty, or deck, supply, or Marine Corps general duty, will be permitted to complete additional terms as follows:

Those who had on 1 July completed	Will receive additional
7	1
6	1
5	2
4	2
3	3
2	3
1	4

The length of courses for new V-12 students who enter college for the first time to become a member of specialized service, including chaplain, medical, dental, and engineering officer candidates, will vary from 8 to 14 terms. Students entering college for the first time destined for general duty as deck, engineering, supply, or Marine Corps officers will remain in college from 4 to 6 terms. At the conclusion of their college work, students will take specialized naval training leading to commissions.

Four-fifths of those called to active duty with the first V-12 group will be men already in colleges in an inactive reserve status. A large proportion of the remaining fifth will enter the program directly from civilian life. Others will be drawn from enlisted personnel of the Navy, Marine Corps, and Coast Guard.

Of the total, about 15 percent will be officer candidates for the Marine Corps; several hundred will be destined for service with the Coast Guard and the rest will be future naval officers.

To be accepted by the Navy for the V-12 program, civilians must be between the ages of 17 and 20 years, must pass the special examination and a physical examination, and must be approved by a board composed of a naval officer, an educator, and a representative civilian, at district Offices of Naval Officer Procurement.

Enlisted personnel of the Navy, Marine Corps, and Coast Guard may apply for the Navy V-12 program through their commanding officers. Application blanks, similar to those used by enlisted men in applying for a commission, have been made available to all ships and stations.

Every effort is being made to select the most intelligent students who also possess the necessary potential officer-like qualities for admission to the V-12 program, so that the maximum time, energy, and money may be conserved by including only those men who will, in the end, measure up to

officer qualifications for commissions. Those students who are not successful in the college course will still be important additions to the enlisted complement of the fleet.

The Navy assigns officer candidates in the new class V-12 to the selected colleges and prescribes curricula designed to insure production of officer material for the various branches of naval service. Colleges receive the general outlines of these curricula, together with suggested references, but are allowed considerable freedom in the selection of instructional aids and in the methods of instruction. The college, at its own discretion, may give or withhold regular academic credit for courses successfully passed, but it must offer instruction to any man assigned to it by the Navy.

Every effort has been made to select institutions offering the highest type

(Continued on p. 51)

THE LIFE OF A V-12 MAN

The uniformed men who begin college courses under the Navy V-12 program on 1 July may attend classes with civilian students or with co-eds; they may join student unions, fraternities and campus clubs. They will not do a lot of marching (one hour of drill a week usually with formation for breakfast and lunch) and, although reveille will be sounded for them in the morning, there probably will be no taps at night (to permit late study). After the first term of the freshman year, they may go out for varsity athletics, provided that they take no trips longer than 48 hours and that such participation is approved by the commanding officer. Generally speaking, the Navy V-12 units will begin operating in much the same manner as colleges always have, except that courses will be stiffer.

The compulsory physical training program contemplates 1 hour and 20 minutes of physical education each day. Twenty minutes in the early morning will be devoted to setting-up exercises. The other hour (swimming, organized sports, etc.) will be fitted in depending on the schedule of the individual student and the school. A typical day's schedule might go like this:

Reveille.....	0600
Setting-up drill.....	0615
Breakfast formation (inspection)....	0715
Breakfast.....	0730
Classes.....	0800
Lunch.....	1200
Classes.....	1330
Athletics or recreation.....	1630
Dinner.....	1800
Liberty.....	1700
Liberty over.....	2200

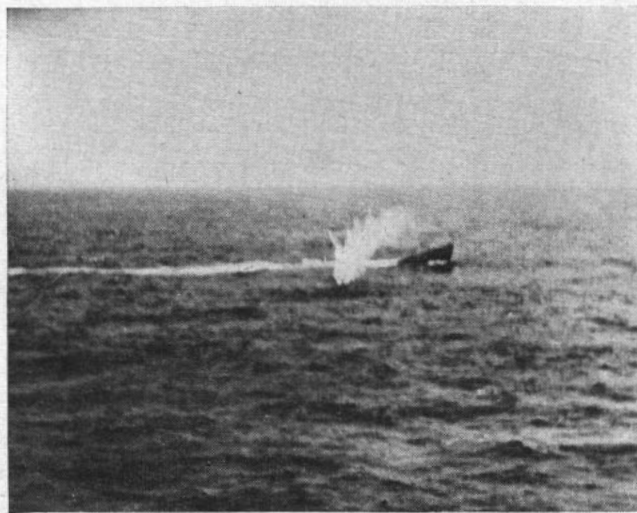
Seventeen hours of classes a week will be a minimum for Navy men, with outside preparation and laboratory work to bring the total week's work up to 52 to 58 hours. There will be no

"cut" system in the V-12 courses—absences may be excused by the commanding officer only for such reasons as illness. Colleges will be required to maintain high academic standards, and V-12 students who fail will be immediately separated from the program.

At most colleges classes will be necessary on Saturday because of the heavy work load (which also influences the schedule of three 16-week semesters each year). It is expected that the average teaching load for instructors of Navy students will be about 20 hours a week, including laboratory periods. As a rule, there will be 1 instructor for 30 students except that in advanced courses there may be 1 instructor for as few as 10.

Although Navy college students will not be permitted to do outside work for pay, they will take care of their own beds, sweep out their bedrooms and adjacent corridors. Students will mess together, they will be required to take meals at the scheduled time, will often march to meals, and usually will serve themselves cafeteria style.

No rifles or other military equipment will be supplied for military drill, which will be kept to a minimum with requests for participation in public parades denied. Because of the heavy, year-around academic schedule, standing watch, shore patrol, and other strictly military duties will be kept to a minimum. The whole V-12 program has been described as a college program, with military procedures subordinated to study. Intensive military training, for most V-12 students, will come later, in reserve midshipmen's schools, naval training schools, or indoctrination schools especially set up for that purpose.



—Official U. S. Navy Photographs.

THE NEW VEGA VENTURA AND HER FIRST CREDITED VICTIM: One of the Navy's new Vega Ventura's (PV-1), a patrol plane, recently depth-charged and sank an enemy submarine while protecting an Atlantic convey. At left: The Ventura—a plane like this one sank the sub despite a wing

riddled by gunfire. At right: After four depth bombs, the bow of the U-boat broke about 25 feet out of the water at a steep angle. The sub slowly staggered forward, stopped moving, then slid beneath the surface for the last time, a 100-foot oil slick behind her.

Navy Gains in U-Boat War

New Planes and New Surface Vessels Carry the War to Submarine Packs

Naval leaders in London and Washington this month said the Battle of the Atlantic was being won. Berlin admitted that Allied antisubmarine methods "are growing stronger every day."

These are highlights of the statements by Allied leaders:

British Prime Minister Churchill: "New weapons and new methods and close coordination between surface and air escorts have enabled us to inflict casualties (on submarines) which have surpassed all previous records."

A. V. Alexander, First Lord of the Admiralty: "The number of U-boats sunk in May will exceed the number which the enemy will have been able to bring into the war."

Vice Admiral Adolphus Andrews, USN: "With additional escorts, planes, and blimps which are now being delivered we should have this menace under control within the next 6 months."

British Foreign Secretary Eden: "Our new construction of merchant ships is still mounting. Our merchant shipping losses still are decreasing and sinkings of U-boats still are increasing."

There were numerous reports of single sinkings of U-boats.

A London dispatch early in June told of an escort group that sank or damaged 13 enemy subs in a single

round trip between the British Isles and America. Officers of escort vessels on the trip said they were attacked by a pack of about 24 submarines and engaged the raiders in a running battle that raged for 4 days. Describing the attacks, one officer said "by day we had a pillar of water from depth charges and by night a pillar of flame."

One of the most spectacular sinkings reported last month was accomplished by the U. S. Coast Guard cutter *Spencer* which engaged a Nazi U-boat in a running fight, sank her with gunfire and captured more than 40 members of her crew.

In a short engagement last April, it was revealed this month, one of the Navy's new Vega Ventura bombers shattered an enemy submarine and sent her to the bottom with four depth charges, one of which struck the partly submerged sub just forward of the conning tower. Lt. (jg) Thomas Kinaszuck, pilot, said the sub was blown to the surface. Her bow, he said, broke water at a steep angle and she staggered forward before sliding beneath the surface once again. This was the first sinking credited to the new Vega Ventura bombers, which only recently had been reported in service.

On May 26 the Navy reported that a PBY patrol plane, piloted by Ens. Thurmond E. Robertson, USN, dived

on a surfaced sub in the face of steady antiaircraft fire and crippled the vessel with depth bombs. A second plane, piloted by Lt. Gerard Bradford, Jr., USNR, joined the attack and sank the sub.

In another action reported June 3 the Navy reported that a Catalina patrol plane, operating over South Atlantic waters, surprised a surfaced U-boat whose crew members were sunbathing on her deck and blew it in two with depth bombs. The pilot, Lt. (jg) William R. Ford, USNR, said the stern of the sub rose 8 to 10 feet after the bombs struck her, bobbed up and down and then plunged straight down.

The Air Ministry in London May 30 reported a weird air-sea battle between giant planes on Atlantic Patrol and enemy submarines which resulted in the sinking of at least five U-boats over a 10-day period. The subs attempted to fight off the attacking planes with machine guns, but depth bombs finished them off. Several other attacks were made by these planes during the same period which may have resulted in additional sinkings. (More on planes vs. U-boats: Page 23.)

The Navy, meanwhile, announced that two new types of small escort craft will join the fleet soon.

(Continued on p. 53)

'SPENCER' SINKS A U-BOAT



1. THE USS "SPENCER," Coast Guard Cutter, guards an Atlantic Convoy. Suddenly the "Spencer's" radio operator detects a sub, and then ...



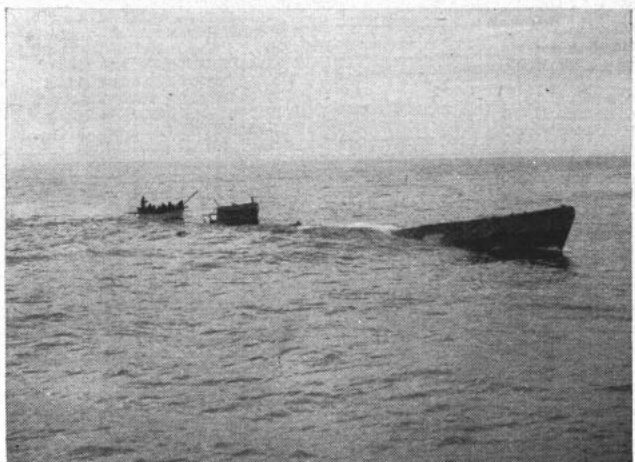
2. DEPTH CHARGES drop into the sea over the submerged raider. The sub runs but the "Spencer" follows dropping her ash cans and ...



3. THE SUB is forced to surface. She shows fight and the two vessels exchange lively gun fire. One shot tears off part of the sub's conning tower and the cutter ...



4. RUSHES IN for the kill. Pumping shell after shell into the sub and keeping her crew away from the deck gun, it is soon all over and the Nazis abandon ship to be picked up by ...

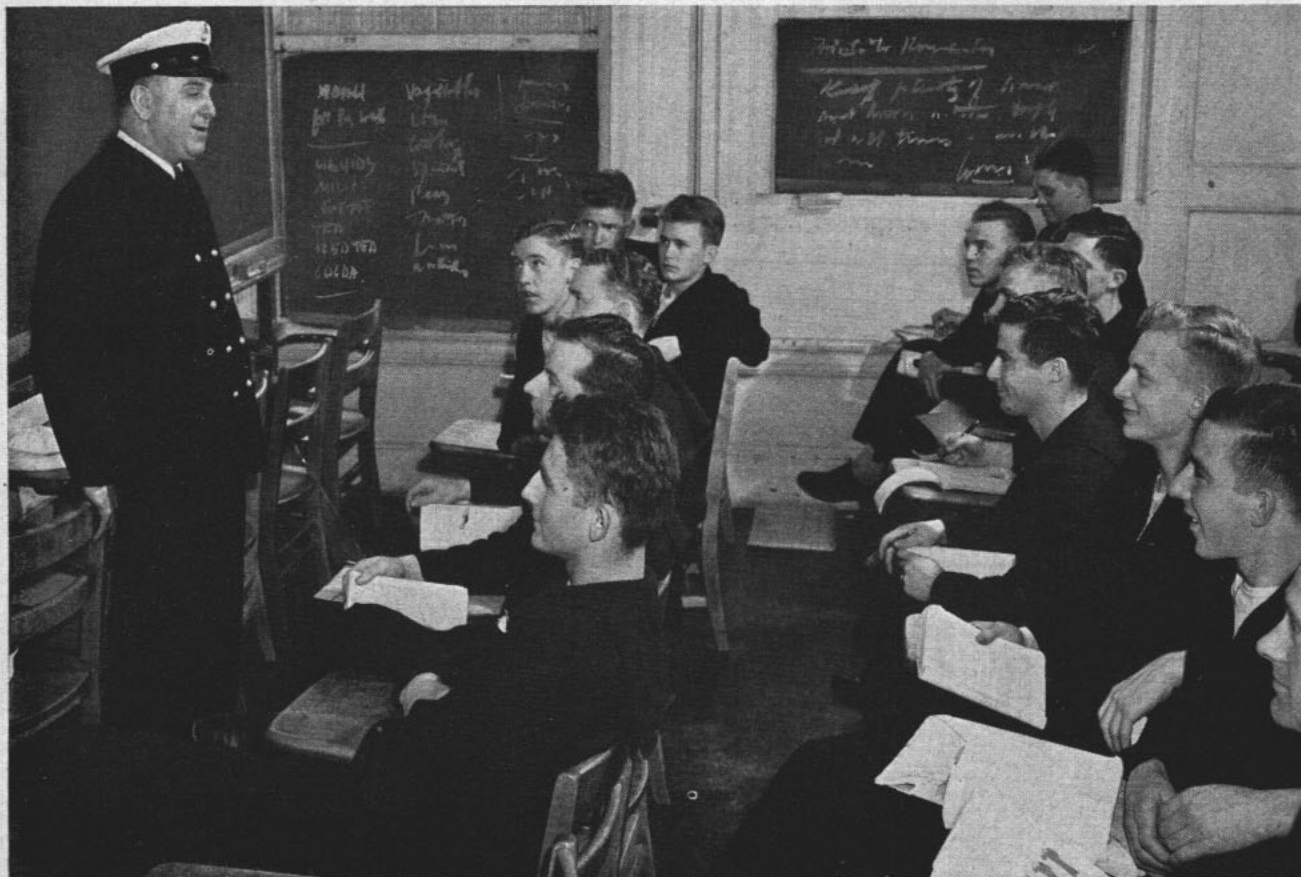


5. A BOAT from the cutter which rows over to the sinking raider picking up more than 40 members of her crew. They are greeted by the cutter's ...



6. HAPPY CREW, which gave credit for the victory to their hero, Popeye. The convoy sailed on, unmolested.

—All Official U. S. Coast Guard Photographs.



—Official U. S. Navy Photograph.

The best-qualified man teaches the subject; students attend only because they want to.

Learning As-You-Like-It

Far-Flung Educational Services Activities Look Forward to Helping Men in Post-War Period

When the war is over, the men who thought their education was going to be interrupted will find instead that they are coming home better equipped for a civilian job, or better qualified to resume their formal education, if only they take advantage of the opportunities the Navy is providing.

These educational opportunities are not to be confused with the Navy's training program, which fits men better for military duties. Paramount though the training program is, the Navy has recognized and developed another type of educational program for the interested man—one which is carried on during his off-duty hours and in which he can take courses useful in civilian life after the war. The subjects studied under this new type of program are those which will make him more efficient in his Navy job, or work which is interesting as a hobby or for relaxation.

The two programs do not conflict in any way. Training comes first; personal education comes as the individual wishes, in his spare time. The

Navy has found that this personal educational program actually helps the training program.

There are certain intervals between tasks in even the busiest days when a man can relax and be alone with his thoughts. A man whose spare time or "thinking-time" is occupied in constructive study, in individual growth, and in intelligent use of leisure is the man whose fighting efficiency is highest, who is anxious to do a good job and who is eager to advance both his own welfare and that of the Navy. Men who keep busy are happier than those who do not. Very often what they are learn-

ing has unexpected application to their Naval duties. The Navy is thus helping to make possible a better post-war opportunity for its personnel.

Basic to this whole program is the statement of the President when he announced the 18-19-year-old draft law: "I am causing a study to be made by a committee of educators under the auspices of the War and Navy Departments, for the taking of steps to enable the young men whose education has been interrupted to resume their schooling and to afford equal opportunity for the training and education of other young men of ability after their service in the armed forces has come to an end."

When it became necessary for the Congress to dip into the manpower reserve of the teen ages to swell the armed forces, the fact became increasingly clear that the military establishment had accepted a huge educational responsibility.

As Navy recruits completed their fundamental training and were as-

"The long-term effect . . . will be for the benefit of the student. The immediate effect will be his development as a greater asset to the war effort."

—RANDALL JACOBS,
Chief of Naval Personnel.

signed to permanent stations on outlying or continental bases, or to fleet stations on the battle line, the needs for a nonmilitary educational program became more explicit. Accordingly, the Chief of Naval Personnel assigned a group of officers to make a survey of possible "in-service" education which would be supplementary to the direct military task.

Three outlying bases where the need appeared greatest were selected for these surveys. These studies revealed a number of characteristics common to each of these bases. The primary finding was that, despite long working days and extensive military duties, there existed an enthusiastic demand among both officers and men for off-duty instruction in nonmilitary subjects. This was due to a number of factors among which were:

(1) Sufficient free time and the desire to use it for purposes of self-improvement.

(2) A desire to continue or complete school and college educations, interrupted by the necessity of military service.

(3) A desire to learn skills and obtain information in subjects corollary to the job being performed in the Navy.

(4) A concern for the eventual return to civilian life.

Contributing factors to the demand for nonmilitary instruction included: inability to get away from the base on leave (except by air or water, which was virtually impossible except in emergency), a shortage of female companionship, infrequent mail delivery, lack of news from the United States, limited local resources—especially those depending upon a grasp of foreign languages—and a serious shortage of information about the progress of the war in other theaters of the globe.

The compilation of these needs pointed to the immediate necessity for a vigorous and far-reaching program of education. Experimental laboratories were set up in the autumn of 1942, and gradually, in answer to pleas from the fleet and bases and stations, the program took shape. On January 1, 1943, the Educational Services Section was created.

Since that date, a world-wide educational program has been developed. Centers jocularly given such names as "The College of the Aleutians," "Kodiak University," and "Andreanof Academy," only to mention those in one war sector, have been established on an informal basis to give courses in almost any subject the men on duty at those stations want. There are self-explanatory texts available, for private learning or for use in the Centers. A wealth of educational material—phonograph records, maps, books, charts, almost anything that is useful—is provided, even for the farthest outpost.

These educational opportunities represent a vital development in planning for the future. By enrolling



This is the Newsmap—actual size 35 inches by 47 inches—which is distributed weekly by the Educational Services Section. Printed on both sides, the Newsmap covers both the current events of the war throughout the world and a special training feature which can be brought to the attention of personnel by illustrative display. Above is shown the current side of the 14 June 1943 issue, with a large, detailed map of the Eastern Front, as well as a general world map, spot photographs, and a résumé of the fighting on all fronts.



On the back side of the 14 June 1943 issue of the Newsmap appears a picture story entitled "The Making of a U. S. Bluejacket," the first feature subject developed entirely by the Navy, being prepared by the Recruiting Division through arrangement of the Educational Services Section. Naval activities not now receiving copies of the Newsmap should direct requests to the Educational Services Section, Bureau of Naval Personnel.



—Official U. S. Navy Photograph.

What they learn in their spare time now will give these men new opportunities when they return to civilian life.

for courses, the men who had to leave school or who could not go to school may now prepare for better jobs and careers after the war is over. Instead of marking time, or forgetting what they were learning before they joined the Navy, they can come out of the service even better educated than when they came in.

Arrangements are even being made for students at these Centers to convert their work to regular institutions of learning when they get back home again and want to go on working toward high-school diplomas and college degrees.

Courses are being offered in any high school or college subject which three or more students elect to take. Books are available for a wide range of subjects.

In the Centers, more technically known as "group instruction," classes are held evenings in mess halls, barracks, and special huts, and even in the open in tropical centers.

A typical "curriculum" includes a revealing assortment of subjects: accounting, algebra, arithmetic, cabinetmaking, Diesel, English, history, navigation, physics, shorthand, Spanish, trigonometry, international code, typing, refrigeration, blueprint reading, bacteriology, public speaking, Russian, carpentry, surveying, and electricity.

Almost all instructors are university-trained men, but they range from high-ranking officers to seamen second class in military station. If a petty officer is best qualified to teach Russian, for instance, he is selected.

More than likely there will be officers in his class.

These classes are a function of units called Educational Service Centers, rapidly being developed on the bases and stations of the naval establishment itself. To these bases are con-

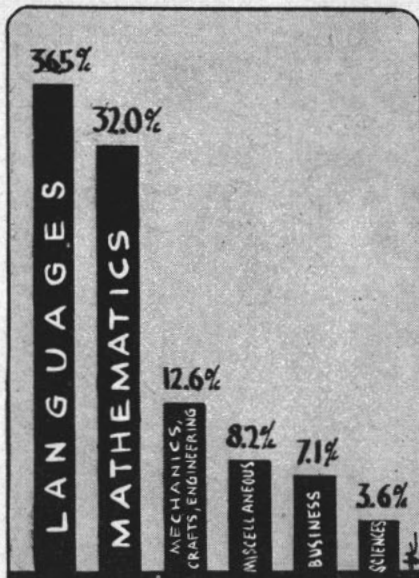
stantly being sent a stream of carefully trained officer-supervisors. On-the-spot, these officers are charged with teaching and administering of instruction in a wide variety of courses, requested by the men themselves.

The task of the officer-supervisor is to set up informal classes in these subjects, if numbers and time schedule permit, and to find competent teachers to give the courses. Usually the supervisor can himself take time out from administrative and record-keeping duties to teach one or more such classes.

This officer is steward of off-duty education. He guides and counsels officers and men in the selection of correspondence courses in the United States Armed Forces Institute, and through the Institute in selecting school or college courses. During long evenings in northern latitudes, the Educational Service Center may be a "little red schoolhouse" where men are learning languages by Linguaphone Records, poring over mathematics problems, reading history, listening to discussions of the latest Newsmag, carving in wood, or studying technical magazines, pocket guides, or intelligence reports.

The Service Centers are the backbone of the whole program. They operate as schools, central clearing-houses for war information, guidance clinics, and cultural and vocational counseling services. They are the outposts: the answer to the wide-

(Continued on p. 53)

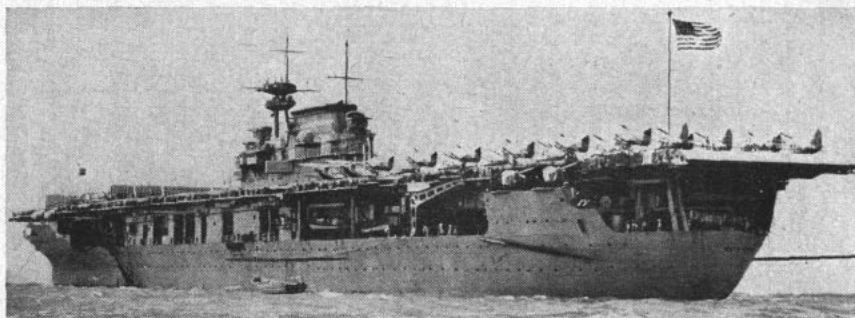


—Information Bulletin Chart.

What are men most interested in learning when they have their choice of nonmilitary subjects? The above graph shows the breakdown of recent statistics compiled from the various Educational Service Centers.

The 'Enterprise's' War Against the Japs

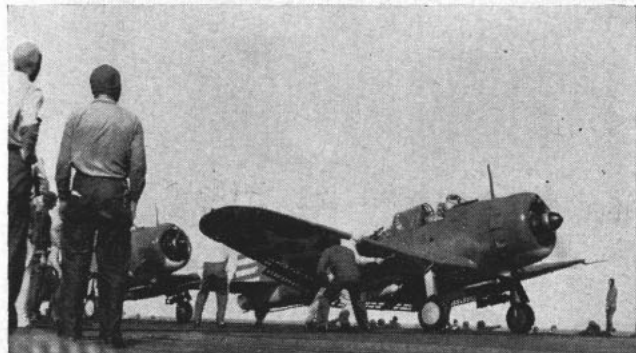
THESE PICTURES tell the story of the United States aircraft carrier *Enterprise*, "workhorse of war." Last month President Roosevelt awarded a unit citation to the ship, the first to a carrier. The story however—beginning at Pearl Harbor and ending at Guadalcanal—is unfinished. The *Enterprise* is still afloat and fighting. In 346 days of World War II, the "Old Lady" (1) was the only carrier to get into action at Pearl Harbor; (2) was the first ship to strike offensively at the enemy; (3) helped protect the *Hornet* on the Tokyo raid; (4) made hits on ships and shore installations with at least 84,100 pounds of bombs; (5) destroyed at least 140 Jap warplanes in air combat; (6) sank three submarines, one patrol boat, one fuel barge and with squadrons from another carrier, four aircraft carriers and three destroyers; (7) probably sank one battleship, one heavy cruiser, three large tankers, and one transport;



THE ENTERPRISE: She was returning to Pearl Harbor the morning of 7 December 1941. Her planes got into the air quickly, but sought the enemy unsuccessfully.

(8) damaged with direct hits one aircraft carrier, one battleship, one destroyer, two light cruisers, a large transport, a tanker, a cargo ship, seven miscellaneous craft and, with another carrier's squadrons, one battleship and two light cruisers; (9) destroyed at least three hangars, one radio station, six miscellaneous

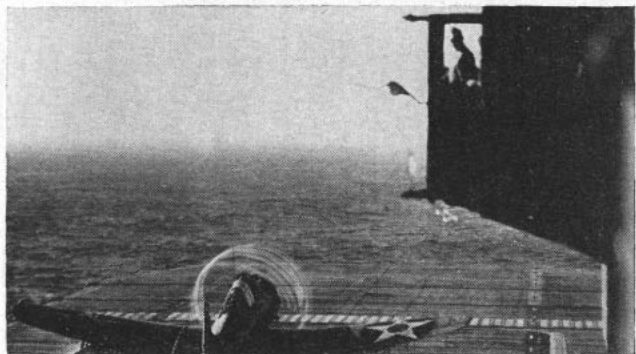
buildings, two anti-aircraft batteries, one 6-inch shore battery, seven gasoline tanks and a number of ammunition magazines; (10) damaged severely four hangars, one fuel tank, 13 buildings, a barracks, a radio station and numerous runways; (11) scored 11 other torpedo hits on enemy vessels.



ATTACK ON MARSHALL AND GILBERT ISLANDS, 31 January 1942: A Douglas Dauntless scout bomber prepares to take off from the deck for the first American offensive blow in the Pacific war. In this, the first combat test for an American aircraft carrier, the *Enterprise* proved the potency of air attack from a mobile, floating base.



During the attack on the Marshall Islands, a Japanese bomber attempted to crash amid the planes on the flight deck of the *Enterprise*, sheared off tail assembly of this Douglas. Meanwhile, *Enterprise* launched eight separate rapid attacks on the islands, destroyed buildings, ships, planes, other objectives.



WAKE ISLAND ATTACK, 24 February 1942: This Navy fighter took off at dawn. The white streaks were made by the propeller as it cut through the moisture-laden air.



—Official U. S. Navy Photographs.

A Douglas Dauntless bomber from the *Enterprise* circles Wake. Extensive damage was done to Jap installations.



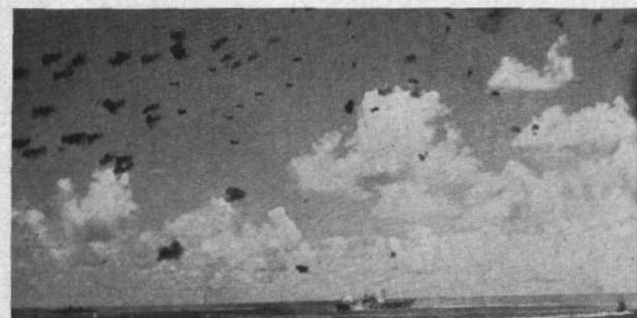
EN ROUTE TO TOKYO, April 1942: From the deck of the *Enterprise*, foreground with scout bombers, the U. S. S. *Hornet* is seen en route to launch Maj. Gen. Jimmy Doolittle's B-25s for their raid on Tokyo. *Enterprise* was in a task force that guarded the *Hornet*.



BATTLE OF MIDWAY, 3-6 June 1942: A squadron of Douglas Devastator torpedo bombers unfold their wings before take-off. It is 4 June. Before the battle ends, the *Enterprise* will have scored one of her biggest successes. Her Devastators, Dauntlesses, and Grumman Wildcats will make four separate attacks on the enemy's invasion fleets. In one attack alone, 33 of her planes will send eight bombs onto one carrier, three on other. Both carriers eventually sank.



During the Battle of Midway, *Enterprise's* aircraft got five direct hits on a Japanese cruiser of the *Mogami* class, left her (photo) dead in the water. Also, 17 of *Enterprise's* planes, with seven from another carrier, screamed down out of the sun to hit a battleship with two bombs, a carrier with six. The carrier, *Soryu*, burst into flame from stem to stern and sank. Also, six fighters from the *Enterprise* strafed two destroyers at point blank range.



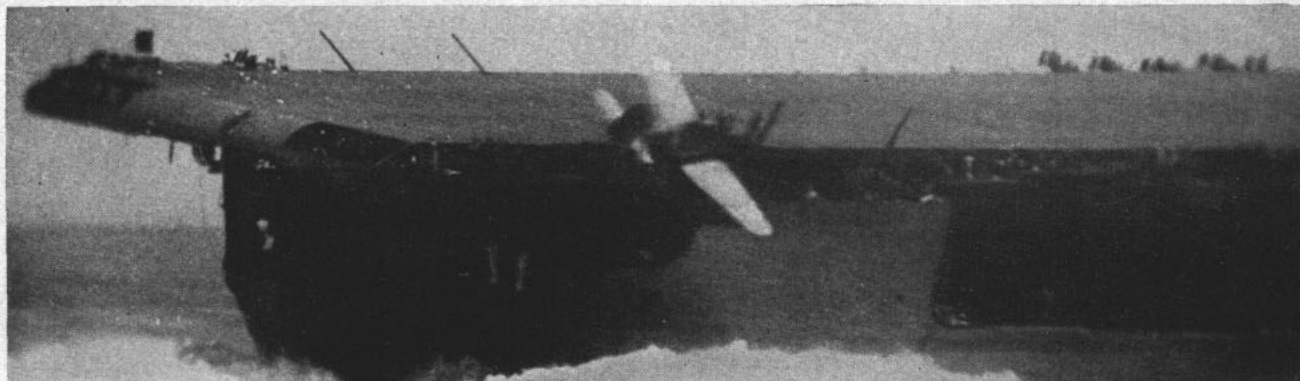
BATTLE OF THE EASTERN SOLOMONS, 23-25 August 1942: After covering the first Marine landings in the Solomons, the *Enterprise* took part in a battle comparable to Midway in scope, ferocity and importance. A Jap force of carriers, battleships, cruisers, destroyers, etc., etc., attempted to retake Guadalcanal. During the action, the *Enterprise* knocked down 30 Japanese planes while successfully warding off an enemy dive bombing attack. She is under attack in this photograph. Her air groups, with others of the Navy, Marines, and Army, turned back the enemy.



—Official U. S. Navy Photographs.

BATTLE OF SANTA CRUZ, 26 October 1942: When the famous battleship called "Old Nameless," "Big Bastard" or simply "X" shot down 32 Japanese planes with anti-aircraft fire, the *Enterprise* was beside her. Under constant menace from enemy dive bombers and torpedoes, the *Enterprise* that day brought down 63 planes, 30 by ack-ack and 33 by her own planes. This photograph shows the *Enterprise* under the anti-aircraft barrage thrown up by the battleship. After this most determined Japanese effort to sink her, the *Enterprise* retired for repairs. She was back fighting the Japs 2 weeks later when, beginning November 13, the enemy made another unsuccessful effort to retake Guadalcanal.

Incidents During 'Enterprise's' Victorious Year



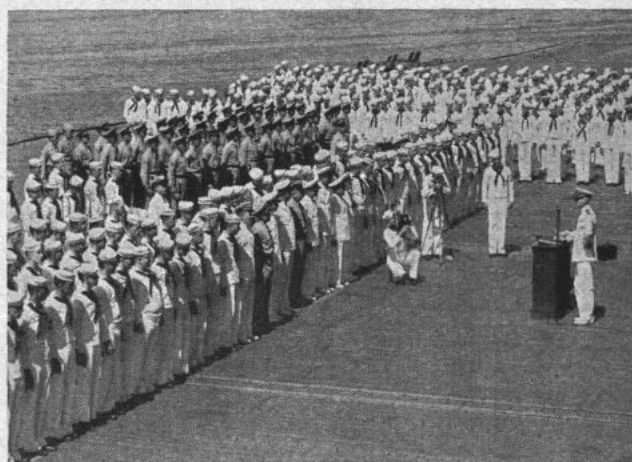
A BOMB HIT on the *Enterprise* as she heeled over in a sharp turn sent this lone SBD skidding off the flight deck on the starboard quarter. A Navy photographer aboard an accompanying warship snapped the photograph at the exact moment. After the battle of Santa Cruz, when the *Enterprise* was hurrying back to Guadalcanal, she was attacked while Seabees were laboring day and night to complete repairs upon her. Said an officer who commanded one of her plane squadrons: "You can certainly say this for the 'Old Lady': Wherever anything is happening in this war, she's there and in the thick of it."



THERE WAS DAMAGE to the *Enterprise* during her victorious year: This is a hole in the flight deck made by a Japanese bomb.



THERE WERE CASUALTIES: This U. S. sailor got encouragement and comfort from shipmates before being transferred to a naval hospital for treatment.

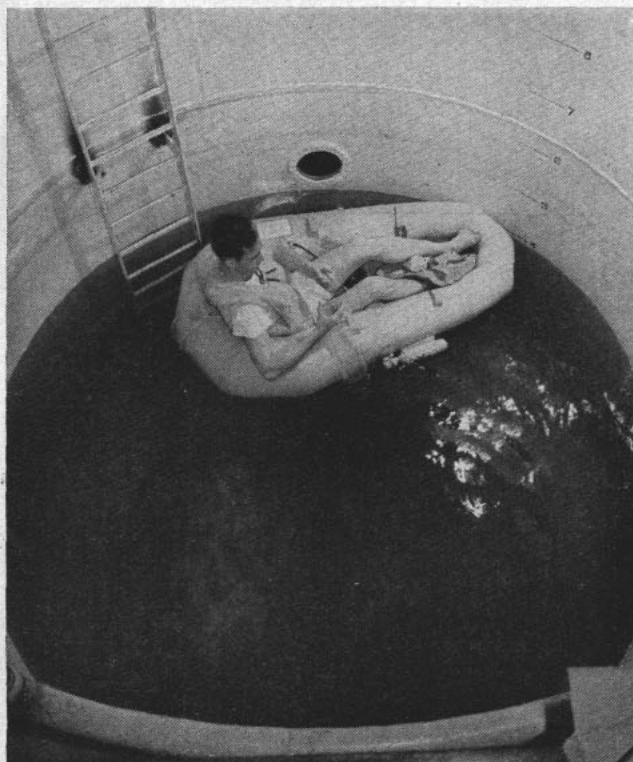


—Official U. S. Navy Photographs.

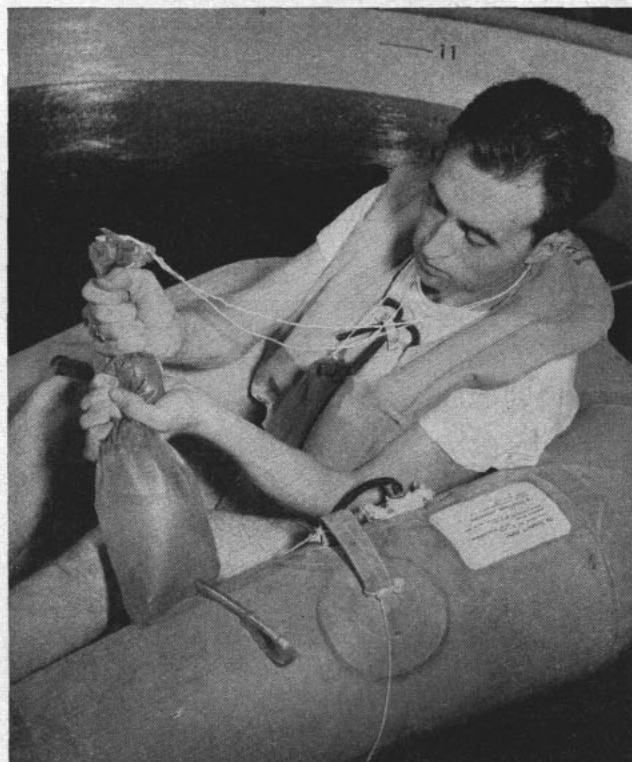
THERE WERE HONORS: The *Enterprise* received a Presidential Unit Citation for "outstanding performance in action." Lined up on her flight deck, crew members in this photograph hear Rear Admiral O. B. Hardison, USN (then captain), their commanding officer, commend them for the heroism they displayed during the Battle of the Santa Cruz Islands. This ceremony took place in Noumea Harbor, Nov. 28, 1942.



THERE WERE FOUR SKIPPERs: Commanding officers of the *Enterprise*, left to right, have been Rear Admiral George D. Murray, USN; Rear Admiral Arthur C. Davis, USN; Rear Admiral Osborne B. Hardison, USN; and Capt. Samuel P. Ginder, USN. Capt. Ginder, who recently took over command, received the Presidential Unit Citation for the carrier from Admiral Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet, at a Pearl Harbor ceremony. During her first year of active battle, the *Enterprise* had wreaked damage on the enemy estimated at eight to ten times her original cost.



1. A PHARMACIST'S MATE, simulating a castaway, performs the first step in a new process transforming sea water into lifesaving drink. Scooping water out of the sea into a plastic bag, he introduces a small quantity of chemical.



2. HE SQUEEZES the upper portion of the bag, which contains a filter sack, in order to disperse the chemical in the water. This step removes the chlorides (salt).

Navy Makes Sea Water Drinkable

Equipment for Rafts, Lifeboats
Is Designed at Medical Center

The Navy hopes to complete experiments this month that will lead to equipping all lifeboats and rafts with a standard process for the elimination of salt from sea water which then could be used for drinking by shipwrecked survivors.

A simple and effective method of making sea water safe to drink was perfected recently at the Naval Medical Center, Bethesda, Md., and will be included in tests of several processes to be made under actual emergency conditions during the next few weeks.

This new method of chemical desalination, announced by Rear Admiral Ross T. McIntire, Surgeon General of the Navy, appears to be the most practicable method of producing drinkable water from the sea of any yet devised except distillation.

Equipment consists of two chemical compounds, compressed to soap-bar size, and four plastic bags. Each bag has a capacity of slightly more than 1 quart.

This is how the transformation works:

The survivor dissolves one of the chemical compounds in sea water scooped up in one of the bags, thus eliminating several elements in the water. Next he pours the mixture into another bag that contains a filter sack.

The product is now saltless but still too alkaline to be drinkable with safety. It is emptied into the third bag and step No. 1 is repeated, except that the second chemical is used. After the chemical has been dispersed by kneading and agitation, the water is filtered in the fourth bag.

The next step is to the survivor's parched throat. The water is consumed through a tube from the last bag.

Two of the four steps can be eliminated if only two bags are used. In this case one container serves for dispersion and filtration of each chemical compound.

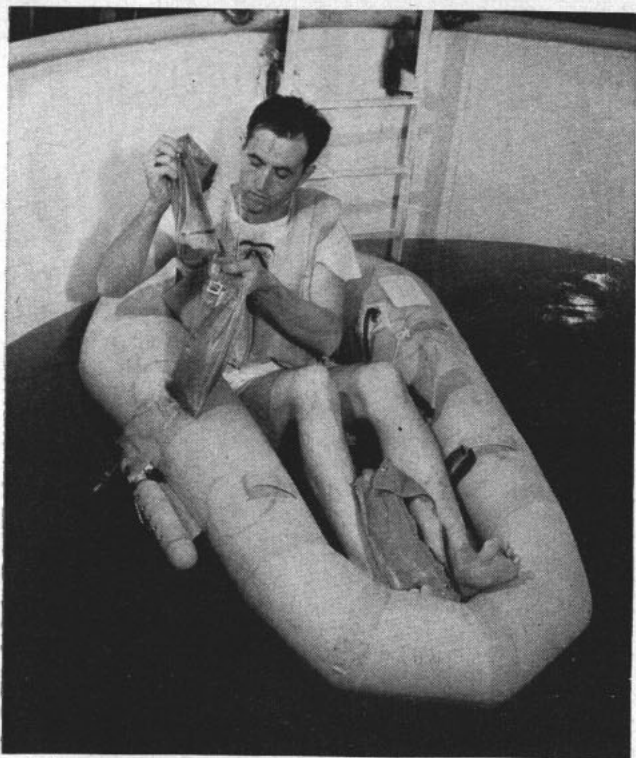
The development of a method that would enable a weakened or wounded man adrift to produce drinking water easily and without assistance has challenged scientists for years. It

was necessary to develop a process that not only would eliminate salt from the water but also would lack any substance that would be harmful to the drinker.

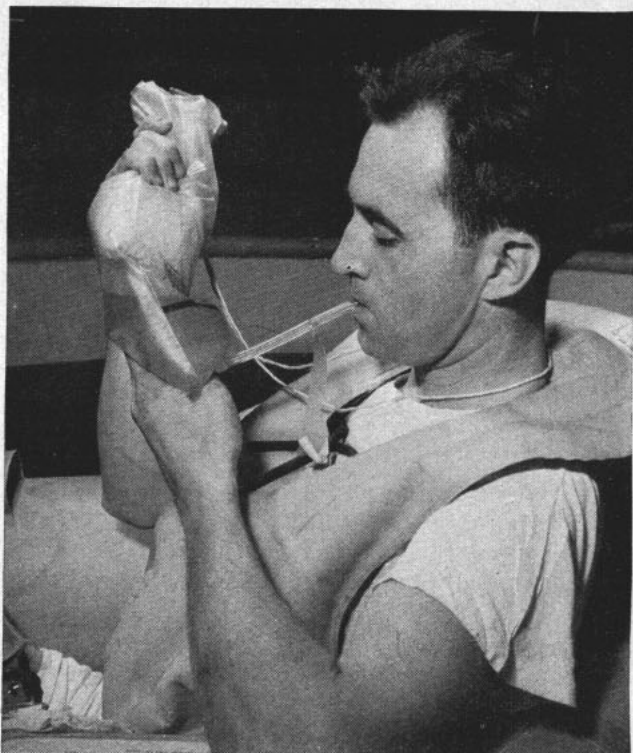
By the new method, a shipwreck survivor who started out with ten chemical packets and the necessary bags would be assured of a 20-day supply of drinking water. If there were five persons in the boat, enough could be made to go around for four days.

Man can survive for approximately 3 weeks without food, but his length of subsistence without water can be measured in days. A pint a day can carry a person safely through an indefinite period. Survivors have been known to get along with 2 or 3 ounces daily for a week and longer without any apparent bodily damage.

The process announced by Admiral McIntire was discovered by Lt. (jg) Claire R. Spealman, H-V (S), USNR, former assistant professor of physiology at the Medical College of Virginia, Richmond, Va. He received his commission in the Naval Reserve last winter and was ordered to active



3. THE SALTLESS FILTRATE is transferred to a second bag and another chemical is inserted to remove harmful sodium. The squeezing is repeated and then ...



4. THE WATER IS SAFE to drink. It is consumed through a tube extending from the bag. These photos were made in the experimental tank at the Naval Medical Research Institute.

duty last winter at the Naval Medical Center.

The process was further developed by Lt. William V. Consolazio, H-V (S), USNR, chief chemist at the Naval Medical Research Institute, and other members of the Institute staff, including a number of enlisted men who participated prominently in laboratory work.

The bags are resistant to sea-water corrosion and can stand temperatures up to 167° Fahrenheit. The use of all four which may be worn on a cord around the neck—is recommended, but the desalination may be carried out with only two, provided each contains a filter sack. They resemble hot water bottles.

How the chemical cakes will be packaged is undecided, but it is obvious that they will be wrapped or stowed in waterproof material.

Capt. William L. Mann, USN, commander of the Naval Medical Research Institute, said the new method would undoubtedly prove a great boon to both fliers and seamen forced to take to lifeboats or rafts. Mass production of the equipment, he said, can be started very soon after completion of tests.

Scientists previously had discovered several methods of eliminating salt from sea water, but no practical method had been devised for the limited facilities available in small boats and rafts.

Surgeon General McIntire's letter to Lt. Spealman follows:

"This opportunity is taken to express the Bureau's appreciation of your initiative in devising a chemical method for the treatment of sea water which removes the sodium ion and

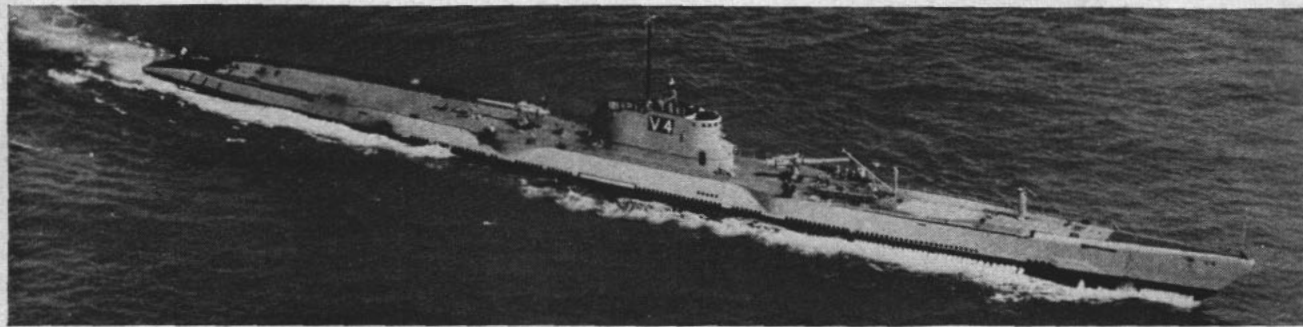
completes the final step in the chemical purification of sea water for drinking purposes.

"So far as can be ascertained, your original experiment, on or about January 29, 1943, was the first time that a certain chemical was used to remove the sodium ion from sea water."



—Official U. S. Navy Photographs.

DISCOVERED THE FINAL STEP: Lt. (jg) Claire R. Spealman is credited as the first man to discover a process by which shipwrecked men can remove sodium salts from sea water, paving the way for development of equipment to keep shipwrecked survivors alive. He is shown receiving a congratulatory letter by Rear Admiral Ross T. McIntire, Surgeon General, from Capt. William L. Mann, medical officer in command of the Naval Medical Research Institute.



—Official U. S. Navy Photograph.
USS ARGONAUT; With her officers and men, she met a hero's death.

'Destruction Rather Than Surrender'

Argonaut, Largest U. S. Submarine,
Preferred Death to Giving Up

"With no regard for personal safety and in the face of imminent death the officers and crew accepted destruction rather than surrender."

So stated Rear Admiral Charles A. Lockwood, USN, in identical posthumous letters of commendation to men of the American submarine *Argonaut* destroyed during an attack on a Japanese convoy last winter.

On patrol against enemy shipping lanes, the *Argonaut*, largest undersea raider in the U. S. Navy, intercepted a Jap convoy not far from Rabaul, New Britain, and successfully torpedoed an enemy destroyer.

During a severe counter attack, the American U-boat was depth-charged and forced to the surface where, rather than run up the white flag of surrender, her officers and men elected to fight it out with the superior enemy force.

An Army reconnaissance plane, reporting the action, said she was blown to the surface, shelled during the fight and destroyed.

"This," said Rear Admiral Lockwood, "is symbolic of the courageous, determined and aggressive conduct and spirit of self-sacrifice of the submarine personnel and serves as an inspiration to other submarines."

Prior to her destruction, the *Argonaut* participated in a raid on Makin in the Gilbert Islands in which a Marine Raider Battalion transported by submarines staged a successful attack against a Japanese sea-plane base.

The identical letters of commendation said:

"His performance of duty was an important and material contribution to the courageous and determined attack against superior enemy forces. The Commander Submarine Force, Pacific Fleet (Admiral Lockwood), is pleased to forward this commendation on splendid performance of duty which was in keeping with the highest traditions of the Naval service."

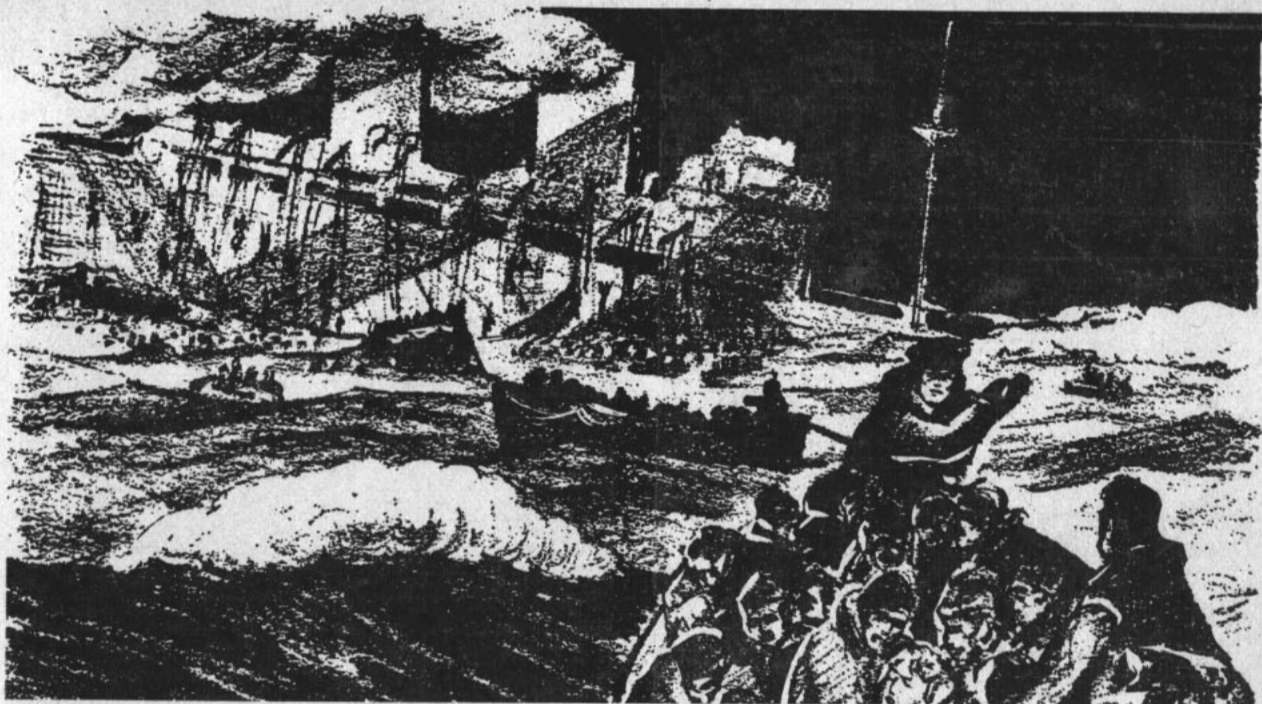
Commanding Officer of the *Argo-*

naut was Lt. Comdr. John R. Pierce, USN, 37, and her Executive Officer was Lt. Robert N. Robertson, USN, 31, a survivor of the *Squalus*, which sank, but was later raised, off Portsmouth, N. H.

In addition to the Commanding and Executive Officers, the following officers and men received letters of commendation:

Lts. Forrest W. Simoneau, USN; John L. Everett, Jr., USNR; Gordon A. Bowker, USNR; Robert W. Allen, USNR. Lt. (jg) Blaine G. Miltner, USN. Ens. George H. Kocis, USN. Charles H. Alexander, Y1c, USN; Robert Dean Alexander, QM2c, USN; Charles Hugh Baker, CMM, USN; Robert Norman Ball, S1c, USN; Thomas Walter Beecham, CEM, USN; Marcelino Taclob Bergado, StM1c, USNR; Milton Victor Brown, MoMM2c, USN; John Ben Bodak, MoMM2c, USN; Frank Howard Bowers, F1c, USN; Robert Henry Boyt, CMM, USN; Malcom Marion Brooks, MoMM2c, USN; Crawford Keller Campbell, MoMM2c, USN; Stanley Herbert Carlisle, MoMM1c, USN; Walter Arnoldus Cartmell, CMM, USN; Charles Joseph Cerrinack, CGM, USN; Ivan Bush Corbin, RM1c, USN; Alfred Cox, F2c, USN; Rodney Charles Davidson, GM3c, USN; Warren Walter Davis, S2c, USNR; Donald Henry Dischner, MoMM2c, USN; Dario Frank Facchini, MoMM2c, USN; John Ferentz, S2c, USNR; Charles Venable Ferguson, S1c, USNR; George William Finley, BM2c, USN; William Daniel Fitzgerald, GM1c, USN; John Gasko, BM2c, USN; John Adam Gilliland, Jr., S1c, USN; Ray Lester Goshorn, GM1c, USN; Virgil Eugene Hall, S2c, USNR; Edward John Hansen, EM2c, USN; Robert Norris Harbison, TM3c, USNR; Ernest Hutton Harrison, SC3c, USNR; Dennis Russell Hartman, MoMM2c, USN; Francis Marion Hogg, MoMM2c, USN; Billy John Hudson, RM1c, USN; Ray Hunter, S2c, USNR; George Stanley Jenkins, CQM, USN; Gerald Kaplan, S2c, USNR; Frederick Graybill Kaylor, PhM1c, USN; James Arthur Kelley,

MoMM1c, USN; Harold Kessinger, SC1c, USN; Arthur Lanham Knapp, QM3c, USN; Frank Manley Koller, TM3c, USN; Guy Edwin Lauder, TM2c, USN; George Elmer Lay, MoMM2c, USN; Charles Cecil Leaverton, EM1c, USN; Kenneth Richard Legler, RM3c, USN; Lawrence Dewain Leland, CRM, USN; Frederick Henderson Lewis, EM3c, USN; George A. Lockey, EM2c, USN; Harold Luke Logan, CMM, USN; Zody Leyritana Los Banes, StM1c, USNR; Elmo McClelland, EM3c, USN; Richard Martin Maloney, Jr., TM1c, USN; Paulino Pascual Martin, StM2c, USNR; Robert Henry Miller, EM2c, USN; Walter Fred Miller, Jr., S1c, USNR; Thomas Moore Morgan, FC3c, USN; William Hugh Myers, Jr., S1c, USN; Thomas Anthony Narrow, Jr., S1c, USNR; Roland Franklin Nichols, EM3c, USN; Percy James Olds, OS3c, USN; Billie Butler Parker, S1c, USN; Theodore Parker, MoMM2c, USN; Rolla Parsons, Jr., RM2c, USN; James Wallace Peevey, EM3c, USN; Wayne Louis Pritchard, F1c, USN; Alfred John Rasimas, CEM, USN; Paul Byron Remillard, SM2c, USN; Harold Lomani Rolland, CGM, USN; Gerald Mann Rollins, S1c, USN; Lupe Romero, CCS, USN; Marion Francis Roup, MoMM1c, USN; James Rule, MoMM2c, USN; Fred Edsel Schempp, TM3c, USN; Walter Francis Seidman, RM3c, USN; Hugo Joseph Serafini, MoMM2c, USN; David Carrol Sheeks, Y2c, USN; Elwin William Sigler, MoMM1c, USN; Thomas Luther Smith, CBM, USN; John Robert Spaeth, MoMM2c, USN; Jason Stanley, GM2c, USN; David Willie Thomas, OC2c, USN; Henry John Tinsling, S1c, USN; Julius Vesmas, GM1c, USN; William Edward Vierling, MoMM1c, USN; Earle Jentoft Wagner, MoMM2c, USN; William George Wehner, F1c, USNR; Clifford Charles White, Jr., TM2c, USN; Thomas Allen White, S1c, USN; Roy Windfred Williams, TM3c, USN; William Denman Winsor, GM1c, USN; Robert Donald Wylie, F1c, USN, and Edward Lawrence Zintz, SC1c, USN.



Life rafts and boats pull away from the sinking merchantman . . .

U.S.C.G. Rescues 235 Men From Atlantic

A U. S. Coast Guard combat cutter, escorting a convoy in the North Atlantic, risked torpedoing and battled rough seas, frigid temperatures, and soupy fog for 7 hours to rescue 202 men forced to take to life boats and rafts after a German submarine sank their merchant ship.

Later the same day, the cutter—described by shipwrecked survivors as “the most beautiful sight in the world”—came upon 33 men off an-

other torpedoed United Nations vessel, bringing to 235 the number of men rescued.

Under command of Comdr. Roy L. Raney, uscg, the cutter was proceeding with the convoy one black night when a pack of enemy U-boats launched their attack. Without warning an enemy submarine sent a torpedo crashing into the side of a large American merchant ship, forc-

ing its crew to take to boats and rafts which they rode for 5 hours in the rough sea and cold.

When the cutter came upon survivors they were falling off rafts, dying aboard boats, and slipping beneath the waves. Some were so weak they were unable to grab life-lines and Coast Guardsmen, despite the foul weather, dived in the sea, tying lines around the men so they could be hauled to safety.



—Official U. S. Coast Guard Drawing by Larry O'Tool.

. . . Five hours later a Coast Guard cutter risks torpedoing to pick up survivors from the freezing North Atlantic.



—Official U. S. Navy Photographs

Seabee in overalls, left, arrives at South Pacific base; Seabee in heavy coat, right, watches mechanical shovel dig earth at Adak, last stop before Attu.

How the Seabees Have Grown

**They Function on World-wide Basis;
New Special Battalions Have Been Added**

The Seabees, in one emergency, used soft drink bottles as insulators when a power line had to be extended. They know how to make gasoline drums into drainage pipes or into roofs; how to turn lava into runways for war planes; how to use coral for paving.

Such examples of ingenuity point up one great difference in the Seabees' work, and their work in civilian life (most were construction workers before joining): In the Navy, they must perform their construction tasks with whatever material is at hand, with few chances to get supplies to which they were accustomed before moving into war zones.

Newest operation of these Navy construction battalions, who today do hundreds of special odd jobs for the Service, are the "Seabee Specials." These groups load and unload ships in war zones, where civilian labor is unavailable, and they have set some startling speed records at stevedoring. (There will be more on the Specials later in this article.)

To the officers of the Civil Engineer Corps of the Navy, under the guidance

and direction of the Bureau of Yards and Docks of the Navy Department, has been given the duty and responsibility of the planning and administering of the Seabees. These civil engineer officers possess either a civil engineering degree or its equivalent, and are men who have had engineering, construction, or managerial experience in civilian life. They are men who are well qualified to fulfill the responsibilities they have assumed. They include graduates of every leading college and university in our country; they are men who have been instructors, civil engineers, construction engineers, excavation experts, tunnel engineers, road builders, bridge builders; in short, every conceivable branch and type of structural and mechanical ability is represented.

Each Seabee battalion is composed of one Headquarters company and four construction companies. The Headquarters company is comprised of 176 men, consisting of draftsmen, bakers, cooks, gunners, yeomen, store-

keepers, barbers, mail clerks, etc. Each construction company has 224 men of various trades such as carpenters, sheet metal workers, electricians, motor mechanics, plumbers, etc.; this makes of it a well-rounded construction unit. The Headquarters company in each unit, when properly equipped, can operate in any section of the globe without help from other sources. The total complement of any one battalion consists of 1,079 men and 32 officers. In addition to 26 Civil Engineer Corps officers, a battalion has 2 doctors, 1 dentist, 2 supply and disbursing officers, and 1 chaplain. The basic concept of each battalion assumes that its members are not only trained construction workers, but are also effective fighting men, ready and prepared to defend their base, and ready for offensive action should the need arise.

The Seabee training camps are carefully selected as to variety of terrain. Sand dunes, beaches, swamps, lakes, wooded uplands, lowlands thick with scrub brush, and open fields. In short, site location is chosen with an eye toward preparing the Seabee for the day when he may encounter such

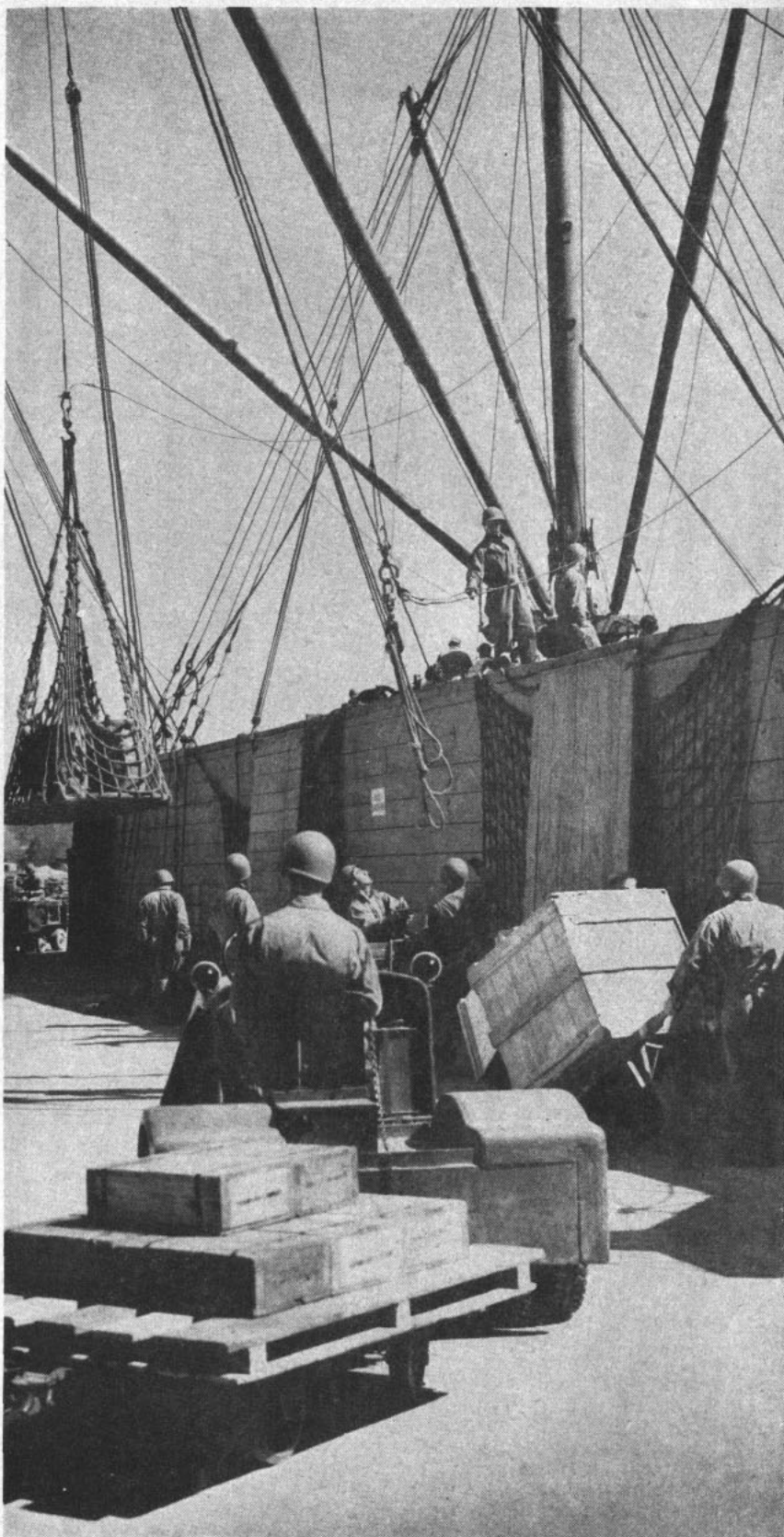
conditions on strange and foreign shores. His training includes lectures and field follow-up on military courtesy, extended order drills for squad and platoon together with combat signals, scouting and patrolling, fire distribution, control and fire orders, security on halt and march. He is carefully trained in deployment from aircraft and use of rifle for antiaircraft fire. He learns battalion field maneuvers in heavily wooded terrain. He is given carefully supervised instruction on bayonet use and drill, grenade instructions, commando tactics. He learns to defend himself through judo in unarmed defense and hand-to-hand combat. He is given instructions in field fortifications, booby traps, jungle warfare, and trail cutting. He learns first aid under the careful guidance of competent instructors. He learns the care and use of machine guns, mortars, automatic rifles, and submachine guns. He is given careful instruction and drill in chemical warfare, gas, etc. He may be selected for a school offering courses in electricity, refrigeration, diving, passive defense, signaling, photography, gas engine and mobile equipment, welding, rigging, drafting, radio, earth-moving equipment, piping and heating, and many others too numerous to mention. He is thoroughly trained and familiarized with advance-base equipment and other problems pertaining to his specialist duty. To sum it all up, the Seabee is as well trained and well equipped a fighting and construction man as the world has ever seen. He is truly prepared for action, be it of a civil or a warlike nature. His motto, "Construimus Batuimus," really means what it says: "We can build; We can fight."

The Seabees were in the North African movement which finally terminated in victory in Tunisia. They have taken over the public works maintenance and operation of Navy bases in the United Kingdom. They are in Iceland to insure the more rapid completion of the Navy's facilities in that country. They are in Argentina, Bermuda, Trinidad. They have taken over the advance base construction throughout Alaska. Their work at Guadalcanal, where they constructed Henderson airfield and performed other feats of engineering, will long be remembered. They have constructed and continue to construct advance base facilities for our fleets throughout the South Pacific.

The Seabees have further cause for pride both in their phenomenal growth and in the fact that their proportion of rated men, with correspondingly higher pay, far exceeds that of any other branch of the Navy.

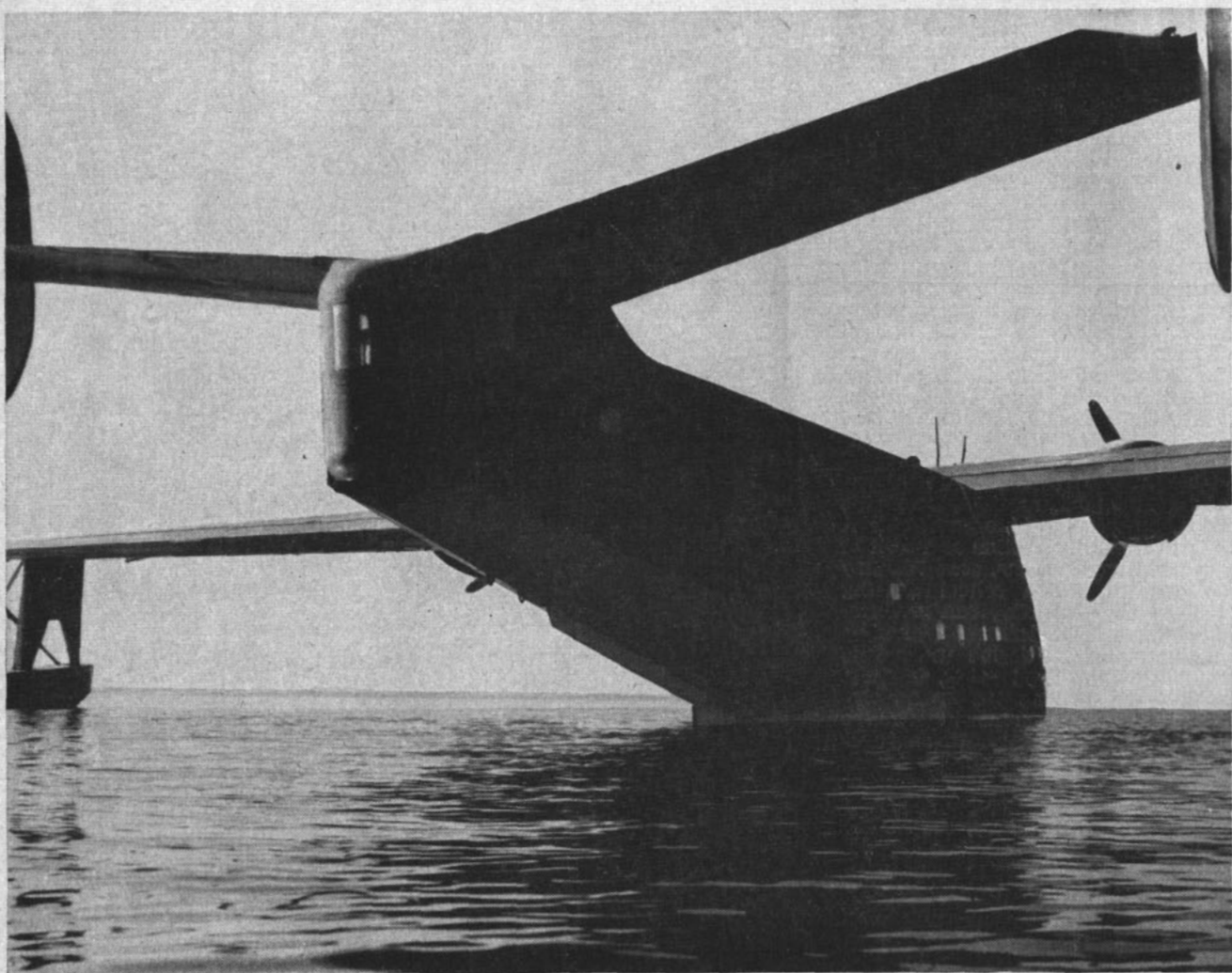
Although the growth of the Seabees has been nothing short of phe-

(Continued on p. 52)



—Official U. S. Navy Photograph.

At Camp Peary, Va., Special Battalions of Seabees are trained to load and unload ships in record time. General view here shows activities at Peary's imitation dockside.



—Official U. S. Navy Photograph.

FLYING NOAH'S ARK is one nickname for huge air transport planes like this one, speeding needed supplies and equipment to units of the fleet operating

in every corner of the globe. This ship is a four-motored Coronado, known in Navy circles as the PB2Y, built by Consolidated.

Special Delivery, Worldwide

Navy's Global Maintenance Service
Speeds Parts to Disabled Ships

A Naval vessel operating in South American waters broke a crankshaft after an extensive run at high speed. Seventy-two hours later the Bureau of Ships was notified that a new, 2,000-pound shaft and a crew of technicians had reached the ship.

An electrical fire aboard an American submarine necessitated immediate replacement of 18,000 pounds of parts. Within 36 hours after word was received of the fire in Washington the needed material was aboard planes speeding to the vessel.

Carrying on one of the world's fastest delivery services is the Navy's Global Maintenance Service, which must answer thousands of calls for

help and keep countless planes and ships in tip-top condition over a front extending around the world.

The two examples above are typical of the requests received daily and answered immediately by this high speed messenger-repair service. Speeding gas tanks for planes on Guadalcanal, generators to a ship in Europe or a new hatch for a submarine under repair are routine. Geared to answer demands for virtually every part of modern planes and ships, it is facilitating disabled units of the fleet to return to battle zones days, weeks, and even months before they would otherwise be able to resume operations.

Cooperating are manufacturers,

Navy Yards, supply centers, naval communications, commercial transportation of all kinds, the Army and Navy air services, and our Allies.

More achievements of the service: Pump equipment needed for a heavy cruiser about to go into commission was found to be manufactured in several widely separated localities. By air express and truck shipments, these parts were collected, assembled and installed in time to prevent delay in her return to active duty. The gain in time was sufficient to have permitted this cruiser to make a round trip to the European war zone.

Information was received of a



A NEW ENGINE needed by one of the Navy's tactical squadrons is loaded for immediate delivery. The covering is pliofilm to protect the machinery from the corrosive action of the salt air.

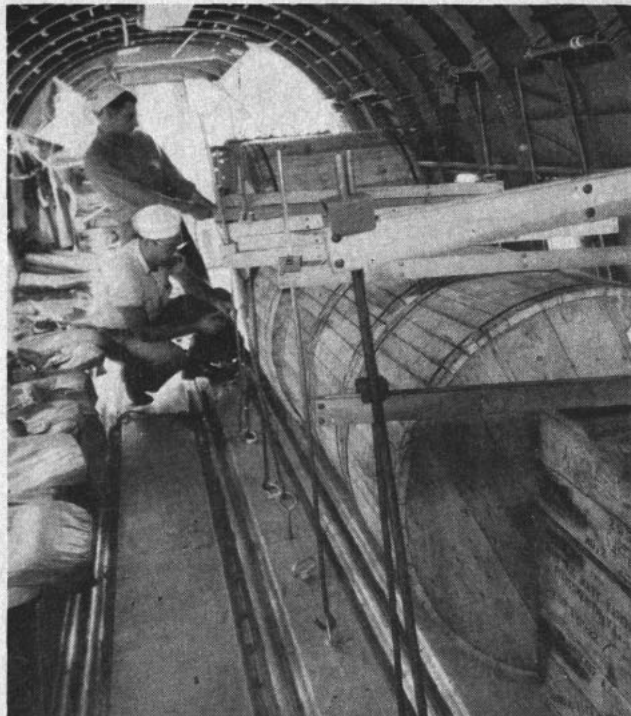
crankshaft failure on a small sea-plane tender. Two days later a new crankshaft with two representatives of the Bureau of Ships and a factory representative arrived at a Caribbean base. With only limited facilities available, the crankshaft was renewed. The ship was back in service 10 days later.

One afternoon word was received from the air command in the South Pacific of the need for engine parts for aircraft rescue boats. The material was located in a Pennsylvania supply depot and shipped by air the same afternoon, permitting the continuance of air operations in that area.

The replacement of a conning tower door frame was necessary while a submarine was undergoing overhaul in an overseas Allied dockyard. Replacement parts weighing 500 pounds were delivered within 48 hours to the foreign port and were on hand before the removal of the damaged door frame was completed.

NATS To Have Three Main Divisions

The seven NATS squadrons in commission soon will be 10. Several hundred air cargo carriers, both land and sea planes, will be available. The service will be integrated with naval



—Official U. S. Navy Photographs.

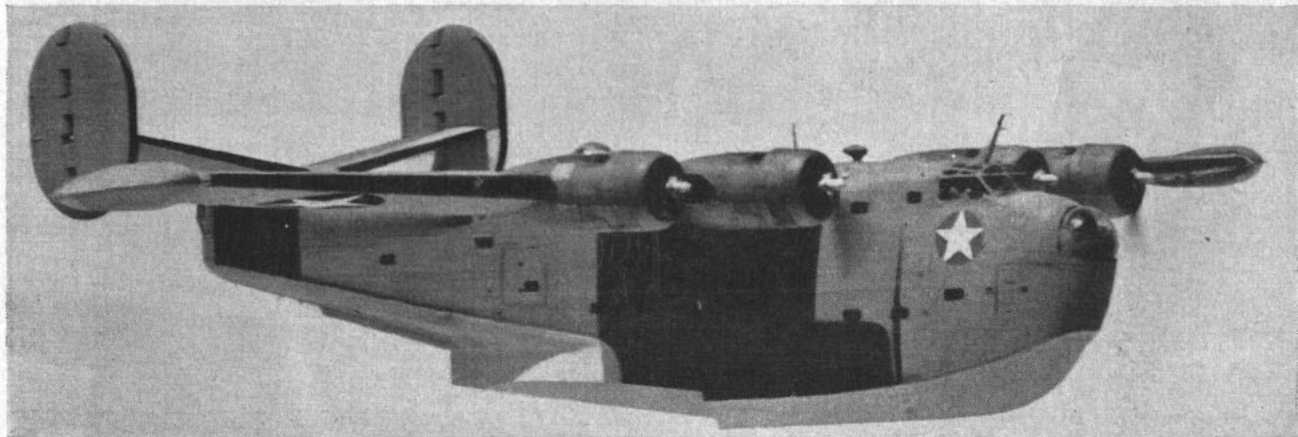
A ROUTINE DAY'S WORK might include a new plane engine to Africa, blood plasma to the Aleutians. This picture shows the inside of one of the Navy cargo planes built by Douglas.

establishments. And transportation of men and matériel by naval aviation over most of the world will become a reality.

There will be three main divisions: Atlantic, serving the Atlantic coasts of North, Central, and South America, extending across the ocean to Europe and South Africa, with headquarters at the Naval Air Station, Patuxent River, Maryland.

West Coast, operating transcontinental service, and serving western Canada and Alaska from headquarters in Alameda, Calif.

Pacific, operating primarily to the Pacific southwest, with headquarters at Pearl Harbor.



PB2Y in Flight

—Official U. S. Navy Photograph.



THE WOLF IN SHIP'S CLOTHING

A Cartoon Character is Adopted by Navy Men

Probably the most outstanding cartoon character thus far developed in World War II is "The Wolf"—his popularity so grown that although he started out in the Army he is now quite as much at home at sea. Literally, a wolf in ship's clothing.

Basically, the Wolf is nothing more or less than admission that boys will be boys. His creator, Corporal Leonard Sansone of the Army, simply recognized an inherent trait, named his cartoon panel "The Wolf," and then one day got the idea of putting a real wolf's head on

his hero. How the Wolf lived through two face-liftings is shown in the metamorphosis at the bottom of this page—the one at the left being the first appearance of the wolf head on 5 August 1942 in "Duckboard," the paper at Fort Belvoir, Va., and the one at the right being typical of the weekly panel Sansone now prepares for the Camp Newspaper Service, distributed to Army publications. In between is a way-stop.

How Navy men have taken over the Wolf as their own is indicated in the cartoons at the top of the

page: at the left is the crowning insult, the Navy wolfing and the Army getting the blame. At the right is displayed a nice piece of abbreviating virtuosity. In the center is the Wolf himself, as drawn by Sansone especially for the Information Bulletin.

Not that the Wolf is something new in Naval history. Opposite page 128 of Capt. Leland P. Lovette's book, "Naval Customs, Traditions and Usage," is a picture of "Jack on a Cruise," c. 1780, which has, so to speak, much the same idea.



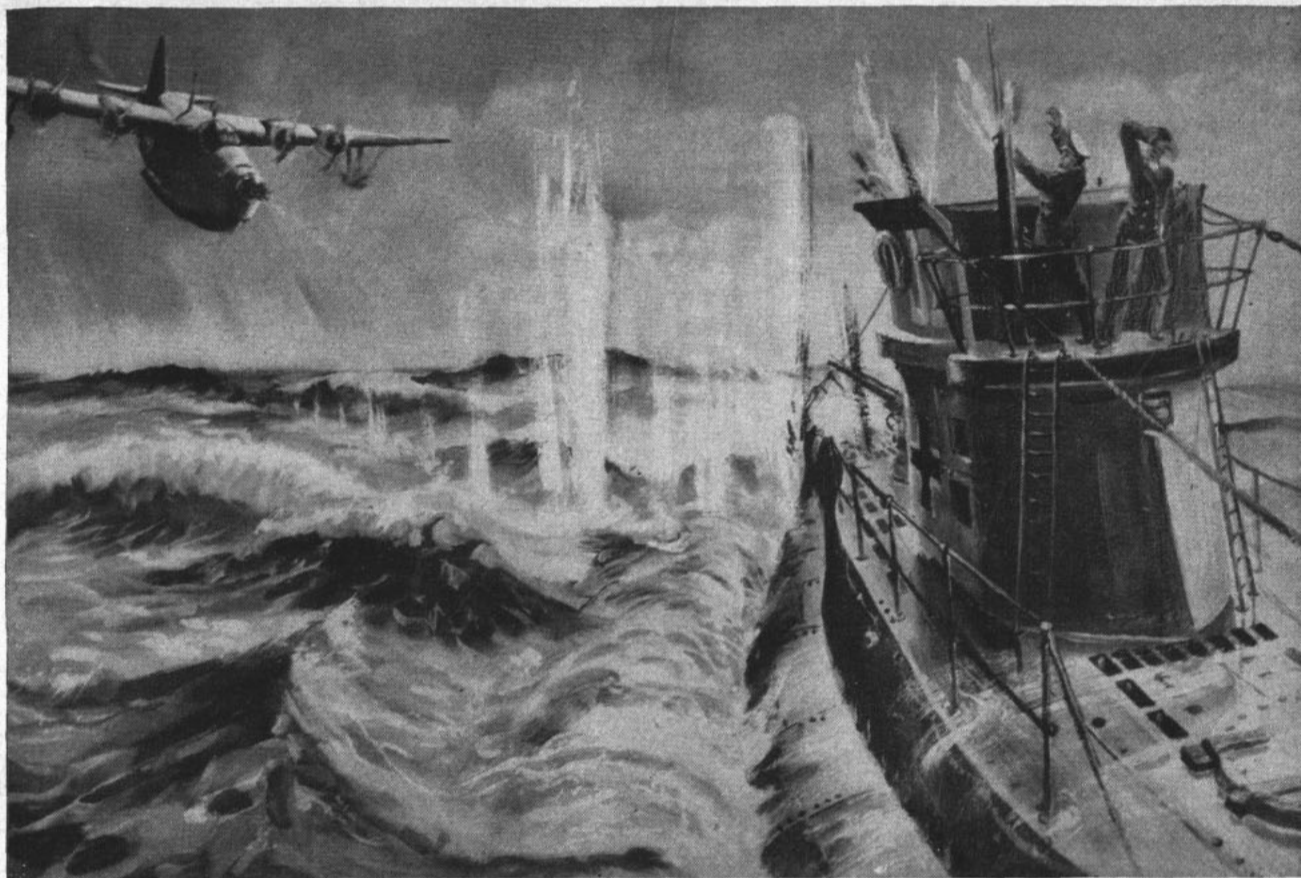
"What would you like to do tonight?"



"Have you any ideas for after the show?"



"Here's a good book—if you care for women!"



—British Combine Drawing.

AIRCRAFT vs. SUBMARINES: *This drawing of a British Sunderland flying boat attacking an enemy submarine can be used to illustrate three similar feats of courage and skill performed recently by U. S. Navy airmen. The story below tells how U. S. planes sank their subs.*

'Cats' Sink Subs in Two Oceans

They Get Two U-Boats And One Jap Raider

This is a story about enemy submarines, about the Navy's Catalina patrol bombers, and about the men who take them far out to sea to protect Allied shipping against undersea raiders. It is a story in three parts, each complete within itself.

The heroes are Lt. Richard E. Schreder, Lt. (jg) John E. Dryden, Jr., and Machinist Leland L. Davis. All used "Cats" to send enemy submarines to the bottom.

Lieutenant Schreder, a native of Toledo, Ohio, several months ago was returning from a routine patrol flight over the Atlantic when his radio operator reported a large enemy U-boat cruising on the surface. Swinging his plane into the path of the sun to escape detection by the sub's lookouts, Lt. Schreder succeeded in bringing his plane almost on top of the enemy vessel. Just as he levelled off the sub spotted the plane and attempted to crash dive, but depth bombs caught her first. One bomb struck the water

near the stern; the second exploded squarely on the submarine's deck.

For the attack, Lieutenant Schreder received the Distinguished Flying Cross. Two other members of the crew—Ens. Jack Giersch of Norfolk, Va., who released the bombs, and Wrenchie Vickers, ARM3c, who sighted the sub—were awarded air medals.

When Lieutenant Dryden sank his submarine—a German raider—he so surprised two crewmen on the deck basking in the sunshine that both were struck by machine gun bullets before they could reach the vessel's antiaircraft gun. Flying at 4,500 feet, Lieutenant Dryden spotted the sub cruising along the surface off the West Indies and put his Cat into a long dive. Levelling off at less than 100 feet he machine-gunned the two crewmen and Copilot Lt. (jg) Stetson C. Beal let go with his depth charges.

Two charges struck 15 feet from the raider. She stood up on one end and broke in half. There was a terrific explosion a few moments later.

Eleven enemy crewmen bobbed to the surface. Lieutenant Dryden dropped life rafts and emergency rations. Only five, however, were seen to reach the rafts, the other six slipping beneath the surface.

Machinist Davis of Hattiesburg, Miss., accounted for his submarine—a Japanese vessel—on a patrol flight over the Aleutians.

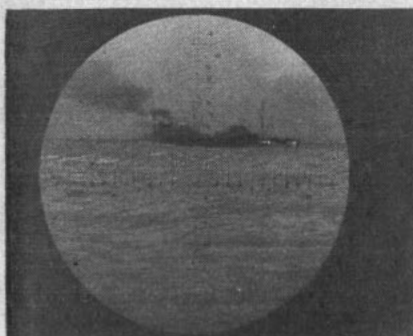
Spotting the raider 8 miles away, Davis hid his bomber in the clouds until he was only a mile away and then came in on a bombing run just as the sub was preparing to dive. He dropped two depth charges, both of which landed just ahead of the sub's wake. She rose to the surface spilling oil and was immediately attacked with the Catalina's machine guns. The depth charges, however, had dealt her a fatal blow and she sank within a few minutes. Davis was awarded the Navy Cross for his "courageous perseverance."

Davis was reported missing from another patrol flight made the same day he attacked the Japanese sub.

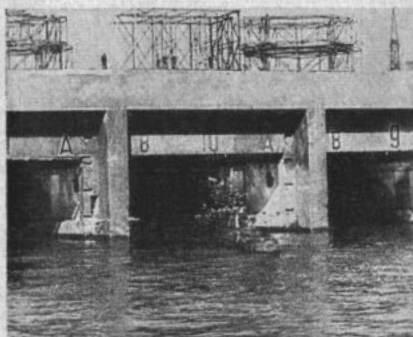
War Workers to See Navy Films



Down this column: Captured German films. An enemy sub commander prepares to attack.



A blazing Allied tanker is caught in the sights of the undersea raider.



German submarine pens are constructed of thick layers of concrete and steel.



Nazi U-boat officers salute on their return from a raid on Allied shipping.

Incentive Division Presents Shows for Yards, Factories

A national motion picture distribution service has been established by the Industrial Incentive Division of the U. S. Navy for the handling of its programs of motion pictures, it is announced by Rear Admiral C. H. Woodward, Chief of the Incentive Division. The films to be distributed under this system are designed especially for war workers in plants, Navy yards and shore establishments.

The film subjects will illustrate the importance of the worker on the production line and will depict the close relationship between plant and shipyard workers and the men of the Fleet, the Admiral stated. Most of these films will be "restricted" and cannot be seen in commercial theaters. Some commercial films, however, which have a strong appeal to war workers, will be included in the program.

Companies interested in procuring this service for their plants are asked to address their requests to:

Industrial Incentive Division
Navy Department
2118 Massachusetts Avenue NW.
Washington, D. C.

The request will be forwarded to the film distributor in the locality of the plant. Company officials then will be contacted by a representative of the film distributor to arrange the loan of the motion picture. Once a plant has indicated to the Industrial Incentive Division its interest in showing incentive films, and has been approved, the plant may deal directly with the distributor for all future film showings.

The distributor for the Division is permitted to make a nominal charge of \$1 plus transportation charges, to cover cost of handling, insurance, inspection, and general maintenance of the films and the charge covers three reels or less in any one shipment.

Arrangements also have been made with the film distributors to furnish 16-mm projectors and experienced projectionists where plants and shipyards do not have projection facilities available for showings. This service will be furnished at a reasonable cost upon request. These projection points have been established in 300 localities.

Distributors also will assist plant operators in arranging locations for

(Continued on p. 28)



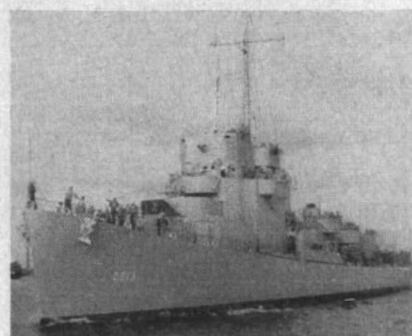
Down this column: Pictures from movie on D-E's: This is Rear Admiral E. L. Cocbrane.



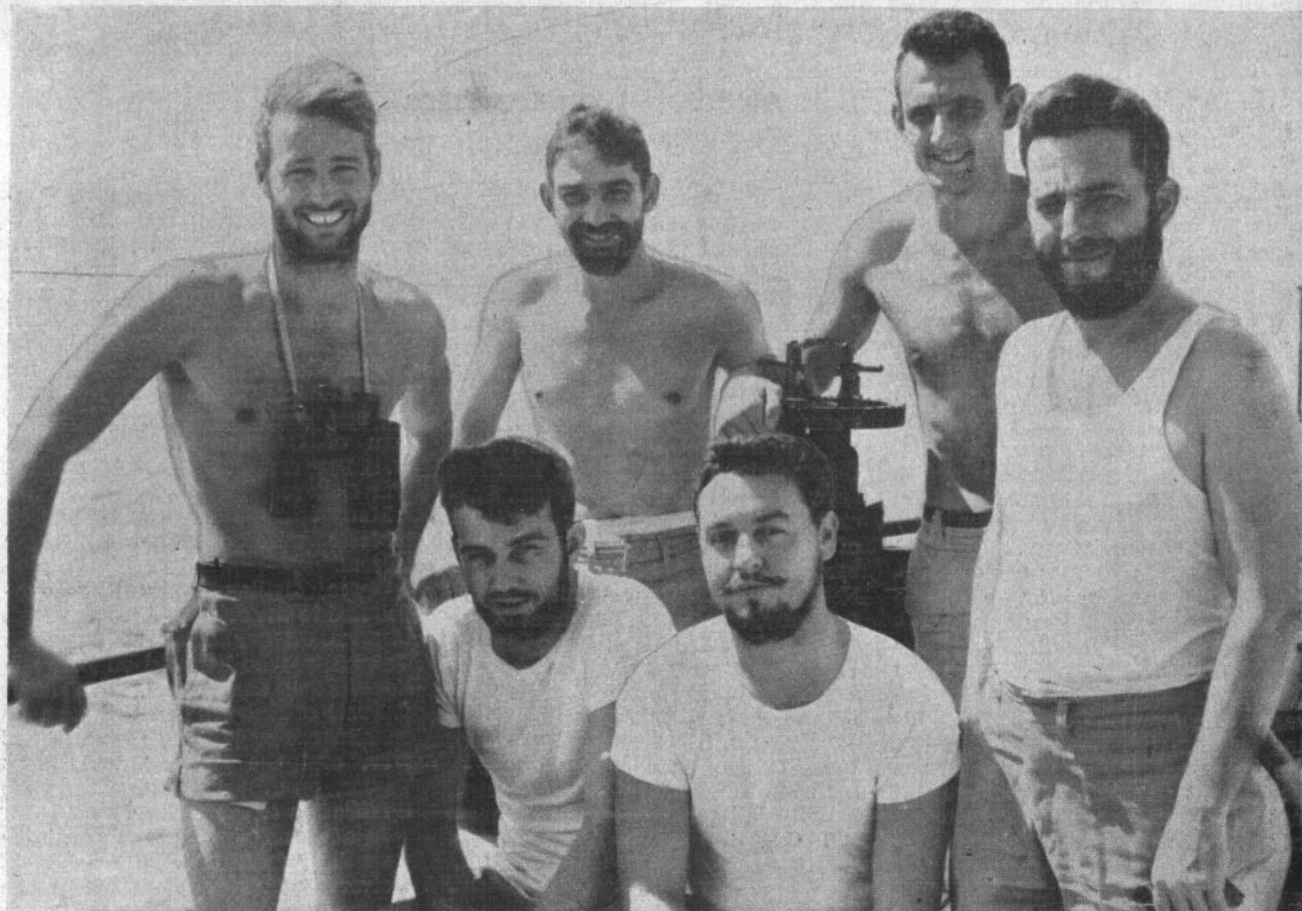
Heavily armed against air attacks, D-E's accompany convoys.



Ashcans spell doom to U-boats, being sunk in increasing numbers.



Twenty D-E's like this, said Secretary Knox, were to be ready for their "shakedowns" last month.



—Official U. S. Coast Guard Drawings by Larry O'Tool.

Officers and men of the American submarine which sank 10 Japanese vessels recently paused in their "work" for this picture. From left to right: Lts. Franz P. Hoskins, Tacoma, Wash.; Charles K. Miller, Williamsport, Pa.; Charles Manning, Cheraw, S. C.; Luther R. Johnson, Atlanta, Ga.; William Rube, Emmaus Pa., and Lt. Comdr. William E. Ferrall, Pittsburgh, Pa., commanding officer.

'We Fired One Torpedo—'

And With It, the U. S. Submarine
Sank the Jap Sub—In Jap Waters

A lone American submarine, preying on Japanese shipping lanes to Indochina and in the South Pacific since shortly after Pearl Harbor, sent 10 enemy vessels totaling more than 50,000 tons to the bottom. Her commanding officer, Lt. Comdr. William Edward Ferrall, USN, announced the scorecard of the sub included 7 Japanese cargo ships carrying supplies, 2 troop transports carrying reinforcements and 1 submarine sunk.

Beginning her odyssey the day the Japanese bombed the Cavite Naval Base, the submarine put to sea after suffering slight damage and proceeded to Manila for repairs. Continued Japanese air raids, however, disrupted repairs and the vessel was forced to travel to Java to complete repairs.

After she was again seaworthy the sub was placed on patrol duty to help check the Japanese push southward, but was subsequently ordered to Corregidor to assist in evacuating naval personnel during the siege of that Philippine Island fortress. She also participated in evacuations from Java when the Japanese attacked the Dutch East Indies.

After a brief overhaul in Australia, the submarine resumed her patrol duty during which she sank the 10 enemy vessels.

Describing the sinkings as routine, Lieutenant Commander Ferrall said that no survivors were taken off the sunken vessels because the waters in which he was operating were "too dangerous" and were infested with enemy shipping.

The "prize sinking" was the Japanese submarine, sent to the bottom with a single torpedo shot.

"We came upon the Jap submarine," Mr. Ferrall said, "when we were submerged and on patrol. They were on the surface and near their base and never saw us. We fired one torpedo and she filled up and sank rapidly, stern first. We didn't see any survivors and they never knew what hit them."

When one Jap troop transport was torpedoed, the explosion blew one of the transport's whale boats into the water, right side up and oars in place. When the second torpedo sank the ship, some Japs merely jumped overboard and climbed into their whale boat.

The Navy's School For Civilian's

Men in American Industry Learn Work and Problems of the Navy

The second in a series of Navy Civilian Orientation Courses has been concluded at the United States Naval Reserve Midshipmen's School, New York, N. Y.

Under the immediate supervision of the commanding officer, Captain J. K. Richards, USN (Ret.), of the United States Naval Reserve Midshipmen's School, the civilians were subjected to a strenuous series of lectures, motion pictures, and trips designed to give them a vivid impression of the vast and vital job in which the Navy and industry are partners.

In the Men's Faculty Club of Columbia University, lectures were given by authorities in many phases of Naval activity. In the closing address, Under Secretary of the Navy James Forrestal stressed the importance of continued good understanding between the Navy and industry. He expressed the hope that in the peace that follows this war, we will not witness the wholesale destruction of naval armament and the factories

which build such armament that we witnessed at the close of the last war. He also asked the civilians to consider seriously the belief that a strong, efficient Navy is an instrument for preserving peace as well as for waging war.

Many rear admirals delivered addresses during the courses. They were:

Rear Admiral E. Marquart, USN, Commandant Third Naval District; Rear Admiral H. G. Bowen, USN, Special Assistant to the Under Secretary of the Navy; Rear Admiral J. M. Irish, USN, Supervisor of Shipbuilding in the New York Area; Rear Admiral Lamar R. Leahy, USN (Ret.), President of the General Court Martial; Rear Admiral J. A. Furer, USN, Coordinator of Research and Development for the Navy Department; Rear Admiral Randall Jacobs, USN, Chief of the Bureau of Naval Personnel; Rear Admiral K. C. Melhorn (MC), USN; Rear Admiral Ralph Whitman, USN, Civil Engineering Corps; Rear Admiral W. B.

Young, Chief of the Bureau of Supplies and Accounts, USN; Rear Admiral Ben Moreel (CEC), USN, Chief of the Bureau of Yards and Docks; Rear Admiral John S. McCain, USN, Chief of the Bureau of Aeronautics; Rear Admiral C. E. Rosendahl, USN, Commandant, Lakehurst N. A. S.; Rear Admiral Theodore D. Ruddock, Jr., USN, Assistant Chief of the Bureau of Ordnance; Rear Admiral W. S. Pye, USN, President of the Naval War College.

Many other lectures on specialized subjects were delivered by other officers.

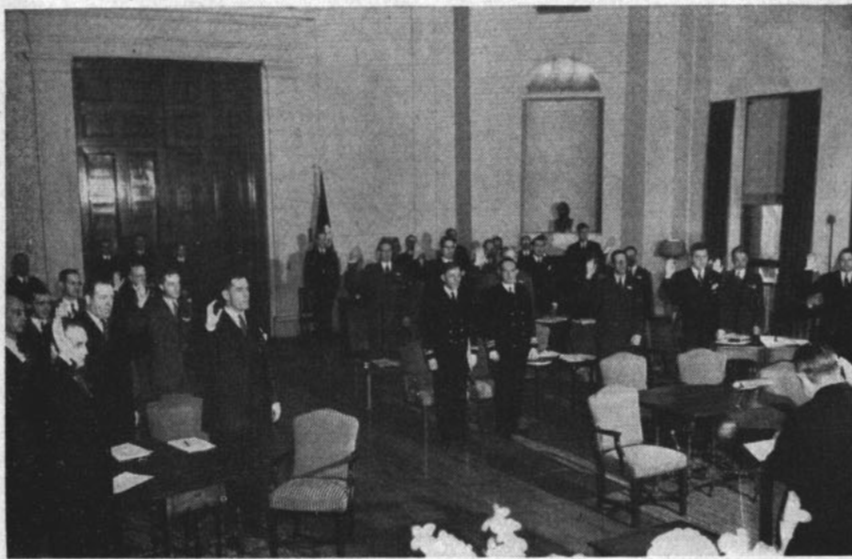
Three civilian authorities contributed to the course. One was Prof. Charles Cheney Hyde of Columbia University, who lectured on *International Law*; the second, Dr. Carroll C. Pratt of Rutgers University, spoke on *Methods of Waging Psychological War*, and the third, Dr. A. Hoyt Taylor, on *Naval Research and Its Application to the Future*.

In addition, special luncheon talks were daily features at the Columbia University Faculty Club where the civilians had their midday meals together. These talks were informal accounts of personal experiences in naval engagements in the present war, delivered by officers who happened to be on temporary shore duty or enjoying leave from action. Among them were:

Capt. W. B. Coleman, USN; Commander A. E. Uehlinger, USN; Commander S. R. Clark, USN; Lt. D. S. Edwards, USN; Captain N. V. Van Bergen, USN; Capt. Paul Pihl, USN; Commander P. J. Wright, USN; Lt. Noel A. M. Gaylor, USN; Commander L. S. Parks, USN; Capt. P. Frend (R.N.), Commander E. A. Solomons, USN; Commander W. C. Ford, USN; Commander C. A. Petersen, USN; Lt. Comdr. F. E. Shoup, USN; Lt. Comdr. Morgan Slayton, USN; and First Lt. H. L. Merrillat, USMC.

Perhaps the most lasting impressions of the huge job that the Navy is doing were gained from field trips to the Brooklyn Navy Yard, where men-of-war of various types were visited; Floyd Bennett Field; and the New London Submarine Base, where all members of the class were taken out in submarines.

In spite of the strenuous nature of the Civilian Orientation Course, the members of the class grew more and more enthusiastic about it as the days went by.



—Official U. S. Navy Photograph.

A SERIES of civilian orientation courses is being conducted at the U. S. Naval Reserve Midshipmen's School, Columbia University, New York City. Here, keymen from American industry are brought into closer contact with the work and problems of the Navy. The courses cover a period of 2 weeks; one will begin this summer. Capt. J. K. Richards, USN (Ret.), Commanding Officer of the school, is shown above administering an oath to an earlier class by which the students affirm that they will not disclose any confidential information they may acquire during the course.

One Armed Guard Gets Eight Bombers

Crew Also Explodes Torpedo Heading for Ship and Chases Away U-boat

Latest chapter in the story of Armed Guard units manning United States merchantmen is that of the crew aboard the Liberty ship *William Moultrie*.

For a week the convoy in which the *William Moultrie* sailed was under almost uninterrupted attack from Nazi planes and submarines.

In the course of the long running battle, the *Moultrie's* gun crew: (1) shot down 8 enemy bombers; (2) damaged 12 others by hits; (3) by accurate gun fire forced a sub to flee; and (4) trained their guns on a torpedo racing through the water toward the ship, causing it to explode before it could reach its target.

The *Moultrie*—a new vessel launched in May, 1942—"delivered the goods" unharmed.

For his part in the action against the enemy raiders, the officer in charge of the *Moultrie's* gun crew, Ens. Jeremiah T. Mahoney, USNR, New York City, was awarded the Silver Star medal. These 24 enlisted members of the crew have been awarded identical letters of commendation by the Chief of Naval Personnel.

William Robert Abbott, BM2c, Quincy, Mass.; James William Bragg, jr., S1c, New Market, Ala.; Timothy Benedict Lenihan, S1c, Kansas City, Kan.; Rex Lee Malone, S1c, Quinton, Okla.; Raymond Albert Moore, S1c, Snyder, Tex.; John Henry Buckner, S2c, Fountain City, Tenn.; Edward Joseph Conway, S2c, Chicago, Ill.; Hasten Leland Crim, S2c, Doniphan, Mo.; Oral Bley Hallows, S2c, Bunker Hill, Ill.; Elmer Russel Hartgrave, S2c, Pioneerville, Idaho; Lester Odell Henson, S2c, Russellville, Ala.; Kyle Kinsel Kelley, S2c, Greenville, Tenn.; John Paul Koss, S2c, Greenville, Pa.; Stanley Vernon Leifheit, S2c, Hamilton, O.; Richard Lowe, S2c, San Antonio, Tex.; Happy Howard Miles, S2c, Tyler, Tex.; Ernest Earl Moore, S2c, Kinta, Okla.; Donald Eugene Smith, S2c, Marion, Indiana; Raymond Phillip Tapscott, S2c, Chicago, Ill.; Gordon Otis Thurston, S2c, Shelbyville, Indiana; Fred Cliner Titte, S2c, Dalhi, Calif.; William Eugene Turner, S2c, Indianapolis, Ind.; Peter Gene Wanson, S2c, Cleveland, O.; Omer Lester West, S2c, Moberly, Mo.

Double Trouble—For Enemy

Twin brothers were among nine members of an Armed Guard crew aboard an American merchant vessel who received letters of commendation by Secretary of the Navy Knox

for their part in beating off a German U-boat in a surface duel in the Atlantic.

The submarine, her deck swept clean by machine-gun fire and suffering from a direct hit made at point blank range just below the conning tower, was left "dead in the water and in a seriously damaged condition." The merchant ship was undamaged. Navy casualties: A blistered arm for a gunner, when a tracer shell grazed him; the strap of another's safety jacket cut by a bullet.

The twins were Deonard Joel and Leonard John Sanders of Tooms-

boro, Ga. Their ship was the S. S. *Columbian*, a 30-year-old vessel.

Ens. Merrill R. Stone, USNR, Nashville, Tenn., and William H. Albright, Cox., USN, Elizabeth, N. J., were awarded the Silver Star medal for

Letters of commendation also went to Joseph S. Lambert, S1c, Chicago, Ill.; Lowell C. Robinson, S1c, Candler, N. C.; Charles Clayton Spivey, S1c, Ether, N. C.; Robert J. Walters, S1c, Williamsport, Pa.; Sam Brack Watlington, S1c, Fort Benning, Ga.; Dave Phillip Whittemore, S1c, Jacksonville, Fla., and Walter Lee Wyatt, S1c, Abington, Va.



—Official U. S. Navy Photograph.

On the Double: A Navy gun crew aboard an American merchantman races to its gun position.

Films

(Continued from p. 24)

showings where no suitable auditorium is available.

Requests for use of film should be accompanied by information as to whether the company has its own projection equipment or wishes to make arrangements to rent such facilities from the distributor. Also, whether 16-mm or 35-mm film is requested.

The following films, all with sound, are ready for distribution while still others are to be produced in the near future:

FULL SPEED AHEAD—18 minutes—produced primarily for showings at shipyards building the Navy's Destroyer Escort vessels and plants making DE component parts. It contains interesting captured German U-boat films, dramatic scenes of warfare on the seas, together with first motion pictures of the new DE's. Photographs with this article are from this film.

THIS IS GUADALCANAL—20 minutes—a dramatic story of life with the Marines in the South Seas from the time they departed for Guadalcanal to the day they left the conquered island in the hands of the Army, to embark for a well-earned rest. Commentator for this picture is Major Donald L. Dickson who was with the Marines throughout their long stay on Guadalcanal.

THE NAVY FLIES ON—18 minutes—hitherto secret films from the Navy's Bureau of Aeronautics which tell the dramatic history of Naval Aviation through the experimental years when pioneers gambled with their lives to the present high development of planes and aircraft carriers.

MARY SMITH, AMERICAN—9 minutes—the poignant story of a woman who found her place in the war on the assembly line in the aircraft industry.

CONQUER BY THE CLOCK (RKO-Pathé)—11 minutes—two short stories which reveal how American fighting men lose their lives through carelessness on the part of patriotic but thoughtless Americans. This film has been shown in commercial theaters but its message is so effective it has been included in the list for distribution.

THE LIFE AND DEATH OF THE HORNET (in preparation). This will be the entire story of the famous aircraft carrier from which Major General "Jimmie" Doolittle's planes took off when they bombed Tokyo over a year ago. The fighting career of this ship will be vividly portrayed from its launching to its glorious end.

The forthcoming film subjects will be announced at a later date.

NEW NAMES in the NAVY

The main school building at the Submarine School, New London, Conn., Gilmore Hall, in honor of the late Comdr. Howard W. Gilmore, USN, who was awarded the Congressional Medal of Honor posthumously for sacrificing his life to save his submarine and its crew from possible destruction by a Japanese gunboat.

U. S. S. O'Toole, in honor of Ens.

John Albert O'Toole, USNR, of Dorchester, Mass., who posthumously received the Navy Cross after being fatally wounded in action in the performance of his duty.

U. S. S. *Reybold*, in honor of Lt. Comdr. John Keane Reybold, USN, of Norfolk, Va., who was killed in action in the Atlantic area on March 19, 1942, in the line of duty.

What About Our Girls in Uniform? What Kind of People Are They?

By Vida J. Williamson

(In the Carroll County Democrat, of Huntingdon, Tenn.)

These questions have been heard by everyone. They are, to put it bluntly, dumb questions.

Our soldiers are the same sort of people as our American youth and young men—because they ARE these; and almost all of them at that! They are good, they are bad, they are indifferent. Mostly, through a long period of propaganda, we kind of idolize them in a way—but that doesn't make them any different; they are still just ALL of our American men.

Then what about the WAACS and the WAVES? Well, the same holds true; they are our American women. Not what women used to be—they are modern American women. Better? Worse? Well, who knows? But whether better or worse, they are still our women, and NO DIFFERENT IN UNIFORM THAN OUT, except that they have more careful training there, more careful supervision, and MUCH harder work.

"But I heard—" "You know they say—" "Have you heard—" "Buzz-buzz-zzz—" "Yes, we've heard; and, yes, we know they say—"

We also know that all such sayings and rumors should correctly close with a click of the heels, an outstretched arm and a guttural "Heil!"

Women of known bad character are not accepted in these organizations—but then neither are women of known bad character accepted in our clubs, schools, or colleges—yet in all of these there are the circumstance, the careless, and even the daring—the good, the bad, and the indifferent.

THESE SAME WOMEN ARE IN OUR COUNTRY'S UNIFORM; that you or I—any of us—should repeat a rumor that would besmirch the honor of that uniform is thoughtless treason. That any of us who are women should do this is double treason—treason against the uniform of our country and treason against our sex.

Certainly there will be isolated cases of indiscretion; I don't personally know of any and have not personally heard of any except the "propaganda type" described above; but, to quote our own editorial of a couple of weeks ago: The WAVES and WAACS "are not God A'Mighty." A woman must be 20 years old to join the WAVES. If you want to know what sort of women belong, then look about you at the women 20 years old and above; vision them with a little more energy, a little more vitality, a little more ambition, a little more love of country perhaps than most; add a lot of training; a lot of discipline; the effect of a lot of daily hard work on character, and you'll know what sort of women make up our "Women in Uniform."

Did you stop last week and pick up a soldier boy, ask him about his folks, and think: "Such A Fine Fellow, so far away from home; I just want to do something for him." If you did, that was fine.

Did you see a lovely young woman in uniform walk down the street last week, and did you step back a little, stare curiously and whisper to your companion—maybe snicker a little? If you did that—especially if you yourself are a woman—then SHAME!

Most of us in Carroll County have seen only a few women in uniform—occasionally at a patriotic meeting; in a railroad station, a bus station, or some eating place—but, have you noticed the dignified bearing, the orderly appearance, the correctness of behavior that always characterizes them?

That's training—it's good training. We could stand a little of it for ourselves.

FRENCH: Short List of Words and Phrases

The following list, third 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. In May the INFORMATION BULLETIN published a Japanese Phrase List; in June, Spanish. It is planned to publish a Portuguese word list in August. 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	Merci	Mair-see
Don't mention it	De rien	Der ree-ang
Understand me?	Comprenez-vous?	Kong-prer-nay voo
Yes	Oui	We
No	Non	Nong
I want	Je veux	Jer ver
cigarettes	cigarettes	see-gah-ret
accommodations	logement	lohj-mong
to eat	manger	mong-jay
to sleep	dormir	dohr-meer
to bathe	me baigner	mer ben-yay
What is it?	Qu'est que c'est?	Kess-ker-say
What is this?	Qu'est que c'est que ceci?	Kess-ker-say-ker-ser-see
What is that?	Qu'est que c'est que cela?	Kess-ker-say-ker-ser-lah
Do you speak French?	Parlez-vous? français	Pahr-lay-voo frong-say
English	anglais	ong-glai
Come out	Sortez!	Sohr-tay
How many men	Combien d'hommes	Kong-bee-ang dum
with you?	avec vous?	ah-vek voo
How do you say in French?	Comment dit-on en français?	Kom-mong dee-tong ong frong-say
I have	J'ai	Jay
I have not	Je n'ai pas	Jer-nay-pah
I am hungry	J'ai faim	Jay faih
I am thirsty	J'ai soif	Jay swahf
I do understand	Je comprends	Jer kong-prong
I don't understand	Je ne comprends pas	Jer-ner kong-prong pah
Man (Mister)	Homme (Monsieur)	Om (Merss-yer)
Much	Beaucoup	Boh-koo
Miss	Mademoiselle	Mad-mwah-zel
I need	J'ai besoin de . . .	Jay ber-zwang der . . .
A suit	Un habit	Ern ah-bee
A blanket	Une couverture	Oon koo-ver-toor
Please	S'il vous plait	Seel voo play
Here	Ici	Ee-see
Enough	Assez	Ah-say
How are you?	Comment allez-vous?	Kom-mong tal-lay voo
Very well	Très bien	Tray bee-ang
thank you and you?	merci et vous?	mair-see ay voo
Good Evening	Bonsoir	Bon-swahr
Good Afternoon	Bonjour	Bon-joor
Good Night	Bonne nuit	Bun-nwee
Hello (Good day or Good morning)	Bonjour	Bon-joor
My name is _____	Je m'appelle _____	Jer mah-pel _____
What is your name?	Comment vous appelez-vous?	Kom-mong voo zah-play-voo?
Until later	À bientôt	Ah bee-ang-toh
Weather	Temps	Tong
Stars	Étoiles	Ay-twahl
Sun	Soleil	Soh-lay-ee
It is hot	Il fait chaud	Eel fay shoh
It is cold	Il fait froid	Eel fay frwah
Wind	Vent	Vong
Church	Église	Ay-gleez
City or town	Ville	Veel
Market	Marché	Mahr-shay
Postoffice	Poste	Pohst
Station (Railroad)	Gare	Gahr
Street	Rue	Roo
Telephone	Téléphone	Tay-lay-fohn
Village	Village	Vee-lahj
Baker	Boulangier	Boo-long-jay
Barber	Coiffeur	Cwah-fer

Note on Pronunciation

The column indicating how to say the French expression is only an approximation.

If the following hints are taken into consideration the result will be quite understandable by a French-speaking person:

1. Do not pronounce the final "ng" of "ang" or "ong".
2. Where "oo" occurs to represent the sound of the vowel "u" in the French word, it should be pronounced by pronouncing the English "ee" with the lips rounded and extended as far to the front as possible.

Give me a haircut	Donnez-moi une coupe	Don nay-mwah oon koop
Dance hall	Salle de danse	Sahl der dong-ss
Doctor	Médecin	Maid-sang
Drug Store	Pharmacie	Fahr-mah-see
Garage	Garage	Gah-rahj
Movie	Cinéma	See-nay-mah
Restaurant	Restaurant	Res-toh-rong
Shoe maker	Cordonnier	Kohr-don-yay
Tailor	Tailleur	Ty-yer

Prepositions

From	De	Der
In	Dans	Dong
Inside	Dedans	Der-dong
Of	De	Der
On	Sur	Soor
To	À	Ah
With	Avec	Ah-vek
Without	Sans	Song

Conjunctions

And	Et	Eh
As	Comme	Com
But	Mais	May
If	Si	See
Or	Où	Oo
Because	Parce que	Pahrss ker

Adjectives

Long	Long	Long
Short	Court	Koor
Red	Rouge	Rooj
Blue	Bleu	Bler
Green	Vert	Vair
Yellow	Jaune	Joan
Black	Noir	Nwahf
White	Blanc	Blong
Good	Bon	Bong
Bad	Mauvais	Moh-vay
Small	Petit	Per-tee
Sick	Malade	Mah-lahd
Well	Bien	Bee-ang
High	Haut	Oh
Low	Bas	Bah
Cold	Froid	Frwah
Hot	Chaud	Shoh
Wet	Mouillé	Moo-yay
Dry	Sec	Sek

Human Body

Arm	Bras	Brah
Back	Dos	Doh
Body	Corps	Kor
Ear	Oreille	Or-aye
Eye	Oeil	Er-ye
Finger	Doigt	Dwah
Foot	Pied	Pee-ay
Hair	Cheveux	Sher-ver
Hand	Main	Mang
Head	Tête	Tet
Leg	Jambe	Jomb
Mouth	Bouche	Boosh
Neck	Cou	Koo
Nose	Nez	Nay
Teeth	Dents	Dong

Pronouns

I	Je	Jer
You	Vous	Voo
He	Il	Eel
His, her, hers	Son, Sa, Ses	Song, Sah, Say
She	Elle	El
They	Ils, Elles	Eel, El
Me	Me, Moi	Mer, Mwh
My	Mon, Ma, Mes	Mong, Mah, May
We	Nous	Noo
Your	Votre, vos	Votr, voh
Our	Notre, nos	Notr, noh
Their	Leur	Ler
These	Ces	Say
Who?	Qui?	Kee
What?	Quoi?	Kwah
When?	Quand?	Kong
Where?	Où?	Oo
Why?	Pourquoi?	Poor-kwah
How many?	Combien?	Kong-bee-ang
Who, which, that	Qui, que	Kee, ker

Days of the Week

Day	jour	Joor
Sunday	dimanche	Dee-mongsh
Monday	lundi	Lerndee
Tuesday	mardi	Mahr-dee
Wednesday	mercredi	Mair-krer-dee
Thursday	jeudi	Jer-dee
Friday	vendredi	Vong-dred-dee
Saturday	samedi	Sahm-dee

Months

January	janvier	Jong-vee-ay
February	février	Fay-vree-ay
March	mars	Mahrss
April	avril	Ah-vreel
May	mai	May
June	juin	Joo-ang
July	juillet	Jwee-ay
August	août	Oo
September	septembre	Sep-tong-br
October	octobre	Ok-tohr
November	novembre	Noh-vong-br
December	décembre	Day-song-br

Distances

Distances are often given in kilometers, not miles. 1 kilometer equals 5/8 of a mile.		
Kilometers	Kilomètres	Kee-loh-metr
Inch	Pouce	Pooss
Foot	Pied	Pee-ay
Mile	Mille	Meel

[NOTE: Substitute this sheet for pages 29 and 30. Original pages contain confusing printer's errors and should be destroyed.]

Nautical

Sailor	Matelot	Maht-loh
Officer	Officier	Off-feess-yay
Dock	Dock	Dok
Ocean	Océan	Oh-say-ong
Cable	Câble	Kah-bl
Chart	Carte	Kahrt
Depart	Partir	Pahr-teer
Port (harbor)	Port	Pohr
Ship	Navire	Nah-veer
Submarine	Sous-marin	Sooch-mah-rang

Military

Ammunition	Munitions	Moo-nees-yong
Bomb	Bombe	Bomb
Cannon	Canon	Kah-nong
Halt!	Arrêtez-vous!	Ah-ret-ay-voo;
Who's there?	Qui est là?	Kee ay lah
Parachute	Parachute	Pah-rah-shoot
Plane	Avion	Av-yong
Rifle	Fusil	Foo-zeel
War	Guerre	Gair

Money

Franc (100 centimes=2 cents)	Franc	Frong
Sou (5 centimes=1/10 cent)	Sou	Soo
Centime (1/50 cent)	Centime	Song-teem
To find out how much things cost, you say:		
How much?	Combien?	Kong-bee-ang

Time

What time is it?	Quelle heure est-il?	Kell err ay-teel
Is there time?	Y a-t-il assez de temps?	Ee ah-teel ah-say der tong
Noon	Midi	Mee-dee
Midnight	Minuit	Meen-wee
It is 1:00 A. M.	Il est une heure	Eel ay-toon-err
It is 1:00 P. M.	Il est treize heures	Eel ay tray-zerr
It is 1:10	Il est une heure dix	Eel ay-toon err deess
It is 3:00	Il est trois heures	Eel ay trwah zerr
It is 5:00	Il est cinq heures	Eel ay sank err
It is 8:15	Il est huit heures quinze	Eel ay weet err kanz
It is 10:00	Il est dix heures	Eel ay deez-err
It is 7:40	Il est huit heures moins vingt	Eel ay weet err mwang vang
It is 9:25	Il est neuf heures vingt-cinq	Eel ay ner-verr vang-sank
It is 11:30	Il est onze heures et demie	Eel ay tong-zerr ay der-mee
Day after tomorrow	Après-demain	Ah-pray der-mang
Day before yesterday	Avant-hier	Ah-vong ee-yair
Evening	Soir	Swahr
Month	Mois	Mwah
Night	Nuit	Nwee
Now	Maintenant	Mang-ter-nong
Week	Semaine	Ser-men
Year	An	Ong
Minute	Minute	Mee-noot
Moment	Moment	Moh-mong
Today	Aujourd'hui	Oh-joor-dwee
Tomorrow	Demain	Der-mang
Yesterday	Hier	Ee-yair
When sails the ship?	Quand part le navire?	Kong pahr ler nah-veer

Food, Drink, Tobacco

Knife	Couteau	Koo-toh
Fork	Fourchette	Foor-shet
Spoon	Cuillère	Kwee-yer
A cup of coffee	Une tasse de café	Oon-tass der kah-fay
A glass of tea	Un verre de thé	Ern ver dey tay
A glass of beer	Un verre de bière	der bee-air
Beans	Haricots	Ah-ree-koh
Bread	Pain	Pang
Butter	Beurre	Berr
Egg	Oeuf	Erf
Fish	Poisson	Pwah-ssong
Meat	Viande	Vee-ond
Milk	Lait	Lay
Potatoes	Pommes de terre	Pom der tair
Rice	Riz	Ree
Drinking water	Eau potable	Oh poh-tah-bl
Food	Nourriture	Noo-ree-toor
Matches	Allumette	Ah-loo-met
Oranges	Orange	Oh-rong
Pipe	Pipe	Peep
Salt	Sel	Sell
Sugar	Sucre	Sookr
Tobacco	Tabac	Tah-bak
Tomatoes	Tomates	Tohm-maht
Wine	Vin	Vang

Location

Go straight ahead	Allez tout droit	Ah-lay too drwah
To the left	À gauche	Ah gohsh
To the right	À droite	Ah drwaht
Where is the soldier?	Où'est le soldat?	Oo ay ler sohl-dah
the station?	la gare?	lah gahr

Numbers

One-half	Demi	Der-mee
0	Zéro	Zay-ro
1	Un	Ern
2	Deux	Der
3	Trois	Trwah
4	Quatre	Kah-tr
5	Cinq	Sank
6	Six	Seess
7	Sept	Set
8	Huit	Weet
9	Neuf	Nerf
10	Dix	Deess
11	Onze	Onz
12	Douze	Dooz
13	Treize	Trayz
14	Quatorze	Kah-torz
15	Quinze	Kanz
16	Seize	Sayz
17	Dix-sept	Deess-set
18	Dix-huit	Deez-weet
19	Dix-neuf	Deez-nerf
20	Vingt	Vang
21	Vingt-et-un	Vang-tay-ern
30	Trente	Tront
32	Trente-deux	Tront-der
40	Quarante	Kah-ront
50	Cinquante	Sang-kont
60	Soixante	Swah-sont
70	Soixante-dix	Swah-sont-deess
80	Quatre-vingts	Kahtr-vang
90	Quatre-vingt-dix	Kahtr-vang-deess
100	Cent	Song
165	Cent soixante-cinq	Song swah-sont-sank
1000	Mille	Meel

Illnesses

I am sick.	Je suis malade	Jer swee mah-lahd
Are you sick?	Êtes-vous malade?	Ayt-voo mah-lahd
I have a pain in my stomach	J'ai mal d'estomac	Jay mahl des-to-mah
Lie down!	Couchez-vous!	Koo-shay-voo
I need a purgative	Il me faut un purgatif	Eel mer foh ern
Give me some quinine	Donnez-moi de la quinine	poor-gah-teef
Chill; cold; contagious	Frison; rhume; contagieux	Don-nay-mwah der lah kee-neen
Illness; indigestion	Maladie; dyspepsie	Free-song; room; cong-tahj-er
Influenza; médecine	Grippe; médecine	Mah-lah-dee; deess-pep-see
Poison, poisoning	Poison, empoisonnement	Greep; mald-seen
Help!	Au secours!	pwah-zong; mong-ong-pwah-zon-Oh ser-koor

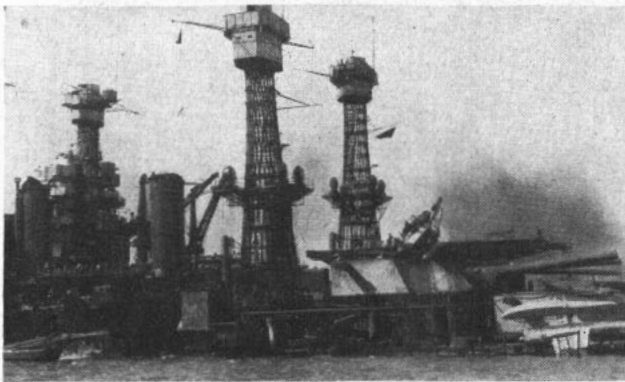
Accidents and Wounds

Are you hurt?	Êtes-vous blessé?	Ett-voo bless-say
My arm is broken	Mon bras est cassé	Mong brah ay cass-say
I am wounded in the foot	Je suis blessé au pied	Jer swee bless-say oh pee-ay
in the head	à la tête	ah lah tet
here	ici	ee-see
Can you dress a wound?	Pouvez-vous panser une blessure?	Poo-vay-voo pong-say oon bless-soor

Medicine

Aspirin; bandage	Aspirine; bandage	Ahs-pee-reen; bond-ahj
Iodine; iodoform	Iode; iodoforme	Ee-od; ee-od-oh-form
Quinine	Quinine	Kee-neen

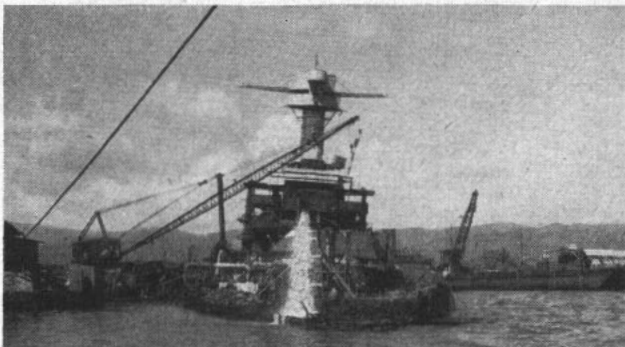
Pearl Harbor Takes Off Its Bandages



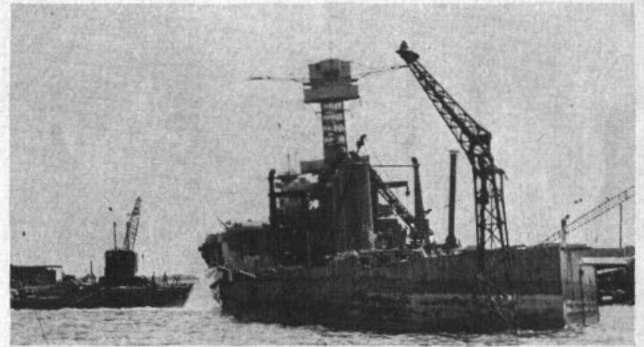
THE "WEST VIRGINIA", 31,800-ton battleship, floats again. At left: Battered by aerial torpedoes and bombs, she rests on the bottom after the sneak attack, 7 December 1941. At right: Raised and again afloat she is maneuvered by tugs, drydock bound where



repairs were made. Besides her at the left is the "Tennessee" which was not so seriously damaged. Note the scout plane in the right-hand corner beneath the gun turret, upside down. Today, the "West Virginia" has returned to sea.



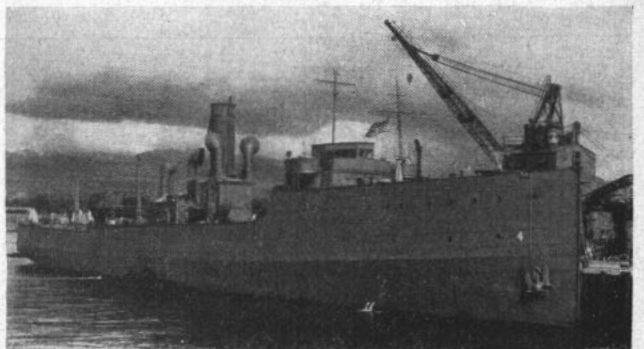
THE "CALIFORNIA," seriously crippled, was also reclaimed by Navy salvage teams. At left: Huge pumps empty her holds and her main deck breaks water. Her bow can be seen partly blown away.



At right: The port quarter of the "California" after she was raised. The wooden structure around her after end was built to hold out water while she was being raised. She, too, has since rejoined the fleet.

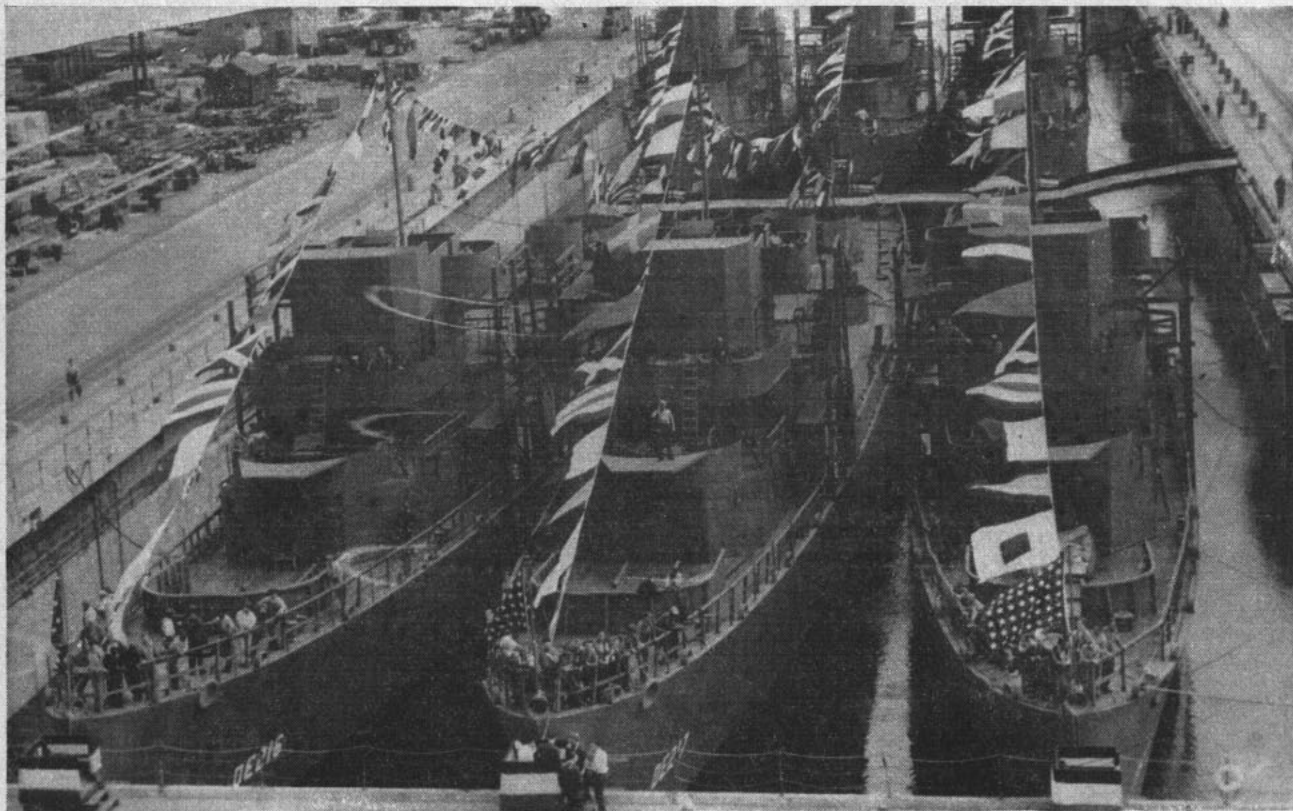


THE "OGLALA," mine layer. At left: The hull of the capsized vessel beside salvage tanks that brought her to the surface. At right: Refloated, she rides beside a pier awaiting repairs that permitted her return to active duty. Fourteen of the 19 ships damaged at Pearl Harbor are now sailing under their own power. Two of the remaining 5—the "Oklahoma" and target ship "Utah"—will be salvaged. Much valuable



—Official U. S. Navy Photographs.

equipment including guns and machinery has been reclaimed from the other three—the "Arizona" and the destroyers "Cassin" and "Downes." The battleship "Nevada," beached during the attack, also has been raised, repaired, and has returned to sea. The OWI this month revealed that a German spy who helped prepare the Japanese attack on Pearl Harbor is now serving 50 years imprisonment at hard labor.

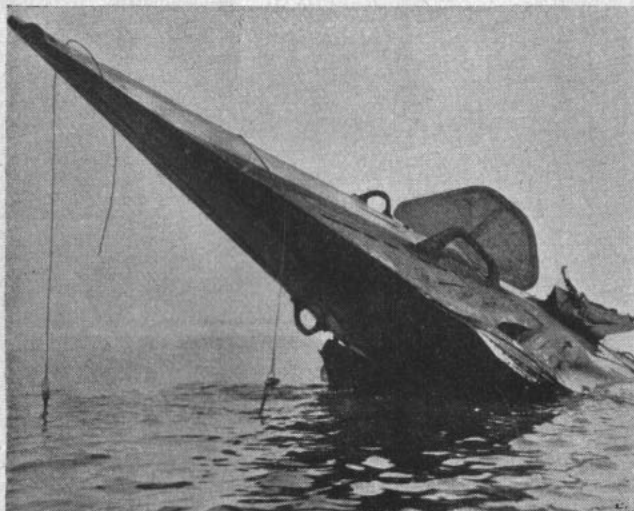


—Acme Photograph.

Philadelphia Launches Six DE's at One Time

The Navy's fleet of destroyer escort ships—designed to combat the submarine menace—is growing almost daily. Here six of the swift, deadly DE's are ready to avenge the deaths of the war heroes whose names they bear. They were christened by mothers and wives of the lost Navy fighters at an impressive mass launching at the Philadelphia Navy Yard, May 29. The ships (left to right, front) are: U. S. *Enright*, named after Ensign Robert P. F. Enright, USNR, killed in action aboard the U. S. S. *Hammann* in the Pacific; U. S. S. *Coolbaugh*, named after Lt. (jg) Walter Wesley Coolbaugh, USNR, flier killed in a plane crash after receiving the Navy Cross; U. S. S. *Darby*, named for Ensign Marshall Eugene Darby, jr., USN, killed aboard the battleship *Oklahoma* at Pearl Harbor. Left to right, rear: U. S. S. *J. Douglas Blackwood*, after Commander J. Douglas Blackwood (MC) USN, who died in the Solomons; U. S. S. *Francis M. Robinson*, after Commander Francis Martin Robinson, USN (Ret.), and the U. S. S. *Solar*, after Aldolfo Solar, BM1c, USN, killed aboard the battleship *Nevada* at Pearl Harbor.

The Japanese Left These Behind at Guadalcanal



—Official U. S. Signal Corps Photograph.

... a Submarine, Surprised and Sunk ...



—Official Army Air Forces Photograph.

... a Zero, Shattered by Machine Gun Fire ...



British Newsreels Photograph.

Liberated Men and Women of Tunis Welcome Allied Army

Their hands raised high, making the "V for Victory" sign, happy residents of Tunis greet the Allied army that smashed into the Axis-occupied city May 7. Five minutes before, the American 2nd Corps, supported by French units, had captured the great Axis naval base of Bizerte. Only silence greeted the Americans at Bizerte; the populace had fled, the city was in ruins from weeks of heavy bombings. Tunis fared better. Tunis men and women tossed flowers in the path of the parading soldiers; many wept for joy. Correspondents reported that the people gave the Allies a "deliriously happy" reception. The rout of the Italian and German forces in Tunisia cost the Axis 324,000 casualties after March 21—267,000 captured, 30,000 killed, and 27,000 wounded. Huge quantities of supplies and equipment fell into Allied hands.



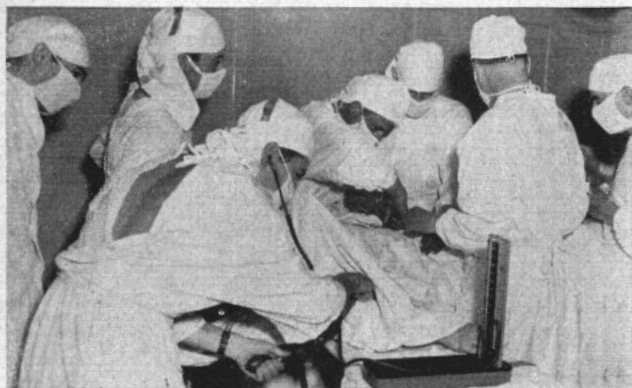
—Acme Photograph.



—Official U. S. Navy Photograph.

Navy Opens Recreation Centers in South Pacific, Newfoundland

Hot and tired? Cold and Hungry? "Sailors' Havens" are being opened at advance bases to provide cigarettes, sandwiches, hot coffee, reading material, and other entertainment and recreation for Navy men. Left, free coffee and hot soup at the recreation center, NOB, Argentia, Newfoundland. Right, a splashing good time is being had at the beach of an island recreation center in the South Pacific. Eight baseball diamonds and this outdoor pool are the two busiest spots at the advance base.



—Official U. S. Marine Corps Photograph.

Five Appendectomies in 48 Hours Sets a Record for the Navy

A Navy record for mass appendectomies was set aboard a United States transport carrying troops into the South Pacific when five such operations were performed by Navy surgeons within 48 hours. Dr. Alexander S. Angel, Lieutenant (MC) USN, performed one operation and assisted in another, only to become the patient in the third. Here the incision is made on one of the patients while careful check is kept on his blood pressure through the instrument in the foreground. The operations were performed under conditions (modern equipment, sanitary precautions, etc.) as favorable as those at any hospital ashore.



—Press Association Photograph.

South Pacific P-T Base Installs a Drinking Fountain

Such modern conveniences as drinking fountains are rare things in the South Pacific islands, but make isolated bases such as this one more homelike. Rigged up from odds and ends of equipment and operating, thanks to the law of gravity, this fountain supplies fresh water from the nearby hills for P-T men.



—Official U. S. Navy Photograph.

Navy Rescues Airmen Missing 66 Days

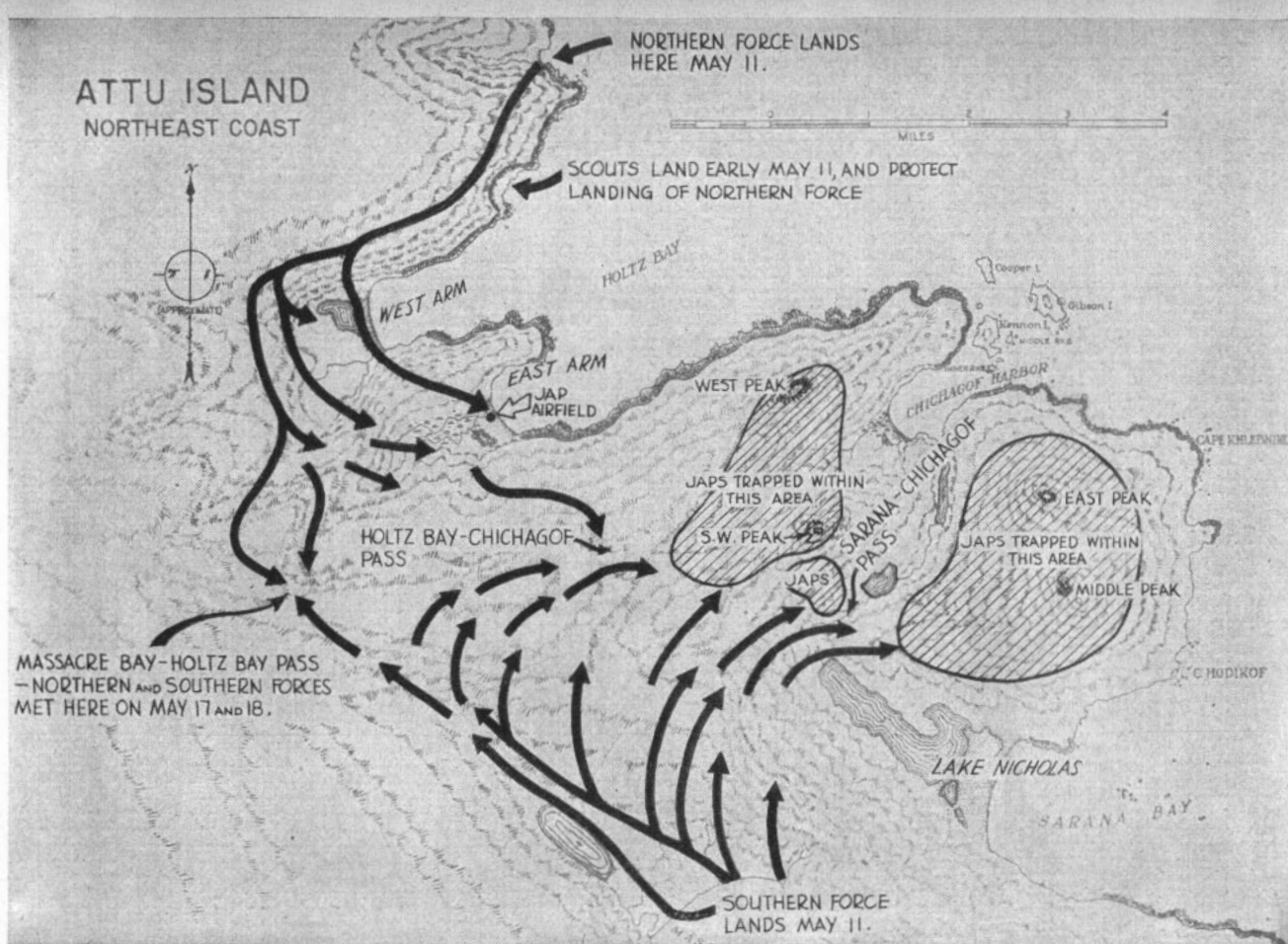
"My Lovin' Dove" was a B-17, a Flying Fortress. One day last February she took off from Guadalcanal on a patrol mission and disappeared. Her crew of nine was officially listed as "missing in action under circumstances presuming death." Sixty-six days later, the men, plus a U. S. Navy radioman they found, were back on Guadalcanal. Their story: The B-17 made a crash landing after fighting off eight Jap Zeros, two of which were shot down. For 15 days they sailed aimlessly on rubber rafts, living on K and D rations and some sea bass caught with a hook fashioned from a can opener. On the 16th day they landed on a tiny island. Here they found friendly natives and an American, Delmar Dean Wiley, ARM2c, USN, who had crashed while bombing a Jap cruiser. He also had drifted for 15 days on a raft, had been on the island for 6 months, convalescing from a leg wound and teaching in a native school. The natives fed the airmen, treated their wounds. A 35-foot outrigger canoe was built and three officers and Wiley shoved off. They sailed 130 miles in 3 days, eluding Jap patrol planes constantly overhead. Finally a Navy Catalina (PBY) bomber picked them up; a PBY went to the island for the others. Six of the crew shown here are, front row: Lt. Ernest C. Ruiz, AAF, Santa Barbara, Calif., co-pilot; Sgt. Theodore H. Edwards, Youngstown, Ohio, radio operator; Sgt. William H. Nichols, Keiser, Ark., assistant engineer; Tech. Sgt. Donald O. Martin, Chicago, engineer. Back row: Sgt. Robert J. Turnbull, San Antonio, Texas, tail gunner, and Sgt. James H. Hunt, Effingham, Ill., radio operator.



—Official U. S. Navy Photograph.

Navy Catalina Delivers the Mail to Amchitka

The majority of United States fighting men would rather get a letter from home than eat, and the Navy makes every effort to see that the mail goes through. The increasing use of V-mail (which goes by air) is greatly facilitating the prompt delivery of letters to service men scattered over much of the globe. Naval aviation has solved the mail problem at Amchitka, Aleutians island occupied by United States forces January 12. Mail is transported to that outpost by Catalinas. Here one of the planes is being unloaded on the snow-covered airfield, where 90-mile-an-hour gales and mud prove difficult for even Alaskan veterans. Four bombs—two under each wing—add a grim touch to the otherwise peaceful scene.



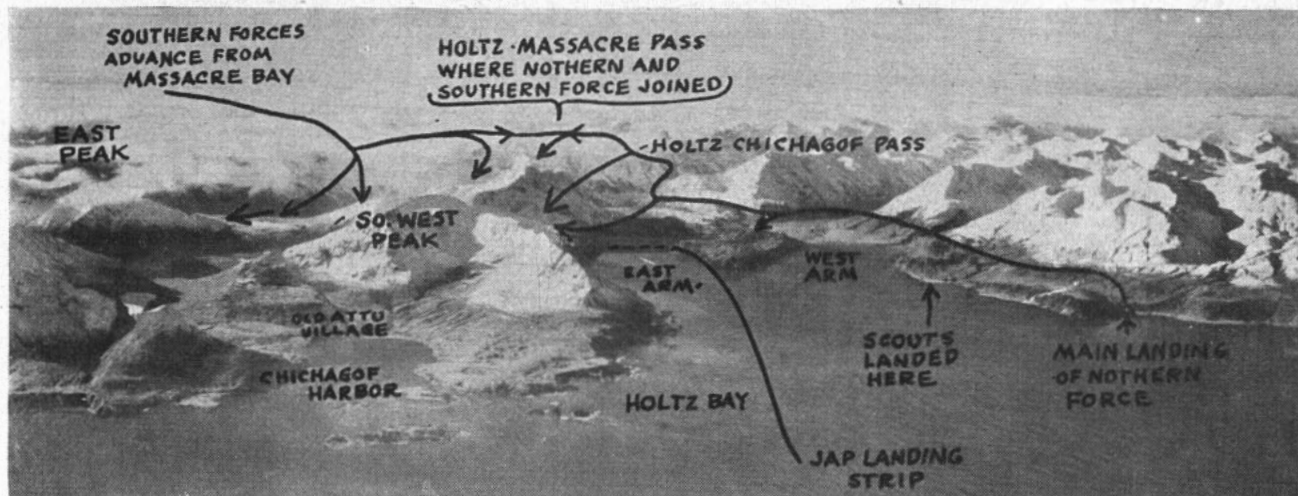
THIS WAS THE BATTLE FOR ATTU

Attu is so rugged that only one end of it was occupied by the Japs. The problem was to force the Jap occupation army into the Chichagof Harbor area, and split it into fragments where it could be picked apart at leisure. The map above shows how this was done. On 11 May, the first landings were made at Holtz and Massacre Bays. By 25 May the Japa-

nese were separated into the two pockets shown on the map, and were no longer an effective striking force. By 30 May, war correspondents reported, final organized Japanese resistance had collapsed after the few surviving enemy soldiers, sailors, and civilians had made several wild and unsuccessful counterattacks on American lines and had been mowed down

or had pressed hand grenades to their own chests in desperation.

The first landings at Holtz and Massacre Bays were the beginning of the job. After that, it was necessary to work up through narrow, snow-filled passes against strong Japanese positions on heights which remained fog-shrouded for days. This is the story, told in pictures.



—Official U. S. Army Air Forces Map and Photograph.

Aerial photograph shows area mapped at top of page. Notice locations of landings and strategic points.



STANDING OFF Holtz Bay, her big rifles smoking, a U. S. battleship hurls shells into Japanese shore installations. Army, Navy planes aided in softening-up process.

HOLTZ BAY: Navy Photographers Land

A Navy Combat Photography Unit was on hand when the first wave of American troops was put ashore at Attu, and Navy photographers continued with the troops until they were in

contact with the enemy. Thus many of these photographs—on land as well as on water—were contributed by Navy men. From a distance, as in the picture by the Navy photography unit

below, an Aleutian island often looks striking and beautiful, the jagged mountains blazing white where the sun hits the snow and blue in the shadow, with the lower slopes showing a strange delicate pink.



—Official U. S. Navy Photographs.

HEAVILY LADEN landing boats, with some soldiers crouching down out of the line of sniper fire, approach the west arm of Holtz Bay 11 May.



A FEW JAPS in the Holtz Bay area lived in tents, but most lived underground. Part of the outer ring of defense area fell to Americans early in fighting.

Whatever else the Japanese had been doing on Attu for the past year, one war correspondent radioed describing the scene above, they must have spent most of their time digging in the mushy tundra. So elaborate

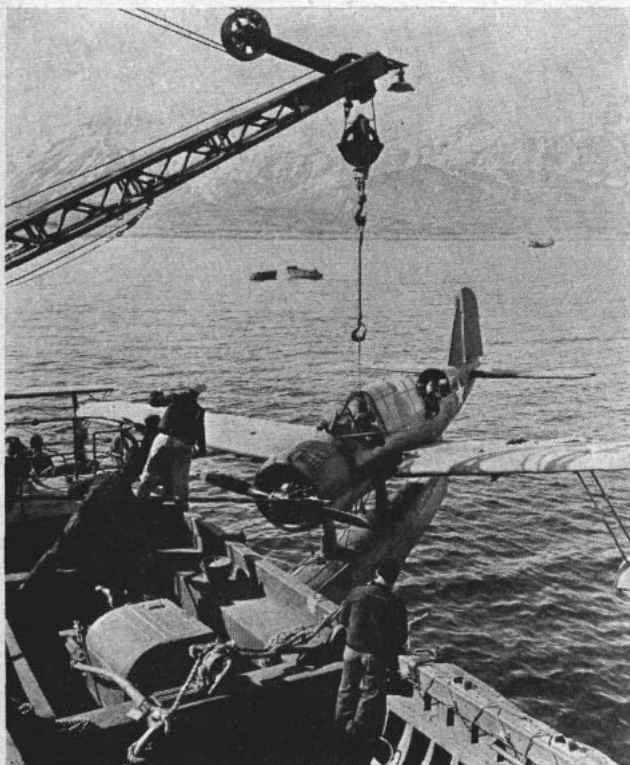
was the trench system at the west arm of Holtz Bay that it was possible to cross the entire valley—a distance of almost 2 miles—without once being exposed to the sight of anyone in the bay. Most elaborate of all under-

ground positions were those of Jap anti-aircraft gunners, which included three or four rooms, all underground, except the single roofless circle to hold the gun itself. Jap crews lived, slept, worked, played in the caves they had built.

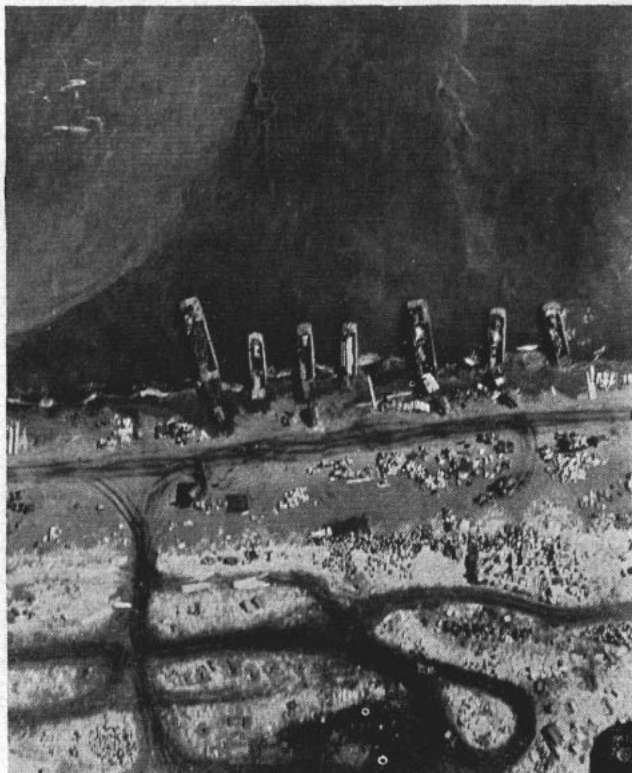


—Official U. S. Navy Photographs.

A VICTIM of the softening-up process: At Holtz Bay, American soldiers find a float-type Zero that was machine-gunned before the landing by attacking U. S. planes.



OVER MASSACRE BAY, 17 May, this Vought Kingfisher (OS2U) flew on despite hole in her wing from Jap ack-ack. Later, plane was hoisted aboard ship in same area.



TRUCKS and their tracks in this photograph of landing at Massacre Bay show that no time was wasted in speeding supplies to men already ashore.

MASSACRE BAY: Snow, Sand, Mud and Straw

Attu, after you land upon it, is vastly different from what it looked like from the sea. When you come ashore the surface that looked pink from the air or sea turns out to be a drab expanse of tundra grass the color of faded straw. Instead of standing up, this grass clings to the contour of the hummocks that cover the ground. About the hummocks and the grass a

YANK correspondent in the Aleutians wrote: "The land up as far as the snow line puts you in mind of the old concrete-tank obstacles on the Maginot Line, if you can imagine them sodded . . . You can't walk on that stuff the way you've been walking all your life. You have to develop an entirely new style—a special tundra gait which makes ordinary clod-

hopping look as graceful as the ballet. Sometimes this surface is buried under snow, sometimes it's mud . . ." Sometimes, too, it is sandstorms—a man can be knee-deep in mud at Attu and have sand blowing in his eyes at the same time. And so plentiful are the hummocks—small hills, medium hills, mountains—that a man often cannot go from his tent to mess without climbing a hill of some kind.



—Official U. S. Navy Photographs.

LANDING PARTY on Massacre Beach fires at Japanese snipers in the hills. Japs, camouflaged, would come down to edge of fog line and fire from crevices in rocks.



FOG: It Comes From the Sea

LARGEST fog-covered section in the world is the North Pacific-Aleutians area. The fog is creeping down in this photograph as U. S. landing boats line the shore to bring up supplies. Despite the low visibility, landing of U. S. expeditionary force was

accomplished without the loss of a single ship or of a single man. Though this perfect outcome cannot always be anticipated, the Attu landing shows to what a fine point of precision and safety American amphibious operations have been developed.



SEARCHLIGHT of a destroyer attempts to pierce the fog as landing boats begin to move toward the beach on Attu.



FOG moves in to dim out American guns pointed toward Japs in the hills. Often glue-thick, the fog in the Aleutians nevertheless fails to keep down high winds.

—Official U. S. Navy Photographs.

Many Incidents Make a Battle



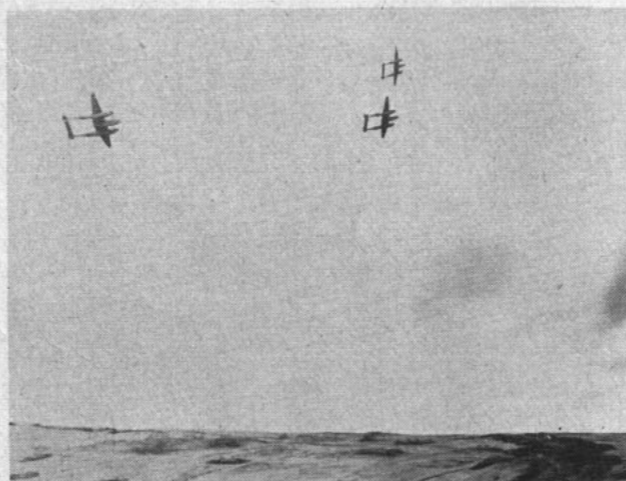
ADVANCE: U. S. Army troops move up across the slippery, straw-like tundra grass. Bank of fog just rolling in may hide stray Jap marksmen.



FRONT LINES: By crawling on his stomach, U. S. Navy combat photographer got to American machine-gun nests atop hill and in sight of Jap positions.



DEPTH CHARGES: An American destroyer, part of the force that did the job at Attu, drops explosives on a Japanese submarine.



STRAFERS: Lockheed Lightnings (P-38's) swept over Japanese positions in Holtz Bay area to help Navy blast way for landing troops.

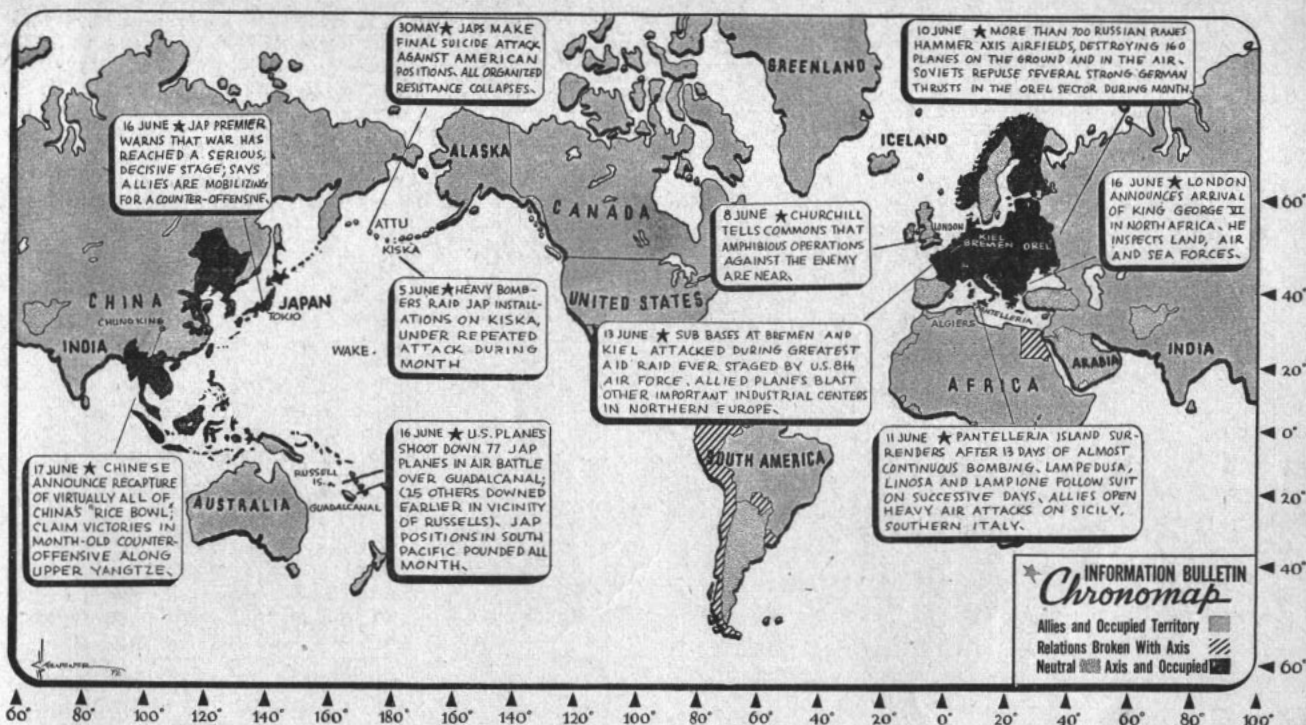


TROPHY: Americans examine a Japanese ack-ack gun at head of west arm of Holtz Bay. Barrel of gun is on ground in left foreground.



—Official U. S. Navy Photographs.

JAP BARGES and U. S. landing boats are in this photograph, one of a number of pictures flown from scene by Naval Air Transport.



THE MONTH'S NEWS

(Period of May 21 Through June 20)

*Allies Capture Four Italian Islands;
U. S. Winds Up Attu Battle;
New Offensives in All Theaters
Awaited.*

The War

With the African campaign closed, Allied forces last month opened a gigantic air and sea offensive against Italian positions, capturing in quick succession four island stepping stones lying between the north coast of Africa and the big island of Sicily at the toe of the Italian boot.

Without landing a soldier, tank, or gun, the Allies captured the islands of Pantelleria, 60 miles from Sicily; Lampedusa, 90 miles southeast of Pantelleria; Linosa, 80 miles south of Pantelleria; and Lampione, 10 miles west-northwest of Lampedusa.

Sicily remained the only Axis stronghold between Africa and the Italian mainland. Even before the garrisons of Italians and Germans on the four other islands were taken prisoners, the 9,935 square miles of Sicily were feeling the fury of American and RAF bombers.

As in the case of Pantelleria and the other islands captured, Allied planes operating against Sicily attacked airfields, harbors, communications, rail centers, other defenses. Messina, important port on the north coast, was among the first to feel the weight of Allied bombs. Ironically, planes from tiny Malta, which wrote an epic in defense, participated in the raids.

Pantelleria, Lampedusa, Linosa and Lampione all were taken after American and British planes, backed up by naval units, subjected them to almost ceaseless bombardment. Eyewitnesses said these tiny but important outposts appeared during the attacks to leap out of the sea. Captured Italians said the noise alone was almost fatal.

The Allies were moving closer to Axis Europe and invasion rumors spread. Axis broadcasts said that (1) the invasion of Sicily was imminent; (2) British and American armies would land on the continent itself before the end of June; (3) there were huge convoys off Sicily; (4) there were others at North African ports and at Gibraltar. The broadcasts dared the Allies to come. They told their people to be ready. Premier Mussolini's own newspaper said the "fateful hours" for Italy had arrived. The Allies remained silent.

Prime Minister Churchill said to Commons: "It is evident that amphibious operations of a peculiar complexity and hazard on a large scale are approaching . . . Brighter and solid prospects lie before us."

"A complete agreement about forward steps has been reached between the two governments (the U. S. and Great Britain)."

President Roosevelt, who had con-

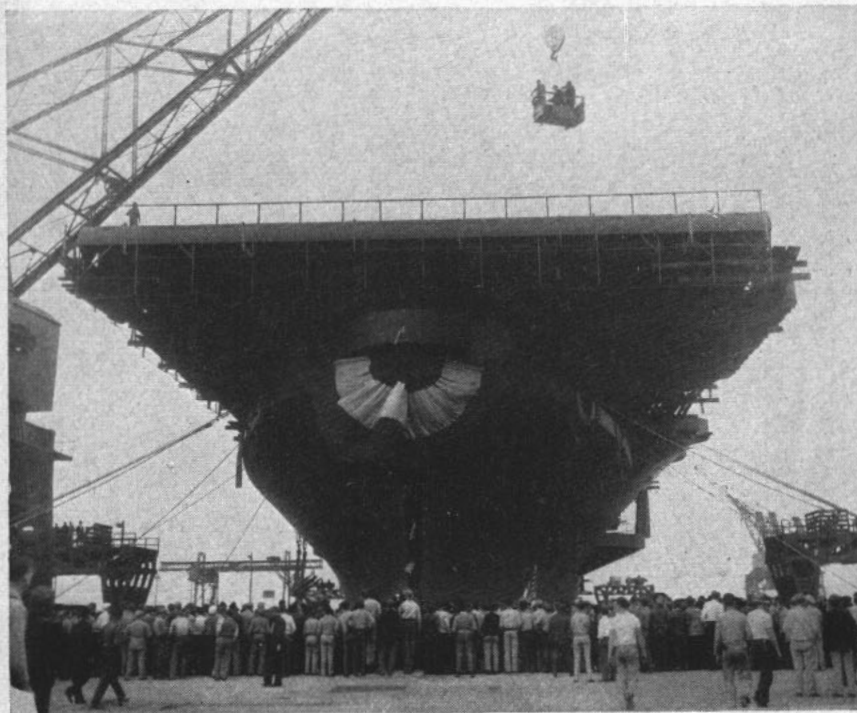
ferred with Churchill at Washington, said in a statement regarding the meeting of the combined British and American military and naval staffs that "the conference . . . has ended with complete agreement on future operations in all theaters of war."

Shortly afterward, Gen. George C. Marshall, Army Chief of Staff, returned to Washington from Africa. He said nothing but went directly to the White House to report to the President.

On 16 June, London announced that King George VI had arrived in Africa and was inspecting Allied land, sea and air forces. American soldiers entertained the British monarch at lunch in one of their mess halls and he also inspected an American warship in an African port.

The War Department in a terse statement announced that troops skilled in amphibious operations "are trained and ready for combat." London said laconically that another large contingent of American soldiers had arrived in Britain.

The Near East, meanwhile, was injected suddenly into this complex picture by a report that Britain had closed the Turkish-Syrian border, reviving speculation as to Turkey's stand—whether she had decided to leap off the fence on to the side of the



—Official U. S. Navy Photograph.

Shipyard workers admire the USS "Intrepid," new "flat top," just before she slides down the ways at the Newport News (Va.) Shipbuilding and Drydock Co. The "Intrepid" was the eleventh aircraft carrier launched in the past nine months. Her size can be judged by a comparison to the party being lowered to her flight deck.

Allies. Another report said the border had been closed to "check leakage of information" on Allied troop movements.

While the enemy continued to talk "invasion," the Allies went ahead with their "softening up" program, wiping out whole areas of German, Dutch, French, and Italian industrial centers. Two-ton block busters rained down on cities scattered over the entire length of northern Europe and others gave Italy its worst raids of the war. Submarine bases and shops at Kiel and Bremen were hit during the greatest air battle ever waged by the United States Eighth Air Forces. Shipyards at Cuxhaven and Wilhelmshaven were smashed. Naples and Foggia were blasted without the loss of a single plane. Dortmund was the target for the greatest aerial attack in all history. Duesseldorf received more than five 2-ton block busters per minute in an attack on the Ruhr Valley.

Maj. Gen. Ira C. Eaker reported on 10 June that the size of the United States Eighth Air Force had doubled since March and was approaching parity with the RAF. It is now capable, he said, of obliterating any normal industrial target.

The War Department, summarizing raids on Europe, said American four-engined bombers in Britain were shooting down German planes at a ratio of 6 to 1.

The Russians, too, were troubling the Germans. On 11 June more than 700 Russian planes hammered Axis airfields, damaging or destroying some 160 enemy planes on the ground and in the air. The Soviets reported a total of 3,319 Axis planes destroyed in 6 weeks.

On the land front the Germans—still failing to launch their promised spring offensive—made several strong attacks in the Orel sector on the central Russian line, but all of these, said Moscow, were repulsed with heavy enemy losses. Little activity was reported on the Kerch Peninsula.

American forces cleaned up the brief, but bloody, battle for Attu, and focused on Kiska, now between the jaws of two heavily armed U. S. bases. Kiska's volcano was reported becoming active, bringing further worry to the Japs.

Secretary Knox implied that major blows against Japan were in the making. "I can't tell you when," he said to reporters, "except that it takes an awfully long while to get ready for any sizable movement."

U. S. planes pounded Japanese bases and territory in widespread raids throughout the South Pacific and American submarines raiding enemy shipping routes reported the destruction of an additional 12 ships and the damaging of 5 others.

On 16 June, American planes intercepted an armada of Japanese planes

attempting to attack Guadalcanal and shot down 77—45 bombers and 32 Zeros—with a loss of 6 U. S. planes. In another air battle, 12 June, U. S. airmen shot down 25 Jap planes in the vicinity of the Russell Islands.

Headquarters of the South Pacific Air Force announced officially, 16 June, that 1,337 Jap planes had been destroyed in that theater since 31 July. U. S. losses were much smaller during this same period, it was said.

Jap Premier Tojo, in an address before the Diet, warned that "the war has reached a serious, decisive stage with the enemy mobilizing all his resources for a counteroffensive," and intimated that Japan had been forced on the defensive.

Tojo definitely was on the defensive in China. At Chungking army spokesmen said the Chinese had eliminated the threat to the Chinese "rice bowl" and Chungking, itself, and reported several other important victories in the upper Yangtze area. Here, American planes, blasting Japanese positions, were paving the way for the Chinese advance. Some 40,000 Jap soldiers were killed or wounded in the 40-day battle for the upper Yangtze, said a Chinese Army spokesman.

The OWI, quoting Jap broadcasts, said there were indications that guerrilla resistance was mounting in the Philippines.

★

American shipyards during May delivered for service 175 new ships totaling approximately 1,782,000 deadweight tons, the Maritime Commission announced, bringing to 711 the number of vessels constructed thus far in 1943. This figure is only 35 ships less than the 746 vessels which were delivered in 1942.

★

A spectacular double omen of victory was reported by Sgt. Irwin S. Bradford, usmc, from a base somewhere in the South Pacific. Upon the first raising of the Stars and Stripes at the Marine Corps unit, Bradford said a cloud formation split the rays of the sunrise into a gigantic "V." Then, as the National Anthem was played, a flock of geese in perfect "V" formation appeared, and, as if directed by unseen hands, changed course to fly directly over the flag.

★

The War Department announced that a total of 36,688 Axis prisoners of war were early in June confined to 21 prison camps in the U. S. The prisoners included 22,110 Germans, 14,516 Italians, and 62 Japanese.

★

The bulk of U. S. Army and Navy forces outside of the continental United States—except for air units—is now concentrated in the Pacific theater, President Roosevelt revealed. He added, however, that air strength in this theater very nearly equals that in other areas.

President Roosevelt, in a report on lend-lease aid, revealed that \$1,041,-000,000 worth of material had been sent to Russia in a little more than 2 years. Russia, said the President, received more fighting equipment than any other country.

☆

Some French warships, immobilized after the fall of France at Alexandria, have joined the Allies following negotiations between the British and Gen. Henri Giraud. Among the ships at the British naval base were the 20,000-ton battleship, *Lorraine*, three heavy cruisers, one light cruiser, three destroyers, and a submarine.

☆

President Roosevelt, at a press conference, said reports indicate "significant preparations" by the Axis to use poison gas and warned that such action would bring "full and swift retaliation." Chungking later said there were signs the Japs were preparing to resort to gas warfare in China.

☆

The largest War Department Appropriation Bill in history—totalling \$59,425,586,500—was submitted to Congress by the President. Biggest single item was \$23,655,481,000 for the Army Air Corps. White House Secretary Stephen Early revealed that the Army next year would build 1,147,-000,000 pounds of planes—exclusive of engine weight—compared with 911,-000,000 pounds during fiscal 1943.



Official British Photograph from Signal Corps

ITALIAN PRISONER: A small force of Allied troops quickly rounded up members of the bomb-blasted garrison on Pantelleria—including this gentleman—when the Italian island capitulated after 13 days of incessant air and sea attacks. Once described as the "Italian Gibraltar," the island is now being used by the Allies—may serve as stepping stone to Italy.



—Official British Photograph from Signal Corps.

PANTELLERIA SURRENDERS: On the airfield of the Italian island of Pantelleria in the Mediterranean narrows can be seen the white signal of surrender. The white cross was laid on the field hours before the Allies accepted capitulation of the island, but smoke and dust from almost continuous Allied bombings hid it from view.

The Navy

BuPers announced a policy regarding rotation of duty for enlisted men who have been performing hazardous duty aboard ship and at outlying stations. (See page 67.)

☆

The Navy reduced physical requirements for the induction of men through Selective Service. (See page 68.)

☆

The Navy has 760 new ensigns—graduates of the Academy at Annapolis. Annual June week ceremonies were climaxed with an address by Navy Secretary Knox.

☆

Vice Admiral Adolphus Andrews, USN, commander of the Eastern Sea Frontier, predicted that "with additional escort ships, planes, and blimps which are now being delivered," the submarine menace will be under control in the next 6 months.

☆

The Navy's 1942 torpedo output nearly tripled 1941 production; 1941 had nearly doubled 1940.

☆

The Charleston Navy Yard launched two destroyers, built in the record time of 59 days.

☆

Cruising far at sea, the famed U. S. S. *Marblehead* picked up the crew of an Army Air Force bomber which had been forced down. The

four rescued men had spent 5 days and 4 nights aboard a rubber raft just large enough for them to sit in with their knees drawn up to their chests.

☆

Marines on the Russell Islands met 70-year-old Martin Nelson, a former trading company manager, who had been hiding from the Japs in the Solomon Islands jungles for 6 months. He told them he saw little possibility of the natives joining the Japanese. When the Japs landed, he said, they killed all the natives' pigs—and the pig is sacred in the islands.

☆

Four naval officers reported to the Naval Medical Bulletin the results of a study indicating a definite relationship between toothache and the low atmospheric pressure of the upper air, encountered by airmen in high altitude flying. An undisclosed number of cases revealed that: (1) Fifty-seven percent of those suffering from toothache were subjected to low atmospheric pressure inside a chamber which was equivalent to a height of 28,000 feet before pain was felt. (2) Twenty-three percent experienced pain at a reading equivalent to 18,000 feet. (3) Twenty percent began having symptoms before reaching the equivalent of 10,000 feet.

☆

In addition to inflicting losses and casualties the Japanese forces attacking Guadalcanal, the Navy's P-T boats were credited with another achievement. Said Lt. John H. Claggett, Bowling Green, Ky., P-T boat

captain: "The boats attacked everything the Japs threw at Guadalcanal one night. This respite gave the Marines more sleep."

☆

Lt. (jg) Grace Lally, chief nurse at the U. S. Naval Hospital, Bethesda, Md., told this story. On duty in a war zone she was stopped by a young man in great pain who requested a drink of water. When she brought it to him, he said: "Say, I guess I'm pretty selfish. Give it to the fellow across the way. He needs it worse than I do only he didn't stop you to ask for it."

☆

The U. S. Coast Guard cutter *Es-canaba* sank recently in the North Atlantic following an explosion of undetermined origin. All but two members of the ship's crew were lost. The *Es-canaba* distinguished herself earlier in the war by rescuing 133 men from a torpedoed ship in the North Atlantic. Crew members went into the icy waters wearing rubber suits to rescue men aboard life rafts, tying lines around them so they could be towed to safety.

☆

Midshipman Cadet Jack Smaha, 20, entertained men in two life boats with his tonette, a high-brow bazooka, after they left their torpedoed merchant ship off South America. Between sending calls for help over the hand-cranked radios installed in the two boats, Smaha played such ditties

CASUALTY FIGURES

Casualties among naval personnel through June 19 totaled 23,110. The totals since 7 December 1941:

	Dead	Wounded	Missing	Total
U. S.				
Navy -	5,750	2,255	9,711	17,716
U. S.				
Marine Corps -	1,619	2,448	1,069	5,136
U. S.				
Coast Guard -	79	22	157	258
	7,448	4,725	10,937	23,110

as "You Are My Sunshine" on his tonette, beaming them by the radio to the other boat. Smaha, to vary the program, indulged in imitations of Donald Duck.

☆

Four Marine Corps pilots on Guadalcanal in a previously-reported 25 Apr. action: (1) shot down 6 Jap Zeros, (2) dispersed at least 18 others and (3) caused 16 enemy bombers to abandon their attack on U. S. Solomon bases. The pilots: Maj. M. K. Payton, Cannel City, Ky.; Second Lt. Milton Vedder, Los Angeles; First Lt. Milton Peck, Vicksburg, Miss., and First Lt. L. L. Eckart, Chicago.

☆

Members of the Army, Navy, and Marine Corps in Alaska are cooperating in the publication of an all-service magazine, *The Aleutian*, which made

its initial appearance May 8. The first issue required the three editors to make a 1,400 mile roundup by air to Kodiak to get the magazine set up.

☆

The Navy is assigning officers of the Women's Reserve who are expert dietitians to naval stations as assistant commissary officers to aid in improving both the nutritional value and the palatability of the food served to naval personnel.

☆

The number of Women Reservists in training for naval aviation billets is expanding so rapidly that by the end of next year approximately 20,000 women will be handling jobs at aviation bases that have heretofore been handled by men. By the end of 1943, 1,500 officers and 12,000 enlisted women are scheduled to be on duty in naval aviation.

☆

Residents of Summit, N. J., last month presented to chaplains of the new 45,000-ton battleship *New Jersey* a triptych, a communion set and a pair of candelabra.

☆

Trees on Iceland. When U. S. sailors landed on Iceland they discovered that not so much as a sapling graced the landscape. Robert Bryant, ACM1, usn, salvaged old tin cans, discarded pipe, burlap bags, iron rods and green paint "grew" two trees for the main entrance to the base. Officers, surprised and pleased, asked Bryant to "grow" two more which were planted at the entrance of the Officers' Club.

☆

The Navy is investigating the collision between a tanker and medium-sized merchant vessel, heavily laden with ammunition, which resulted in the loss of an estimated 83 crew members including 35 members of the 2 ships' gun crews. The merchant ship exploded and sank immediately and the tanker burst into flames and was badly damaged. The collision occurred off the U. S. East Coast.

☆

Specially trained Seabees are trimming days off the time required to unload ships at advance bases. Men are trained particularly in winch operation, gangway tending, slinging, tractor and fork truck operation, coopering, and also gear maintenance and repair.

☆

Second Lt. Milton M. Vedder, usmc, a pilot, reported that his ability to blow smoke rings for natives on a South Pacific island led to his safe return to Guadalcanal. Forced down, Lieutenant Vedder met the natives who at first, he said, were not very friendly. After entertaining them by blowing smoke rings, which the natives thought was very funny, he was helped to return to his base in return for entertainment services rendered.

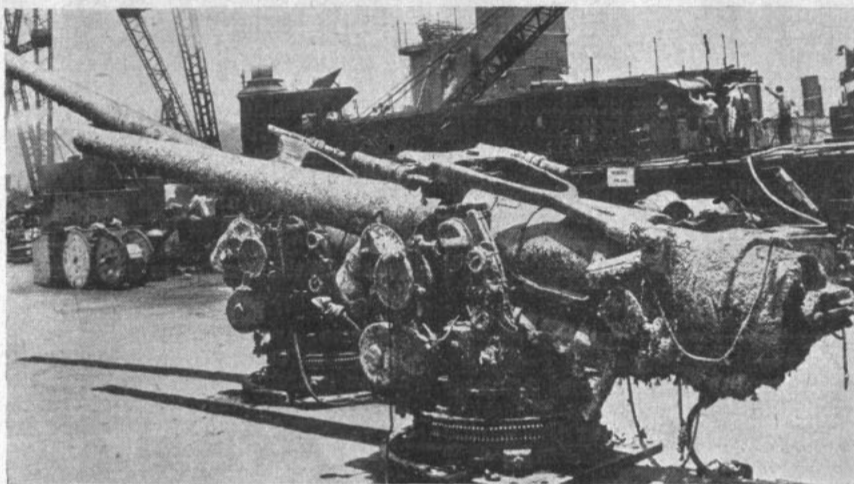
☆

Lt. Comdr. Frank H. Wickhorst, USNR, once a Naval Academy all-



—Press Association Photograph.

ONLY SLIGHT DAMAGE: Using hunting knives and chisels, seamen aboard one of the U. S. vessels which fought a Jap supply expedition west of the Aleutians dig shrapnel from the deck of their ship. The Navy reported that a light naval force engaged and drove off the enemy vessels with slight damage.



—Official U. S. Navy Photograph.

FROM THE ARIZONA: A large percentage of equipment from warships sunk and damaged at Pearl Harbor has been reclaimed by salvage workers. Here, two guns from the sunken Arizona are raised and placed on a pier. The main and secondary batteries of the battleship have been recovered

America football player, has been appointed officer in charge of the Naval Aviation Physical Training Program, succeeding Cdr. Thomas J. Hamilton, USN, who has been ordered to sea.

☆

Dispatched recently to pick up 2 Marine fliers and 2 Jap prisoners in the South Pacific Area, a Catalina flying boat was called upon to act also as a transport for 22 Chinese refugees near enemy-held territory. The crew, dubious about the load, decided to chance the flight, succeeded in taking the big plane off the water, and returned safely to its Solomon Island

Admiral King Sends Message to Brazil's Navy

Admiral Ernest J. King, USN, Commander in Chief, U. S. Fleet, and Chief of Naval Operations, last month sent the following message to the Brazilian Navy on Brazilian Navy Day:

"On the occasion of June 11 of this year I wish to express to you, on behalf of all officers and men of the United States Navy, our congratulations and appreciation for the excellent work which has so far been done by the Brazilian Navy in our common effort against the enemy. The record to date of things done by our comrades of the Brazilian Navy makes us confident that together we shall do even more to bring about the defeat of the enemy who menaces all of us."

base. The load of 37 persons was believed to have set a new record for Catalinas.

☆

Sailors at NAS, New Orleans, are saying that the Japanese up north are being seriously "DISALEUTIANED."

☆

A Navy PBV bomber in May rescued four survivors of a medium-sized British merchant vessel after they had spent 39 days on the Atlantic aboard a life raft. The bomber, piloted by Lt. Maurice Kauffman, USNR, of Wappingers Falls, N. Y., landed on the ocean despite a running sea, picked up the men, fed them, and carried them to the base where they were hospitalized for several days. The survivors reported that their torpedoed ship was carrying women passengers and two small children when a German submarine sent two torpedoes into her side, sinking her within a few minutes.

Miscellany

DIED: Forty-nine-year-old President Edsel Ford of the Ford Motor Co., from an old stomach malady aggravated by undulant fever.

DIED: Admiral Henry A. Wiley, USN (Ret.), 75, former commander of the U. S. Fleet and the battleships *New Jersey* and *Wyoming*, at Palm Beach, Fla.

APPOINTED: Admiral William Glassford, USN, hero of the Battle of Macassar Straits, as Minister to Dakar.

HONORED: Generals Dwight Eisenhower and Douglas MacArthur by England's King George VI as honorary Knights, Grand Cross, of the Order of Bath, military division

BIRTHDAY: One year old on June 25 was Yank, the Army weekly.

BLACK SIDE: Expenditures of the Post Office Department during the first 10 months of the 1943 fiscal year were held within revenues—the first time in 24 years.

TRADE: Members of Hitler's Africa Korps turned in rifles for cross-cut saws. As prisoners of war, they turned up working on a Texas-Oklahoma reservoir dam project.

DIED: Maj. William (Navy Bill) Ingram, USMCR, 46, former football player and head coach at the U. S. Naval Academy, apparently from a heart attack, at Los Gatos, Calif.

DIED: Dr. Allan Roy Dafoe, 60, who attended the birth of the Dionne quintuplets, of pneumonia at North Bay, Ontario.

BIRTHDAYS: The Naval Training Stations at Newport, R. I., and San Diego, Calif., observed their anniversaries last month. Newport was 60 years old June 4; San Diego 20 years old June 1.

RANGER REPORT: "Amusing and trying," said Lt. (jg) J. R. Samuel of the U. S. S. *Ranger* in a letter on the erroneous German report that the aircraft carrier had been sunk. "Amusing when we listened to the radio and trying when we thought of the anxiety of our folks at home." In a P. S. he said: "We are all applying for 'survivors' leave."

NAMESAKES: Seven officers and 28 enlisted men in the U. S. Navy bear the name of John Paul Jones, naval hero of the Revolution.

MISSING: Actor Leslie Howard, who was aboard a British Airliner attacked by enemy aircraft en route from Lisbon to England.

Officers Graduated From Military Government School

Twenty-six naval officers last month were graduated from the first class of the Navy School of Military Government, and Administration at Columbia University.

Addressing the graduating class, Rear Admiral John H. Newton, USN, Sub-Chief of Naval Operations, said that "our training has been small compared to that of the Axis," pointing out that the Japanese alone had sent out some 45,000 officers as fishermen among the Pacific Islands.

Graduates underwent 42 weeks of study preparing them for assignments in connection with administration and reconstruction of occupied countries or territories.

The Home Front

Fritz Kuhn, leader of the German-American Bund, was ordered released from a Federal prison after serving 3½ years of a 5-year sentence for stealing funds from that organization. Federal agents were to take him from the prison for internment as an enemy alien for the duration.

☆

A record total of 7,200 planes of all types was turned out by U. S. factories during May, the WPB reported. A substantially larger number was predicted for June.

☆

The Bums are having their troubles. Before wailing crowds at Ebbets Field, the Brooklyn Dodgers on 18 June lost to the Phils 10 to 8 after leading Philadelphia 8 to 0 up to the sixth inning. St. Louis was leading the National League, with Brooklyn second, and Cincinnati third. New York was leading the American league, Washington second, Philadelphia third.

☆

Playing in the nation's capital, performers of the Ringling Brothers Barnum and Bailey Circus gave celebrities a blue-ribbon exhibition of one of the oldest traditions among actors—the show must go on. Just before the evening performance on 18 June some 150 members of the troupe were stricken with food poisoning. Despite their illness and pain, virtually all of them—including such figures as the Fat Lady and Thin Man, the tight-rope walker—went on. Police cars, ambulances and circus wagons took many to a hospital later.

☆

The new War Department Appropriation Bill reported by a House committee included \$3,595,788 for dog food for the Army's expanding canine corps.

☆

Quotes of the Month

Secretary Knox: "We are fighting for the right to continue our search for truth and to promote the major values of a democratic society. We are determined that power, respect, and knowledge shall be ever more widely shared."

☆

Admiral Chester W. Nimitz: "We are turning out planes and ships of war faster than the Japanese can. It is simple arithmetic—subtraction for them and addition for us."

☆

OWM Director James F. Byrnes: "We are now girding ourselves not for a single attack on a single front but for many attacks on many fronts both in the European theater of war and in the Pacific."

President Roosevelt: "Let us pay special tribute to the men who sail these (merchant) ships. By their courage and fortitude (they) have won the everlasting gratitude of the people of the United Nations."

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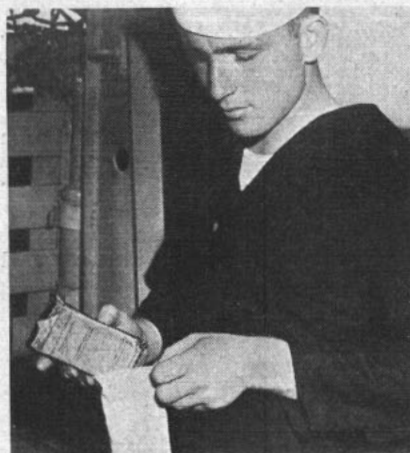
President Benes of Czechoslovakia: "The respect and maintenance of independence of small European nations is now and will be in the future vital to the peace of Europe and the world."

☆

Australian Prime Minister Curtin: "I say with gratitude and I may say with pride that Prime Minister Churchill and President Roosevelt agreed that the war in the Pacific will be prosecuted with the same vigor as the war in Europe."

☆

President Roosevelt: "The better use of natural and human resources must be assured to improve living standards . . . without exploitation by any nation."



—Official U. S. Navy Photograph.

TO HELP SHIPWRECKED SURVIVORS: Most Navy lifeboats and rafts today are equipped with numerous new devices to help men adrift at sea. These include new-style life belts, signal lights, ration kits, charts, portable radios, fishing kits, water stills, and special clothing. Latest lifesaving devices include a "shark repellent," waterproof charts, and reflecting mirrors. Another recently added to lifeboats' equipment was the New Testament. The canvas sack which the sailor holds was designed to carry a pair of signal flags. There happened to be just room enough for a New Testament, wrapped in a watertight envelope. The New Testaments were presented to the Navy by the American Bible Society. For another new safety process see page 14.

Lt. Col. Evans F. Carlson, USMC, leader of the Carlson-Roosevelt Marine Raiders in the South Pacific, on how to fight the Japs: "If a mountain ridge is considered inaccessible, climb it and surprise the enemy. If a frontal attack is the expected thing, envelop the opponent by outflanking him or moving around him. Chinese guerrillas have won many battles in this way. The hazards are sometimes great but the profits are tremendous."

☆

House Appropriations Committee Chairman Cannon: "The Navy's job ahead is tremendous, and it must be provided with every essential to make its accomplishment less difficult and absolutely sure and decisive."

☆

President Roosevelt: "New land routes are being developed to increase lend-lease shipments into China, and the reopening of the Burma road is among the strategic objectives of our forces."

☆

Secretary Knox, explaining his recent statement in which he declared the United States now has a "seven-ocean" Navy: "I said we would have it when we have our fleet completed. A seven-ocean Navy is a popular phrase to cover a fleet on all the seas. There is no particular significance in 'seven'."

☆

Winston Churchill: "The steady wearing down of the German and Japanese air forces is proceeding remorselessly. The enemy who thought that air would be their weapon of victory are now finding in it the cause of their ruin."

☆

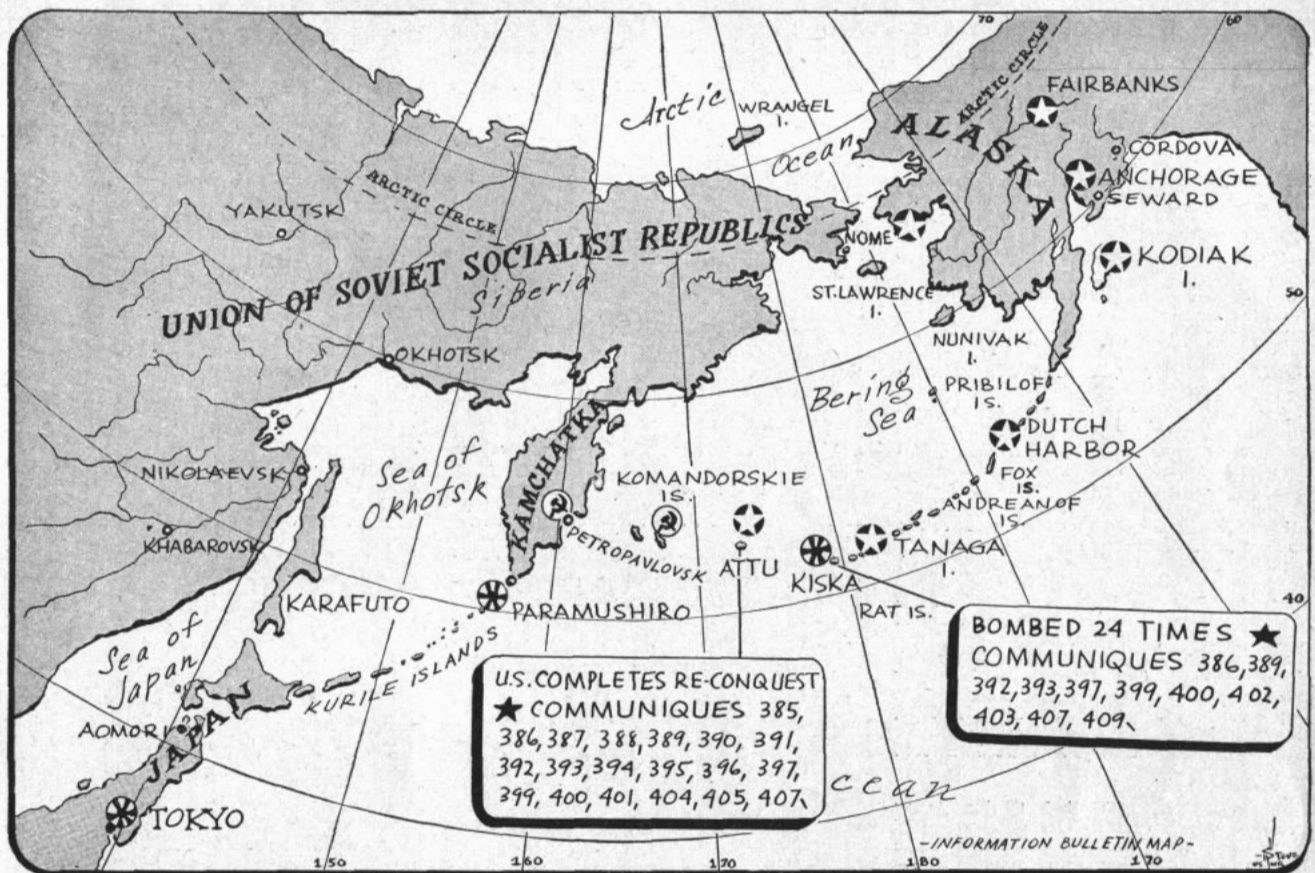
Secretary Knox: "Today the initiative is ours. That this is a long stride toward an ultimate victory is attested by the jitters that are sweeping over our enemies, east and west. All over Germany and Japan there is a feeling akin to ours after Pearl Harbor. In every German, Japanese, and Italian mind, there is the question: 'when will the blow fall?'"

☆

British Vice Air Marshal Jones: "If the RAF and the U. S. Air Force can increase, or even sustain, their present heavy attacks on Germany and Italy, the enemy's air power may collapse and land operations except for the purpose of occupation, may not be necessary."

☆

Pope Pius XII: "Never perhaps was there launched calumny more absurd than . . . propaganda of anti-religious inspiration that the Pope supports the war and supplies money for its continuance, that the Pope does nothing for peace."



Navy Department Communiques

No. 385: 21 May 1943

South Pacific (Dates East Longitude):

1. On 19-20 May, during the night, eight Japanese bombers attacked Guadalcanal Island, causing minor damage. United States fighters shot down two of the enemy planes.

North Pacific:

2. On 19 May, operations on Attu continued. Japanese forces have established positions on the high ground east of Attu Village. U. S. Army bombers attacked Japanese entrenchments in the area north of Sarana Bay.

No. 386: 22 May 1943

North Pacific:

1. The battle for Attu has entered the final phase with the defending Japanese forces split into three groups occupying positions in the following areas:

- (a) Chichagof Harbor.
- (b) Chichagof Valley.
- (c) North side of Lake Nicholas.

2. On 20 May, during the night, a strong enemy position on a ridge in the Sarana-Massacre Bay area was neutralized. An enemy unit which succeeded in penetrating our lines was subsequently wiped out.

3. On 21 May (a) United States forces attacked the enemy position to the eastward of Chichagof Valley.

(b) Lightning fighters supported ground operations by strafing and bombing enemy positions from low altitudes. A fuel depot was set on fire and other fires were started. Attu Village was completely destroyed with the exception of a church and one other building.

4. On 21 May, Army Liberator heavy bombers, (Consolidated B-24) attacked the Japanese main camp area on Kiska. Due to weather conditions, results were not observed.

South Pacific (Dates East Longitude):

5. On 20-21 May, during the night, Liberator heavy bombers (Consolidated) attacked Japanese installations at Kahili and Ballale in the Shortland Island area. Hits were scored on the runway and enemy searchlight positions at Kahili.

No. 387: 23 May 1943

North Pacific:

1. On the afternoon of 22 May, about 15 twin-engine Japanese bombers unsuccessfully attacked two United States surface units operating in the Attu area.

2. There was no change in the general situation ashore.

No. 388: 24 May 1943

North Pacific: 1. On 23 May:

(a) The pressure of U. S. Army forces against pockets of Japanese resistance on

Attu Island continues. A number of enemy points of resistance have been liquidated.

(b) During the afternoon 16 Japanese twin-engine bombers were attacked by 6 Army Lightning (Lockheed P-38) fighters over the eastern part of Attu. Five of the enemy bombers were shot down. One United States fighter is missing. Another fighter was shot down, but the pilot was rescued.

No. 389: 25 May 1943

North Pacific: 1. On 23 May:

(a) U. S. Army forces continued to advance and exert pressure on Japanese forces on Attu, despite sleet, snow, and rain which handicapped operations.

(b) Further details received relating to the attack of 6 Army Lightning (Lockheed P-38) fighters on 16 Japanese twin-engine bombers (previously reported in Navy Department Communique No. 388) reveal that 5 of the enemy bombers were definitely destroyed and 7 additional bombers were probably destroyed. The remaining 4 Japanese bombers fled to the west. When sighted by U. S. Army fighters, the bombers unloaded their bombs but did not attack any of the United States positions.

(c) U. S. Army planes bombed the Japanese main camp area at Kiska.

South Pacific: (Dates East Longitude).

2. On 23 May, three Japanese cargo vessels in the Shortland Island area were

bombed by Liberator (Consolidated) heavy bombers. Results were not observed.

3. During the night of 23-24 May:

(a) Guadalcanal Island was attacked by three Japanese bombers. No damage was inflicted on United States personnel and positions.

(b) Strong formations of Liberator and Flying Fortress (Boeing B-17) heavy bombers heavily attacked Japanese positions in the Shortland Island area and at Munda, in the Central Solomons.

(c) One Japanese plane attempted to bomb Espiritu Santo, in the New Hebrides group. The bombs fell without effect into the sea.

No. 390: 26 May 1943

South Pacific: (Dates East Longitude).

1. On 23 May, the small United States auxiliary vessel *Niagara* was attacked by Japanese planes east of Cape Surville, San Cristobal Island. Considerable damage was inflicted on the vessel, which was subsequently sunk by United States forces after members of the crew were taken aboard accompanying naval units.

2. On 24 May, Avenger (Grumman TBF) torpedo bombers and Wildcat (Grumman F4F) fighters bombed and strafed Japanese installations at Ringi Cove, west of Vila on Kolombangara Island.

3. On 25 May, Dauntless (Douglas SBD) dive bombers, Avenger torpedo bombers and Wildcat fighters bombed and strafed Japanese installations at Rekata Bay, Santa Isabel Island. Ammunition dumps were exploded and large fires were started.

North Pacific:

4. On 24 May, United States Army ground troops cleared out both sides of Chichagof Valley. An assault was made by combined northern and southern forces along the ridge north of the Valley and was reported as continuing. Assisting in the assault were U. S. Army air forces consisting of Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers and Lightning (Lockheed P-38) fighters. These planes bombed and strafed Japanese positions in the Chichagof area and started fires.

No. 391: 27 May 1943

North Pacific: 1. On 25 May:

(a) A United States naval vessel bombarded Japanese shore installations in the Chichagof area and started numerous fires.

(b) Army Warhawk (Curtiss P-40) fighters bombed the main camp area at Kiska. Hits were scored in the vicinity of gun emplacements and other installations.

2. On 26 May:

(a) All buildings in the Chichagof area have been destroyed.

(b) United States Army troops, after hard fighting in a coordinated attack along the ridge south of Chichagof Corridor, succeeded in gaining a foothold on the high ground south of Chichagof.

(c) The right flank of the United States Army's southern forces is opposed by a Japanese force dug in on a ridge south of Lake Cories.

(d) Air support was provided by Army Liberator (Consolidated B-24) heavy bombers and Mitchell (North American B-25) medium bombers which attacked Japanese positions in the Chichagof area. Army Lightning (Lockheed P-38) fighters assisted by strafing attacks.

No. 392: 28 May 1943

North Pacific: 1. On 26 May:

(a) U. S. Army troops gained several important points along the ridge south of Chichagof Corridor. Hard hand to hand fighting over rugged terrain continued.

(b) The U. S. Army's northern forces have penetrated a part of Fish-Hook Ridge about 1½ miles southwest of Chichagof Harbor. Fighting continues in order to clear the Japanese from the high peaks in the vicinity.

(c) An attack by United States troops to eliminate the enemy from the ridge south of Lake Cories is in progress.

(d) Army Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers and Lightning (Lockheed P-38) effectively supported ground operations.

2. On 26 May, Army Mitchell medium bombers and Warhawk (Curtiss P-40) fighters made three attacks on Kiska bombing the Japanese main camp area and runway. Numerous hits were observed.

3. In an attack on Kiska (reported in Navy Department Communique No. 391) the Warhawk fighters participating were manned by Royal Canadian Air Force pilots.

No. 393: 28 May 1943

North Pacific: 1. On 27 May, on Attu Island:

(a) U. S. Army forces moved ahead and along a ridge commanding the area between Lake Cories and Lake Canirca.

(b) After artillery and mortar preparation, U. S. Army troops attacked the ridge

extending to the east of Fish-Hook Ridge. A Japanese position on Fish-Hook Ridge was neutralized.

(c) U. S. Army patrols continue to probe Japanese positions on the lower ridge extending eastward from the Chichagof Valley floor.

(d) Army Mitchell (North American B-25) medium bombers and Lightning (Lockheed P-38) fighters supported ground operations.

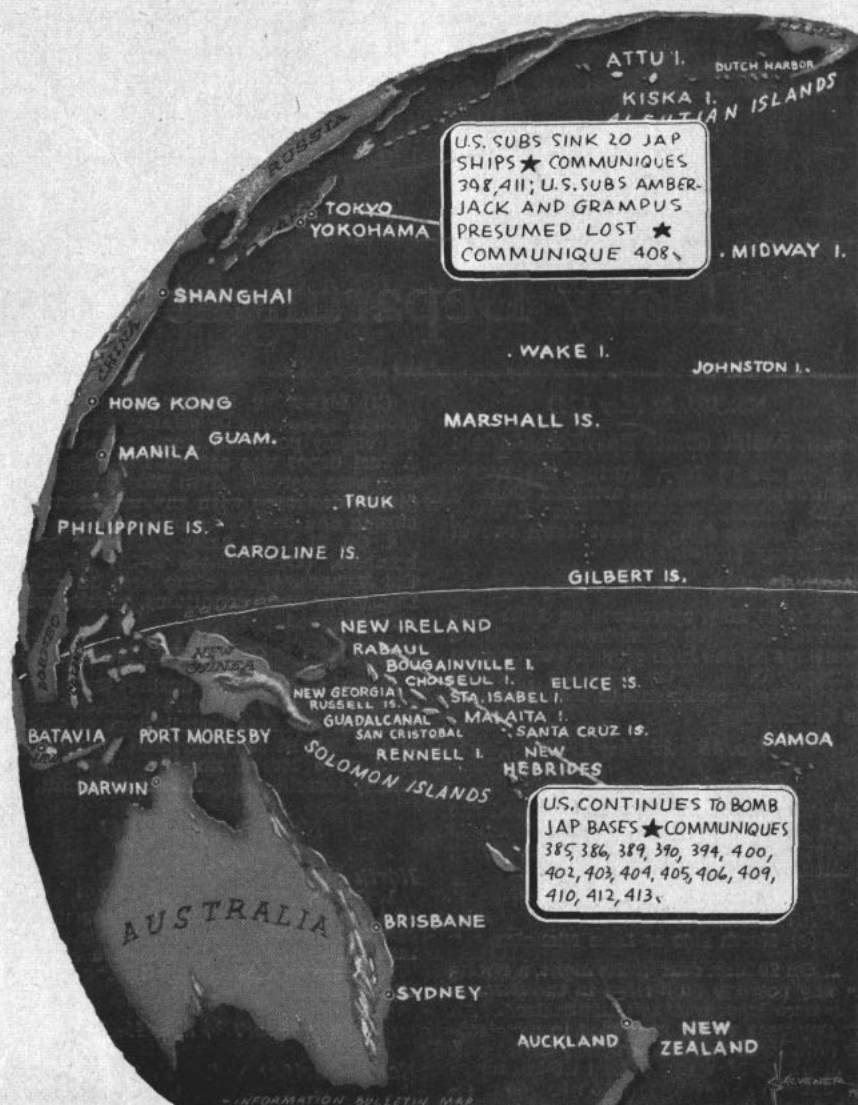
2. A formation of Army Warhawk (Curtiss P-40) fighters bombed Japanese positions at Kiska. Due to poor visibility results were unobserved.

No. 394: 29 May 1943

North Pacific:

1. On 27 May, on Attu Island, U. S. Army troops, in capturing the strong Japanese position on Fish-Hook Ridge (previously reported as neutralized in Navy Department Communique No. 393) fought over rugged and snowy terrain and scaled 60 degree ridges in the face of strong enemy fire. The Japanese positions were entrenched above the cloud line.

2. On 28 May: (a) The strong point of Japanese defense is centered in the area formed between the north wall of Chichagof Valley, Holtz Bay Pass and Chichagof Harbor.



—Information Bulletin Global Map.

(b) There is little Japanese activity in the Khebnikof area except for one enemy position on the ridge east of the north end of Lake Cories. Other parts of the island are devoid of enemy activity.

(c) Air operations were hampered by bad weather.

South Pacific: (Dates East Longitude):

3. On 28 May, a force of Avenger (Grumman TBF) torpedo bombers flew in bad weather to bomb Munda, on New Georgia Island in the Central Solomons. Hits were scored on the runway and in the revetment area. Numerous explosions were observed and fires were started.

No. 395: 30 May 1943

North Pacific: (On Attu Island):

1. On 28 May, U. S. Army troops cleared the Japanese from the easterly and northerly faces of Fish-Hook Ridge.

2. On 29 May: (a) At dawn the enemy counter-attacked the right flank of the U. S. Army forces on the Chichagof Valley floor. Except for snipers, this enemy force was annihilated. Preliminary reports indicate that the Japanese casualties were high.

(b) Unfavorable weather conditions prevented air operations.

No. 396: 31 May 1943

North Pacific:

1. On 30 May, U. S. Army forces on Attu Island continued in the mopping up of the remaining Japanese pockets of resistance.

No. 397: 1 June 1943

North Pacific: 1. On 30 May, on Attu Island:

(a) Three separate columns of U. S. Army troops coming in from the South, Southwest, and West respectively, effected a junction on the shores of Chichagof Harbor.

(b) In the forward movement of the U. S. Army troops, small Japanese groups offered weak resistance. Over 400 of the enemy were killed in the operations during the night of 29-30 May.

2. On 30 May, Army Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers, and Warhawk (Curtiss P-40) fighters attacked Japanese installations at Kiska. Fires were started in Gertrude Cove, the camp area, and on a beached ship and on the runway.

No. 398: 1 June 1943

Pacific and Far East:

1. 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 tanker sunk.
- (c) One large cargo ship sunk.
- (d) Two medium-sized cargo ships sunk.
- (e) One small cargo ship sunk.
- (f) One medium-sized transport sunk.
- (g) One large tanker damaged and probably sunk.

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

No. 399: 2 June 1943

North Pacific:

1. On 31 May, on Attu Island, mopping up operations by U. S. Army troops against isolated Japanese groups continued.

2. As of midnight 30 May, the Japanese casualties on Attu were estimated as follows:

Killed	Captured
1,500	4

3. On 31 May, formations of Army Liberator (Consolidated B-24) heavy bombers, Mitchell (North American B-25) medium bombers and Warhawk (Curtiss P-40) fighters bombed and strafed Japanese positions at Kiska. Hits were scored on the runway, North Head and Gertrude Cove.

No. 400: 3 June 1943

North Pacific:

1. On 1 June, on Attu Island, U. S. Army troops combed scattered areas and by noon had eliminated minor groups of Japanese troops encountered.

2. It is further reported that the known Japanese dead on Attu Island total 1,791. This figure does not include the unknown number killed by artillery fire and bombs. Such casualties were either cremated or buried by the Japanese.

3. On 1 June, formations of Army Mitchell (North American B-25) and Ventura (Vega B-34) medium bombers, Lightning (Lockheed P-38) and Warhawk (Curtiss P-40) fighters bombed and strafed Kiska. Hits were scored on the Japanese main camp area, runway and gun emplacements. A number of Canadians piloting Warhawks participated.

South Pacific: (Dates East Longitude)

4. During the evening of 31 May, Liberator (Consolidated) heavy bombers attacked Japanese installations at Tiniputs Harbor and Numa Numa Harbor on the northeast coast of Bougainville Island. Numerous large fires were started. In addition, two small Japanese vessels off Tiniputs were bombed. One of these vessels was damaged and beached.

No. 401: 4 June 1943

North Pacific:

1. On 1 June, on Attu Island, small bands of Japanese troops still roamed some areas of the island, although there was no further organized enemy resistance.

2. The United States Army casualties on Attu as of midnight, 1 June were as follows:

Killed 342
Wounded 1,135
Missing 58

3. In addition to the known Japanese dead of 1,791 on Attu Island (previously reported in Navy Department Communique No. 400) United States Army troops have captured 11 prisoners.

No. 402: 6 June 1943

South Pacific (Dates East Longitude):

1. On 5 June: (a) In the early morning, a formation of Flying Fortresses (Boeing B-17) bombed Japanese installations at Kahili, Buin area.

(b) At about noon of the same day a formation of Dauntless (Douglas) dive bombers and Avenger (Grumman TBF) torpedo bombers, escorted by Warhawk (Curtiss P-40), Corsair (Vought F4U) and Lightning (Lockheed P-38) fighters, attacked a Japanese destroyer, a corvette and a cargo vessel in the Bougainville area. Several large-calibre bomb hits were scored on the destroyer which undoubtedly sank. The corvette and the cargo vessel were set on fire.

(c) In the above action the United States attacking planes were engaged by a large force of Japanese Zero fighters. United States pilots shot down 15 Zeros and damaged 3 others. Four United States planes are missing.

North Pacific:

2. On 4 June, formations of Army Liberator (Consolidated B-24) heavy bomb-

ers, Ventura (Vega B-34) medium bombers and Lightning and Warhawk fighters carried out five attacks against Japanese installations at Kiska. Hits were scored on buildings and gun emplacements.

No. 403: 7 June 1943

South Pacific (Dates East Longitude):

1. On 6 June: (a) During the morning formations of Navy Dauntless (Douglas SBD) dive bombers and Avenger (Grumman TBF) torpedo bombers, escorted by Wildcat (Grumman F4F) fighters, attacked Japanese installations at Munda, New Georgia Island in the Central Solomons. Results of this attack were not observed. All United States planes returned.

(b) Later in the same day, a formation of Lightning (Lockheed P-38) and Warhawk (Curtiss P-40) fighters strafed Japanese positions on Choiseul Island. Enemy gun emplacements were silenced. All United States planes returned.

North Pacific:

2. On 5 June, Army Liberator (Consolidated B-24) heavy bombers and Ventura (Vega B-34) medium bombers attacked Japanese installations at Kiska. Due to a heavy overcast results of the attack could not be observed.

No. 404: 8 June 1943

South Pacific: (Dates East Longitude)

1. On 7 June, during the morning approximately 40 or 50 Japanese Zeros and torpedo bombers were attacked by United States fighter planes in the vicinity of the Russell Islands. Nineteen Zeros were shot down and 6 damaged. United States losses were 7 planes, but three of the pilots were saved.

North Pacific:

2. On 7 June, an additional eight Japanese were killed on Attu Island. Eleven more of the enemy killed themselves with grenades after being surrounded by U. S. Army troops in Chichagof Valley. The total known enemy dead as of 7 June is 1,826.

No. 405: 10 June 1943

South Pacific (Dates East Longitude):

1. On 9 June, during the afternoon, Flying Fortress (Boeing B-17) heavy bombers escorted by Warhawk (Curtiss P-40) and Lightning (Lockheed P-38) fighters, bombed Japanese positions at Munda, on New Georgia Island in the Central Solomons. No United States losses were sustained.

North Pacific:

2. On 9 June, during the day, 19 more of the enemy were killed on Attu Island. In addition, 5 prisoners were taken.

No. 406: 11 June 1943

South Pacific (Dates East Longitude):

1. On 10 June: (a) During the morning Marine Corsairs (Vought F4U) and Army Lightning (Lockheed P-38) fighters intercepted and shot down four Mitsubishi bombers over the north end of Malaita Island. Three of the enemy bombers were accounted for by Marine Corsair fighters and the other by an Army Lightning fighter.

(b) During the same day enemy positions on Vila, Kolombangara Island, were attacked by Army Liberator (Consolidated B-24) heavy bombers and Warhawk (Curtiss P-40) and Lightning fighters with unobserved results.

No. 407: 12 June 1943

North Pacific:

1. During the night of 8-9 June, U. S.

Army patrols on Attu Island killed 66 Japanese and captured one in the area between Sarana Bay and Cape Khlebnikof. There is no enemy activity on other parts of the island.

2. On 10 June, during the afternoon, Army Mitchell (North American B-25) medium bombers, Liberator (Consolidated B-24) heavy bombers, and Lightning (Lockheed P-38) and Warhawk (Curtiss P-40) fighters made four attacks on Japanese installations at Kiska. Hits were scored along the runway and on gun emplacements. Barges were strafed by the fighters.

No. 408: 12 June 1943

1. The United States submarines *Amberjack* and *Grampus* have failed to return from patrol operations and must be presumed to be lost.

2. The next of kin of personnel in the *Amberjack* and *Grampus* have been so informed.

No. 409: 13 June 1943

North Pacific:

1. During the morning of 11 June, Army 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 five attacks against Japanese installations at Kiska. Hits were scored in the main camp area and on the runway. Barges in the harbor were bombed and strafed.

South Pacific (Dates East Longitude):

2. On 10 June, during the night, Flying Fortress (Boeing B-17) heavy bombers and Avenger (Grumman TBF) torpedo bombers bombed and started fires among Japanese positions in the Buin Area.

3. On 12 June: (a) During the morning a force of Navy, Marine Corps and Army fighter planes intercepted about 40 or 50 Japanese fighters in the vicinity of the Russell Islands. Twenty-five Zeros were shot down and eight more probably shot down. United States losses were six planes, with all but two of the pilots being rescued.

(b) On the same morning Army Liberator bombers encountered two Mitsubishi bombers 20 miles west of Buka Island. One enemy bomber was destroyed.

4. In Navy Department Communiqué No. 406, it was reported that United States fighter planes intercepted and shot down four Mitsubishi bombers over the north end of Malaita Island. A later report now reveals that five enemy bombers were shot down instead of four as previously reported.

No. 410: 14 June 1943

South Pacific (Dates East Longitude):

1. On 12 June, during the night, Army Flying Fortress (Boeing B-17) and Liberator (Consolidated B-24) heavy bombers attacked Japanese positions at Kahili, Buin Area. Results were not observed. No United States losses were sustained.

No. 411: 14 June 1943

Pacific and Far East:

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

- (a) 1 Destroyer sunk.
- (b) 1 Large transport sunk.
- (c) 5 Medium-sized cargo vessels sunk.
- (d) 1 Large trawler sunk.
- (e) 1 Patrol vessel sunk.

- (f) 1 Small supply vessel sunk.
- (g) 2 Small cargo vessels sunk.
- (h) 1 Large tanker damaged.
- (i) 1 Destroyer damaged.
- (j) 1 Medium-sized transport damaged and probably sunk.
- (k) 1 Medium-sized transport badly damaged.

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

No. 412: 15 June 1943

South Pacific (Dates East Longitude):

1. On 13 June: (a) During the day Navy fighter planes in the South Pacific damaged a Japanese reconnaissance bomber.

(b) During the night, Japanese bombers were over Guadalcanal Island. A small number of bombs were dropped. No personnel or material casualties occurred.

No. 413: 16 June 1943

South Pacific (Dates East Longitude):

1. During the evenings of 13 and 14 June, Flying Fortress (Boeing B-17) and Liberator (Consolidated) heavy bombers attacked Japanese installations at Kahili and on Shortland Island in the Buin Area.

2. On the evening of 14 June, Army Mitchell (North American B-25) medium bombers escorted by Navy Corsair (Vought F4U) fighters bombed the runway and anti-aircraft positions of the airfield at Vila, Kolombangara Island.

3. On 15 June in the early morning, Japanese planes dropped bombs on Guadalcanal Island. No personnel or material damage has been reported.

No. 414: 17 June 1943

South Pacific: (Dates East Longitude):

1. On 15 June, during the morning, Navy Dauntless (Douglas SBD) dive bombers

and Avenger (Grumman TBF) torpedo bombers, escorted by Wildcat (Grumman F4F) fighters, attacked Japanese positions in Western New Georgia Island. Fires were started and heavy explosions were observed.

2. On 16 June, during the morning, Navy Avenger and Dauntless dive bombers, escorted by Corsair (Vought F4U) fighters, attacked Japanese positions on Choiseul Island. Fires were started.

North Pacific:

3. On 15 June, during the afternoon, Navy Ventura (Vega PV) medium bombers attacked Kiska. Hits were scored in the main camp area, along the runway and among anti-aircraft batteries.

No. 415: 17 June 1943

South Pacific:

1. A brief report received from the South Pacific reveals that in an air battle over Guadalcanal Island on 16 June, United States planes shot down 32 Japanese bombers and 45 Zero fighters. Six United States planes are missing.

2. No further details have been received.

No. 416: 18 June 1943

South Pacific: (Dates East Longitude):

1. On 16 June, during the night, Army Liberator (Consolidated B-24) heavy bombers attacked Japanese positions on Ballale Island, Shortland Island Area. Results were not observed. One United States bomber is missing.

2. Further details of the air battle over Guadalcanal Island (previously mentioned in Navy Department Communiqué No. 415) reveal that the Japanese air forces engaged were estimated to have been 60 bombers and 60 fighters.

One United States merchant ship and one landing barge were damaged. United States personnel casualties were: Twenty-five killed, 29 injured, and 22 missing.

The Communiqué Said—

"On 10 May: During the morning, a force of Dauntless dive bombers and avenger torpedo bombers, escorted by Corsair, Wildcat, and Lightning fighters, attacked Japanese installations in Munda on New Georgia Island in the Central Solomons. Hits were scored on enemy anti-aircraft positions and several fires were started."—Navy Department Communiqué No. 373.

An Eyewitness Added—

"Guadalcanal, 10 May—A large force of planes flown by Marine and Navy pilots blasted the Japanese airport at Munda, on New Georgia Island, for nearly half an hour this morning, and the gaping holes and pillars of black smoke told us our raid had been a success.

"SBD dive bombers held the target first and sweeping over the airfield silenced anti-aircraft positions. The TBF torpedo bombers then went in with 500-pound bombs, fired a large ammunition dump, blasted huge craters in the runway, blew grounded planes into the air, strewn death through the bivouac areas and throttled ack-ack batteries.

"I flew with Second Lt. Homer J. Cornell, USMC, Minneapolis, Minn. He is inclined to use dive-bombing tactics in his TBF. Lieutenant Cornell released his bombs in a salvo. They hit in close succession on an anti-aircraft battery. Bodies, timbers, gun pieces and shells were thrown into the air over a wide area.

"We made an 'S' turn and watched the other planes come in to do more damage. One bomb hit an ammunition dump. Smoke, flames, and explosions certified the hit."—From an account by Marine Gunner Gordon A. Growden.

afloat and ashore. The latest report confirms that 6 United States planes were lost, but the pilot of 1 plane was rescued.

North Pacific:

3. On 16 June, three additional Japanese soldiers were captured in the Khlebnikof Area, Attu Island. The total number of enemy captured is 24.

No. 417: June 18, 1943

The U. S. Coast Guard Cutter ESCANABA, assigned to convoy duty in the North Atlantic, has been reported lost.

All hands except two enlisted men were lost with the ship. Next of kin have been notified.

No. 418: 19 June 1943

South Pacific: (Dates East Longitude):

1. On 16 June, a twin-engine Japanese reconnaissance bomber was shot down southeast of San Cristobal Island.

2. On 17 June:

(a) During the afternoon, Dauntless (Douglas SBD) dive bombers escorted by Wildcat (Grumman F4F) fighters attacked Japanese positions at Rekata Bay, Santa Isabel Island. Hits were scored on enemy antiaircraft positions.

(b) During the night an unknown number of Japanese planes approached Guadalcanal Island, and dropped several bombs harmlessly into the water off Tulagi. No damage or casualties were sustained.

3. Additional reports received indicate that in the air battle over Guadalcanal Island (previously reported in Navy Department Communiqués 415 and 416) 94 Japanese planes were destroyed instead of 77. Of the additional 17, 16 were shot down by ships in the harbor and 1 by shore-based antiaircraft.

The Japanese planes were met by Army and Navy fighter planes, participating in approximately equal numbers. The Navy planes were manned by Navy and Marine Corps pilots. Eight of the Army planes were flown by New Zealand pilots. All United States planes were based on Henderson Field. Fighting plane types including Corsairs (Vought F4U), Wildcats (Grumman F4F), Lightnings (Lockheed P-38), Airacobras (Bell P-39), and Warhawks (Curtiss P-40). This air victory was a striking example of coordinated battle action by the various units concerned.

The Japanese planes came in over Beaufort Bay (west coast of Guadalcanal Island) and were engaged by the United States planes. At about the same time, another group of Japanese planes approached from farther north and were immediately attacked. Approximately 30 enemy dive bombers maneuvered to attack United States cargo vessels escorted by destroyers. Subsequent contacts were made over Koli Point, Savo Island, Cape Esperance and Tulagi.

The dive bombing of United States surface units occurred at about 2:15 p. m. In this attack a cargo vessel and a landing craft were damaged. One other cargo vessel sustained minor damage.

In the air action, 30 Navy and Marine Corps planes shot down 16 Zero fighters and 17 bombers. Thirty-six Army planes shot down 29 Zeroes and 10 bombers. The 8 New Zealand pilots shot down 5 bombers.

Of the six United States planes shot down, two of the pilots were rescued.



—The Beacon.

"But we're going to a formal party! Where's your gold braid and sword?"

No. 419: 20 June 1943

South Pacific (Dates East Longitude):

1. On 18 June: (a) During the night, Army Liberator (Consolidated B-24) heavy bombers attacked Kahili, Buin Area. Large fires were started.

(b) On the same night, Mitchell (North American B-25) medium bombers attacked Ballale Island, Shortland Area.

In Wilson Strait (south of Vella Lavella Island) six Japanese barges were strafed.

The Vila runway on Kolombangara Island was also bombed by a Mitchell bomber.

2. On the night of 18-19 June, Navy Catalinas (Consolidated PBV) patrol bombers and Army Liberators attacked Japanese positions on Nauru Island. Large oil fires were started and a considerable amount of damage was caused in the dispersal area and among the living quarters.

Amphibious

(Continued from p. 3)

radio communication between the shore party, the landing craft bringing in troops and supplies, the naval vessels providing supporting gunfire and the covering airplanes, must be thoroughly understood and coordinated.

In another school, the Army transport quartermasters study the all-important subject of the loading of the cargo vessels and transports to be used in future operations. Working with large scale models of the ships attached to the Amphibious Force and also scale models of the equipment that will be used, the supply officers work out the intricate problems of so loading the ships that the equipment may be unloaded swiftly and in the

proper sequence when the landing is made, while at the same time full use is made of the cargo-carrying capacity of the vessels.

When all units have completed their basic training, they are assembled for advanced training. The crews of the small boats are assigned to the transports aboard which they will serve; the flotillas of larger landing craft are formed; the Army troops go aboard the transports. Then dress rehearsals of actual landing operations are run through. The ships are loaded for combat operations with the needed supplies and equipment. The convoy then sails for a selected practice landing beach, and actual landings are made under simulated battle conditions, with the beach "defended" by opposing troops and with aircraft and Naval combat vessels taking part.

In this manner is the Amphibious Force being trained to strike. Thus a strong, well-drilled invasion spearhead is being created, which will be ready when called upon to carry the fight to the enemy, to drive ashore from a convoy with perfect coordination, to start the offensive on the shores of enemy-held territory.

V-12 Program

(Continued from p. 5)

of instruction and to assign student quotas that fairly represent the capacities of those institutions to provide housing, feeding, and medical facilities as well as instruction in the several curricula prescribed for the students.

A joint committee of nine, with three representatives each from the Army, the Navy, and the War Manpower Commission, assigns all quotas of Army and Navy personnel for war training to be conducted in non-Federal educational institutions. Contracts for the college facilities allocated to the Navy by the joint committee are being negotiated by the Navy.

Navy administrative staffs will be assigned to colleges in proportion to the number of enlisted men attached. The commanding officer will have adequate assistance to handle routine problems of discipline, pay, issuance of uniforms, inoculations, etc., to teach the course in naval organization, and to supplement, when necessary, the physical training staff of the college.

Participation of Navy students in extracurricular activities is optional. Navy students will be encouraged, however, to support student unions and other beneficial campus organizations.

The establishment of the V-12 program is another in a long series of steps to procure and train naval officers.

The Naval Reserve Act of 1938 provided for the appointment of Mid-

shipmen, USNR. To further this act, a class of enlisted men, age limit 19-26, who had completed 2 years of college and to be known as V-7, was established. Their first cruise was in July 1940. Of this group 4,621 were commissioned ensigns.

In 1941, the V-7 program changed the educational requirement to 4 years of college instead of 2.

When war was declared, the Navy realized the necessity for looking deeper than ever before for its supply of officer candidates. In mid-December 1941, with the war barely started, the V-5 and modernized V-7 programs for men still in college in junior and senior years were approved.

These programs were announced to college and university presidents at a meeting in Baltimore on 3 Jan. 1942.

At that time the colleges and universities were urged to (1) stress technical fields, (2) guide students already in college along lines of best interest to the Nation, viz, volunteer immediately—take subjects required for V-5 or V-7—or in the case of engineers, to complete college education, and (3) to accelerate their programs and stress physical fitness.

This was the first emergency use of the Nation's private educational institutions for providing officers.

Following closely came the announcement of the V-1 program on 21 Feb. 1942. This dipped somewhat deeper into the reservoir of potential candidates by taking men as they entered college.

As rumblings of the inclusion of 18-year-olds under the draft law were heard, coupled with the necessity of a more comprehensive and definite plan for providing an adequate flow of officers for the Navy for the future, the college training program now called Navy V-12 was proposed.

The original proposal was presented to the Navy Advisory Council on Education in August of last year. This council drew up their recommended plan in preliminary form at that time, met again in October when their finished recommendations were made. This plan was approved by the President on 1 December and announced to the public on 13 December.



—Gator, Amphibious Training Base, Little Creek, Va.

"I'm sorry I couldn't get my car tonight, Elinor."

Seabees

(Continued from p. 19)

nomenal, there is still a need of experienced construction men for service in this fighting, building outfit. Mechanics, carpenters, riggers, stevedores, steel workers, electricians, and many other skilled craftsmen between the ages of 17 and 50 are sought. Further, these men can volunteer for service in the Seabees. Salaries range from \$54 to \$126 a month, plus 20 percent for overseas duty, and include quarters, food, clothing, transportation, medical and dental care, and other incidentals to which enlisted personnel are entitled.

The Special Battalions

The "Seabee Specials" are composed of men who have had training or experience in loading and unloading ships. Most of the original enlistees were formerly affiliated with steamship and stevedoring companies and had first-hand experience in this field, but the demand for such trained personnel has made it necessary for the Navy to train regular enlisted men in this type of work. This is accomplished at the Seabees Training Center located at Camp Peary, near Williamsburg, Va. There a training ship has been set up, complete with all gear ordinarily used on the Liberty ships which are commonly used to transport supplies and equipment to our combat forces overseas. This ship, which is worked around the clock and under all conditions on the theory that time and weather cannot be a bottleneck in this new task, is used to train green men, who, in most cases, have neither seen nor been aboard a ship, in the intricacies and "tricks of the trade" which will fit them for the Seabee Special battalions.

Many branches of cargo handling are included in this training course, among which are the operation of winches, tending gangway, slinging and tying of freight, cooerage, gear maintenance and repair, as well as the mechanical aspects of the handling of freight on the pier or dock by the use of tractors, lift trucks, dock cranes, conveyors and other labor-saving devices. Actual and simulated packages are loaded into the training ship from the dock and vice versa until the operation becomes smooth and all kinks and difficulties are ironed out. This training is accomplished with equipment regularly used on the type of ships the special battalions will be expected to work.

In addition to this specialized instruction, the men are taught military tactics, the use of firearms and other combat practices so they may defend themselves at foreign bases.

Another school has recently been created at the Port of New York,

where commissioned officers selected for duty with the special battalions are sent for final polishing or to supplement what practical experience they have with additional information and observation. There are no classroom lectures. Instead, the men are assigned in groups to various supervisors and pier superintendents who are the most competent instructors in this subject in the world. A course outline is followed covering every detail of cargo handling through watching actual loading operations at the most active port in the world. After the course is finished the officers proceed to Camp Peary for assignment to battalions and are then ready to assume their new duties.

As the Seabees adopted the motto "Can Do" to denote their determination to perform any duty to which they are assigned, the Seabee Specials also have a byline: "Keep the Hook Moving." The "hook" refers to the cargo hook used in all shiploading and discharging operations. The speed with which this hook moves proves the efficiency of the operating gangs and determines how much cargo is being handled.

The few battalions that have reached the field are rendering excellent accounts of themselves. One battalion, upon reaching the advanced base depot, was asked to assist in loading a ship. The proficiency exhibited by this battalion amazed local cargo-handling authorities, as they performed the job in approximately one-half the time usually required. While performing a loading operation, one battalion asked that their food be brought to the scene of operation, as they were having a good time at their work and wanted to continue. Another battalion found congestion in the harbor on arrival at "Island X." Cargo handling had been performed by well-intentioned but inexperienced units. Within 3 weeks after arrival the congestion was relieved, and they received the commendation of the Commandant of the Naval Base. Two weeks later they were again commended by the commanding officer of the Army units stationed there.



—Section Base Sweepings.

"But you married me the last time you were in this port!"

Education

(Continued from p. 10)

spread need for "in-service" nonmilitary education.

On stations where it is not feasible to establish voluntary Educational Service Centers because of the small number of men involved or the type of courses desired, correspondence or self-teaching courses are being made available. The United States Armed Forces Institute, established by the War and Navy Departments at Madison, Wis., administers this phase of the program. Through the Institute, arrangements have been made to provide some 70 courses at high school level and some 700 courses of college level in cooperation with the nation's leading colleges. A catalog of these courses has been made available to all personnel of the armed forces. This phase of the program is being widely accepted and is particularly popular with men on shipboard. The answers to questions on these correspondence courses are being handled by V-mail for men overseas.

By the end of April 1943, the report of the Institute revealed some interesting information. Over 80 percent of those enrolled in courses had had less than 2 years of service, while the same percentage had been out of school for more than 2 years. Subjects most frequently selected were mathematics and business, followed closely by technical, engineering, and electrical courses. Over 66 percent of enrollees had received a high-school education or less, while all were under 30 years of age. Such a statistical picture indicates rather clearly the origin of the demand for nonmilitary education among naval personnel who see in naval service an opportunity to develop skills and seek information of their own choosing.

Another feature of these educational services is that of distributing timely and accurate war information. The Army Orientation Course Newsmap, which is widely distributed to naval personnel, has filled an acute need for adequate information on the progress of the war. Published weekly, the Newsmap is the core of an orientation program which includes such problems as: What are our enemies like? What weapons have been most successful in World War II? Who are the United Nations? What is the geographical strategy of global warfare? What is happening in Guadalcanal, Tunisia, Russia, China, or Alaska?

To supplement the Newsmap, a weekly war information bulletin is sent out, containing latest Axis short-wave war communiques and propaganda broadcasts intercepted by the monitors of the Federal Communi-

cations Commission's Foreign Broadcast Intelligence Service. To these broadcasts are added comments, summaries and forecasts originating in the War Orientation Unit of the Washington Educational Services Center. A "Map-Talk" feature is incorporated in the bulletin each week, and informative and useful materials go out from time to time.

A third phase of war information activity is the widespread use of documentary and training films. Already the technicolor "Battle of Midway," the documentary films "Prelude to War" and "The Nazis Strike," have brought resounding cheers from news-starved men on lonely island bases, on shipboard, and in recruit or indoctrination centers.

The Educational Service Section maintains a large war orientation laboratory or experimental station at the naval establishment at Bainbridge, Md., where interesting new methods of distributing war information are constantly being worked out. War orientation has been made an integral part of the training of the thousands of recruits stationed there.

The Educational Services Program is at work on the solution to many problems. These problems not only cover all phases of off-duty, "thinking time" education, but also embody planning for better equipping the men and women of the service with information as to their education and jobs while on active duty for conversion to and resumption of their civilian occupations and educational careers when discharged from the service. These problems involve serious guidance and counsel and the preparations of the material set forth above. Already steps have been taken for developing an acceptable plan of accreditation for military service, including both formal and informal education and actual work within the service. This program has been developed under the auspices of the American Council on Education and has been accepted by all of the national accrediting agencies and most of the institutions of higher learning. This "certification" or appraisal of war experience has been developed around certain testing devices.

A current and more immediate problem of evaluation of work and education within the service rests with those men who are interested in acquiring credit leading toward a high-school or secondary-school diploma. A simplified method of evaluation has been devised, and the information on this subject will be very shortly released to the general service as to its operation. This information will be released to the schools of the country prior to September of this year. The Educational Services Section will assist a central clearing agency for accreditation, location of which will be later announced, in de-

veloping necessary materials to implement extracts of the naval personnel's service record.

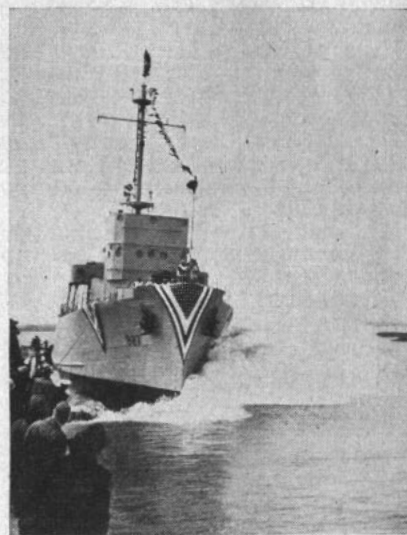
Steps are already being taken and detailed plans formulated in developing a series of job descriptions covering all jobs in the Navy so that those men being discharged from the service, after the present conflict is over, may have additional ammunition explaining just what their particular performance was while on active duty. This information is designed to assist future employers in better placing the discharged personnel seeking employment. More detailed information on this subject will also be forthcoming. The general statements listed above as to plans in assisting naval personnel in being placed properly, either in civilian work or formal education, are set forth merely to inform the service that already certain steps are being taken to prepare for a demobilization period whenever that time might arrive.

Attention is invited to BuPers Circular Letter No. 12-43, which announced the establishment of the Program.

U-Boat War

(Continued from p. 6)

One of these (photo) is known as PCE—Patrol Escort Craft—designed specially for heavy convoy duty in northern waters. PCE's are 180 feet long and of steel construction. They



have more than double the displacement of PC's, and a much broader beam.

The other type—PCS—is an adaptation of the 136-foot wooden minesweeper. Depth charges and other patrol craft equipment are substituted for sweeping gear.

DECORATIONS and CITATIONS



—Official U. S. Coast Guard Photograph.



—Acme Photograph.



—Official U. S. Coast Guard Photograph.

His Final Words Were: "Did They Get Off?"

DOUGLAS A. MUNRO, SM1c, in a family snapshot, left, was in charge of 10 boats evacuating Marines from a position on Guadalcanal. He so placed himself and his boats that they would serve as a cover for the last men to leave. Fatally wounded, his only concern was for his comrades. "Did they get off?" he asked just before he died. He was awarded the Con-

gressional Medal of Honor, right, for his bravery. Center, his parents, Mr. and Mrs. James Munro, of South Cle Elum, Wash., as they accepted the medal from President Roosevelt at the White House. Two hours later Mrs. Munro was sworn in the Women's Reserve of the Coast Guard as a lieutenant, junior grade.

Admiral Halsey Commends SCAT

SCAT—South Pacific Combat Air Transport Command—has been commended by Admiral William F. Halsey, Jr., USN, commander, South Pacific Area and South Pacific Force.

The transport command, whose "boxcars on wings" carried supplies to the battlefront on Guadalcanal and brought wounded back to base hospitals despite ceaseless attack by Japanese warplanes, missed but a single day's flight to Guadalcanal and flew 1,800,000 air-miles.

In addition to the commendation for the transport organization as a whole, four Marine Corps officer pilots of SCAT were awarded the Silver Star medal: Lt. Col. W. F. Marshall, of Edina, Minn.; Maj. Owen Ross, of Bethany, Mo.; Capt. Meade Wittaker, of Minneapolis, Minn.; and Lt. James Walker, of Raleigh, N. C. Lt. Thomas T. Flaherty (MC), USN, Long Beach, Calif., naval flight surgeon with SCAT, was also awarded the Silver Star.

Queen Wilhelmina Honors Navy Men

Three enlisted men of the United States Navy, who served in ships defending the Netherlands East Indies, have been awarded decorations by Queen Wilhelmina.

Clarence John Aschenbrenner,

SF2c, USN, of New Ulm, Minn., whose feats aboard the U. S. S. *Marblehead* after she was severely damaged in the waters of the Netherlands East Indies led to his designation posthumously by President Roosevelt as one of the first two men in the Navy to receive the Silver Star Medal, was given the Cross of Merit by the Queen. This award corresponds to the United States' Navy and Marine Corps Medal.

The Bronze Cross, corresponding approximately to the United States' Navy Cross, was awarded by Queen Wilhelmina to John Sherwood Tuttle, QM1c, USN, of Bremerton, Wash., and Carol Oswald Mekkelson, CMM, USN, of Long Beach, Calif.

Aschenbrenner died 18 March 1942, as a result of the incident for which the Cross of Merit was awarded. Both Tuttle and Mekkelson were aboard the U. S. S. *Pope* when she was lost off Java in March 1942, and are listed as missing.

Aschenbrenner was awarded the Cross of Merit for attempting to save the life of a shipmate, Bernard J. Wardzinski, CM3c, USN, of Buffalo, N. Y. Aschenbrenner had started below to relieve Wardzinski, who was on watch to take soundings in several compartments that were shipping water, and he saw the carpenter's mate lying on the deck of a compartment which somehow had become filled with gas.

He sounded an alarm and then went into the compartment to rescue

the unconscious man. He, too, lost consciousness. A rescue squad brought them out, but both died shortly after.

Tuttle and Mekkelson's citations for the Bronze Cross were identical:

"For courageous and meritorious performance of duty in various actions while a member of a crew of a United States destroyer engaged in the defense of the Netherlands East Indies, which ship was finally lost in her last engagement."

NAVY CROSS

Capt. Willard A. Kitts III, USN, of Los Gatos, Calif., for his heroism as commanding officer of the U. S. S. *Northampton* during action against Japanese naval forces off Savo Island on the night of 30 November 1942. Although a number of ships ahead were sunk by hostile bombardment and others were left in flames, Captain Kitts maneuvered his vessel and kept her fighting with all the weapons at his command. When the *Northampton* was eventually torpedoed, he prevented her from beaching on the enemy shore and thereby enabled the lives of a great many of his crew to be saved. Although every possible effort was exerted to keep the damaged vessel afloat, he was finally compelled to order the crews over the side and,

while following after they were all clear, was severely injured.



Commander Laurence A. Abercrombie, USN, of Lawrence, Mass., a Gold Star in lieu of a third Navy Cross, for boldly striking at the enemy in a daring daylight raid on a hostile patrol line while commanding officer of a destroyer division south of the Gilbert Islands, 22 October 1942, and expertly maneuvering his division to engage Japanese surface units with the result that two enemy vessels were sunk and repeated Japanese aerial attacks were repelled without damage to ships or personnel of his command. Through the high combat efficiency of his forces, heavy damage was inflicted on the enemy and an important and hazardous mission was brought to a successful conclusion.

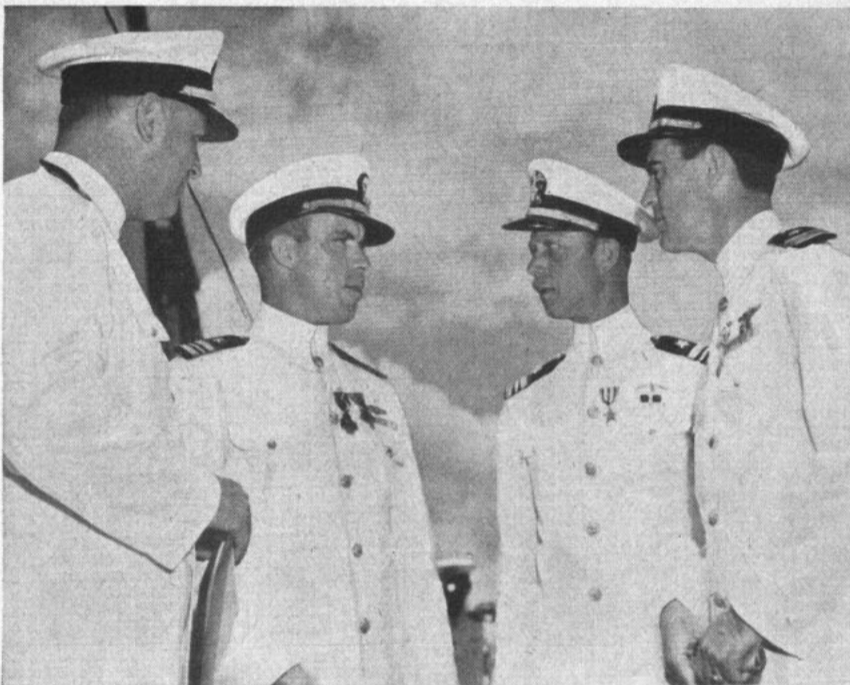
Commander Abercrombie received his second Gold Star for actions as screen commander of a task unit during action against Japanese aerial forces in the Solomon Islands area, 17 February 1943. By the accurate and timely warning given by the ships under his command, Commander Abercrombie enabled the task unit commander to dispose his transports and destroyers for the most effective action against hostile torpedo planes. Despite the difficulties and hazards of a night engagement during which five Japanese planes were destroyed, Commander Abercrombie brought his forces through without casualty or damage.



Lt. Comdr. Douglas H. Fox, USN, of Dowagiac, Mich., who is listed as missing in action, a Gold Star in lieu of a second Navy Cross, for heroism as commanding officer of a United States warship during action against Japanese forces near the Santa Cruz Islands on 26 October and during the arduous task locating and rescuing survivors of damaged aircraft. While under intense and prolonged aerial bombardment, Lieutenant Commander Fox maneuvered his ship to effect the rescue of 250 survivors from a stricken aircraft carrier. Later, under extreme darkness and adverse weather conditions, he brought his ship into a vicinity of dangerous reefs and, despite imminent threat of submarine attacks, picked up stranded crews and passengers from four large patrol planes without loss of personnel.



Lt. Comdr. Frank A. Davis, USNR, of San Diego, Calif., who is listed as a prisoner of war, for participating in operations of strategic importance involving hazardous missions such as to reflect great credit upon the United States Naval Service, while exposed to frequent horizontal and dive bombing attacks by Japanese air forces during the period 7 December 1941 to 7 January 1942, while on board the U. S. S. *Pigeon*.



—Press Association Photograph.

GOLD STARS IN LIEU OF SECOND NAVY CROSSES: *Talking things over after having been awarded Gold Stars in lieu of second Navy Crosses are four U. S. submarine commanders who collectively sank more than 250,000 tons of enemy shipping in operations in the Pacific. Left to right: Comdr. Frank W. Fenno, Westminister, Mass.; Lt. Comdr. Dudley W. Morton, Miami, Fla.; Lt. Comdr. Glynn R. Donabo, Normangee, Texas, and Lt. Comdr. A. H. Taylor, Philadelphia, Pa. The awards were made by Admiral Chester W. Nimitz at Pearl Harbor.*

Lt. Comdr. Arthur R. Taylor, USN, of Narbeth Post Office, Pa., a Gold Star in lieu of a second Navy Cross for sinking a total of 24,052 tons of hostile shipping and severely damaging an additional 27,500 tons during a war patrol of his submarine in enemy-controlled waters. He brought his ship through without damage and his crew home without injury or loss of life.



Lt. Comdr. James Richard Lee, USN, of Washington, D. C., for leading his scouting squadron of a United States aircraft carrier against heavy Japanese cruiser and transport forces in the Solomon Islands area on 13-15 November 1942, and launching numerous daring attacks against the enemy, inflicting great losses in ships and men. (See also Distinguished Flying Cross.)

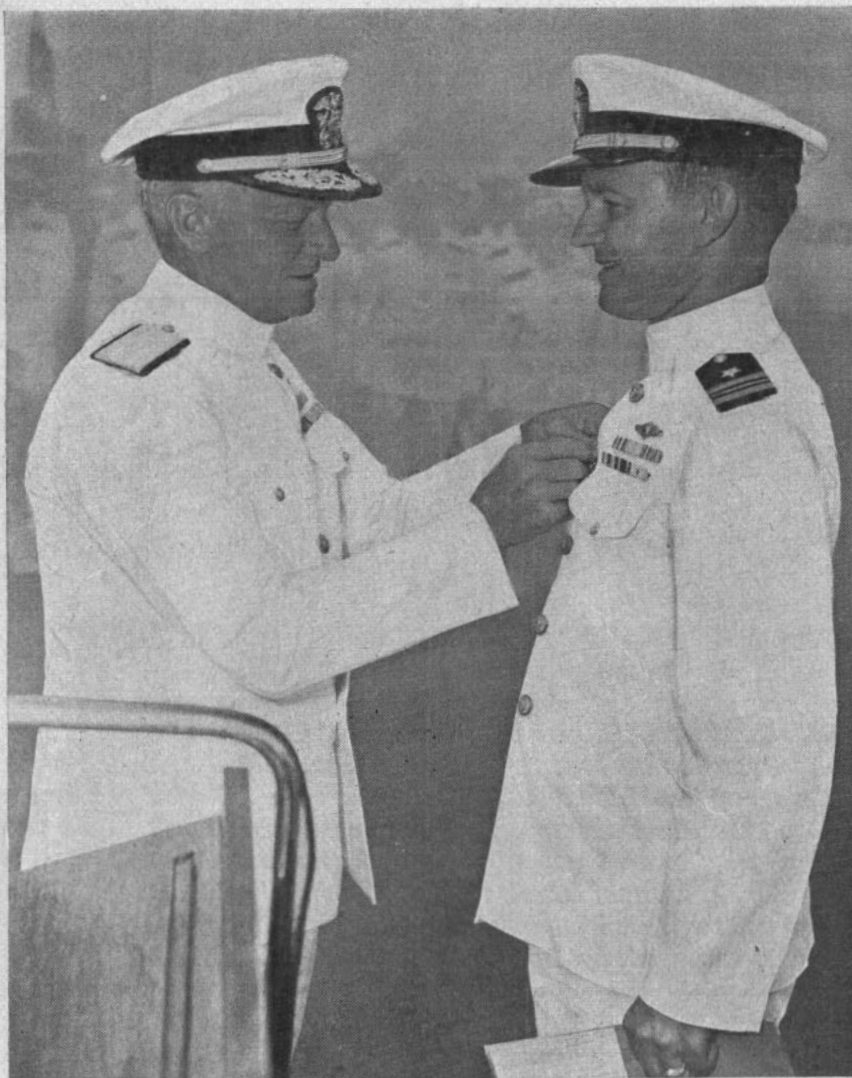


Lt. John Alfred Thomas, USN, of Knoxville, Tenn., posthumously, for leading his bombing squadron against heavy Japanese surface forces and launching numerous daring attacks, obtaining 12 heavy bomb hits on enemy vessels, as commanding officer of the squadron attached to a United States aircraft carrier in the Solomon

Islands area from 13-15 November 1942. By his courageous leadership, exceptional skill and indomitable fighting spirit he contributed immeasurably to the success of his squadron in the overwhelming defeat of the enemy in this engagement.



Lt. Stockton B. Strong, USN, of Washington, D. C., who served as section leader of a scouting flight from a United States carrier during the engagement with Japanese naval and air forces near the Santa Cruz Islands on 26 October 1942, a Gold Star in lieu of a second Navy Cross. Intercepting a radio report which gave the location of enemy carriers in a sector widely separated from his own, Lieutenant Strong, instead of returning to his carrier as the normal call of duty required, continued toward the enemy ships, knowing full well that he would meet with overwhelming numbers of Japanese fighters and that he might run out of fuel. In attaining position he eluded the enemy fighters and dived toward a large Japanese carrier of the *Shokaku* class, scoring a direct hit on the flight deck. During their retirement, while Lieutenant Strong and his comrades fought off repeated attacks by enemy



—Official U. S. Navy Photograph.

FOR A SUCCESSFUL WAR PATROL: *Admiral Chester W. Nimitz pins the Navy Cross to the uniform of Lt. Comdr. Roy S. Benson, USN, of Concord, N. H., following ceremonies at Pearl Harbor. As commanding officer of a U. S. submarine, Lt. Comdr. Benson conducted a highly successful war patrol in Pacific waters.*

aircraft, sending one down in flames, he transmitted a complete radio report of his action and then led his men safely back to their carrier. (See also Air Medal.)

☆

Lt. John J. Lynch, USN, of La Jolla, Calif., for participating in determined and effective bombing and strafing attacks on fleeing Japanese forces in the Battle of Midway on 6 June, 1942, obtaining a successful hit on one of the enemy ships while serving as a pilot in a bombing squadron, and in the face of intense anti-aircraft fire.

☆

Lt. Stanley W. Vejtasa, USN, of Circle, Mont., leader of a combat air patrol of four fighters of a United States aircraft carrier during the en-

gagement with Japanese naval and air forces near the Santa Cruz Islands on 26 October 1942, a Gold Star in lieu of a second Navy Cross. As great numbers of enemy dive bombers and torpedo planes launched a vicious attack upon his carrier, Lieutenant Vejtasa unhesitatingly challenged and shot down two Japanese dive bombers and then led his patrol in an attack on a group of enemy torpedo planes with such daring aggressiveness that the formation was completely broken and three of the hostile bombers jettisoned their torpedoes as they fled. Lieutenant Vejtasa then personally shot down five of the remaining Japanese planes, making a total of seven enemy aircraft destroyed in a single flight.

Lt. (jg) Robert D. Gibson, USNR, of Unionville, Mo., who served as a bombing pilot during the engagement with Japanese naval and air forces in the Solomon Islands area on 14 and 15 November 1942, for making and developing contact with a large force of enemy cruisers and destroyers and, attacking a Nachi-class heavy cruiser and several enemy transports, he scored a direct hit on the cruiser and a transport. After his plane had destroyed one Zero-type fighter and hit another, he brought his ship gallantly through the engagement, although badly damaged by enemy fire. The next day, returning to attack a beached Japanese transport, he bombed and exploded it.

☆

Lt. (jg) Maxwell Ascher Eaton, USNR, of Wakefield, Mass., pilot of a plane of a scouting squadron during the assault on and occupation of French Morocco from 8 November 1942 to 11 November 1942, for participating, on 8 November, in a flight of planes on a dive-bombing mission in the vicinity of Casablanca during which he scored a hit with a 500-pound bomb on a hostile light cruiser, in the face of heavy anti-aircraft fire. On another flight he volunteered for and brilliantly executed an individual dive-bombing attack on an anti-aircraft battery, which he succeeded in silencing. Lt. (jg) Eaton's performance of duty was highly instrumental in reducing the resistance of the hostile forces and thereby greatly assisted the final occupation of the Casablanca area.

☆

Lt. (jg) David H. Boyd, USN, of Parksley, Va., for his actions when the torpedo officer of the U. S. S. *Duncan* was mortally wounded and director control was lost after the firing of one torpedo during action against Japanese naval forces off Savo Island on the night of 11 October 1942. Lt. (jg) Boyd, then a chief torpedo-man's mate, unhesitatingly mounted the tube and launched the remaining torpedoes. Scoring a direct hit in the side of a Japanese cruiser which had been damaged earlier in the engagement, he finished off the enemy vessel with a crumbling blast amidships that quickly sent it under.

☆

Ensign Alva A. Simmons, USNR, of Portales, N. Mex., who served as pilot of a dive bomber in action against Japanese forces in the Coral Sea on 7 May 1942, for diving his plane at a Japanese aircraft carrier and releasing his bomb in the face of heavy anti-aircraft fire and fierce fighter opposition; for contributing materially to the high percentage of hits inflicted by his particular squadron and for assisting in the ultimate destruction of the enemy carrier. His individual action was an important factor in the

collective success of those United States naval forces which engaged the enemy in the Battle of the Coral Sea.



Lloyd Thomas Mathis, PhM1c, USN, of Clifton, S. C., who served as company corpsman with the First Marine Raider Battalion during an engagement with Japanese forces on Guadalcanal on the night of 13-14 September 1942, for constantly exposing himself to enemy fire to care for and evacuate the wounded, when his company was almost completely surrounded by the Japanese and under full attack from all directions. He undoubtedly saved the lives of many of the injured who otherwise might have perished.



Milton Parker Looney, FC2c(M), USN, of Bryan, Tex., for his actions when the U. S. S. *Northampton* was badly damaged by a torpedo hit and set afire during action against Japanese naval forces off Savo Island on the night of 30 November 1942. Organizing and directing a section of men for fighting the flames, Looney labored tirelessly in the midst of exploding ammunition and in immediate proximity to the blaze until he had the fire on the boat deck under control. When the water supply eventually failed, he was attracted by cries of distress from a wounded shipmate in the mainmast and, while attempting to reach him by means of a line-throwing gun, was injured by a shell fragment which lodged in his arm.

SILVER STAR

Commander Orlin L. Livdahl, USN, of Bismarck, N. Dak., gunnery officer of a United States aircraft carrier during the Stewart Island engagement on 24 August 1942, and the aerial attack on Japanese naval units near the Santa Cruz Islands on 26 October 1942. By the excellent training and efficient directing of the anti-aircraft batteries of his ship, Commander Livdahl and his gun crew in both of these engagements accomplished the outstanding feat of shooting down nearly half of the attacking planes. By thorough preparation and the able manner in which he directed the fire of his batteries, he contributed immeasurably to the success of his ship in these engagements.



Lt. Comdr. Forrest M. Price, USN, of Austin, Tex., who served as assistant gunnery officer aboard the U. S. S. *Northampton* during action against Japanese naval forces off Savo Island on the night of 30 November 1942, for taking charge of a detail attempting to jettison ammunition from a



—Official U. S. Navy Photograph.

IN THE NORTH AFRICAN INVASION: For "extraordinary heroism and distinguished service in action as a pilot of a plane attached to an aircraft carrier during the assault on and occupation of French Morocco," Lt. Comdr. Joseph A. Ruddy, USN, was awarded the Navy Cross by Admiral R. E. Ingersoll, USN, commander in chief of the Atlantic Fleet.

hoist in immediate proximity to a raging blaze when the ship was badly damaged by a torpedo hit and set afire. Later, despite recurrent explosions from the boat deck, he assisted in fighting fires until the failure of water supply and eventual abandonment of the listing vessel. Returning three times to the vicinity of the sinking ship, he swam to the aid of exhausted and helpless personnel who were in danger of drowning.



Lt. Comdr. DeWitt C. T. Grubbs, Jr. (SC), USN, of Azusa, Calif., who was severely wounded by shrapnel shortly after the commencement of action between the U. S. S. *Atlanta* and Japanese naval forces in the Solomon Islands area on 13 November 1942, for calmly directing the recovery of vital supply documents undamaged by fire. Unwilling to abandon his efforts in order to submit to medical treatment, he requested permission to remain aboard the vessel after injured personnel had been removed.



Lt. Comdr. Louis A. Bryan, USN, of Williamsburg, Ky., who served aboard the U. S. S. *Duncan* during action against Japanese forces off Savo Island on the night of 11 October 1942, for supervising evacuation of injured personnel and survivors trapped by fire on the starboard wing of the bridge while his ship was under tre-

mendous hostile bombardment, and despite severe wounds and repeated shell hits in the vicinity of his station.



Lt. Comdr. Eugene B. McKinney, USN, of Eugene, Oreg., for damaging two freighters and one tanker totaling 18,000 tons, and sinking one 6,000-ton tanker and one 100-ton sampan, while commanding a United States submarine during a war patrol in enemy waters. He brought his ship through without material impairment and his crew home without injury or loss of life.



Lt. Comdr. William E. Townsend, USN, of Marietta, Ohio, who was flight deck officer of a United States aircraft carrier during the engagement with Japanese naval units near the Santa Cruz Islands on 26 October 1942, for coolly and courageously directing the flight-deck activities and for taking immediate action in controlling and extinguishing a blaze which broke out amidst the planes on the deck. He carried on in spite of the tremendous difficulties and great hazards attendant upon the devastating fire from large numbers of enemy aircraft continually attacking the carrier.



Lt. Comdr. Selman S. Bowling, USN, of New Albany, Ind., who served as communication officer on the staff of



—Official U. S. Coast Guard Photograph.

SON ADMIRES SILVER STAR MEDAL: *Richard Dexter, 4-year-old son of Comdr. Dwight H. Dexter, USCG, studies the Silver Star Medal presented his father for "intrepidity and gallantry in action" while in charge of all small boat operations at Guadalcanal. Mrs. Dexter smiles. Ceremony was at Government Island, Alameda, Calif.*

the Commander Amphibious Force, South Pacific, and who, in spite of repeated Japanese attacks and the difficulties of carrying on his task, succeeded in maintaining communication with the command echelons ashore, thus permitting the task force commander to be constantly advised of the situation ashore throughout each of four separate missions to the Solomon Islands. During this period also, Lieutenant Commander Bowling voluntarily served with a motor torpedo boat squadron, this first-hand combat experience providing a valuable source of information for the Commander Amphibious Force.

☆

Lt. Frederick J. Harlfinger, II, USN, of East Nassau, N. Y., a Gold Star in lieu of a second Silver Star Medal for contributing materially to the sinking of one hostile freighter of 9,400 tons and the severe damaging of three others totaling 18,139 tons, by his

capable assistance in launching of effective torpedo attacks while serving as torpedo control officer aboard a United States submarine.

☆

Lt. George S. Hamm, USNR, of Charlottesville, Va., for his actions aboard the U. S. S. *Monssen* during combat with Japanese naval forces off Guadalcanal on 12 November 1942. While his ship was under tremendous hostile bombardment, Lieutenant Hamm, with the main system ruptured and only hand extinguishers available for combating flames, capably supervised the activities of fire-fighting and damage control parties. Refusing to go over the side when ordered to abandon ship, he sought out wounded personnel, administered first aid, and directed evacuation of survivors by emergency rafts. Not until warned by shipmates that magazines aboard the vessel

were in danger of exploding did he leave the *Monssen* and take charge of life rafts and floats in his vicinity.

☆

Lt. Philip F. Hauck, USN, of Brooklyn, N. Y., for ably controlling the main battery of the U. S. S. *Duncan* during action against Japanese forces off Savo Island on the night of 11 October 1942, and securing 9 hits out of 10 salvos fired at a hostile cruiser. When the target began to disintegrate, he shifted fire on his own initiative and scored hits on a Japanese destroyer in at least 4 salvos.

☆

Lt. Van Ostrand Perkins, USN, of Greenwich, Conn., for continuing his direction of fire-fighting parties and other damage control activities aboard the U. S. S. *Atlanta* during action against Japanese naval forces in the Solomon Islands area on 13 November 1942, although he was severely wounded during the course of the engagement and despite acute pain and waning strength. Unwilling to abandon his efforts in order to submit to medical treatment, he requested permission to remain abroad after injured personnel had been removed, but was ordered to be evacuated.

☆

Lt. Thomas B. Owen, USNR, of Seattle, Wash., who served as communications officer aboard the U. S. S. *Northampton* during action against Japanese naval forces off Savo Island on the night of 30 November 1942, for going below and assisting in the preparation for abandonment of the ship after the vessel became badly damaged and was in imminent danger of running aground on enemy-held shore. Later, while waiting to abandon ship, he reestablished communications with the task force commander and furnished him with valuable information. After he had gone over the side, he rendered assistance to men who were near exhaustion, towing two of them at a time to a point within reach of a rescuing destroyer.

☆

Lt. Albert W. Dickinson, USNR, of La Mesa, Calif., who served as assistant sky-control officer aboard a United States warship which was badly damaged by a torpedo hit and set afire during action against Japanese naval forces off Savo Island on the night of 30 November 1942, for directing operations of a hose against flames in immediate proximity to exploding ammunition. Later he descended to a blazing deck to secure a nozzle and, while returning, crushed his hand in the door of the splinter shield as he climbed through. When explosions finally rendered his position untenable, he moved his hose over to the starboard side and continued its use until the waterpower failed.

Lt. Roy E. Schaeffer (DC), USN, of Amherst, Ohio, who served as boat division officer on board a United States vessel during landing operations on Gavutu Island, 8 and 9 August 1942. In volunteering to pilot three loaded amphibian tractors over a difficult and hazardous route under continuous enemy sniper fire, Lieutenant Schaeffer accomplished a task previously attempted in vain by tractor crews and succeeded in reaching the shore with urgently needed supplies although he had run aground on reefs three times in the darkness and rain. On his return trip to the ship he and his boat crew salvaged an abandoned ramp boat from a reef on which it was lodged, carrying on this operation within range of Japanese snipers on shore.

☆

Lt. Edward D. Corboy, USNR, of Chicago, Ill., for, in the midst of exploding shells, rendering valuable assistance to another officer in the organization of and participation in a bucket brigade which extinguished a fire in the bridge area of the U. S. S. *Atlanta* during action against Japanese naval forces in the Solomon Islands area on 13 November 1942.

☆

Lt. James E. Cashman, USNR, of Rawlins, Wyo., who served as medical officer aboard the U. S. S. *Cushing* during action against Japanese naval forces off Savo Island on the night of 12-13 November 1942, for bravery continuing to administer to wounded personnel and assisting in their evacuation, although he himself was injured and the ship was under heavy hostile bombardment.

☆

Lt. Robin M. Lindsey, USN, of San Francisco, Calif., for his actions as landing signal officer of a United States aircraft carrier during the engagement with Japanese naval units near the Santa Cruz Islands on 26 October 1942. While enemy planes roared overhead attacking the ship, Lieutenant Lindsey signalled his damaged planes on board. He was primarily responsible for holding to a minimum the damage to planes of two carrier air groups. When not performing his normal duties, Lieutenant Lindsey abandoned the shelter of his battle station to man the guns of a plane on deck and fire effectively at approaching enemy aircraft.

☆

Lt. (jg) Robert W. Lassen, USNR, of Ogden, Utah, who served as torpedo officer aboard the U. S. S. *Monssen* during action against Japanese forces off Guadalcanal on the night of 12 November 1942, for sighting and scoring two torpedo hits on a Japanese battleship and one possible hit on another vessel without the aid of illumination and while his ship was under tremendous bombardment.



—Official U. S. Coast Guard Photograph.

A SMALL WORLD: These three sailors, all from Poughkeepsie, N. Y., were shipmates in the North African invasion. In the center is C. C. Curry, PbM3c, USNR, who remained on a beach swept by enemy fire to treat wounded Coast Guardsmen and soldiers. Congratulating him and admiring the Silver Star he received for gallantry in action are Lt. J. J. Bruno, USNR, and K. J. Wanzer, EM1c, USCG.

Temporarily driven from his station by gunfire, he returned and, while attempting to give aid to wounded shipmates, was struck down and severely injured by flying shrapnel.

☆

Lt. (jg) Jack Kopf, Jr., USNR, of Modesto, Calif., for pressing home a determined and vigorous torpedo attack on a Japanese heavy cruiser in the face of extremely heavy antiaircraft fire, while piloting a torpedo bomber of the U. S. S. *Hornet* air group near Santa Cruz Islands, 26 October 1942.

☆

Lt. (jg) John A. McWaid, USNR, of Bell, Calif., serving aboard the U. S. S. *Northampton* when that vessel was badly damaged by a torpedo explosion during action against Japanese naval forces off Savo Island on the night of 30 November 1942, for organizing and leading a fire-fighting party to the searchlight platform directly above the boat deck fire. Although exploding ammunition showered his position with shell fragments and burning powder, he continued to direct a hose against spreading flames until the ship's water supply failed.

☆

Charles S. Ritter, CTM, USN, of Cincinnati, Ohio, who served as torpedo-tube captain aboard the U. S. S. *Aaron*

Ward during the engagement with Japanese naval forces off Guadalcanal on the night of 12-13 November 1942, for courageously carrying on the fight, although painfully wounded, when a direct hit beneath the torpedo tubes killed his trainer. After another shell tore away the radio antenna and fouled the tubes in train, he cleared them and assumed the duties of trainer until relieved by the torpedo officer. He then made an inspection of damaged depth charges and assisted in clearing the ship of wreckage.

☆

Lt. (jg) George B. Craighill, Jr., USNR, of Washington, D. C., who, with the assistance of another officer aboard the U. S. S. *Atlanta* during action against Japanese naval forces in the Solomon Islands area on 13 November 1942, organized and participated in a bucket brigade which, in the immediate vicinity of exploding ammunition, extinguished a fire in the area of the bridge superstructure.

☆

Lt. (jg) Jerome A. Rapp, USNR, of Cape Girardeau, Mo., for courageously and boldly pressing home his bombing attack on a Japanese heavy cruiser in the face of intense hostile antiaircraft fire while piloting a torpedo bomber attached to a United States aircraft carrier during the engagement with



—Official U. S. Coast Guard Photograph.

HE IS NOW CHIEF BOATSWAIN'S MATE: *Thomas Sortino, BM1c, USCG, of Forest Park, Ill., wounded in North Africa, is awarded the Purple Heart by Vice Admiral Russell R. Waesche, USCG commandant, and also promoted in rate. After his invasion boat had been sunk, Sortino was rescued by fishermen. They brought him to a French surgeon, who, without anesthetics, amputated his arm.*

Japanese naval forces near Santa Cruz Islands on 26 October 1942. (See also Air Medal.)



Ensign Fred D. Hoover, Jr., USNR, of Gladstone, Mich., pilot of a torpedo bomber of the U. S. S. *Hornet* air group during action against Japanese forces near Santa Cruz Islands, 26 October 1942, for pressing home a determined and vigorous bombing attack on a Japanese heavy cruiser in the face of extremely heavy anti-aircraft fire.



Gunner Harry C. Ebert, USN, of San Diego, Calif., who was severely burned after his ship was damaged by a torpedo hit and set afire during action against Japanese naval forces off Savo Island on the night of 30 November 1942, for voluntarily organizing a party and jettisoning ammunition from the blazing boat deck until compelled to retire because of the intense heat from spreading flames and the dangerous proximity of exploding shells.



Drayton John Capo, CGM, USN, of St. Augustine, Fla., for his actions aboard the U. S. S. *Northampton* during action against Japanese naval forces off Savo Island on the night of 30 November 1942. While inspecting

ammunition supply below decks during a lull in the battle, Capo was thrown against the starboard bulkhead by a torpedo explosion and forced into an adjacent compartment by the resulting pressure of escaping air. Regaining his feet, he immediately proceeded to open hatches, for the release of trapped personnel, to flood magazines and above deck, to assist injured men onto life rafts during abandonment of that vessel. When there were no more life jackets available on the fantail, he put his own on a nonswimmer and helped him from the ship's side to the safety of a life raft.



Walter Asa Eslinger, CPhM, USN, of The Dalles, Oreg., who served aboard the U. S. S. *Northampton* during action against Japanese naval forces off Savo Island on the night of 30 November 1942, for—after his ship had been badly damaged by a torpedo hit and set afire—three times climbing atop the flame-enveloped structure of the mainmast and leading to safety a number of men who had been injured by the explosion and blinded by oil and smoke, although he was menaced by terrific heat and bursting ammunition from the boat deck. Discovering a shipmate who was suffering from severe burns and a broken

leg, he administered first aid and fitted splints, then lowered the helpless man to a raft alongside and remained with him throughout the night.



David Benson, GM2c, USNR, of West Des Moines, Iowa, who served as gun captain of the 1.1-inch machine gun mount aboard the U. S. S. *Barton* during action against Japanese forces near the Santa Cruz Islands on 26 October 1942, for maintaining accurate control of his mount under violent attacks by hostile dive and torpedo bombers, while his ship was stationed in the screen protecting an aircraft carrier, and succeeding in shooting down three Japanese planes.



Jack Austin Campbell, MM2c, USN, of Greensboro, N. C., who served on the U. S. S. *Barton* during action against Japanese forces off Guadalcanal on the night of 12–13 November 1942, when that ship was torpedoed and sunk, for swimming tirelessly from man to man among a group of struggling survivors, cheerfully offering encouragement and rendering assistance, after he had been thrown overboard by the violent force of an explosion and although he was without a life jacket. Discovering an exhausted shipmate, about to drown, he remained with him until they were both picked up at sunrise, supporting him and calmly reassuring him through frequent periods of delirium in which the man forcibly resisted his efforts and begged to be left to die.

DISTINGUISHED FLYING CROSS

Lt. Comdr. James Richard Lee, USN, of Washington, D. C., commander of the scouting plane squadron attached to a United States aircraft carrier, who led an offensive search immediately preceding an enemy attack on Japanese naval units near the Santa Cruz Islands on 26 October 1942. Making contact with Japanese naval units, including aircraft carriers, Lieutenant Commander Lee succeeded in penetrating the enemy's air and surface screens to develop the contact, and then transmitted an accurate radio report while fighting his way through repeated attacks by enemy fighters, dooming one. Although his plane was heavily hit by enemy gunfire, he landed safely back aboard the carrier. (See also Navy Cross.)



Lt. Comdr. James H. Flatley, Jr., USN, of Cambridge, Ohio, for repeatedly leading his squadron against Japanese surface and air forces in the face of heavy anti-aircraft fire and

enemy fighter opposition destroying at least 10 enemy aircraft and inflicting heavy damage by strafing enemy combatant ships, transports, and shore installations while serving as fighting squadron commander attached to a United States aircraft carrier in the Solomon Islands area from 13 to 15 November 1942.



Flight Lt. W. R. B. Watson, Royal New Zealand Air Force, for his achievement while participating in aerial flight as flight commander of the Royal New Zealand Air Force Squadron serving under a Marine Aircraft Group in combat against Japanese forces at Guadalcanal. Flight Lieutenant Watson consistently carried out the many and varied patrols assigned him. He led the first night bombing raid on Munda to be made by his squadron and, in spite of heavy anti-aircraft fire and a bad weather front, successfully bombed the runway of that vital Japanese airport. A few days later, while following hostile surface craft, he was attacked by a flight of Zeros, but by his excellent airmanship and cool courage, he finally escaped.



Lt. William I. Martin, USN, of East San Gabriel, Calif., for his achievement as pilot of a scout bomber attached to a United States aircraft carrier during the engagement with Japanese naval forces off Guadalcanal on 14 and 15 November 1942. After conducting a highly satisfactory search for enemy ships, Lieutenant Martin returned to his carrier. Leading three attack groups in the face of heavy anti-aircraft fire and an umbrella of enemy fighters, he obtained two direct bomb hits on enemy vessels.



Lt. MacDonald Thompson, USN, of San Pedro, Calif., leader of a division of torpedo planes attached to a United States aircraft carrier during an engagement with Japanese naval forces off Guadalcanal on 13-15 November 1942, for launching a devastating attack against a Japanese battleship of the Kongo class, in spite of heavy anti-aircraft fire and an umbrella of enemy fighters. He and his comrades scored three torpedo hits, stopping the enemy vessel and preventing her from shelling the aircraft installations on Henderson Field, Guadalcanal, thereby contributing in great part to the outstanding success of this engagement. Lieutenant Thompson then took part in repeated attacks on major enemy forces.



Lt. Aram Y. Parunak, USN, of San Francisco, Calif., who piloted a PBX patrol plane during a hazardous rescue in July 1942, when an Army Fly-



—Official U. S. Coast Guard Photograph.

PURPLE HEART: *Wounded five times by a strafing German plane during the African invasion, George Paajanen, 21 MM1c, USCG, received the Purple Heart. The scar of one wound is visible on his hand.*

ing Fortress crash-landed on a Greenland ice cap. Locating the B-17 on a broad plateau, crisscrossed by gaping crevices and encircled by mountains of ice, Lieutenant Parunak, fully aware of the utter inaccessibility of the spot, made several flights to his base and back, dropping emergency supplies to the stranded crew. After intensive aerial survey, he discovered, about 12 miles from the crippled bomber, a diminutive artificial lake, formed in a shallow depression by melting ice from the surrounding slopes. Accurately estimating its size, then loading his plane with base camp equipment, he set the 15-ton flying boat down on the precarious ice cap and disembarked a rescue party. Two days later, as they and the crew trekked back, he guided them by air around the bursting canyons and spontaneous rivers that broke without warning across the frozen wilderness. Although the glacial lake had shrunk, he nevertheless made repeated landings, successfully evacuated every man, and each time lifted the PBX off the water with remarkable skill. A day later the base of the cup had cracked and drained the lake down a crevasse. By his superb airmanship and conquest over almost unsurmountable obstacles, Lieutenant Parunak not only saved the lives of 13 men, but also established precedent for future rescues under similarly desperate circumstances.



Lt. Stanley E. Ruehlow, USN, of Bradhead, Wis., for his achievement as leader of a flight of eight fighters attached to a United States aircraft

carrier dispatched to repel a Japanese raid on Henderson Field, Guadalcanal, 15 November 1942. In the face of superior numbers of enemy aircraft, Lieutenant Ruehlow led his men to the attack in which six enemy fighters were destroyed and four more were probably shot down. He personally accounted for one Japanese plane shot down and one damaged. As a result of this action the air raid was repelled and Lieutenant Ruehlow and all of his fighters returned safely to their base.



Lt. Albert D. Pollack, Jr., USN, of Santa Barbara, Calif., who served as leader of a patrol of four fighters attached to a United States aircraft carrier during an aerial attack on Japanese naval forces near the Santa Cruz Islands on 26 October 1942, for persisting in an attempt to explode by machine-gun fire an enemy torpedo which was circling near a friendly escort vessel, in spite of heavy attacks by large numbers of enemy aircraft and also fire from his own ships, when his plane was mistaken for a Japanese craft. During the same flight he shot down one enemy dive bomber and one torpedo plane, thereby contributing materially to the defense of his carrier.



Lt. (jg) Ralph H. Goddard, USNR, of Bemidji, Minn., posthumously, for leading his division of bombers in launching an attack on a large enemy transport force, damaging two of the hostile vessels although strongly opposed by anti-aircraft fire and enemy Zero fighters, while attached to the air group of a United States aircraft carrier during an attack against Japanese naval forces off Guadalcanal on 14 and 15 November 1942. The next day, having been assigned to the task of locating and destroying an enemy shore anti-aircraft installation, he deliberately placed himself in a position of great danger in order to entice the enemy to open fire and betray their position. Not succeeding in this, he searched for and found a likely target



—Keynoter.

"I thought I shaved this morning, sir, but with seven using the mirror it must have been someone else's face."

in a small clearing at the end of an obscure jungle path. Skillfully placing his bomb in the clearing, Lieutenant (jg) Goddard succeeded in destroying quantities of enemy ammunition, fuel and supplies, as evidenced by great fires which sprang up and spread for a distance of half a mile along the beach area.

☆

Lt. (jg) J. V. Deede, USNR, of Woodworth, N. Dak., for flying achievement while commanding a PBV-type airplane which delivered a bombing attack on a Japanese naval force in Jolo Harbor, Sulu, P. I., on 27 December 1941. While under continuous anti-aircraft fire which crippled his plane, and while opposed by enemy fighters, he successfully evaded the enemy and landed his plane at sea, from which he and the members of his crew were rescued by another PBV-type airplane. Also, for shooting down an enemy fighter which attacked him.

☆

Ensign Charles B. Irvine, USNR, of Indianapolis, Ind., who piloted a dive bomber in company with one other similar plane during an aerial attack on Japanese Naval forces near the Santa Cruz Islands on 26 October 1942, for succeeding in fighting off or evading numerous enemy defending fighters and in scoring a direct hit on the flight deck of a large enemy carrier of the Shokaku class. In retiring after the attack, he and his gunner courageously and successfully defended their plane against the attacks of numerous enemy fighters, sending one down in flames. Although his plane was damaged by enemy gunfire, Ensign Irvine landed safely aboard his carrier. (See also Air Medal.)

☆

Elmer Edwin Jackson, ARM1c, USN, of Wagener, N. C., who served as radioman and free machine gunner in an airplane of a bombing squadron in action against Japanese forces in the Battle of Midway on 6 June 1942, for participating in persistent bombing and strafing attacks against fleeing enemy light forces in an airplane which obtained a bomb hit on an enemy vessel in the face of tremendous anti-aircraft fire.

☆

Harry Hackett Ferrier, RM3c, USN, of West Springfield, Mass., rear-seat gunner of a torpedo plane in the Battle of Midway on 4 and 5 June 1942, for effectively manning his gun, during the initial attack upon an enemy aircraft carrier, under a terrific barrage of fire from numerous Japanese fighter planes and anti-aircraft batteries.



The New Navy, Marine Corps Medal

Above is the design of the new Navy and Marine Corps Medal. (Information Bulletin, March 1943, page 35.) It will be cast in bronze.

Other news of decorations and medals:

Policy has been established that the Legion of Merit (Information Bulletin, November 1942, page 17) will be awarded without reference to degree for members of United States armed forces. Four degrees, however, are provided for personnel of friendly foreign nations (Chief Commander, Commander, Officer, and Legionnaire).

The medal and ribbon worn by members of United States armed forces awarded the Legion of Merit will be the same as the fourth degree, Legionnaire. The award takes precedence after the Distinguished Service Medal and before the Silver Star Medal.

NAVY AND MARINE CORPS MEDAL

Lt. John G. Downing, USN, of St. Paul, Minn., who is listed as missing in action, for volunteering to organize two boats from the warship to which he was attached, to remove personnel from a wrecked plane, stranded deep inshore of the edge of a reef. Fighting a high wind and imperiled by treacherous swells breaking against jagged rocks, he personally directed operations which resulted in the successful rescue of 17 officers and men without injury to either survivors of

the aircraft or members of the boat crew.

☆

Lt. (jg) Edward S. Parks, Jr., USNR, of Atlanta, Ga., who, as officer-of-the-deck of a United States submarine during a highly successful war patrol, sighted an enemy vessel despite reduced visibility, for maneuvering his vessel into a favorable position and enabling her to launch a fatal attack four minutes after the enemy ship had been sighted.

☆

Lt. (jg) Hugh C. Van Roosen, USN, of Newton Centre, Mass., officer-of-the-deck of a United States submarine during a highly successful war patrol, for displaying resourcefulness and initiative in conning his vessel to a favorable position which enabled it to deliver a fatal attack upon a 1,635-ton enemy submarine which Lieutenant (jg) Van Roosen had sighted.

☆

Lt. (jg) Vernon F. Sorensen, USNR, of Seattle, Wash., who served as torpedo control officer of a United States submarine during a highly successful war patrol. Through the prompt and accurate operation of the torpedo fire control equipment and the excellent performance of control personnel under the command of Lieutenant (jg) Sorensen, the submarine succeeded in delivering a fatal torpedo attack on a Japanese destroyer leader of 1,700 tons.

☆

Joseph Roberti, CQM, USN, of Brooklyn, N. Y., for rendering valuable assistance in rigging an emergency antenna and in supervising the restoration of the bridge to normal operation although he was painfully wounded when he was blown from the bridge to the well deck when the U. S. S. *Blakeley* was undergoing an enemy torpedo attack.

☆

Harry Smith O'Donnell, CM2c, USNR, of Siloam Springs, Ark., for rescuing a comrade while attached to the U. S. S. *Gannet* during the sinking of that ship in the Atlantic area. Blown into the sea by the explosion which blasted the *Gannet*, O'Donnell began swimming toward the stricken ship, when he heard cries for help at some distance behind him. He turned back and swam in the direction of a dazed and seriously injured comrade. Securing the life jacket which had been partially blown off the body of the struggling and helpless man, O'Donnell supported him in the water and shouted for assistance. Meantime, the ship destroyed, O'Donnell sustained his shipmate for more than half an hour before they were picked up by a life raft.

AIR MEDAL

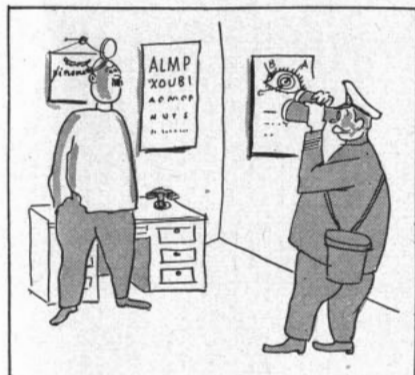
Lt. Stockton B. Strong, USN, of Washington, D. C., pilot of a scout bomber attached to a United States aircraft carrier in combat against Japanese naval forces in the battle for the Solomon Islands during the period 14 and 15 November 1942, for participating in numerous attacks against major Japanese forces, personally leading one of the attacks and securing a direct heavy bomb hit on an enemy vessel in the face of heavy anti-aircraft fire. (See also Navy Cross.)



Lt. Willard D. King, USNR, of Lexington, Va., for inflicting serious damage on Japanese installations in four successful bombing raids as pilot of a Catalina airplane in the South Pacific area. As pilot of the flag plane for Commander Aircraft, South Pacific Force, Lieutenant King made repeated routine administrative trips into the combat area, performing this task expeditiously and with outstanding skill.



Lt. James W. McConaughy, USN, of Newton, Kans.; Lt. Marvin D. Norton, Jr., USN, of Marietta, Ga.; Lt. (jg) Jerome A. Rapp, USNR, of Cape Girardeau, Mo., and Ensign Robert E. Oscar, USNR, of Cleveland, Ohio, pilots in a torpedo squadron attached to a United States aircraft carrier in combat against Japanese naval forces in the battle for the Solomon Islands during the period from 12 to 15 November 1942, for flying with their squadron to deliver an attack against a Japanese battleship of the Kongo class, and, in spite of heavy anti-aircraft fire and an umbrella of enemy fighters, scoring three hits, stopping the enemy vessel and preventing it from shelling the aircraft installations on Henderson Field, Guadalcanal. They then partici-



—Section Base Sweepings.

"You're right, doctor, I do need glasses!"

pated in repeated attacks on major enemy forces.



Lt. (jg) Henry N. Ervin, USNR, of Ottawa, Canada, who is listed as missing in action, for leading his section of scout bombers, launched from a United States aircraft carrier during the Battle of Santa Cruz, 26 October 1942, through a furious attack by enemy fighter planes to bomb a Japanese battleship of the Kongo class, inflicting severe damage by scoring two direct hits and one near miss.



Lt. (jg) William E. Johnson, USNR, of Gadsden, Ala., a Gold Star in lieu of a second Air Medal, for obtaining a probable direct heavy bomb hit on an enemy vessel in the face of heavy anti-aircraft fire after he made contact with a major Japanese force during search operations as a member of an air group attached to a United States aircraft carrier in the battle for the Solomon Islands on 14 November 1942. Upon retiring after the bombing, he was viciously attacked by Japanese fighters and failed to return from his mission.

Lieutenant Johnson received his first Air Medal for his achievement while participating in an aerial engagement as pilot of a scouting plane operating from a United States aircraft carrier during an attack against Japanese naval forces near the Santa Cruz Islands on 26 October 1942. In company with his squadron commander, Lt. (jg) Johnson penetrated the air and surface screens of the enemy formation and developed and reported the first contact with Japanese carriers. While climbing to attain a position from which to dive bomb one of the hostile vessels, he was attacked by large numbers of enemy fighters, but by skillful maneuvering he shot down two Japanese Zero fighters with his fixed guns. By his expert airmanship he was able to return safely with his squadron commander to their carrier.



Lt. (jg) John F. Richey, USNR, of Sabinal, Tex., who served as pilot of a scout bomber attached to a United States aircraft carrier in combat against Japanese naval forces in the battle for the Solomon Islands on 14 and 15 November 1942, for, after taking part in an attack on a major Japanese force, leading an attack group and obtaining a direct heavy bomb hit on an enemy vessel in the face of heavy anti-aircraft fire and hostile fighter planes.



Lt. (jg) Thomas W. Ramsay, USNR, of Perkinson, Miss., for his achievement as pilot of a scout bomber, attached to a United States aircraft car-



—Habit.

"Hurry up, Joe—you'll be late for inspection."

rier, in combat against Japanese naval forces in the battle for the Solomon Islands on 14 and 15 November 1942. After taking part in an attack on a major Japanese force, Lt. (jg) Ramsay, in the face of heavy anti-aircraft fire and hostile fighter planes, led an attack from Guadalcanal and obtained a direct heavy bomb hit on an enemy vessel.



Lt. (jg) Bruce A. McGraw, USNR, of Houston, Tex., for participating in two attacks against hostile transports attempting to land troops on Guadalcanal and, in spite of strong opposition from surface anti-aircraft fire and repeated assaults by great numbers of Japanese Zero fighters, on each occasion scoring one direct heavy bomb hit on an enemy ship. Lt. (jg) McGraw was serving with an air group of a United States aircraft carrier in the Solomon Islands area on 13-15 November 1942, when this action occurred.



Lt. (jg) Frank R. West, USNR, of Fombell, Pa., who served with an air group of a United States aircraft carrier during an engagement with Japanese naval forces in the Solomon Islands area on 13-15 November 1942, for participating in two assaults against hostile transports attempting to land troops on Guadalcanal, and, in spite of strong opposition from surface and anti-aircraft fire and repeated assaults by great numbers of Japanese Zero fighters, maneuvering so as to inflict the greatest damage on the enemy and scoring one direct heavy bomb hit.



Lt. (jg) George C. Estes, USNR, of Franklin, La., for participating in numerous attacks against major Japanese forces in the face of heavy anti-aircraft fire, personally leading one

of the attacks and securing a direct heavy bomb hit on an enemy vessel, during the period 14-15 November 1942, in the Battle for the Solomon Islands while serving as pilot of a scout bomber attached to a United States aircraft carrier.

☆

Lt. (jg) George L. Welles, USNR, of Glendale, Calif., for his actions while participating as pilot in a torpedo squadron attached to a United States aircraft carrier in combat against Japanese naval forces in the battle for the Solomon Islands during the period from 13 to 15 November 1942. Flying with his squadron to deliver an attack against a battleship of the Kongo class, Lt. (jg) Welles and his comrades, in spite of heavy anti-aircraft fire and an umbrella of enemy fighters, scored three torpedo hits, stopping the hostile vessel and preventing it from shelling the aircraft installations on Henderson Field, Guadalcanal. He then participated in repeated attacks on major enemy forces

☆

Lt. (jg) John H. Finrow, USNR, of Fort Wayne, Ind.; Lt. (jg) Leslie J. Ward, USNR, of Monroe, N. H., and Ensign Leonard Lucier, USNR, of Davenport, Iowa, who served as pilots of scout bombers attached to a United States aircraft carrier in the battle for the Solomon Islands on 14 and 15 November 1942, for participating in numerous attacks on major Japanese forces and scoring direct hits on an enemy vessel, in the face of heavy anti-aircraft fire and hostile fighter planes.

☆

Ensign Donald Gordon, USNR, of Fort Scott, Kans., member of an air group aboard a United States carrier during an engagement with Japanese naval units near Santa Cruz Islands on 26 October 1942, for destroying two enemy torpedo planes and badly damaging a third after he took off with



—The Williwaws.

"He says he CAN'T get a friend—
he's a Bo's'ns Mate."



—Official U. S. Navy Photograph.

PLASMA SAVED HIS LIFE: *Sergeant Ralph A. Johnson, USMC, of Waynesboro, Va., receives the Purple Heart from Rear Admiral C. W. O. Bunker, medical officer in command, National Naval Medical Center, Bethesda, Md. Wounded at Guadalcanal, Sgt. Johnson was given blood plasma and rallied quickly. He was evacuated by ambulance plane to a base hospital, later brought to Bethesda.*

other fighting planes for his first combat flight in defense of his carrier, and despite fierce attacks by a large number of Japanese aircraft.

☆

Ensign Leonard S. Robinson, USNR, of Seattle, Wash., serving as pilot of a plane attached to the air group of a United States aircraft carrier in combat, against Japanese forces in the Solomon Islands area on 14 November 1942, for taking part in two attacks against enemy transports attempting to land troops on Guadalcanal and scoring a direct heavy bomb hit on one vessel which contributed to her ultimate destruction. Although his plane was set afire when he was beset by a large number of Zero fighters during the second attack, he skillfully extinguished the blaze, eluded his pursuers and landed safely.

☆

Ensign Max D. Mohr, USNR, of St. Paul, Minn., for participating in several attacks on major Japanese forces from his carrier and later while based on Guadalcanal, scoring two heavy bomb hits on enemy vessels in the face of heavy anti-aircraft fire and hostile fighter planes, while serving as pilot of a scout bomber attached to a United States aircraft carrier during the battle for the Solomon Islands on 14 and 15 November 1942.

☆

Ensign Edwin J. Stevens, USNR, of

Raleigh, N. C., who was member of an air group aboard a United States aircraft carrier in combat against Japanese naval forces in the Solomon Islands area on 13-15 November 1942, for, during two attacks against the enemy, scoring a near miss on a Japanese cruiser and a direct heavy bomb hit on a transport that was attempting to land troops on Guadalcanal. Despite strong opposition from surface and anti-aircraft fire and repeated attacks by a large number of Japanese Zero fighters, he pressed home his attacks, inflicting heavy damage on the enemy.

☆

Ensign Dan H. Frissell, USNR, of Chaffee, Mo., a member of an air group aboard a United States aircraft carrier during an engagement with Japanese naval forces in the Solomon Islands area on 13-15 November 1942, who participated in two attacks against hostile transports attempting to land troops on Guadalcanal, for pressing home his attacks and, in spite of strong opposition from surface and anti-aircraft fire and repeated assaults by great numbers of Japanese Zero fighters, scoring one direct bomb hit on an enemy ship, inflicting heavy damage.

☆

Ensign Charles B. Irvine, USNR, of Indianapolis, Ind., pilot of a scout bomber attached to a United States aircraft carrier during the battle for the Solomon Islands on 14 and 15 November 1942, for proceeding to Guadalcanal, after having searched thoroughly his assigned area, and engaging the enemy in the face of heavy anti-aircraft fire and fighter opposition, making two attacks on Japanese forces, one alone and entirely unaided, and obtaining a heavy bomb hit on an enemy vessel. (See also Distinguished Flying Cross.)

☆

Robert Potter Fitzpatrick, CAP, USN, of Fort Crook, Nebr., who served as navigator and gunner of a patrol plane in action against Japanese forces in the Aleutian Islands campaign, for skillfully assisting in determined dive-bombing and strafing attacks after braving severe Alaskan weather and with a low ceiling forcing his plane to fly through clouds to carry out its attack mission against Japanese ships in Kiska Harbor. Pulling out in the clear at a very low altitude, his plane was subjected to withering anti-aircraft fire from enemy ship and shore batteries and pierced by shrapnel and lighter caliber projectiles.

☆

Wayne C. Colley, ARM1c, USN, of Clintwood, Va., for shooting down at least one enemy fighter while taking part with his squadron in repeated attacks against major Japanese forces in the battle for the Solomon Islands

on 14-15 November 1942, as a radioman-gunner aboard a scout bomber attached to a United States aircraft carrier.



The following patrol plane captains for their achievement in action against Japanese forces during the Aleutian Islands campaign:

John Howard McNair, ACMM, USN, of Hopewell, Va.

Charles Jermie Tant, AMM1c, USN, of Elm City, N. C.

Floyd Hill, AMM1c, USN, of Signal Mountain, Tenn.

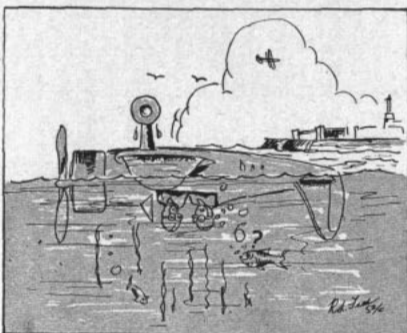
Braving severe Alaskan weather and with a low ceiling forcing their planes to fly through clouds to carry out its attack mission against Japanese ships in Kiska Harbor, they skillfully assisted in determined dive-bombing and strafing attacks. Pulling out in the clear at a very low altitude, their planes were subjected to withering antiaircraft fire from enemy ships and shore batteries and pierced by shrapnel and lighter caliber projectiles.



Rexford Beverly Holmجرين, AM1c, USN, of Chicago, Ill., for shooting down two Japanese Zero fighters and assisting in the destruction of a third enemy aircraft which attempted to attack his plane. He was taking part in an offensive mission as a radioman-gunner on a torpedo plane attached to an air group aboard a United States aircraft carrier, in combat against enemy naval forces near the Santa Cruz Islands on 26 October 1942.



Willis LeRoy Stillmaker, ARM1c, USNR, of Shevlin, Oreg., radioman and gunner of a patrol plane in action against Japanese forces during the Aleutian Islands campaign, for skillfully assisting in determined dive-bombing and strafing attacks against Japanese ships in Kiska Harbor after his plane had braved severe Alaskan weather and was forced to fly through clouds to reach its objective because of a low ceiling. The plane was subject to withering antiaircraft fire from enemy ship and shore batteries and was pierced by shrapnel and



—Jax Air News.

"What's the pay for submarine duty?"



—Acme Photograph.

COMMENDED FOR VALOR: Commander J. Mack Young shakes the Hand of Lt. (jg) Barrett Gallagher as he presents the lieutenant a letter of commendation for valor while serving with the U. S. Navy Armed Guard aboard a merchant vessel. Lt. William J. Pitt, center, salutes. The presentation was made during ceremonies at the Navy Armed Guard Center Receiving Station at Brooklyn, N. Y.

lighter caliber projectiles when it pulled out into the clear at a very low altitude.



Clifford Ernest Schindele, ARM1c, USN, of Tolna, N. Dak., member of an air group attached to a United States aircraft carrier in the Solomon Islands area on 14-15 November 1942, during a search mission, for transmitting clear and accurate contact reports on the presence and activity of an enemy cruiser-destroyer force, enabling an attack group to damage several Japanese cruisers. In spite of heavy enemy fire from ships and planes, Schindele, following his own plane's attack on an enemy cruiser, sent reports of the results to his base, and on several occasions took valuable photographs of enemy surface vessels, showing the damage inflicted on them. While flying from Henderson Field, he scored hits on a Japanese fighter plane and destroyed it.



Jack Pershing MacCrossen, ARM1c, USN, of Milwaukee, Wis.

Murdo Lee Martin, ARM2c, USN, of La Junta, Colo.

Rolland Arthur Reynolds, AEM3c, USN, of Toledo, Wash.

William Heinrich, Jr., S1c, USN, of Dawson, Ill.

The above men, serving as radiomen and gunners of patrol planes in action against Japanese forces during the Aleutian Islands campaign, for skillfully assisting in determined dive-

bombing and strafing attacks against Japanese ships in Kiska Harbor, braving severe Alaskan weather, including a low ceiling which forced the planes to fly through clouds, to do so. Pulling out in the clear at a very low altitude, their planes were subjected to withering antiaircraft fire from enemy ships and shore batteries and pierced by shrapnel and lighter caliber projectiles.



Eligie Pearl Williams, ARM2c, USNR, of Center, Tex., a Gold Star in lieu of a second Air Medal, for shooting down at least one enemy fighter while taking part in repeated attacks against major Japanese forces. He was serving as radioman-gunner in a scout-bomber attached to an air group of a United States aircraft carrier in combat against Japanese naval and air forces in the battle for the Solomon Islands on 14 and 15 November 1942.



—The Beam.

LEGISLATIVE MATTERS of NAVAL INTEREST

The new tax bill, eventually putting individual income taxpayers on a pay-as-you-go basis, makes special provisions for members of armed forces.

There is a special service exclusion that will relieve all service personnel in the lower grades from liability for taxes upon service income and will afford substantial relief to personnel in the upper grades.

The exclusion—\$1,500 service pay plus personal exemptions applicable in 1942 for all grades—replaces the exclusion of \$250 or \$300 for grades below that of commissioned officer which was in effect.

The service exclusion applies only to personnel on active duty.

The 20 percent withholding tax—applicable only to civilian pay and retired pay includible in gross income—is not an increase in rates. It is designed to include the net Victory tax, the normal tax and the first surtax bracket, so that when the 15 March and 15 June payments on the 1942 tax are applied to the 1943 tax, and the withheld amount is added, most persons will have satisfied their 1943 tax liability by 31 December 1943,

and will owe only the unabated portion of the 1942 tax. This unabated portion is due half on 15 March 1944 and half on 15 March 1945.

Largest Naval Bill in History Nears Passage

The largest naval appropriation bill in history—carrying \$27,637,000,000 in funds—is near final action, Senate-House conferees having adjusted differences. It carries funds for naval operations during the fiscal year 1944.

The conference added \$173,539,000 to the appropriation total approved by the House by accepting Senate amendments providing additional funds for pay, training and maintenance of naval personnel.

Rank of Captain is Asked For Women's Reserve

Amendments to the Naval Reserve Act of 1938, approved by the House of Representatives, provide that the highest commissioned officer in the

Women's Reserve shall be that of captain. (The highest ranking officer is now a lieutenant commander.)

The measure, as amended, also provides that:

There shall not be more than one officer in the grade of captain, exclusive of officers appointed in the Medical Department of the Naval Reserve: *Provided further*, That military authority of officers commissioned under the provisions of the act may be exercised over women of the reserve only and is limited to the administration of the Women's Reserve.

Members of the Women's Reserve of the Navy, Marine Corps, Coast Guard, or their dependents, shall be entitled to all allowances or benefits provided by law for male officers and enlisted men with dependents: *Provided*, That husbands of such members shall not be considered dependents. (This section shall be effective from 30 July 1942.)

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

The Significance of Aids to Marine Navigation (U. S. Coast Guard): To acquaint beginners in the study of navigation with basic principles.

Instrument Flight, Part 1 (Training Division, BuAer): Aids to instrument flying.

The American Nautical Almanac for 1944 (U. S. Naval Observatory, Washington, D. C.).

Ice Formation on Aircraft (Training Division, BuAer): How to avoid and get rid of ice.

Thunderstorms (Training Division, BuAer): How to understand thunderstorms.

Fog (Training Division, BuAer): How to combat fog.

Lest We Forget (Industrial Incentive Division, Navy Dept.): Excerpts from personal letters, many written by Navy men who did not return from battle.

Unofficial

Legal Effects of Military Service (Ganson J. Baldwin, 72 Wall St., New York City):

Legal advice on provisions of the Soldiers' and Sailors' Civil Relief Act and other laws.

The Seaman's Handbook for Shore Leave (American Merchant Marine Library Assn., New York, \$1): A guide with information about 443 ports, 62 countries, and 46 islands.

The Navy Reader (Edited by Lt. William H. Fetrige, USNR; Bobbs-Merrill Co., New York, \$3.75): A compilation of articles written just before and during the present war.

PERIODICALS

Official

TrADiv Letter (Training Division, BuPers): "Antiaircraft at Great Lakes;" "East's Largest Training Station;" "The Navy's Fighting Stevedores;" "S. S. City of Midland;" "Gas Mask Drill at Farragut;" "WAVES' In-Service Training;" "Training Ship of the Desert;" "Norfolk Cooks' and Bakers' School;" "The Japanese Soldier;" "A Two-Dimensional Steam Engine;" "First Naval District Physical Fitness;" "Admiral Jacobs Speaks on V-12."

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.

MN-119b. Aerology—Fog.
MA-2333. Electricity and Magnetism—Part I—Elements of Electricity.
MA-2392. Malaria—Its Cause and Effect.
MA-2511a. Army Cook Series—Meat Cutting Tools and Equipment—Part I.
MA-2511b. Army Cook Series—Cutting Hindquarters of Beef—Part II.
MA-2511c. Army Cook Series—Cooking and Carving Meat—Part III.
MA-2379a through f. Rifle Marksmanship with M-1 rifle.
SC-2257. Tips on Slide Films.
MN-149a, b, c. Japan Our Enemy.
MA-1631. Radio Receivers—Principles and Typical Circuits.
SA-2326. German Soldier.
SA-2325. Japanese Soldier.
MN-1298c. Pontoon Assembly and Utilization—Part 2—Assembling a Ponton Barge.
SA-2538a. Rigging—Part I—Ropes and Lashings.
SA2538b. Rigging—Part II—Knots.
MA-2465. Recognition of Japanese Zero Fighter.
MN-2295. Experimental Underwater Concussion Injuries.
MA-409AK. Identification of Aircraft—British Lancaster.
SN-1449c. Electrical Controls—Part III—Relays—Protectors.
SN-1595b. Mark 37 Gun Director—Description of the System (Part II).
SA-2576. Censorship of Mail.
MA-2592. Ten Ton Ponton Hinge Span.
MA-2591. Ten Ton Ponton Rafts.
MA-2593. Camouflage of Airdromes.
MN-16f. Training Look-outs—Night Vision.
MN-685. Repair, Supply, and Relief.
SN-75a, b, c. Ground Tackle—Parts I, II, and III—Equipment, Flying Mooring and Ordinary Mooring.

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Rotation of Duty For Enlisted Men

The following is excerpted from a letter from the Chief of Naval Personnel (Pers-630-Nd-8 over P-16-3/MM):

With the approval of the Commander in Chief, United States Fleet, and the Chief of Naval Operations, the Bureau announces a policy regarding rotation of duty for enlisted men who have been performing hazardous duty aboard ship and at outlying stations, and establishes 18 months in such duty as the minimum period after which enlisted personnel may, commensurate with the fighting efficiency of the service, be considered available to return to the United States for rehabilitation leave and assignment to duty. Administrative commands shall determine the types of duty in order of priority which warrant consideration under the rotation program.

It should be understood clearly that this policy does not establish a right, but is entitlement only, depending upon the exigencies of the service, the enlisted personnel situation, available transportation, and the prosecution of the war. Transportation facilities and individual ship requirements will admittedly determine how much relief may be afforded. Experience will indicate the extent to which the policy can be carried out. . . .

Enlisted personnel entitled to rotation, particularly men who do not wish to return to the United States, may be granted 30 days' rehabilitation leave in allied countries. In such cases leave entries shall be made in service records. . . . Having received rehabilitation leave in an allied country, they will begin serving a new 18 months' rotation period.

Personnel attached to vessels returning to the United States for overhaul or extensive repairs of sufficient length to permit general leave will begin a new 18 months' rotation period from date of completion of overhaul. During the overhaul period it is anticipated that enlisted personnel will have received an opportunity to be granted 30 days' rehabilitation leave and men failing to take advantage of this opportunity may not receive credit under the rotation program for prior service in combat areas. Exceptions to this rule are authorized only

in the cases of key enlisted ratings where the services of the men are urgently required on board ship during the overhaul period, as determined by Commanding Officers, and so entered in service records. . . .

Enlisted personnel now serving in combat areas, and at outlying stations, in excess of complement, may be considered immediately available for rotation when they complete the minimum 18 months' service. Thereafter, personnel automatically made in excess by the receipt of drafts will become eligible under the same conditions. . . .

The Bureau authorizes publication of this policy to all Commands for promulgation to the crew. It should be emphasized that this is a policy only, the fulfillment of which will be dependent upon the conditions which exist in the individual activity. . . .

Temporary Appointments

The Chief of Naval Personnel notes with gratification the following memorandum which has been received by the Bureau of Naval Personnel:

"Attn: All Medical Officers.

Subj: Temporary Appointments and Promotions, procedure in effecting.

Ref.: (a) Joint Circular Letters Pers-32-KP; P14-2(1469), dated 8 December 1942.

1. Attention is invited to reference (a). Information at hand reveals that in many instances the procedures outlined are not being followed. In effecting future temporary appointments and promotions the provisions of Ref. (a) will be adhered to strictly."

Should similar action be followed by other Commands, much of the difficulty involved in effecting temporary appointments and promotions would be eliminated.

Parcels for Prisoners of War

New regulations by which close relatives of United Nations prisoners of war may send standard food parcels to identified prisoners in Europe through the American Red Cross became effective 10 June and cover prisoners of Belgian, Polish, Yugoslav, Norwegian, Netherlands, Greek, etc., nationality.

Prisoners held by Japan are not included in the new regulations because of the present lack of transportation facilities to the Far East. The new regulations do not apply to civilians living in enemy occupied countries.

Food parcels may be sent only by placing orders at \$3.50 each with the American Red Cross, and the sending of such parcels must conform to certain regulations the details of which are available at local Red Cross chapters.

The above provisions do not apply to American prisoners of war, nor are contributions for standard food parcels for such prisoners accepted by the Red Cross from individuals. This is because provision has been made for the United States Army and Navy to pay for distribution of the same type of parcel to all American prisoners of war whenever possible, and on a regular basis insofar as possible. In the case of the Navy, its prisoners in Europe, while negligible in number, are receiving packages regularly. However, only one shipment, a year ago, has been possible for Naval personnel.

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sonnel in the Far East, although the Navy is standing ready to provide these shipments whenever transportation can be arranged.

Private parcels containing items other than food may be sent direct to American prisoners (including Naval personnel) each 60 days—if transportation is possible—by next of kin, and to those United Kingdom prisoners whose next of kin reside in the United States, to whom labels are issued by the Office of the Provost Marshal General, U. S. A., Washington, D. C., or by any individual to whom the next of kin transfers his label. Labels issued by the Department of War Services, Ottawa, Canada, to next of kin in the United States of captured members of the Canadian forces authorizes the sending of a private parcel each 90 days.

Although contributions for standard food parcels for American prisoners are not accepted by the American Red Cross, that organization does accept unrestricted contributions for general relief to United States prisoners, applying such funds to the purchase and shipment of medical supplies, cigarettes, tobacco, and other comfort articles not provided by the Army and Navy.

Physical Requirements Lowered for Selective Service Inductees

Reduced physical requirements for induction of men through Selective Service procedures became effective 1 June 1943. Under the joint induction procedure with the Army, substantially lowered standards for general service go into effect.

The process of drawing together and lowering the physical qualifications has resulted in a minimum deviation from mutual standards. The Navy deviations are as follows:

Vision—Color vision required for Navy, not for Army. Minimum visual acuity of 6/20 in one eye and 10/20 in the other eye without glasses, or 10/20 with both eyes open without glasses, provided vision is not below 6/20 in either eye and provided defective vision is not due to organic disease, now acceptable for general service with both Army and Navy. Formerly, Navy required 15/20 binocular vision with no less than 6/20 in one eye.

Height—Maximum for Army, 78 inches, for Navy, 76 inches. Minimum height for both services, 60 inches.

Former Navy minimum requirement, 62 inches.

Venereal disease—Navy will now accept men with acute, uncomplicated gonorrhea, but will not accept men with cardio-vascular, cerebrospinal, or visceral syphilis, or active syphilis requiring treatment. Men with adequately treated syphilis, other than the above, are acceptable. Formerly the Navy would not accept individuals with venereal diseases.

Extremities—Previous regulations governing loss or incapacity of extremities including loss of either thumb or the right index finger or two entire fingers, for personnel to be inducted into the Army will now apply for both services, except that the Navy will not accept men who have lost more than one phalanx of the right index finger, the terminal and middle phalanges of any two fingers on the same hand, or entire loss of any finger except the little finger of either hand or the ring finger of the left hand.

Literacy—Army standards of literacy have been adopted by the Navy. Those acceptable for induction include citizens of the United States and aliens of friendly and cobelligerent nations who are in all respects physically qualified. The Navy will con-



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tinue to refuse aliens of enemy nations or aliens of countries allied with enemy nations.

Teeth—Navy will accept inductees without any teeth provided they possess healthy gums correctible by dentures. Hitherto the Navy has required sufficient natural teeth or suitable replacements to supply satisfactory biting function.

Army Commissary Privileges

Article 30-2290 (2) U. S. Army Regulations authorizes cash sales at Army Commissaries to be made to officers, warrant officers and enlisted men of the Army, Navy, Marine Corps and Coast Guard on the active or retired list for their own use or for the use of dependent members of their families.

A recent change to U. S. Army Regulations extends the same privilege to members of the Naval Reserve, Coast Guard Reserve and Marine Corps Reserve while on active duty.

Identification Cards—Surrender and Destruction on Discharge

Some commands have failed to collect identification cards on discharge, and, as a result, men with unfavorable discharges have obtained admission to naval activities by exhibiting lapsed cards.

BuPers Circular Letter No. 43-43 requires that on discharge from the naval service the Identification (Liberty) Card shall be collected and immediately destroyed by the activity from which the individual is discharged.

It is vital that no man discharged from the naval service, or released to inactive duty, be permitted to retain his identification card.

Discharge certificates, or orders to inactive duty, shall not be delivered until the photographic identification card is surrendered and commanding officers should assure that all such surrendered cards are destroyed immediately.

Small Arms Medals

Applications for, and correspondence relating to, small arms medals should be addressed to the Commander in Chief, United States Fleet, Navy Department, Washington, D. C. The administration of these awards does not come under the jurisdiction of the Bureau of Naval Personnel.

CHANGES IN UNIFORM REGULATIONS

Changes in uniform regulations previously announced have been modified as follows, effective 1 October 1943:

"For other than formal occasions, officers shall wear undress caps with polished black vizors and black braid chin straps. (Note: This does not affect the wearing of the garrison cap.)

"For formal wear, dress caps with

embroidered vizors and gold lace chin straps may be worn by officers of the rank of commander and above. Officers of and below the rank of lieutenant commander may wear dress caps with polished vizor and gold lace chin straps.

"Sleeve stripes on the blue service coat shall extend on the outside of the sleeve from seam to seam only."

The following table is reprinted for information from the 15 June 1943 issue of the Navy Department Semi-Monthly Bulletin:

	Dress		Service	
	Blue	White ¹	Blue	Working ²
COAT.....	Blue (full lace on sleeves).	White (gold lace shoulder marks).	Blue (half lace on sleeves). ³	Gray (cloth shoulder marks).
TROUSERS.....	Blue.	White.	Blue.	Gray.
CAP.....	Dress ⁴ .	Dress ⁴ .	Undress ⁵ .	Undress. ⁴
SHOES.....	Black.	White.	Black.	Black.
SHIRT.....	White.		Gray.	Gray (pin-on devices).
GLOVES.....	Gray.	White.		
NECKTIE.....	Black.		Black.	Black.
SOCKS.....	Black.	White.	Black.	Gray or black.
BUTTONS.....	Gilt.	Gilt.	Gilt.	Blue-black plastic.
RIBBONS.....	Yes.	Yes.	Yes.	Yes.
AIGUILLETES.....	As prescribed.	As prescribed.	Service.	Service.

¹ Where Dress, White, is appropriate, Service Dress, Blue, B, C, or D, or Service Dress, E, may be worn.

² Gray working uniform will be worn when available. During the necessary transition period, officers will be permitted to wear khaki uniforms, now in their possession or manufactured, until the supply in stock is exhausted, but undress caps shall be worn after 1 October 1943.

³ Half lace on sleeves and undress caps will be mandatory for wear with Service uniforms after October 1, 1943.

⁴ Gold embroidered vizors for commanders and above; gold lace chin strap for all ranks.

⁵ Plain vizor and black braid chin strap. Garrison cap of same color as uniform optional.

Legal Aid For Servicemen

All members of the naval service are again reminded of the fact that the American Bar Association has as one of its patriotic contributions to the war effort, formed an organization reaching throughout the United

States and the District of Columbia, which is known as the "Committee on War Work of the American Bar Association." The object of such committee is to render free legal aid to servicemen and their dependents, where, as a result of their naval service, such persons are unable to pay for the same. Each State and the District of Columbia has a separate organization for the performance of such work under the direction of a respective State or District Chairman. A complete list of the names of the Chairmen for the District of Columbia and the States of the Union was published in the Bureau of Naval Personnel Circular Letter No. 72-43, dated 11 May 1943. Since the publication of such circular letter there have been six changes in the names of the State Chairman which are as follows:

Arizona—Strike out the name and address of Fred Blair Townsend, and insert in lieu thereof, James C. Haynes, Tucson.

Arkansas—Strike out the name and address of Edward H. Wooten, and insert in lieu thereof, A. L. Barber, 1408 Donaghy Building, Little Rock.

New York—Strike out the name and address of Jackson A. Dykman,



—The Armory News.

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and insert in lieu thereof, Edward Schoeneck, State Power Building, Syracuse.

North Carolina—Strike out the name and address H. P. Taylor, and insert in lieu thereof, John S. Bradley, Durham.

South Dakota—Strike out the name and address of Clifford A. Wilson, and insert in lieu thereof, Claude A. Hamilton, Security National Bank Building, Sioux Falls.

Virginia—Strike out the name and address of John C. Parker, Jr., and insert in lieu thereof, Thomas H. Willcox, National Bank of Commerce Building, Norfolk.

There will be continuous changes from time to time in the names of the chairmen of such committees, which changes will be brought to the attention of members of the naval personnel by publication in the INFORMATION BULLETIN.

Eyesight Waivers

Authorized for

Enlisted Women Reservists

Women seeking to enlist in the Navy whose eyesight is less than the present minimum requirements for the Women's Reserve may now be granted waivers for this defect if they are otherwise qualified for enlistment.

The new ruling states that any defective vision which is correctible to 20/20 with glasses is now acceptable under waivers.

Previous requirements were for

vision of not less than 6/20 in the worst eye, with binocular vision (two eyes) not less than 12/20.

Waivers may be granted by the Office of Naval Officer Procurement without a formal waiver letter from the Bureau of Naval Personnel.

Another recent ruling permitted waivers to be granted qualified women who are 1 inch shorter than the minimum height requirement of 5 feet.

Short Wave Radio Programs

The following schedule of short wave radio programs for entertainment of Navy, Marine Corps and Coast Guard personnel, is expected to remain in effect throughout July and August:

Calling the Navy: Sunday through Friday.

Time (EWT)	Station	Kilocycles	Meters	Beamed to
1415-----	WRUL	15,350	19.5	Europe
1900-----	WKRX	9,897.5	30	North Europe

Tell It To The Marines: Monday, Tuesday, Thursday, Friday, Saturday.

1635-----	KWU	15,355	19.5	Australia
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Liberty Party: Sunday

1000 to 1030-----	WCRC	11,830	25.3)	North Africa
	WCDA	17,830	16.8)	Middle East
	WCBX	15,270	19.6)	India
	WBOS	11,870	25.3)	
	WKLJ	15,290	19)	

Hi There Sailor: Tuesday, Wednesday, Thursday.

1615-----	WBOS	15,210	19.72	Non-directional
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Reservists Now Eligible For Good Conduct Awards

Enlisted men of the United States Naval Reserve are now eligible to receive good conduct awards previously authorized only for men of the regular Navy or for Reservists who had transferred to the regular service.

Naval Reserve men may be recommended for the award after each three-year period of continuous active service in time of national emergency and/or war. They must also meet the requirements prescribed for the regular Navy.

Qualifications for Specialists (U)

Enclosure (A) to BuPers Ltr., Pers-67-Ly QR8/P17 dated 24 May 1943, outlines the qualifications for specialists (U) to be used as a guide in selecting women for this specialty and for advancement therein.

Nonrated grades, seaman, second class (U) and seaman, first class (U), are known as assistant stewardesses, and the rated grades, specialist (U), third class, second and first class and chief, are known as stewardesses.

Requirements for seaman, second class (U), include desire and fitness



—Tongue Tides.

"Signalman Brophy never wakes us up when he talks in his sleep."

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for the duties of mess cook, house-keeping, laundry work, etc. Requirements for specialist (U), third class, follow:

(a) Leadership ability as demonstrated by ability to take charge of a group of women detailed to such duties as general cleaning and house-keeping, laundry, mess hall details, service, etc.

(b) Demonstrate practical knowledge of proper stowage, care and maintenance of equipment and materials used in connection with duties and of records kept in connection therewith.

(c) Have practical knowledge of routine care and upkeep of electrical appliances, plumbing fixtures, hardware equipment, furniture, etc., and be able to make minor repairs and adjustments to keep such equipment in serviceable condition.

(d) Knowledge of arithmetic and bookkeeping to be able to keep necessary records and accounts.

Correct Address Noted for Training School

"Instructions for Enlisted Training, Edition of 1943" shows the address of the Naval Training School (Radio), Yerba Buena, San Francisco, Calif., as Naval Training School (Radio), Treasure Island, Calif.

Because of the incorrect listing, drafts of men, mail, and materials are sent to Treasure Island instead of Yerba Buena Island, causing considerable confusion.

It is suggested that all activities having copies of "Instructions for Enlisted Training, Edition of 1943" note the correction in the address of above mentioned activity.

Maternity and Infant Care Available to Service Wives

Servicemen in the lowest four pay grades were reminded recently by the Children's Bureau, Department of Labor, that Congress has appropriated funds for maternity and infant care of their wives and babies.

Included are: (1) care and treatment of the wife throughout pregnancy; (2) an attending physician and nurse, including hospitalization, at delivery; (3) care by professional persons during the child's first year; (4) medical attention should the child become ill. All wives, regardless of their financial status, are eligible.

Persons desiring such benefits should fill out applications giving the name of the husband, the branch of service, rating and serial number. Application forms for both wife and infant care are available at State and

local health and welfare agencies, Red Cross chapters, and Army or Navy Relief organizations.

"Facts" Available

"Facts, The Magazine of Essential Information," is now available to service libraries at a special rate of \$1.80 per year. Sample copies can be obtained for naval libraries by communicating with the publication at 139 North Clark Street, Chicago, Ill.

The magazine contains original articles dealing with subjects of historic, scientific and cultural interest from the standpoint of their present-day significance.

Kindergarten Service

This Bureau is in receipt of a letter from Miss Bessie Locke, executive secretary, National Kindergarten Association, 8 West Fortieth Street, New York, N. Y., regarding information and assistance furnished the Marine Barracks, New River, N. C., by the association in connection with the establishment of a kindergarten for the children of the Marine Corps and civilian personnel at that station, and offering to furnish similar information and assistance to other stations desiring this service. Requests for this service should be addressed directly to Miss Locke.



—Rinaldi in The Hoist.

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This Month's Cover



As was the case at Guadalcanal and the Russell Islands, American forces utilized captured Japanese equipment in their attacks and recapture of Attu. Among the booty taken at the small Aleutian outpost was this Japanese landing barge, captured at Massacre Bay. The American flag was secured to the staff and the boat was put to work against its former owners. Although smaller, the Jap boat is similar to the Higgins landing barge, two of which can be seen at the left. The bow opens in the same fashion for the discharge of troops and equipment. (For details of the battle for Attu, see p. 35.) On the page opposite: A sailor atop a mooring mast makes fast a blimp at the Naval Air Station, Lakehurst, N. J. (All cover pictures are Official U. S. Navy Photographs.)

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