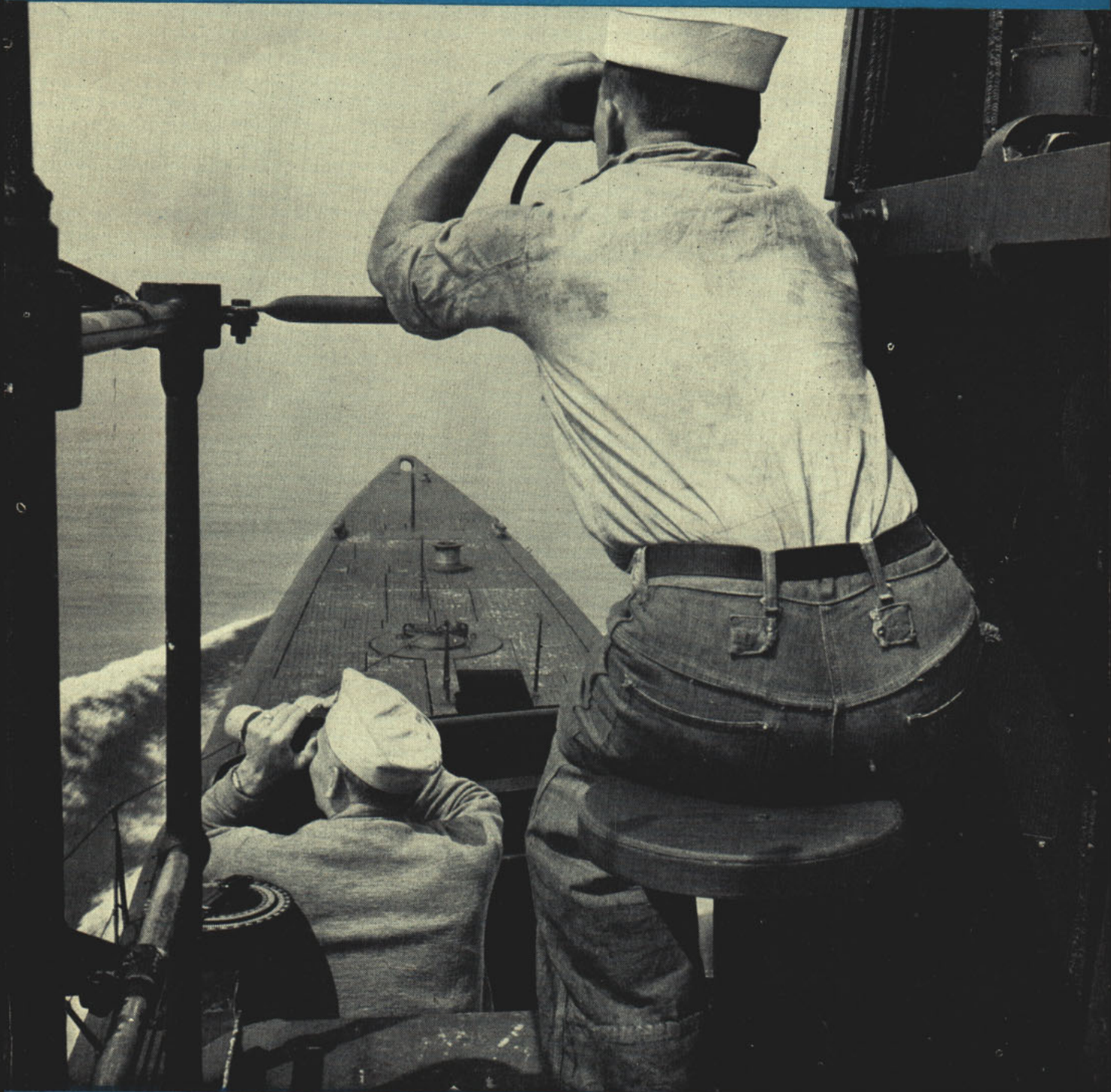


BUREAU OF

OCTOBER 1943

NAVAL PERSONNEL

INFORMATION BULLETIN



SUBMARINERS SCAN HORIZON FOR ENEMY



NO ENEMY SHIPPING IN SIGHT

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

OCTOBER 1943

NUMBER 319

REAR ADMIRAL RANDALL JACOBS, USN

The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN

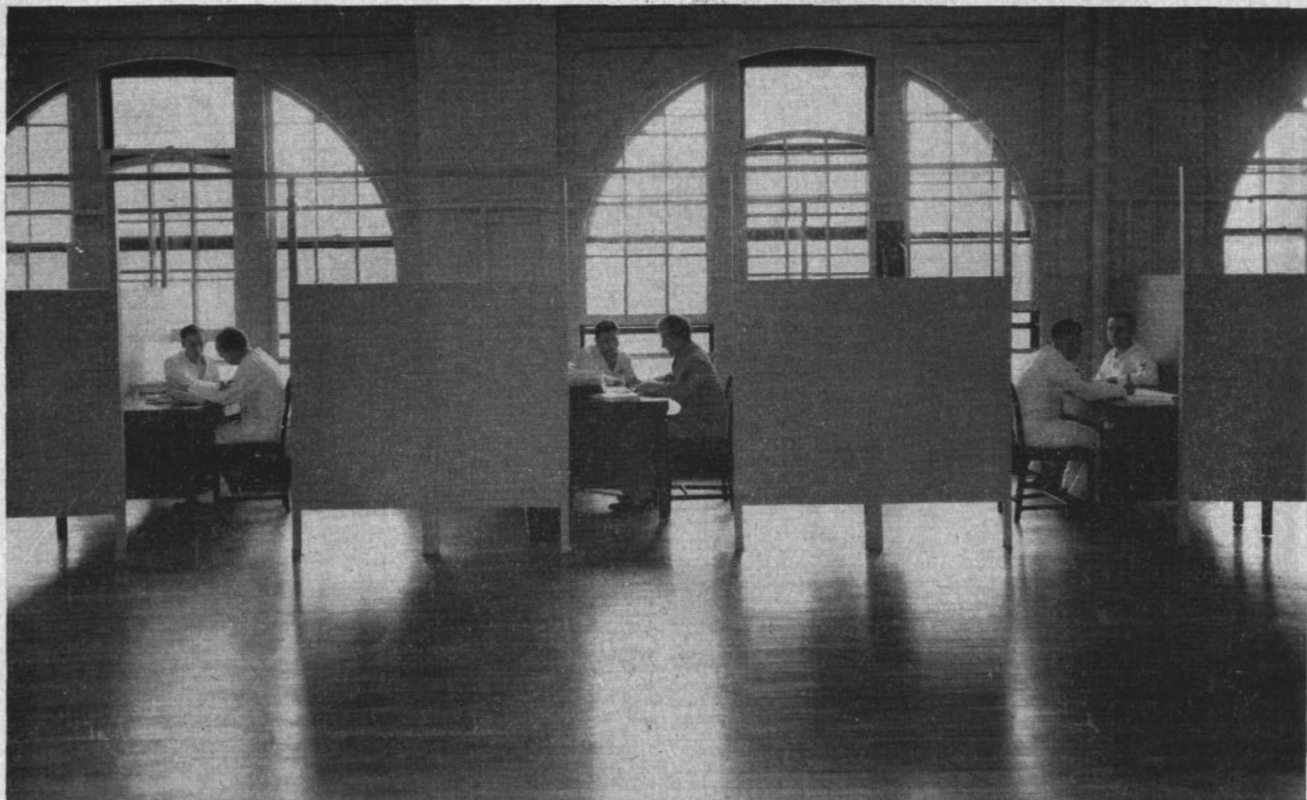
The Assistant Chief of Naval Personnel

Table of Contents

	Page
Every Man Where He's Best Fitted.....	2
First Round—Japan.....	5
Italian Fleet Steams to Surrender.....	8
"Up Periscope" (And Down Japs!).....	10
If You Must Jump From a Plane.....	13
"Pollywogs" Still Become "Shellbacks".....	14
The Capture of Enogai.....	16
Escort Carrier "A" Blasts Japs at Attu.....	18
Escort Carrier "B" Blasts Wolf Packs.....	19
Scenes of U-Boat Warfare.....	22
A Hospital That Meant Victory.....	23
Blimp Barns Made of Wood.....	25
First Aid for the Men in the Lifeboat.....	26
Carriers Ferry Planes to Malta, Africa.....	31
Navy, British Army Capture Italian Island.....	32
German: Short List of Words and Phrases.....	33
"30-Books-a-Month Club" for Navy.....	35
New Books in Ships' Libraries.....	35
Editorial Page.....	36
Letters to the Editor.....	36
The Month's News.....	37
Navy Department Communiques.....	44
Five Months on the Ice Cap.....	46
Navy Squadron Gets 31 Japs.....	48
New Ships Named in Honor of Naval Heroes.....	49
Crossword Puzzle.....	50
Training Tip: Lookouts.....	53
Decorations and Citations.....	54
BuPers Bulletin Board.....	67
What Is Your Naval I. Q.?.....	71

This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

**PASS THIS COPY ALONG
AFTER YOU HAVE READ IT**



—Official U. S. Navy Photograph.

Finding out how a man can do the best job for the Navy: enlisted men get a private 20-minute interview with a Specialist (C), specially trained in personnel work.

Every Man Where He's Best Fitted

Science and Navy Join Hands in New Program To Put 'The Right Man in the Right Billet'

By JOHN A. THOMAS
Lieutenant (jg), USNR

Joe Martinson, fresh out of high school, sat in his chair at the induction center and wondered about the Navy he'd just been sworn into—what sort of job he'd land in, what he'd be doing in a few months.

Bill Stevens, apprentice seaman, lay half-awake in his bunk at training station, wondered what kind of ship they'd assign him to, what chance he'd have for a rating.

And far out to sea, where his vessel hovered watchfully at the edge of a plodding convoy, Steve Bursansky, electrician's mate, third class, stared into the evening sky, wondered what chance he'd have of changing his job. There was a new and exciting Navy field opening up, and he'd heard men were needed for it . . .

For all of them, the answer lies in a new program now under way in the Navy—a program of scientific selection and classification of enlisted men, which has as its aim, "the right man in the right billet." And it not only applies to the new recruit com-

ing in through induction centers, but is being extended in application throughout the service, to men already in uniform and even to men already rated.

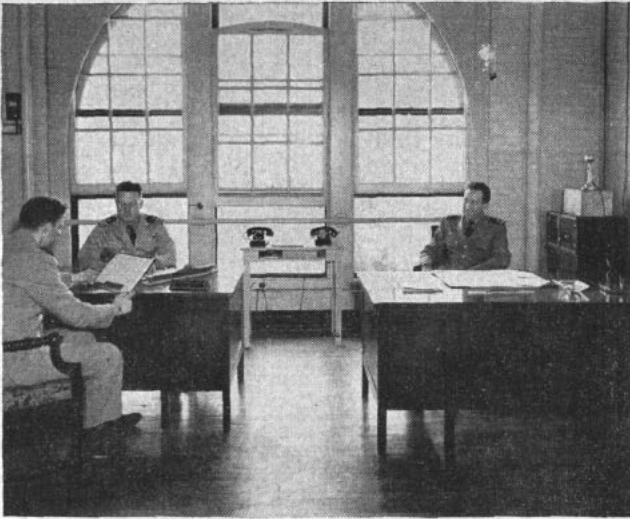
Among the many features of the program is a personal 20-minute interview, during which a specially trained interviewer [Specialist (C)] assembles all pertinent information about the enlisted man's background, hobbies, physical characteristics, education and vocational experience. This information, examined in connection with his scores on standard naval tests, is taken into consideration in recommending an assignment for him.

Then comes the important "follow-up": a complete personnel card that will go with him throughout his career in the Navy . . . a teletype plan that flashes the findings to headquarters so that quota requirements can be redistributed accordingly . . . a study of Navy rates to provide more specific description of each job and thereby aid in more specific assignment of men . . . a study of battle bills for each type of ship, which is already

producing interesting results (see below) . . . and provision for a continuing check-up on every man's assignment, to see if he is where he can do the best job for the Navy.

Right now, a great modern battleship is at sea with a "hand-tailored" crew of hundreds of men, every one of whom has been hand-picked for his appointed task and whose record indicates that he is the best man available for that job. The entire manning program for a new-type naval vessel, involving hundreds of complete crews assembled by the same method, is saving many thousands of man-hours.

Aside from the advantages of this new system to a fighting Navy, out to win this war as soon as possible, there are other advantages for the Joe Martinsons and Bill Stevenses and Steve Bursanskys: (1) because they are all in the Navy primarily to help win the war, they will have the assurance that they are placed where they can do the most good; (2) because they do land where they are best fitted, their chances of advancement are the greatest, so that their ratings and pay will be raised more



Putting the program to work: classification officers go over the complement of a modern battleship with a ship's officer, study its battle bill in terms of the skills needed.

than any other duty; and (3) after the war, when it comes time to adjust to peacetime jobs, they will be better prepared. In many cases, the proper naval training and experience, added to what he already has, gives a man a tremendous increase in his potential value when he returns to civilian life.

First and foremost, of course, the idea behind such a program must be the good of the Navy. On its success may depend whether a ship wins or loses an action; whether a battleship will be there on time and ready to fight; whether a \$72,000,000 aircraft carrier and its crew goes down, or launches its planes on Tokyo.

More complex a war than seagoing men have ever known before, World War II has brought forth vast and complicated ships, new methods and techniques, equipment that is a bewildering array of science's latest inventions and technological gadgets. All this calls for a new and more precise degree of specialization in the men who are to handle it—and a more precise method of marking their abilities. Like its ships, the Navy's manpower has changed, too.

Years ago a sailor was more or less an "all-round man." He learned how to do a little of everything, through experience, and in his first 4 years in the Navy, he seldom got beyond seaman, 2d class. He was looking to the Navy for a career, then; right now, he wants to get his job done and get back to civilian life.

Today men are coming into the Navy at the rate of almost 100,000 a month. They're green, fresh hands—and there isn't time for any 4-year shakedown cruise. The Navy must find immediately the men who can be trained most rapidly, most successfully. And, as in modern industry

and business, scientific selection and classification came into the picture.

The size of the job was the size of the Navy. In numbers alone, that Navy was hardly recognizable from pre-Pearl Harbor days. Even at the stage to which it had been expanded by November 1941, it had only 280,000 enlisted men in its ranks. By the end of this year enlisted men will number 2,093,000.

The aims of the new program are clear enough: (1) get the right man to be trained, (2) see that he gets the right kind of training, and (3) use him accurately. Aim for a fleet which, having to put hundreds of thousands of new men into innumerable specialized jobs, can be reasonably sure that every billet is filled by the right man, and filled in the least practicable time. The enemy allows no waiting time.

One obvious need was a standardized procedure for getting full information about every enlisted man entering the Navy, information that would aid in placing him accurately. Next, get it into his record, so that, regardless of his traditional rating, his background was recorded where an officer could find it. Then, get it into the personnel files, where it would be available in filling demands for specialized personnel.

At the same time, it was necessary to make a thorough study of Navy rates and billets, and the exact shade of skill, experience and training required for each. This analysis was carried into a study of a ship's "battle bill"—analyzing the placement problems involved in filling the complement of a modern fighting ship, and the exact skills needed at each battle station.

A chance to put this approach into



—Official U. S. Navy Photographs.

Getting the information about every man is part of the job; next step is to have it recorded, filed, and tabulated, so that data on every man's abilities will be available.

practice soon came about. Commander X had been assigned as prospective executive officer for a modern super-battleship then building. When the ship was ready for fitting out, BuPers officers advanced the suggestion that, in cooperation with him, the procedures of selection and classification now be put to their natural ultimate test, aboard a modern warship.

Here was an opportunity to start from scratch with a complete new crew. Commander X agreed enthusiastically with plans made for the program and asked BuPers to use him as a "guinea pig" for the new method, to go over his complement with a fine-tooth comb.

There began a process of testing, questioning, interviewing—with the full crew to be picked. A special unit was set up in Philadelphia to handle the assignment, and they consulted frequently with division officers on board. The job included complete classification tests, interviews, a thorough study of requirements for each billet, special tests for telephone talkers and night lookouts (dark adaptation), and the assembly of a complete personnel file on board under a specially trained officer skilled in the use of personnel data.

Result: when the crew of battleship Z went aboard, every man had a specific job ahead of him for which he was the man best fitted. The commander's comment: "Well pleased with results." And after the ship's shakedown cruise, the captain added: "Good work; I think this would be a great thing for every battleship." The first great U. S. fighting ship to put to sea with a literally hand-picked crew, battleship Z is readying a few surprises for the enemy, and will con-

tinue to furnish reports on how the new classification system is working out.

Other opportunities to put the program into actual practice had also been discovered. The destroyer escort program was underway. Mass production methods were being used to speed up work on producing the ships; why not in training crews for them?

A "pool" arrangement was set up. Training was established at Miami for nucleus crews; training and manning at Norfolk for the balance of the crew. Experienced men from the sea were put in the key spots, taught the variations in their new jobs, the mechanics of antisubmarine tactics. A course of instruction for DE executive officers was also added.

Mechanical rates from the Miami pool were sent to the yard where the ship was building, while operating rates were sent to Norfolk. Executive officers had 4 weeks to assemble 140 men from the Norfolk pool to complete the crew, and then train them "on the beach." Taking 140 men haphazardly out of a pool of green men would hardly do, so the new program went to work.

A special unit classified every man in the Norfolk pool, and broke down the battle bill for the DE's into 76 classifications. Once the men were correctly assigned in terms of these classifications, it became a simple "assembly job" to make up a crew—so many men with this qualification, so many with that. The result was picked crews which, by the time they got aboard ship, were regarded as being 6 to 8 months advanced over an average crew.

In addition to their work on the battleship and on the destroyer escorts, these special units also went to work on a Diesel manpower prob-

lem and, in 6 weeks, achieved a saving in man-hour time alone estimated as worth around \$150,000—at a cost of some \$6,000. In savings of those two precious commodities of war—time and manpower—the program was beginning to justify itself.

How does the program actually work out, step by step? And how will it widen to include the large numbers of enlisted men who are *not* recent recruits? There are, to begin with, three phases:

(1) Every recruit now coming through a training station (and they're coming at the rate of twenty to twenty-five thousand every week) is interviewed, tested, classified, his record put in his jacket and also sent to BuPers files. Every enlisted man who entered the Navy since last June 15 has been so classified, with 352 interviewers steadily at work.

(2) Next step is to extend the program to all men in the continental United States, at all shore activities. A staff of 50 interviewers now at work on this task classified 15,000 men in its first 3 weeks.

(3) A further set-up at each receiving station will catch all men passing through, classifying those not already classified and noting whether others are landing in assignments for which they are best fitted.

To see how it develops for a new recruit, follow inductee Joe Martinson through the works. After induction and recruiting station, Joe is sent to training station, where he will spend the next 7 weeks or so. Here he gets a thorough physical going-over and his Navy gear, is assigned to barracks, starts getting his "shots" and so on.

In the first 3 or 4 days, he starts taking the basic Navy tests; the GCT or General Classification Test,

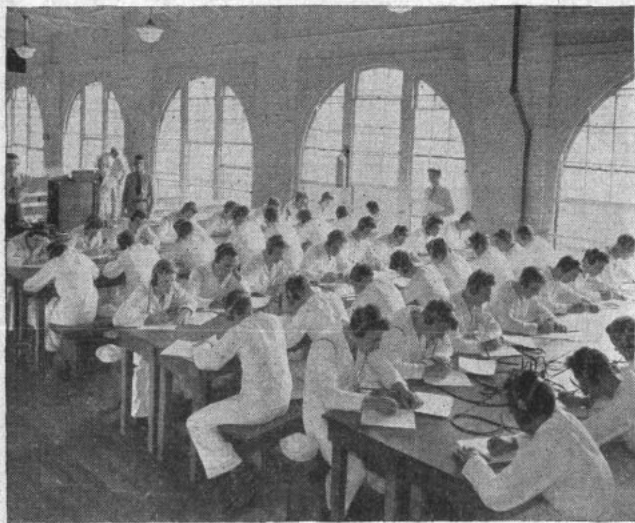
a mechanical aptitude test, other tests on arithmetical reasoning, reading, mechanical and electrical information, spelling, and clerical aptitude. If Joe's background or training made him look like a good prospect for some particular technical field, he would get other, more specialized tests to explore his knowledge and ability in that field, and measure his possible chances of success in it.

Now that the Navy has found out something about Joe, he starts learning about the Navy. He gets pamphlets and booklets to read. He sees movies on Navy rates, service schools, and possible jobs in the Navy. He listens to talks about them. By the time Joe is ready for his interview, he has a little clearer idea what the Navy may hold for him, and can start to formulate in his own mind where he fits.

Before the interview, he and his mates listen to a talk which tells them what the interviewer will want to know, how they can best assist him, and encourages them to "loosen up" and talk freely. The interviewer, for his part, by now has a little information about Joe, too; his name, his service number, his test scores, and any physical characteristics about him which may be pertinent.

Joe then gets his 20-minute private interview, sitting across the table from one of the Specialists (C). The interviewer draws out the complete story of Joe's background, education, hobbies, business or vocational experience, travel, athletic achievements, and any other items of personal data which might add up to a pretty complete picture of Joe. The interviewer acts also as a vocational counselor, helping and directing him in terms of

(Continued on page 52)



Besides standard Navy tests, there are special ones for certain billets. This one tests ability to understand telephone commands through the din of battle sounds.



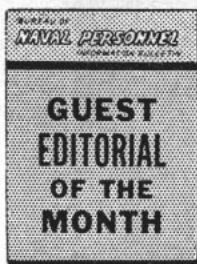
Testing men for "dark adaptation," to see if they will make good night lookouts. Tests like this and one at left were used in picking the crew for a new battleship.



FIRST ROUND—JAPAN

By WALTER B. CLAUSEN

War Correspondent Returned from the Pacific



I became interested in Japanese grand strategy in the Pacific more than 30 years ago. That was not too early, for this War in the Pacific actually started some 49 years ago. It is

entirely independent of and has no real connection with the war in Europe.

The war in the Pacific is one of the greatest, the most serious, and the most brutal of wars in the history of civilization.

It is a holy war; a war of greater proportions than the earth ever before witnessed.

Condensed, with permission, from the Douglas Air View of August 1943, published by the Douglas Aircraft Company, Inc.

It is a war of a medieval, feudal nation—the last vestige of power of that era of human progress remaining on earth—against modern civilization.

There is no short cut to victory in the war in the Pacific.

I would like to report to you that we are winning this war in the Pacific, but I cannot. Weigh those words well, and think of them in the light that every word in these remarks has been duly censored and consider the comment of the naval censorship in passing these remarks: "Not only is it cleared, but it is highly commended.

I wish that every correspondent would try a Paul Revere ride."

The Japanese goal of driving the white man out of Greater East Asia has been achieved. The Japanese grand strategy was not only to grab the areas of the continent of Asia and in the Southwest Pacific from which they can extract and develop the basic 38 essential war materials to provide them the resources for carrying out this war, but to hold off counterattack until these materials can be developed for war use. This too is being achieved.

Let us consider one phase. Man must eat. Rice and fish are the main staples of the Japanese diet. Assurance of an adequate supply of rice came with the conquest of Indo-China, supplemented by this staple from other regions of conquest.

The major share of fish food supply for Japan comes from the Kamchatka coast of Bering Sea and from the Sea of Okhotsk. This area, like the adjoining Bering Sea Alaskan fishery area, is one of the world's greatest commercial fishing grounds—salmon and halibut chiefly. Japan has succeeded in getting a renewal of its fishing rights in the Soviet Russian waters.

Unless Soviet Russia enters the war against Japan, the only soft side of Japan's military defense is on the China side. Thus, in their long-range plan, the Japanese penetration of China was a prelude to blows against America. This penetration also insured three of the basic materials Japan lacked—coal, iron, and salt. Following this penetration it was necessary only, when the time came, to seal up the last supply route to China by invasion of Burma to close the Burma Road for Allied military movement. This, like every move Japan has made, was highly successful.

Japan was in naval control of the Pearl Harbor raid. It is quite possible that Japan could have taken the Hawaiian Islands by a major assault, if it chose to use its full might, following up the sneak raids. I have no doubts that the Japanese military leaders were well aware of this. Such a development, however, would have endangered the whole Japanese plan for Greater East Asia, should it require too much power to hold the islands and thus lessen the chances for a quick and easy conquest, particularly of Borneo and the Dutch East Indies, from which must come the vital oil to carry on the war, as well as the necessary strategic raw materials from other regions of the Southwest Pacific, including Burma, the Philippines, and the littoral of Asia.

Success of such plans has come to Japan so far. Japan is bent on world conquest. This is no idle dream. It is and has been the motivating influence of every factor of the life of the Japanese for the past 2,500 years. They

have the plans. And they have a lot of aces in the hole.

Mark well my words, that one of these, in event they find obstacles to the development of the required 38 basic raw materials needed for war, the sources of which they have already captured, one of these aces in the hole will be to move for a negotiated peace, leaving Japan free in economic control of Greater East Asia, giving Australia, the Philippines, Burma, Indo-China, Thailand, Malaya theoretical independence and holding the economic sway as the real power in the Pacific until they develop the sinews of war to carry on. I believe that if a negotiated peace comes in the Pacific it will merely provide for a lull before the greater storm. But the way the Japanese are holding us back—at arm's length—now they may not pull out this ace.

Today the Japanese hold and are entrenched in American territory greater in size than New York, Pennsylvania, New Jersey, and Maryland. This captured territory is in the Philippines, Guam, and Wake—an area of some 114,600 square miles, embracing a population of more than 16,000,000, which once lived under the American flag.

The Japanese have invaded and now hold an area of nearly 2,000,000 square miles, and have made subject to their rule of conquest a population of more than 151,500,000, a figure greater than the population of the United States. This does not include the area, or the population, in China that Japan holds. The conquered

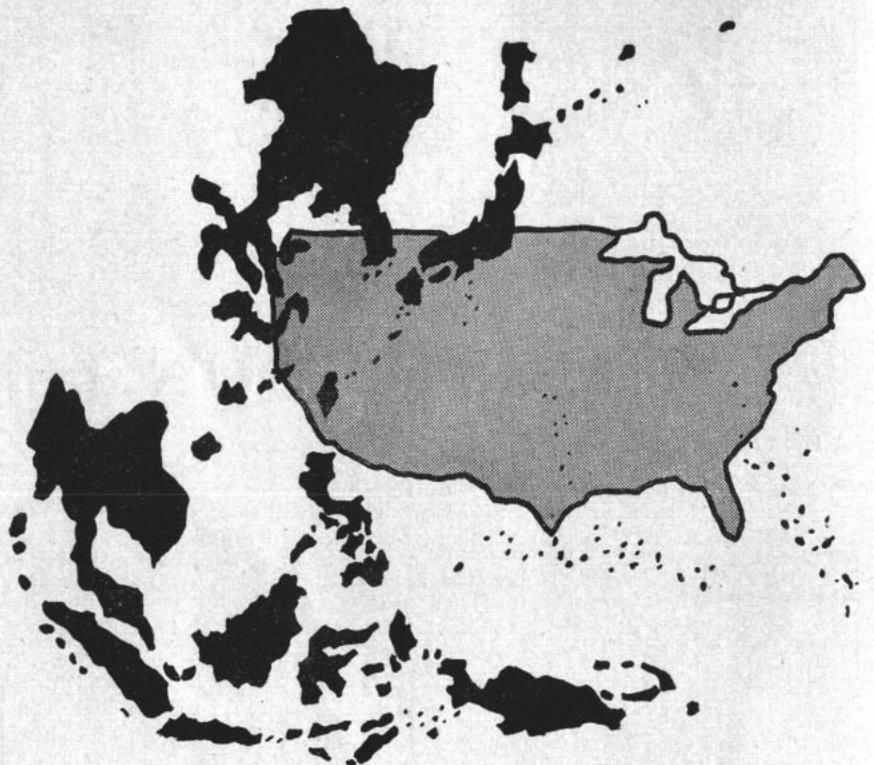
territory represents some of the world's richest regions.

This conquered population is greater than the combined population of the Japanese Empire, and Manchukuo, as it existed before the Pearl Harbor attack. The natural resources involved are infinitely greater than Japan possessed before she struck at Pearl Harbor. No other nation has such a variety and richness.

And thus vast oil supplies, food supplies, and the basic raw materials for war are assured. Military manpower never has been a problem to Japan, with its reserve of some 20,000,000 of empire citizens long trained and ready. The labor manpower problems are simple, with some 100,000,000 to draw upon, not counting the women, which would double the supply.

The military picture is a forbidding one. All of the fighting in the Pacific has been far from the limits of the Greater East Asia sphere of conquest. Some 6 months—following 9 months of preparations for the attack—were required to consolidate our positions on Guadalcanal, the remote outpost which Japan was just starting to develop when the United States Marines landed there. More powerful strongholds, such as Buin, Buka, and Rabaul, remain to be taken before American forces get near to the front line of Japanese defense of its conquered territory.

These intermediate platforms are far stronger than Guadalcanal was when we landed there. Some might possibly be bypassed, but Rabaul appears to be a much more difficult nut



Size of Japan and conquests compared to continental U. S.

to crack than Guadalcanal. Yet all of these platforms were built since the first of 1942. The real heavily developed powerhouses in the mandated Carolinas have been under Japanese development for 20 years.

Truk, central powerhouse of Japan in the Pacific, 800 miles north of Rabaul, is to Japan what Pearl Harbor is to the United States. One difference is that it was built in secret. Truk, Ponape, the Palau, and Saipan are the four cornerstones of Japan's strength and strategy in the Pacific. They were developed in the past 20 years by Japan as major defensive-offensive centers to halt any move by the United States to attack Japan, and from which to move to take the South Seas regions which Japan accurately figured upon taking when the war against the United States started.

Truk's development has been one of Japan's most guarded secrets. No visitors have been permitted there for years. How different this is from our "secret" base of Pearl Harbor, about which 160,000 Japanese were clustered, some living right on the water's edge!

Truk is not one great island. It is a cluster of 245 islands, with a lagoon 40 miles in diameter, surrounded by a coral reef, and with facilities to shelter the whole Japanese Fleet, and base facilities for a mighty invasion army and air force.

Destruction or neutralization of Truk would be a Japanese disaster of the first magnitude. This would be a major victory. It would be a mighty tough job. I will not bore you with

a further discussion of the Japanese powerhouses in the Pacific. There are some 2,500 islands in the Micronesian group, and many of them have been developed for years by Japan for military use.

In a major sense the Japanese may be said to be fighting a delaying action in the Solomons and New Guinea to hold up any American offensive, while the sinews of war are being developed in the conquered areas.

Immediately following the occupation of the Southwest Pacific areas, Japanese technical and administrative experts flowed into the South Seas rich regions and operated under the Japanese Military Administration (JMA).

Premier Tojo, in reporting to the opening of the Japanese Diet in Tokyo 26 December 1942, said that conditions in the Japanese-occupied areas of the South Seas were healthy and that the smooth progress under the JMA was even beyond expectations. As to the economic development he reported to the House of Peers that the reconstruction and development of material facilities and resources of this vast new treasure house were making great contributions to Japan's fighting power.

"The production of mineral matters," he said, "of rubber, oil, bauxite, tungsten, manganese, quinine, lumber, tin, cotton, and lead and various other materials has already made ready the amount necessary for the war's prosecution."

From Manila it was reported that timber mills had been opened and mining facilities were restored, cop-

per and manganese being shipped to Japan. Also it was reported that cotton planting had been trebled and supplies of the vital palm oil were being increased by copra production.

Thus time is the ally of Japan and is building up its strength and power.

Those who really know the Orient have no illusions as to the magnitude of the task of crushing Japan.

Vice Admiral C. E. J. Helfrich, doughty Dutch naval expert of the South Seas, who commanded the Allied forces in the battle of Java Sea, recently said:

"We will have to lick the Japanese man by man. We will have to reconquer the territory we lost island by island. I think the Japanese will fight to the end."

Admiral Halsey's formula for victory is:

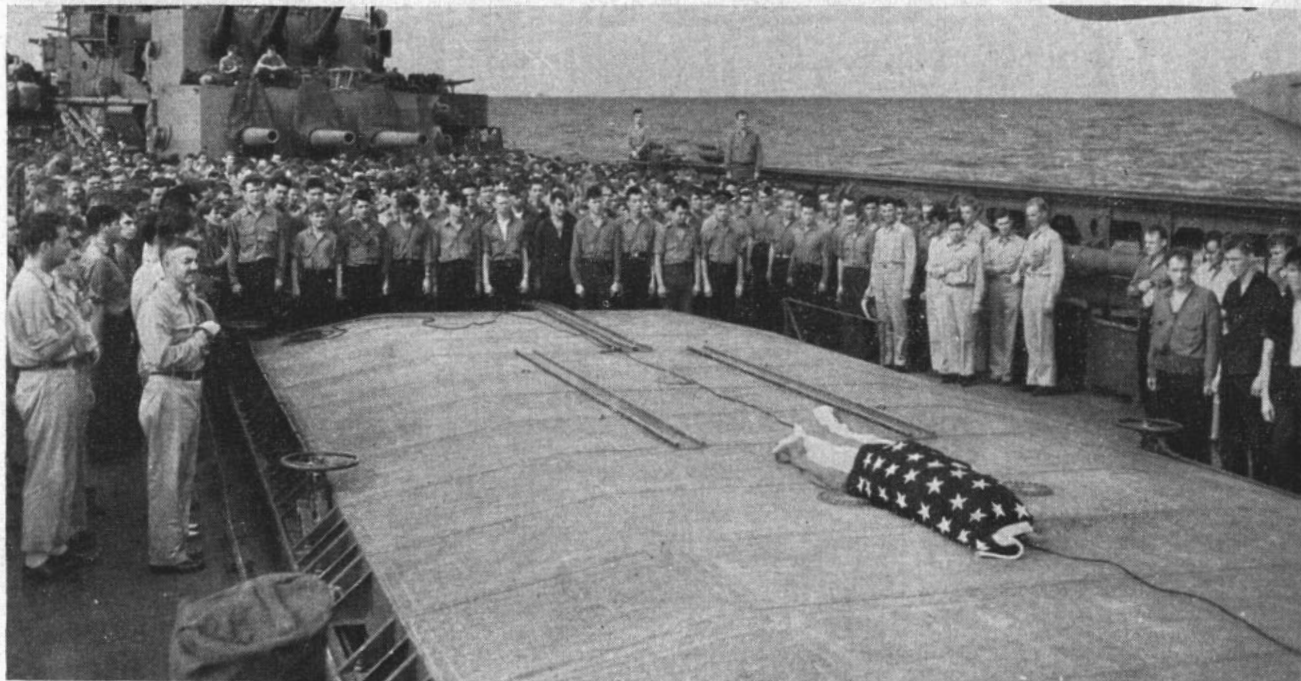
"Kill Japs! Kill Japs! Kill more Japs! Sink ships! Sink ships! Sink more ships!"

In the naval battles, and in the Solomons and New Guinea, more than 100,000 Japanese lives have been lost, but that is but a drop in the bucket compared with what will be the cost before the last little brown warrior shouts:

"Blood for the Emperor!"

This is going to be a long, tough, hard, bitter, costly, bloody war. It will go on for years. There will be no short cuts. Deeds and not words are the only weapons in this kind of a war.

We will have to shed a lot of blood, sweat, and tears before we can even think of embarking on the road to victory in the Pacific.



—Official U. S. Navy Photograph.

Japan a pushover? Victory just around the corner? Not yet—and there will be many a scene like this before victory does come. The men of a U. S. cruiser stand with heads bowed as a sailor from the "Helena," who lost his life in the battle of Kula Gulf, is buried at sea.



—Official Signal Corps Radio-Telephotos.

Cruiser-flagship Eugenio di Savoia leads battleships Vittorio Veneto and Italia into British port.

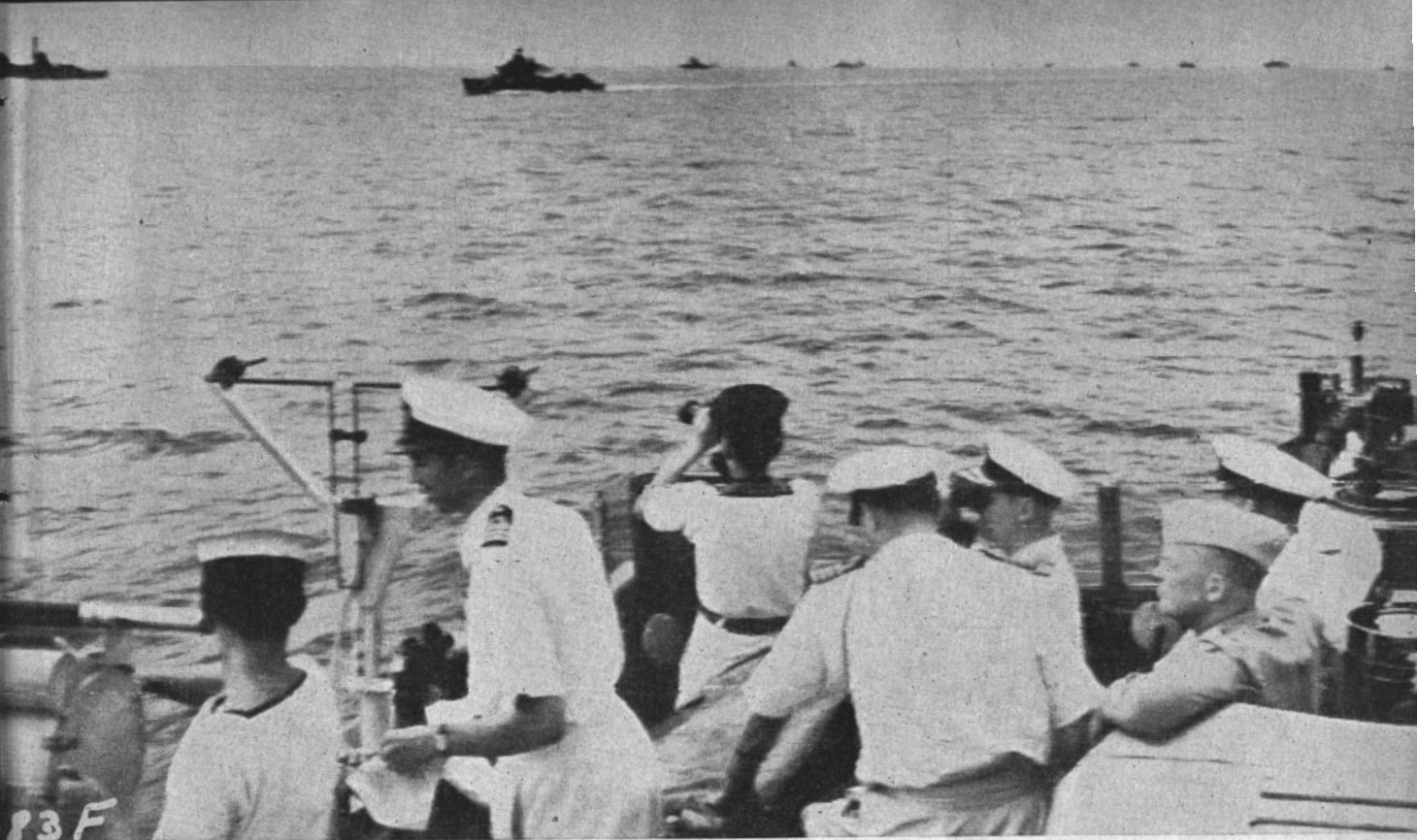
Italian Fleet Steams to Malta to Surrender

From all sections of the Mediterranean and Adriatic, Italian warships last month converged at Malta in accordance with the surrender terms arranged by Gen. Dwight G. Eisenhower and Marshal Badoglio. Most of them flew the black flag of surrender (see destroyer below).

More than 100 Italian battleships, cruisers, destroyers, submarines, and auxiliary craft are now in Allied hands. One of Italy's newest and largest battle wagons, the 35,000-ton *Roma*, was sunk while attempting to run the gantlet of German bombers.

Two destroyers of Artigliere class speed toward Malta.





—Official Signal Corps Radio-Telephotos.

Allied leaders (above) watch ten surrendered warships pass.

Action Frees Allied Fleets For Pacific

Four of Italy's battleships arrived safely at Malta. These are the 35,000-ton *Italia* and *Vittorio Veneto*, and two reconstructed battleships, the *Caio Duilio* and the *Andrea Doria*. Two other battleships, the *Giulio Cesare* and the *Conte di Cavour*, were so badly damaged at Taranto by British air attacks that they could not leave port, and are in Allied possession. Germans seized the unfinished 35,000-ton battleship *Impero*, which was at Leghorn, and sank the *Roma* as she fled through the Adriatic. Other Italian ships surrendered at Cyprus and Colombo, Ceylon.

President Roosevelt, in his report to Congress 17 September on the progress of the war, said: "As long as Italy remained in the war as our enemy—as long as the Italian fleet remained in being as a threat—a substantial part of British naval strength had to be kept locked up in the Mediterranean. Now that that formidable strength is freed to proceed eastward to join in the ever-increasing attack upon the Japanese, it has not been sufficiently emphasized that the freeing of the Mediterranean is a great asset to the war in the Far East."

Right—Italian Admiral D'Zara lands at Malta for conference.





'UP PERISCOPE

With One-Third
Sunk, Expanding
Promises Troub

Into the office of Secretary of the Navy Frank Knox, newspapermen filed last month to get the latest news on sinkings of Jap ships. They got an earful.

The record: one-third of the Jap cargo fleet already sunk. Two and a half million tons of cargo shipping sent to the bottom by United Nations action, "predominantly by American forces." And, added the Secretary, approximately 77 percent of the total destruction had been accomplished by submarine actions.

"It's the kind of a thing that we can't talk about very much, and about which we can give very few details," he said, "but what they have been doing has been a perfectly splendid job to which too high praise can't be given."

To the men trained at New London's famed Submarine Base, these were welcome words. Truth is, few people know much about today's submariners and their modern undersea ships, remembering only those that Robert Montgomery or Spencer Tracy used to pilot through fearsome tasks for the honor and glory of MGM and Fox.

The men in the subs lead their life somewhat in reverse, going below in the daytime and coming up at night. But, they will tell you, there are some good points about that. True, they miss the sunlight, and their extra vitamin rations and frequent sessions with the sun-lamps aren't quite the same thing. But being below in an air-conditioned ship has had its compensations in the tropical Pacific, and when other people are getting their nightly shut-eye, submariners on top-side watch are able to get out under the stars and shoot the breeze in the early hours.

Below decks, their modern fleet-type submarine, whose powerful Diesels can push it along on the surface at 21 knots, crams a lot into small space: their own laundry, shower baths, food that is famed throughout the service. In their off time, they play cards, read, put another "platter" on the phonograph, listen to the radio.

In addition to the extra 50 percent pay for submarine duty, the officers

—Official U. S. Navy Photograph.

Inspection: a trim ship plus a trim crew equals a trimming for the Rising (?) Sun.

(And Down Japs!)

of Jap Cargo Fleet U. S. Sub Program for Tojo in 1944

and men get a recreation period between patrols (not counted as leave) at a Navy recuperation center, resting up at such swank onetime-tourist spots as the Royal Hawaiian Hotel, in Honolulu. Equally important to many a submariner is the fact that sub men are an elite corps of sorts. Like Navy's aviation, and Army's paratroops, the submariners are composed solely of volunteers, and just as the flying infantrymen are quietly proud of those high leather shoes, so the submariner wears his dolphin insignia with a swagger of his own.

Training of submarine officers is being expanded (see *BUPERS BULLETIN BOARD*, page 67) and enlarged classes begin at New London on 3 January. Here officers get a course in submarines: their construction, operation of the ship, engineering, torpedoes, communications, approach and attack work, and so on. The work includes both classroom and actual underway work, so the men see and operate the equipment they read about.

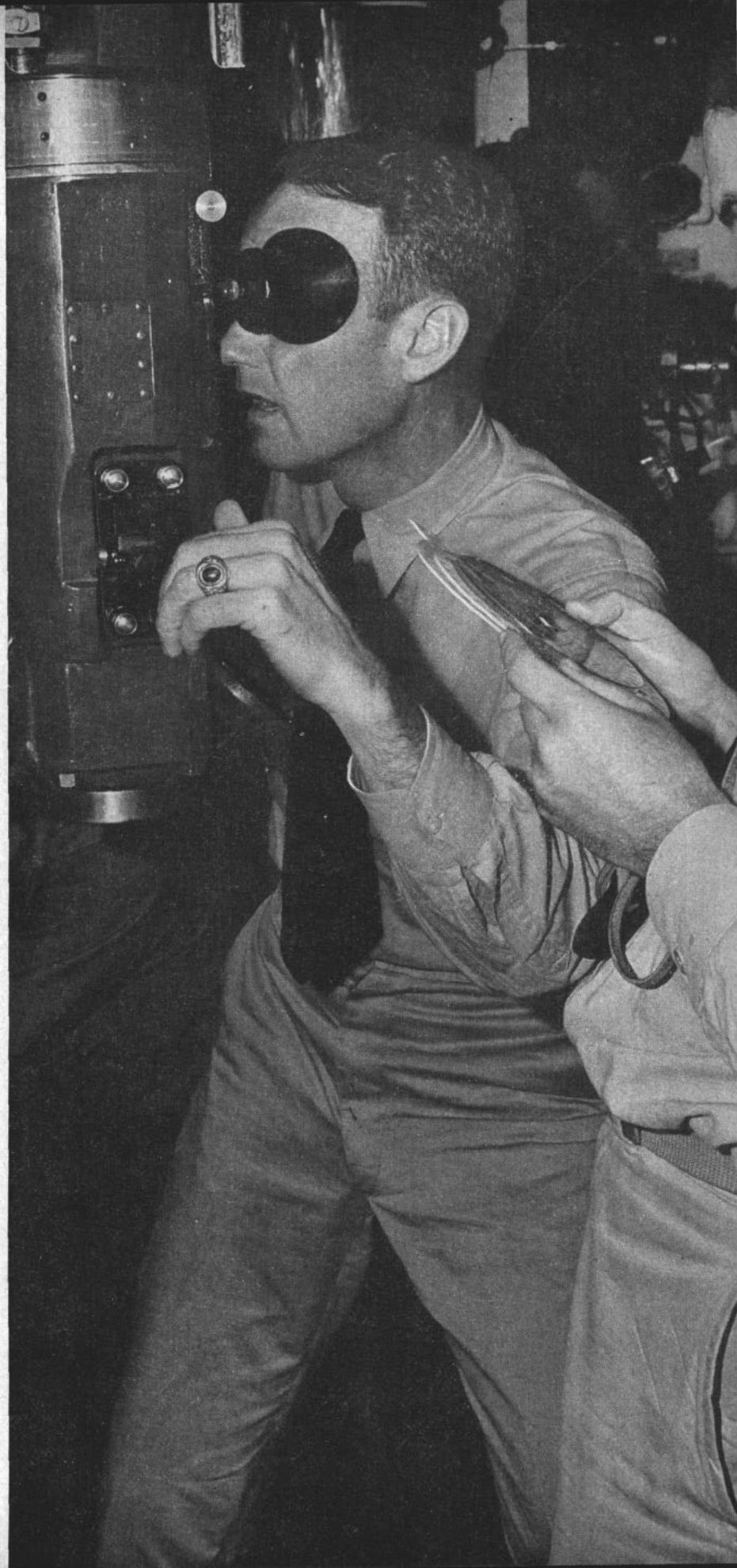
Upon successful completion of the course, they go out on actual war patrols. They are given immediate responsibility, and their training continues aboard ship. If their progress aboard ship is satisfactory, they are examined by a qualification board. If they pass, they are designated "qualified in submarines," and are then entitled to wear the sought-after dolphin, symbol of the full-fledged submarine officer.

As gunnery officers, engineering officers, first lieutenants or in other assignments, they head then for actual war fronts. How're they doing? The answer is given by the Jap cargo fleet figures: one-third down and two-thirds still to go. Here are the men who can do it, too.

(Photographs showing aspects of life aboard modern U. S. submarines appear on the following page.)

—Official U. S. Navy Photograph.

First act in the seagoing drama that has cost Japan millions of tons of cargo ships.

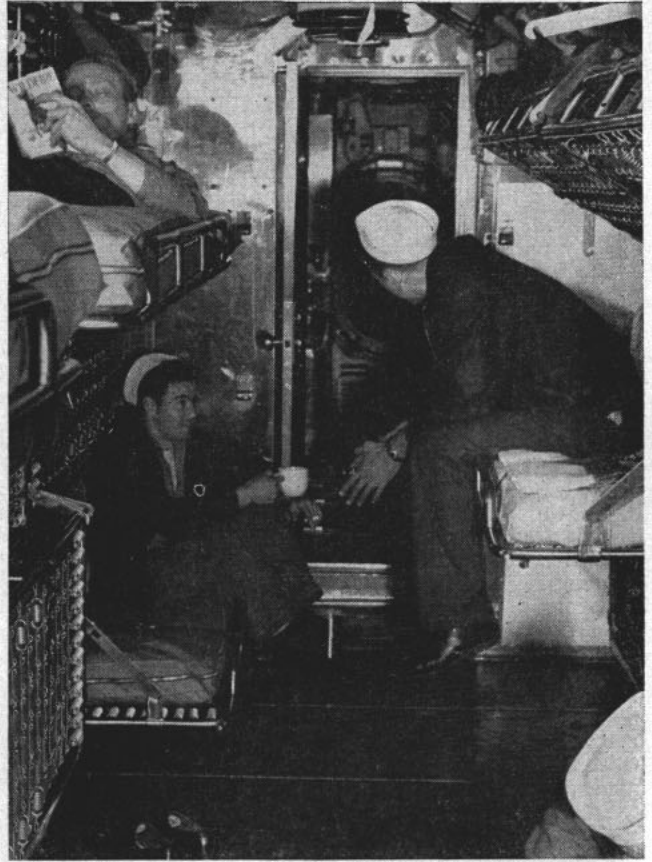


This Is the Life Aboard Modern U. S. Submarines

Some of them are air-conditioned; they may even have showers, washing machines



They keep everything clean on these subs; the new ones have showers, washing machines.



Spare time can mean books, talk or java; shining the shoes or shooting the breeze.



After mess, cribbage in the wardroom.



*—Official U. S. Navy Photograph.
And then back to work; charting a course.*

If You Must Jump From a Plane

'Parachute Sense' Explains How to Get Out Safely

The \$64 question is too easy—but is it? This question is: What is the first movement you make after you go over the side of your aircraft in an emergency exit? You would answer—and loudly—Pull that ripcord!

And you would be wrong and no money for you!

The first thing you do is make absolutely sure

you're clear of your aircraft.

LOOK FOR THE PLANE.

If you keep your goggles on you will experience no difficulty. You can raise them during descent to give yourself an unobstructed horizon and select your most suitable landing place.

Another reason for keeping your goggles on is that leaving your aircraft at high speed means that you are traveling forward at high speed yourself for a brief period after you leave the plane. You know what it means to try to see without goggles under these circumstances. When this forward speed has stopped and you are falling vertically, the rush of air won't bother you unless you happen to be exactly face downward. In any other position your body and clothing break up the air current and form a shield.

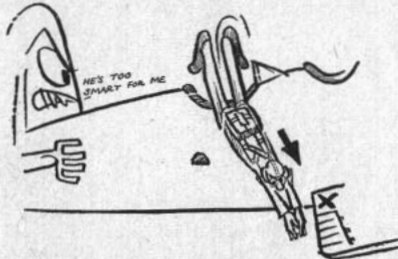


"LOOK FOR THE PLANE—are you clear?"

This article was adapted from parts of "Parachute Sense," a Navy aeronautics training publication.

If you are over 600 feet don't pull your ripcord until your fall is vertical—and under 600 feet give yourself as much margin as is practical. Be extremely careful of premature openings and jump with your hand on the ripcord handle. Look for and at the handle when you reach for it. Don't rely on your memory or sense of touch alone.

Getting out of harness is accomplished by preparing yourself for it before you land. Sit well back in the sling and unfasten the snap hook



"With the headlong dive you avoid striking the tail assembly."

across your chest. Then unstrap the hooks of the leg straps but do not remove your arms from the shoulder straps. Reach up and grab the risers and at the instant your feet touch the ground—but not before—let go the risers, raise your arms up and back over your head and slide off the seat.

If you want to play it absolutely safe, allowing for all factors, get out and have that ripcord pulled by 1,000 feet!

From an open cockpit, the headlong dive is the best way of leaving your plane. The reason is that it provides the simplest method for clearing your aircraft and you avoid being struck by the tail assembly. It gets your head and shoulders down out of the way first; it's the easiest way to get out; and it takes the least time. All of these points are desirable. Highly.

If you go out of your aircraft backwards, or dive with your knees drawn up, you will somersault. This is to be avoided so keep your legs straight if you can or straighten them as soon as you're clear and before you pull the ripcord.

Perhaps this is a good place to stop and explain that the procedures outlined here, unless otherwise stated, visualize the plane in level or almost level flight at the time of bailing out. The only important variations are as follows:

If your plane is in a spin, the jump should be toward the inside of the spin, i. e., if you are spinning to the right, go over the right side; if you are spinning to the left go over the left side.

If your plane is in a steep dive, remember that the second you unfasten your safety belt you will be thrown forward—so make certain your feet are well braced when you release the catch.

Also, whenever you dive over, dive slightly forward and down if you can, as the tail surfaces are not far behind you and you want to be sure you clear them. Keep that forward movement slight, though—you want to get down at as steep an angle as possible.

If your wings are in a direct line to port and starboard of your cockpit, your safest method is to dive right out on the wing itself and slide head first off the trailing edge.

If you are in full control of your plane, and are bailing out due to fire, weather, fuel exhaustion, etc., the best way to get out is to invert your plane, release your safety belt, and fall out.

IN NO CASE STAND UP IN THE COCKPIT AND PULL YOUR RIPCORD, RELYING ON THE CHUTE TO WHIP YOU OFF INTO SPACE. THE ODDS ARE VERY HIGH THAT YOUR CHUTE WILL FOUL THE TAIL SURFACES.

Your headphone should be disconnected and your oxygen tube should also be detached as the very first moves you make.

And that's about all there is to getting out of your plane.



"LOOK for the handle when you reach for it."



—Official U. S. Navy Photograph.

Wild scenes are enacted (sometimes) as naval vessels cross the line.

'Pollywogs' Still Become 'Shellbacks'

War Has Curtailed But Has Not Halted the Ceremonies on Naval Ships Crossing the Line

Rites so ancient that their origin is lost in antiquity are still held when Naval vessels cross the Equator. Even war has failed to halt them, although it has in many instances discouraged elaborateness.

In these "crossing-the-line" ceremonies pollywogs (men who have never sailed over the imaginary demarcation) are initiated and become shellbacks, later treasuring their Neptune certificates which testify that they have been "duly initiated into the solemn mysteries of the ancient order of the deep."

Typical of wartime observances is this "crossing-the-line" story of a convoy, bound for a South Pacific destination:

As the convoy neared the Equator, the tedious routine of days and nights was broken aboard a transport swarming with sailors and marines.

The terms "shellbacks" and "pollywogs" were heard in the passageways.

Sergeants gathered names, checking off men who had been south of the line. Old-timers gathered in groups to speculate as to the ability of "these landlubbers to take it."

"Meeting of all trusty shellbacks on Fo'c'sle at 1400; all landlubbers stay clear" the ship's bulletin read one day. That afternoon, amid a piping over the loudspeaker, His Honor, Admiral Davey Jones, Royal Scribe of the Domain of Neptunus Rex, came aboard with ruffles and flourishes. A strange procession filed around the AA gun platform forward.

Davey led the line. (A Chief Petty Officer of the United States Navy anywhere except in Latitude 0000, he was garbed like nothing found in "Uniform Regulations, United States Navy.") The Royal Chief of Police and a platoon of Royal Cops followed him to the bridge. Leathernecks or sailors who laughed at the Royal Scribe, did not stand at attention, or ignored his

retinue, received swift and brutal justice. The police force of Neptunus Rex were unawed by rank and their canvas shillelaghs packed a wallop. Sitting down was no pleasure for many junior officers that night.

The Captain welcomed Davey aboard ship and announced that His Royal Highness, Neptunus Rex, Ruler of the Raging Main, would hold court the next day. Landlubbers who approached the Royal Domain without permission were promised appropriate justice.

After introduction to the senior officers, Davey Jones toured the decks as his Chief of Police issued subpoenas to all landlubbers. Subpoenas characterized the uninitiated as landlubbers, beachcombers, plow deserters, park bench warmers, parlor dunnigans, sea lawyers, lounge lizards, hay tossers, sand crabs, fourflushers, squaw men, and liberty hounds, falsely masquerading as seamen.

At 0900, 0000 latitude, Neptune Rex boarded the transport amid cheers and band music. The Captain greeted the bearded ruler and the Royal Navigator took over the transport. This worthy was a nautical chap wearing appropriate epaulets and flourishing a spy glass. He arranged watches so that all pollywogs would receive trial. The court then ascended the thrones on the well-deck.

The Lord High Chief Justice, an officer in black robe and wig, passed sentence on offenders who were allowed to plead their case and use the "Honest John" lie detector. Pollywogs never tell the truth, for the white bulb marked "The Whole Truth" never was lighted during the ceremonies.

The Marine troop commander was one of the first summoned. He was charged with:

"Willfully and maliciously having failed to show reverence and allegiance to the royal domain and Royal Person, and is herein and thereby a vile landlubber and pollywog.

"Willfully neglecting, during 23 years of service, to present himself before the royal court of His Majesty, Neptune Rex.

"Willfully and knowingly leading such a nefarious gang of pollywogs and landlubbers into the Royal Domain without making, as the prime qualifications for becoming a member of his command, membership in the Ancient Order of the Deep."

The officer got the works.

The Chief Executioner grinned with unholy glee and the Royal Bears disported themselves happily in the ducking tank when another veteran Marine officer stepped before the

NEPTUNE CERTIFICATES

Numerous requests for Neptune Certificates are being received in the Bureau of Naval Personnel from individuals in the service. Also, mimeographed certificates are being forwarded to this Bureau with request that they be replaced with lithographed certificates.

Correspondence and publicity on this subject could easily jeopardize the security of a ship or fleet. In addition it is not practicable for this Bureau to issue certificates to individuals because of the fact that certain data, including date, longitude, and name of vessel must be entered thereon and authenticated by the signature of the Commanding Officer.

These certificates are available at no cost to ships whose prospective itinerary includes crossing the equator. Commanding Officers should request the number required directly from one of the following depots:

Supply Officer in Command,
Naval Supply Depot, Norfolk,
Va., or Oakland, Calif.

Court. During 36 years of service he had never crossed the line.

He was charged with "hanging around Army recruiting stations with the purpose of resigning his Marine Corps commission and enlisting as an Army private." He pleaded not

guilty but the detector, with a loud ringing of bells and flashing of red lights, screamed "it's a lie."

He also got the works.

After sentence was pronounced, the Royal Torturer and the Royal Embalmer escorted the officer to the combination torture rack and embalming table. Next the Royal Doctor administered medicines and unctions. The officer kissed the Royal Baby, bent his knee to Neptune Rex and proceeded to the Royal Barber. Royal Electricians with electrically charged forks speeded progress down the line.

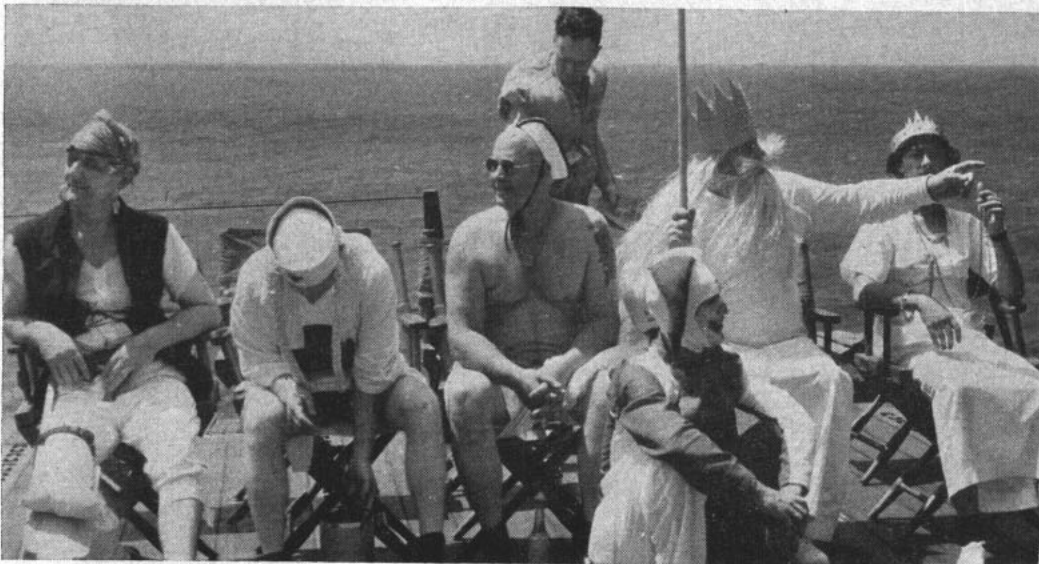
Through the mixture of grease, glue, and cement that passed for soapy lather, the barber couldn't find the officer's hair. So he remained unshorn.

The Bear's cage or Royal Tank was the last stop. A hinged Barber's bench facilitated transfer of the patient to the tank. When he emerged from the underwater embrace of the Royal Bears, he was a full fledged shellback. He received a certificate and card proclaiming him a trusty shellback and a member of the Ancient Order of the Deep.

The others then had their turn. They had seen their top commanding officers get the works and took their sentences in good humor.

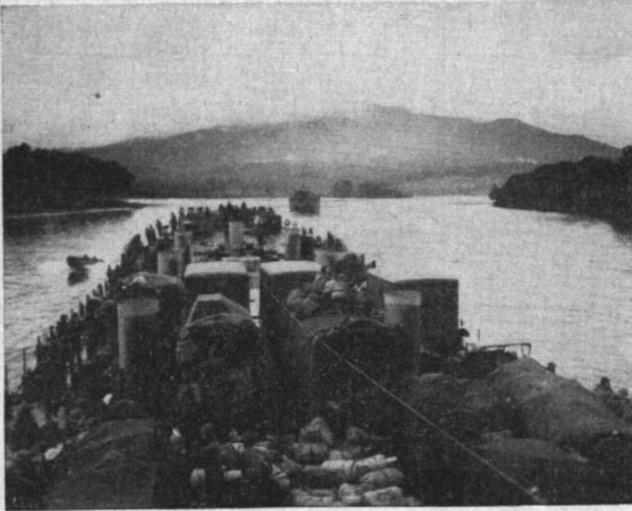
By noon the ship's company were all shellbacks. Neptune and his court returned the ship to the Captain while the first lieutenant supervised the deck cleaning.

Traces of cement were present in hair and ears at evening chow. Strange hair cuts were in evidence. Some Marines sat a trifle gingerly. But no hard feelings were present. Too many, on becoming shellbacks, had joined the line of paddle welders.



—Official U. S. Navy Photographs.

Neptunus Rex, ruler of the Raging Main, convenes his court. Royal officers flank His Majesty, conjuring dire punishments to inflict upon the uninitiated "pollywogs." Not even rank protects a person from the sentences of the court. At right, a Navy lieutenant "gets the works."



Green Dragons (that's what the Marines nicknamed the LST's because of their special coloring) approach Rendova Island in the Central Solomons.



—Official U. S. Marine Corps Photographs.

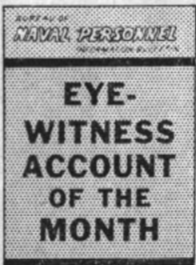
This first aid station on the island of Rendova is in the kind of country we pushed through to take Enogai (see article below).

The Capture of Enogai

Marine Raiders and Naval Medicine Men
Write a Saga in the New Georgia Jungle

By FRANK J. McDEVITT
Technical Sergeant, USMC

New Georgia, Solomon Islands.—Shortly after midnight 5 July (4 July back across the international date line) a United States Navy task force on battered Japanese fortifications on New Georgia Island and nearby to open the way for the landing of troops by a destroyer group.



Enemy flares revealed our convoy. We were shelled constantly as we disembarked, but none of the shots reached its mark.

Marine raiders and soldiers went over the sides by cargo nets. Barges sped us to our landing point.

We were to attack our objectives by a land movement from the rear, rather than a direct assault from the sea.

The Marine raiders and soldiers were commanded by Col. Harry B. Liversedge, USMC, of Pine Grove, Calif., with Lt. Col. Samuel B. Griffith, USMC, of Frankfort, Ky.

After landing, we bivouacked until daylight. During the night we were drenched by a terrific downpour. Sleep was out of the question. Ponchos were used to protect our weapons, rather than for personal comfort.

The march began at daybreak. Despite dense vegetation, rain descended in torrents. The jungle floor was a sea of mud. Sunday, Monday, and Tuesday, we slogged through knee-deep muck and mire.

Huge fallen trees, with slippery coats of moss, and the myriad roots of giant banyans, helped slow our progress.

The further we marched the worse the terrain became. Sharp, corallike rocks; thick, overhanging vines and creepers, and prickly plants that pierced our jungle suits, added their hazards. Overhanging branches knocked off our helmets, and sometimes the rifles over our shoulders.

In ravines we lost our footholds as rocks broke from steep slopes.

Halts were called frequently. At every stop weapons had to be cleaned and oiled.

At dark we laid our ponchos on the ground and made mattresses on the broad leaves cut from the trees. We built lean-tos. Mosquitoes, ants, crabs and lizards crawled all about us. Huge bats flew overhead. Mysterious birds sent weird screeches through the night.

Sleep was fitful. What we wanted was rest. We needed all our strength for the fight we expected momentarily. Our progress had been slow, but we had managed to creep into the enemy area.

At noon Wednesday word was dispatched that troops ahead had

reached our first objective—the outpost of Maranusa. The troops were immediately deployed.

There was no one in the outpost, but fires were burning in kilns for the manufacture of charcoal. Soldiers and Marines were distributed throughout the area to guard the "trails."

Suddenly a Japanese patrol was observed nearing the village. Our officers hoped they would enter the clearing, but some of our troops were discovered. A cry went up as the Japs turned to flee. Two were killed. The rest escaped.

The alarm was out and we knew action would follow. There were four outposts between Maranusa and Enogai. Later developments indicated Japanese troops from all the points in the area entered the jungle to stop us.

As our patrols and other troops pushed ahead they were met by bursts of gunfire. The Japanese set up machinegun nests in cavelike formations and in the roots of big trees. Snipers, well concealed in overhead foliage, accounted for several casualties in our ranks.

With each burst our troops returned the fire, gradually pushing forward. The trails were strewn with enemy dead.

Our second objective—the village of Triri—was taken and used as our field headquarters, and our Navy medical detachment set up a hospital in the immediate vicinity.

A series of engagements took place Wednesday night and through Thursday, when we were able to secure two other outpost villages—Maranusa No. 2, and Baekineru. Early Friday Baevuruno was seized. Then the struggle for Enogai began.

The raiders flanked Enogai on all sides, meeting heavy opposition from machine gun nests and snipers. Nevertheless they managed to close in yard by yard.

With the exception of the Navy medical corps personnel attending our wounded, every man was in the fight Friday night.

Finally, in mid-afternoon (Saturday) Enogai fell. The position was rushed from all sides. The victorious troops tore through the outer village and across a causeway to the guns in the beach emplacements.

Several Japs who remained hidden in the trees picked off several from our

ranks Saturday night before they were wiped out.

As this is written we are digging in. Our defenses are being reorganized and we are awaiting planes to evacuate our casualties.

The Japanese at Enogai had installed large-caliber naval coast-defense guns, anti-aircraft guns, heavy and light machine guns, mortars, a generator, and an aerial searchlight.

Now all those are ours. In addition we have the shore installations installed by the Japanese, including native-style buildings which were used for barracks.

We also seized stores of rifles, fuel oil, gasoline, and assorted gear, as well as a considerable amount of ammunition, tractors, and radio and incidental equipment, but nothing was more immediately welcome than the plentiful supplies of food and clothing.

As soon as it was certain that the enemy garrison, consisting of Japanese Naval Landing Forces and units of the Imperial Army, had been wiped out, some of the captured food stocks were distributed.

There were cans of salmon and sardines, as well as meat and vegetables. Rice was prepared and served, as were barley, soy sauce, and dried onions.

While the Americans satisfied their hunger some put on the field khaki shirts and shorts found in the Japanese stores and others donned the white middies or blue jumpers of the seagoing sons of Japan.

Our wounded were quickly made comfortable in the barracks, kept warm by heavy woolen blankets we captured, and the Marine Corps correspondents' stories from Enogai were written on captured red-bordered Imperial Japanese Navy stationery.

Enogai Trophies Resembled These From Guadalcanal



—Official U. S. Marine Corps Photograph.

Money to spend when the Marines reach Tokyo Japanese Marine banner, a proud trophy . . .

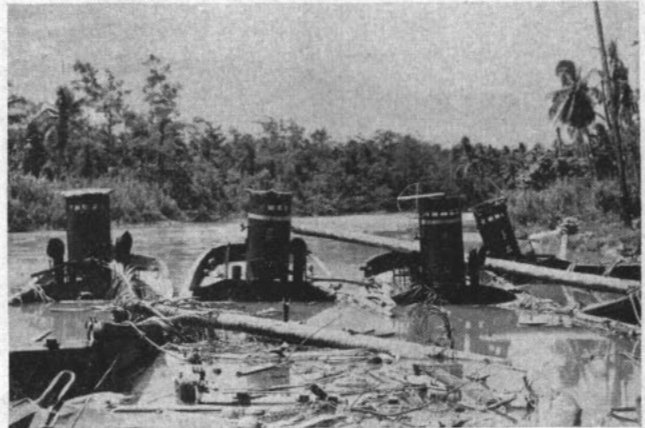


—Official U. S. Marine Corps Photograph.



—Official U. S. Marine Corps Photograph.

. . . Pom poms, used later by U. S. Marines . . .



—Official U. S. Navy Photograph.

. . . and tank lighters, testifying to American marksmanship.



—Official U. S. Navy Photograph.

Escort Carrier 'A' Helps Blast Japs Out of Attu

Her Planes Were the Only Air Support as Fog Beset U. S. Landing Troops

Value of the Navy's auxiliary aircraft carriers—"baby flat-tops"—was indicated in the Aleutian campaign. Some are in service. Many others are under construction. One of the sturdy little carriers, shown with United States battleships, supplied aerial support single-handedly on many occasions during the first days of the invasion of Attu. Land-based planes on Amchitka were fog-bound. Grumman Wildcat (F4F) fighters would take off, fly over the fog until a break revealed a Japanese position, strike, strafe, and bomb enemy troops, swoop out to sea, then attack again.

Attu's snow-covered hills drop into the sea so steeply that the Wildcats were almost constantly in sharp flipper turns during their strafing. Williwaws, gusty Alaskan winds, boil down off the high hills and through the passes at 50 knots and more. They buffeted the naval planes relentlessly, often tossing them hundreds of feet vertically upward, knocking instruments askew.

Shortly after first United States troops landed, Jap barges, protected by fog, landed in the rear of United States forces on the west arm of Holtz Bay, placing troops between two fires and threatening supply dumps. The carrier's Wildcats were summoned. Their .50-caliber machine guns sank the barges and mowed down the Jap soldiers.

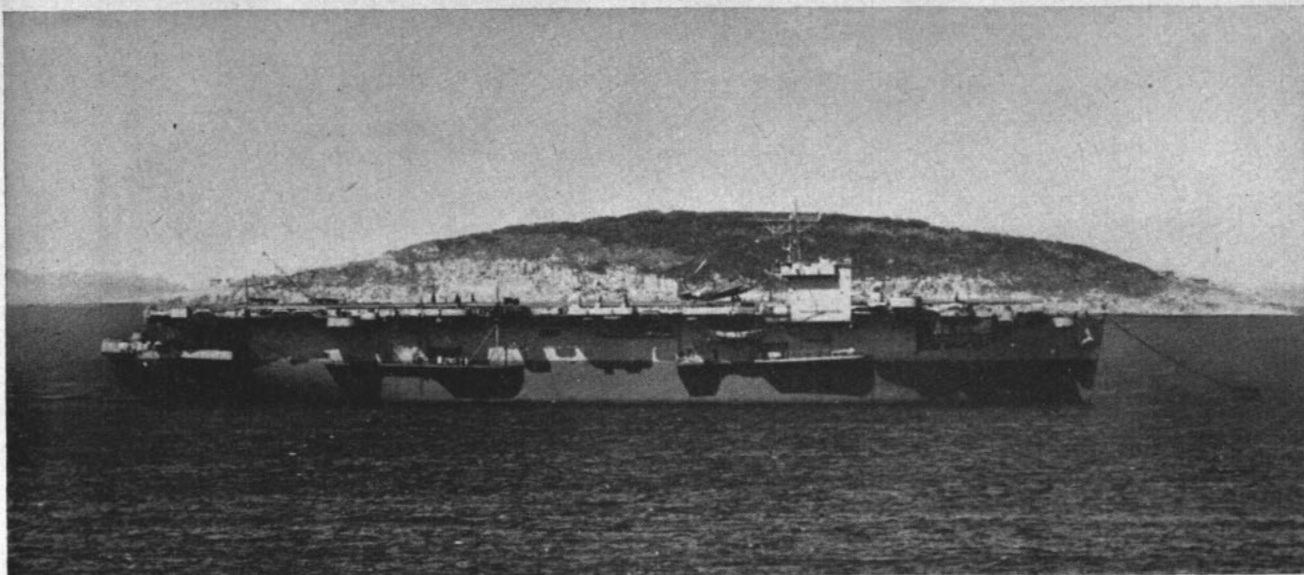
Eight planes crashed, forced down at sea, or in collisions

with the mountains because of the low visibility, or shot down by the heavy Jap "AA" fire. Five Carrier "A" pilots, including Lieutenant Commander Greenamyre, Group Commander and Air Leader, are listed as killed or as missing. They killed scores of the enemy. Most of these pilots were flying their first war missions.

In addition, when communication difficulties developed, Carrier "A" took over the job of relaying all radio messages from the Army forces on Attu to Amchitka and to aircraft and Navy task forces operating in the area.

The Different Uses of Auxiliary Carriers

The accompanying article, released after the campaign at Attu, illustrates the value of auxiliary aircraft carriers in an amphibious operation. For the use of escort carriers in combating U-boats, see the following pages. Still a third use is described on page 31.



—Official U. S. Navy Photograph.

This is Escort Carrier "B," credited with saving a convoy after dispersing a pair of Nazi wolf packs and attacking 11 submarines in the Atlantic. Classed as "combatant carriers" and called "baby flat-tops," escort carriers are either converted or built on merchant ship hulls.

Escort Carrier 'B' Blasts Wolf Packs

Baby Flat-top Scores Remarkable Record Combatting Sub Menace in Atlantic

A United States "baby flat-top" escort carrier, designated Escort Carrier "B" for the purpose of this report, recently returned to port bringing with it a story of continuous and aggressive action against Nazi submarines.

Planes of Carrier B, by the speed and teamwork of their attacks, working in close harmony with United States destroyers and antisub surface craft, chalked up the remarkable record of 2 "certain kills" (prisoners were taken), 4 "very probable kills," and 4 "probable kills" in attacks on a total of 11 submarines. All ships in the convoys protected by Escort Carrier B reached their destinations undamaged. It is believed that this record of defense and attack over a similar period of time has not been equalled by any other vessel in the history of antisubmarine warfare.

In the attacks where results are classified as "very probable" or "probable" there is an excellent chance that the submarine was destroyed. The Navy Department's necessary caution in officially evaluating "kills" causes Navy antisub pilots to say: "To get credit for a kill you've got to bring back the submarine's periscope or the captain's hat. And that's hard to do from an airplane!"

The first of Escort Carrier B's engagements began at dusk, a favorite time for submarine attacks, as the convoy she was protecting was plodding eastward.

First notice of the presence of submarines was given when a TBF (Grumman Avenger), returning from its dusk patrol, attacked a submarine many miles on the convoy's starboard bow. Evidently the U-boats had spotted the convoy during the afternoon and planned to converge for slaughter that night or the next day. Calculating his diving approach nicely, the Avenger's pilot obtained a straddle with depth bombs on the fully-surfaced sub. When the turmoil of the explosions died away, no trace of the U-boat was seen from the Avenger. Two fast United States surface ships from the convoy's escort were immediately summoned; they reached the scene promptly and conducted an all-night search; no evidence of a "kill" was discovered.

The convoy was pursued all night by the converging wolf-pack, which moved in for the attack at dawn, when the half-light exposes the silhouette of transports and cargo ships and protects a submarine lying low on the surface, with only periscope or conning tower showing.

Crews of the convoy were at dawn battle stations when, dead ahead, a cruising Avenger spotted a sub (No. 2) and immediately attacked. The submarine was just breaking surface and was headed toward the convoy on an intercepting course. The Avenger climbed as the German U-boat fully surfaced. Spotting the Avenger as it dove to attack, the submarine be-

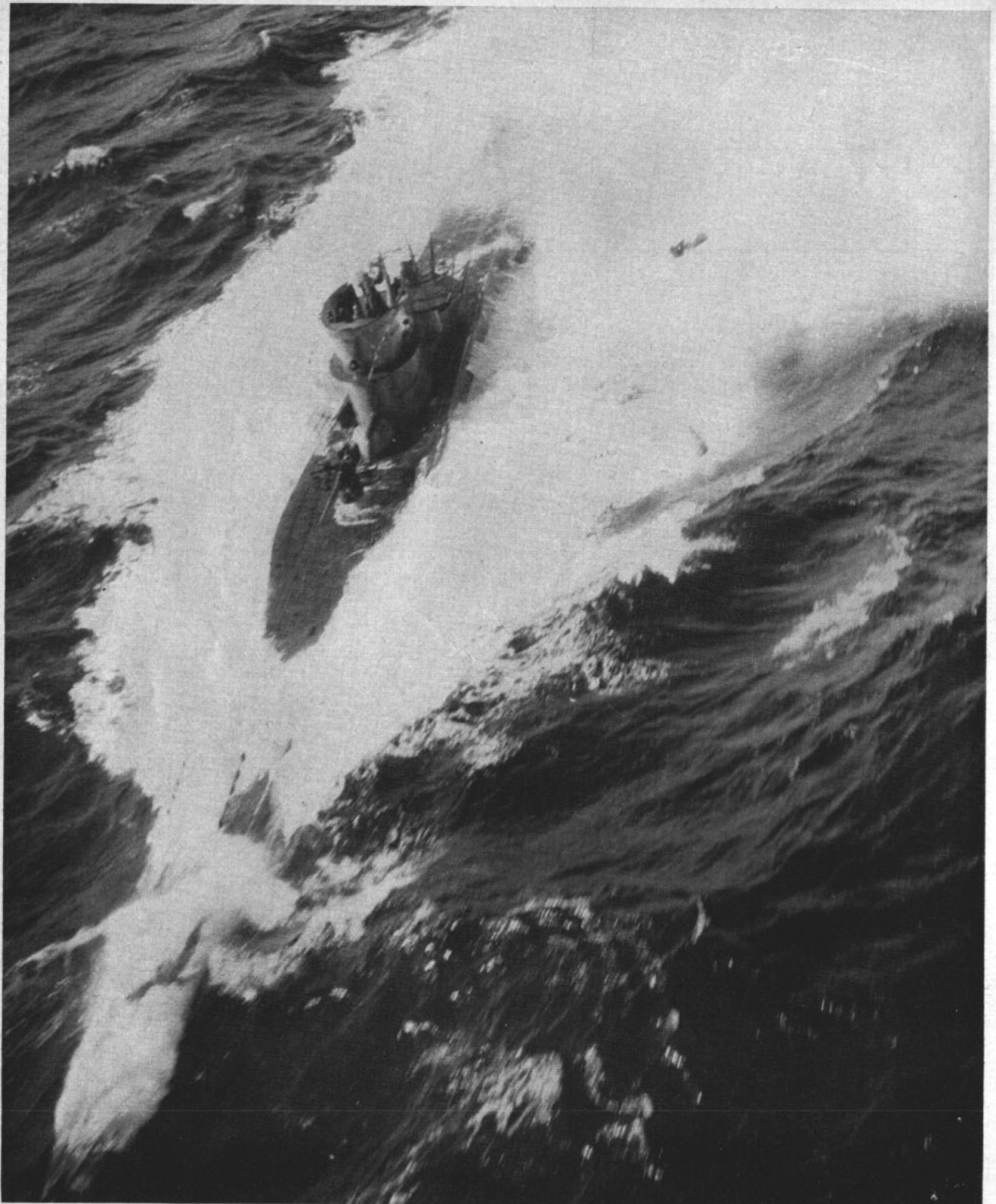
gan pouring a curtain of antiaircraft fire into the sky in a determined effort to fight it out.

The Avenger's pilot pressed home his dive on the submarine, firing his forward machine guns. He had the satisfaction of believing he hit the German gunners because, just before he released his bombs, the sub's gunfire ceased. A salvo of depth bombs was dropped and two "possible" hits attained under the sub's stern. After the attack the submarine seemed unable to submerge and, down by the stern, circled slowly for more than an hour. Finally it disappeared slowly, stern first, below the surface.

While this surface-air battle was in progress, a Grumman Wildcat fighter, en route to aid the torpedo bomber engaged in the action, sighted another sub (number three) and reported it to patrolling Avengers.

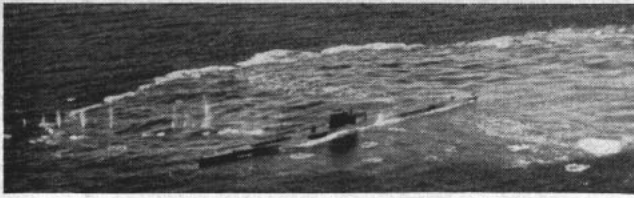
The sun was almost directly overhead when an Avenger spotted the U-boat. Again the submarine elected to stay on the surface, and poured antiaircraft fire at the attacking plane. Despite the "ack-ack," one of the Avenger's depth-bombs landed under the U-boat just forward of the conning tower. As the Avenger circled for another attack, the undersea craft submerged slowly, stern first.

While convoy crews were still at general quarters and noonday mess remained uneaten, another enemy submarine (number four), cruising boldly on the surface, was spotted.



—Official U. S. Navy Photograph.

DEATH OF A U-BOAT: *Depth charges bounce off a German submarine. The charges were dropped by a plane that made this photograph on the pull-out. Twelve minutes after the pilot of one of Carrier B's planes sighted the U-boat, her crew surrendered. This photograph is one of the most striking submarine action pictures of the war. One depth bomb can be seen bounding off the side of the sub as another drops into the water directly under the first. Visible in the U-boat's conning tower is a crew member manning the anti-aircraft gun.*



Machine-gun bullets fired by the Carrier B plane which swooped low over its victim raise spurts of water around this Nazi sub.

Depth bombs from the attacking Avenger landed close to its port side, blowing the submarine forcibly to starboard. It settled under the surface a minute later, on an even keel, but appeared to be capable of no forward motion.

Near sunset the same Avenger, saw a U-boat (number five) far off the convoy's port quarter, running on the surface on a course designed to intercept the supply ships. This time the sub's crew was caught napping. The Avenger, screaming down in a high-speed dive, straddled the submarine with a salvo of depth bombs. The submarine appeared out of control and was seen to submerge slowly.

Less than an hour later Carrier B's final attack in this action took place. Again far off the convoy's port quarter another Avenger pilot spotted a surfaced U-boat directly beneath him. This was almost certainly the same sub attacked only a short time previously. Immediately "kicking over" into a vertical dive, the Avenger pilot "hit the jackpot" by placing all bombs in his salvo directly under the U-boat's stern.

The wounded sub immediately submerged, but, damaged beyond control, resurfaced quickly at a steep angle. Still in this position, it started to sink again, hopelessly out of control. Then it resurfaced and crewmen popped out of the conning tower to surrender, 12 minutes after it had been first sighted by the Avenger's pilot.

Again a United States escort de-

stroyer promptly raced to the spot. The evidence of this "kill" consisted of twenty-one enlisted prisoners, two minor officers, and the submarine skipper. The U-boat sank from under them during the rescue.

Later, by radio, the Avenger pilot claimed the submarine captain's cap. This claim was evaluated and allowed.

Escort Carrier B had not only stunned and dispersed the wolf-pack, but no sub had approached the convoy closer than 18 miles.

Near sunset two Avengers spotted a sub (number six) to the northeast and roared in to drop their depth bombs in quick succession. This sub was unquestionably damaged.

Reports of the next two attacks crackled into the carrier's radio room almost simultaneously. Within a minute of each other, two pilots in torpedo bombers attacked surfaced subs (numbers seven and eight) on opposite sides of the convoy. Each dropped depth charges; but without evidence of an outright "kill."

Escort Carrier B's parting shot at this wolf-pack occurred the following morning, when a Grumman Wildcat (F4F) fighter strafed a surfaced sub (number nine) and an Avenger dropped depth bombs on it, many miles away from the convoy.

Escort Carrier B had taken only 14 hours to disperse her second wolf-pack, compared with almost 24 for her first. Her next engagement was another dusk operation; and the single

undersea attacker (number ten) was badly damaged.

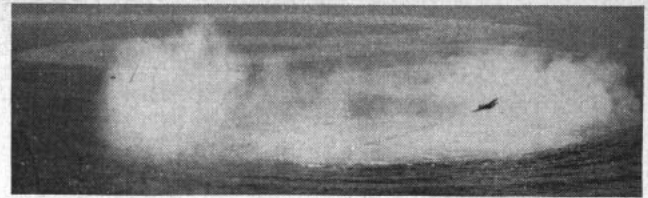
Escort Carrier B's next engagement lasted only 28 minutes, with 4 Avenger and 2 Wildcat pilots cooperating to "bring back the captain's cap" and it resulted in the capture of 17 survivors by a United States destroyer.

An Avenger pilot spotted the surfaced sub (number eleven) shortly after noon. Other Avengers and Wildcats quickly reached the scene. They dealt it a continuous series of bomb and strafing attacks. The U-boat tried to submerge, but an Avenger dropped a load of "eggs" so accurately that it was blown to the surface out of control.

The hawk-like planes attacked with machine guns and more depth charges, a salvo of which landed squarely on the stricken sub. The U-boat blew up so violently that only 17 of her crew survived.

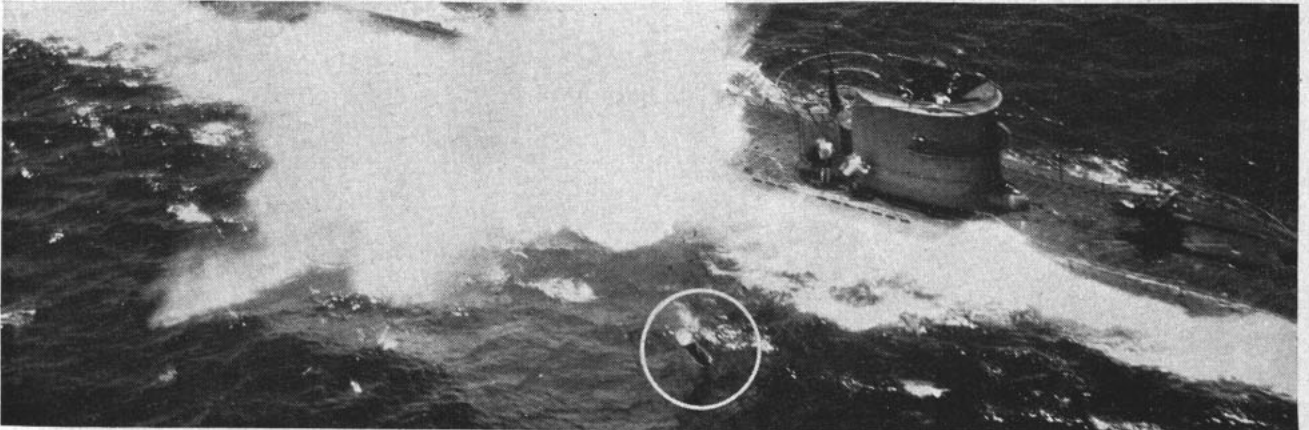
Upon returning to their carrier, pilots found the flight deck crews vainly scanning the horizon for further signs of the German underwater fleet.

"Baby flat-top B," like her sister ships, is classed as a combatant carrier. They are converted or built from merchant hulls and are being turned out in steadily increasing numbers. Carrier B's achievements, following those of Escort Carrier A at Attu, prove that they can do their job of helping keep convoy losses at a minimum until the submarine menace finally is defeated.



—Official U. S. Navy Photographs.

As a plane from Carrier B circles in triumph, the sea calms again, having closed over a Nazi raider. Wake left by the sub's snaky path is still visible.



—Official U. S. Navy Photograph.

Depth bombs, like the one visible in this photograph, proved the finish of this sub, one of the two chalked up by Carrier B as "sure kills." This shot, taken on the fourth torpedo bomber attack on the undersea raider, reveals two crew members on the deck of the doomed craft.

Scenes from the Continuing War Against U-Boats



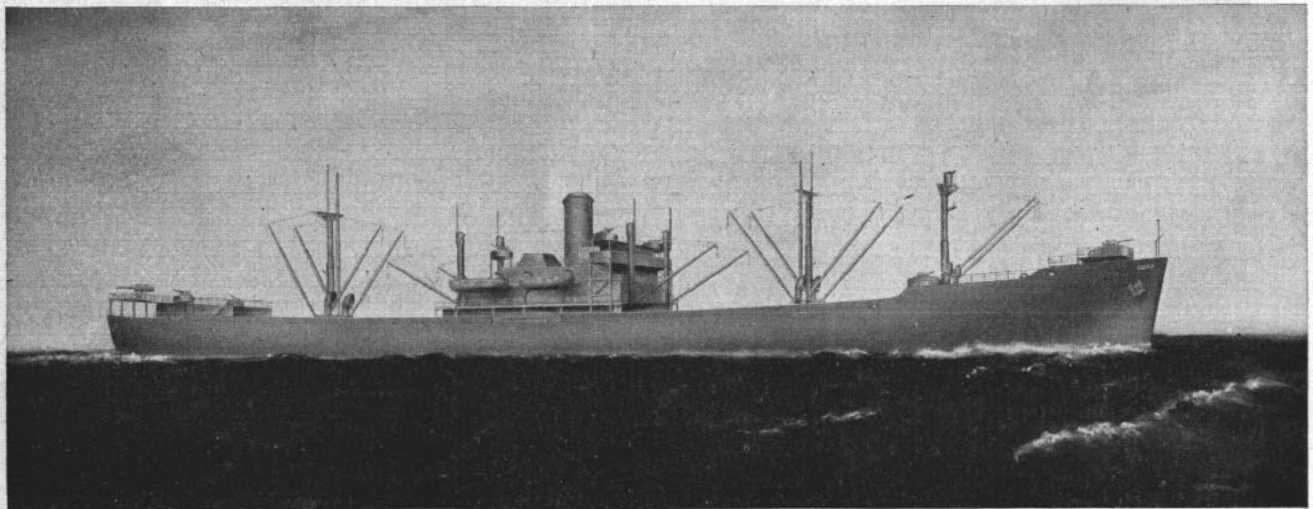
—Official U. S. Coast Guard Photograph.

Incident in the Atlantic: A Nazi Lifts His Hands and Voice in a Plea for Help
He was on a submarine sunk by a Coast Guard convoy cutter, and escaped in a Mobsen lung.



—Official U. S. Navy Photograph.

Not a Ship Has Been Lost From a Blimp-Escorted Convoy; One Blimp Was Brought Down
The K-74 this summer became the first blimp to be shot down by a U-boat; one man was lost. This peaceful Atlantic scene is being repeated more often today than previously.



—U. S. Maritime Commission Drawing.

Still Another Answer to the U-Boat: The New Victory Ship

An improvement over the Liberty ship, it will be a faster vessel, with finer hull lines, and equipped with turbine-gear propulsion machinery of more than twice the horsepower of the reciprocating steam engine used in the Liberty. Deliveries are expected by the spring or summer of 1944.

A Hospital That Meant Victory

In the Guadalcanal Action, It Played a Major Role, Army Man Says

This is the story of a hospital.

Behind it lies perhaps one of the most dramatic, certainly one of the most important stories of the entire war. It is a story that cannot fully be told until the war ends.

For this hospital, not too far removed from the front lines of Guadalcanal, played a major role in bringing about American victory in that vital island of the Solomons group.

Ask the Marines—they know.

Ask the Army men—they'll tell you.

Ask the Navy—well, maybe naval personnel won't say much. You see, it's their hospital. Right smack in the center of an Army base.

The rain was coming down in torrents that murky morning in September when a Jap party attempted to wrest a beach-head from the Marines at Lunga Point. The Japs came at the Americans with all the fire they could pour on—rifles, machine guns, mortars, automatic rifles, grenades.

A mortar shell landed on an American machine gun position—the gunner was killed immediately, the number two and number three men splat-

The story on this page was written by a member of the United States Army Public Relations Section, Forces in the South Pacific Area, and forwarded to the Navy Department.

tered with shell fragments. Twenty yards to the left a gasoline drum exploded, spraying three Marines with fire.

A burst of fire raked the ground—a Marine lieutenant went down as bullets tore at his legs.

After a fierce 3-hour battle, the Jap party was completely wiped out and the six wounded Marines today can tell you all about it, thanks to the naval hospital on this unnamed island.

When those six men went down they were under the watchful eyes of Navy Hospital Corpsmen, attached to the Marine outfit, who wriggled through muck to administer first aid to the stricken soldiers—dressings, sulfa drugs, etc.

That same afternoon these six Marines were hundreds of miles from Lunga Point—resting comfortably in the naval hospital at this Army base. Sixty days later, all six were back at the "Canal," again fighting.

Taking wounded men out of Guadalcanal and in 2 months or less putting them back, completely recovered, on the fighting front is the role this hospital plays in bringing about American victory.

The first part of the operation is when the Corpsmen give first aid to the wounded on the field. Litter bearers then whisk them off to field stations. From there they are rushed to ambulance planes.

A few hours later the planes land at this Army base, and its human cargo is rushed to the naval hospital where the real miracle begins.

The hospital is a large affair. During the busy days at Guadalcanal it housed as many as 900 patients at one time—and wasn't overcrowded, so carefully were the wards planned!

During those hectic months from last August to January and February, the wounded were pouring into the hospital 40, 50, 75, 100 at a time—all by plane. They were immediately sent to various wards—orthopedics, surgery, medical, X-ray. All were presumed to have malaria, a precaution that saved many a life.

Doctors worked in pairs all day and all night to save literally hundreds of lives. And save them they did, for this hospital, the first naval base hospital in the South Pacific, has the phenomenally low mortality rate of less than 1 percent—actually 0.44 percent.

To its doctors, its planning, and its tireless Hospital Corpsmen goes the credit of its success.

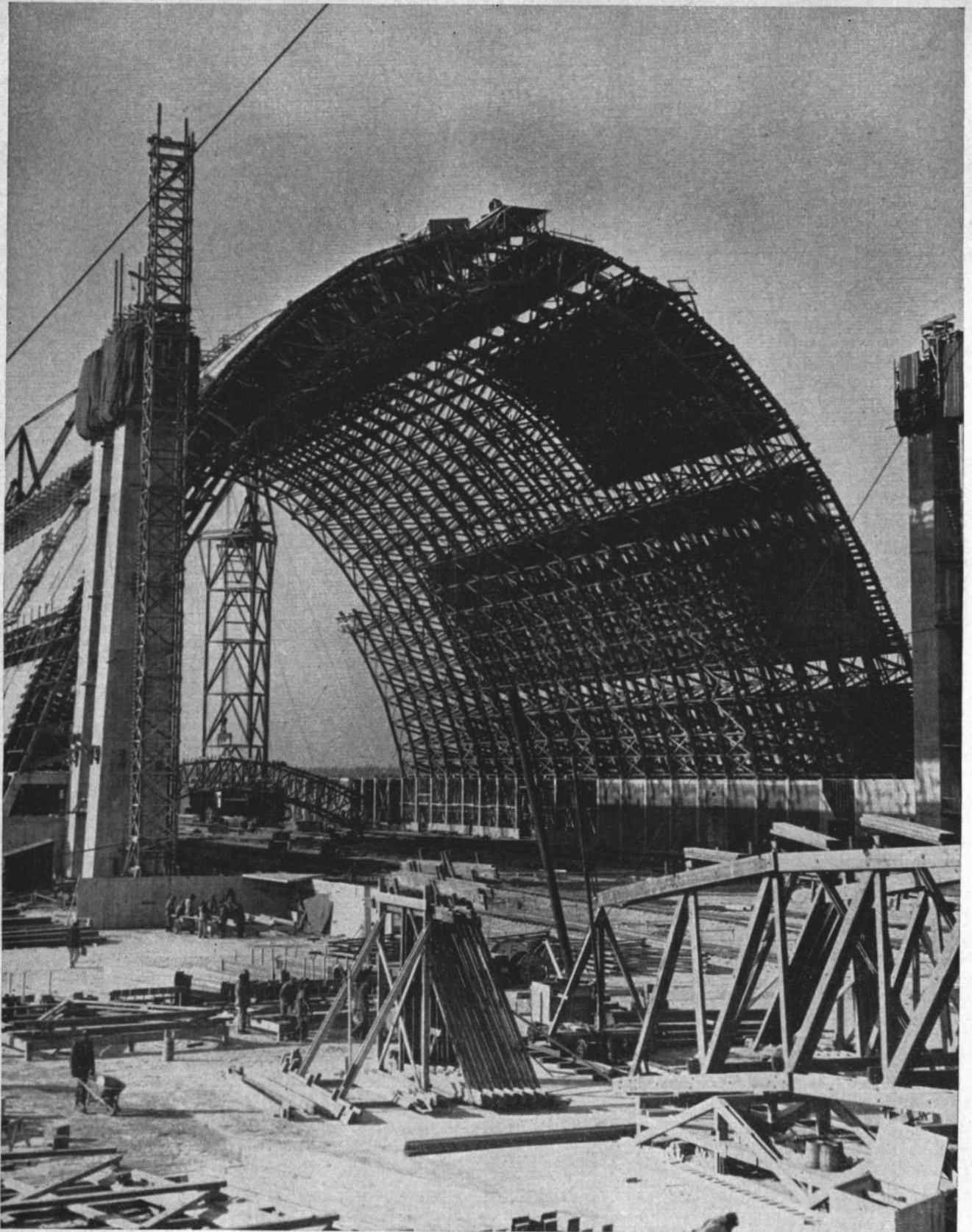
Take the head of the hospital, for example. He's Capt. John E. Porter, Medical Corps, United States Navy, Greensboro, N. C. Or the former Executive Officer, Capt. Frederick W. Muller, Medical Corps, United States Navy, now returned to the United States and one of the outstanding roentgenologists of the country. The Chief of Medicine, Capt. Walter M. Simpson, Medical Corps, United States Naval Reserve, organized the Kettering Institute for Medical Research in Dayton, Ohio.

But it was the Corpsmen who nursed the wounded back to health. It was the Corpsmen who cajoled and threatened, soothed and babied the brave men of the fighting forces. For a brave man, when wounded, is a delicate problem. That was right up the Corpsmen's collective alley.



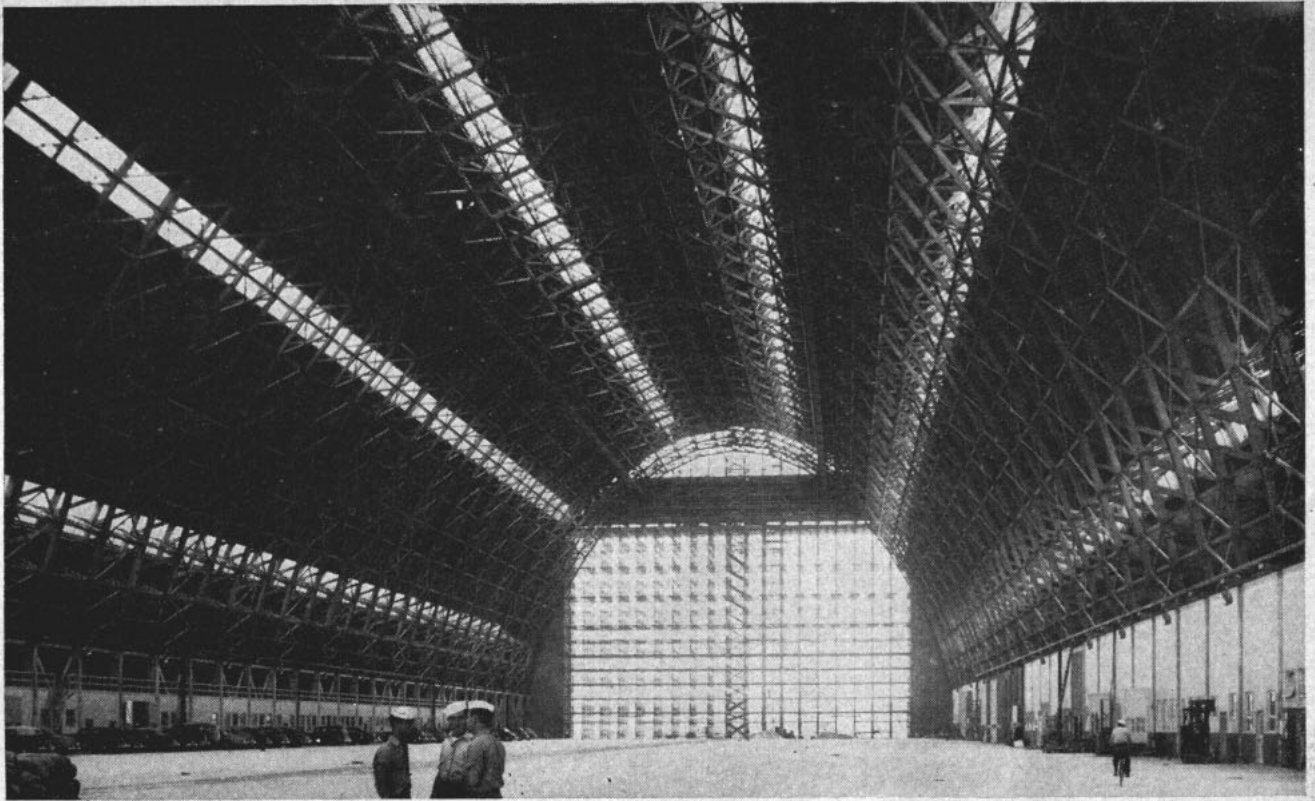
—Official U. S. Marine Corps Photograph.

FOR COMBINATION SUPPLY AND MERCY MISSIONS: Air transports are used by the Navy to transport supplies and evacuate wounded men from battle zones. Many sick and wounded were taken from Guadalcanal, where the photograph was made, aboard these ships.



—Official U. S. Navy Photograph.

This striking photograph clearly shows the immense network of rafters in the new wooden blimp barns. Doors at both ends of the hangars will fold away in the slots in the huge pylons.



—Official U. S. Navy Photograph.

Ten football games could be played at once inside hangars like this one at the Naval Air Station, Richmond, Fla. Note the sailor on the bicycle at right.

Blimp Barns Made of Wood

Navy Builds World's Largest Clear Span Frame Buildings To Save Steel

Huge wooden hangars of a kind never before attempted by the engineers of this or any other country are being constructed rapidly at several points along the east and west coasts of the United States to house the Navy blimps which patrol the sea lanes on watch for enemy undersea raiders.

These hangars are the largest clear span wooden buildings in the world. They are 171 feet high, or the equivalent of about a 17-story building; more than 1,000 feet long, and are almost 300 feet wide at the base. The clear span between the bents or footings is 237 feet wide, giving room enough to house blimps in rows of two inside the structure with no danger of the fabric tearing on the sides of the hangar.

Hangars of this size are normally made with structural steel members. However structural steel became so scarce a year ago that it was necessary to find substitutes wherever possible. When the Bureau of Yards and Docks undertook to design a huge hangar with wooden structural members, it was not believed possible that a building so high, so long, and with

such a large span could be built of anything but steel.

When the drawings for some of these hangars were completed, the Bureau of Yards and Docks found two Pacific Northwest companies to prefabricate the entire job. They are the Henry Mill and Timber Co., Tacoma, Wash., and Timber Structures, Inc., Portland, Ore.

Before shipment, every beam was cut to the correct length, with the ends shaped at the exact angles, and holes drilled at the precise points for assembling bolts and fixtures. The timbers and sheathing, all treated with fire-resistant chemicals at the prefabricating plant, were transported to the various jobs where other contractors are assembling the structures, working from detailed blueprints.

In this respect the method of construction is similar to that used in erecting a hangar made of structural steel, and from a distance the trussed and webbed arches look much like steel framing for a building. Because of the height, it was found necessary to use steel workers to whom the construction problems were familiar.

Another peculiarity of the construction of these wooden blimp hangars is that their novel, folding leaf-like sectional doors are suspended independently of the hangar as such. Two huge pylons, with slots in the middle, support a concrete and steel beam at the top, and the doors, which can be opened with the touch of an electric button, fold away accordion-like into the hollow recesses of these pylons.

Besides avoiding having the hangar itself support the load of the doors, more than 100 tons each, this method of door construction offers but a minimum of wind resistance. The doors are the only part of the structure which uses steel.

Two-inch thick wood plank sheathing covers the 51 arches or ribs, forming the curved portion of the hangar. These are supported on footings 24 feet high, each running, of course, the entire length of the hangar. These foundations are 30 feet wide and are made of reinforced concrete, with ample space within their walls to provide machine shops, offices, squadron quarters, and other service space.



—Official U. S. Coast Guard Photograph.

SOMEWHERE IN THE NORTH ATLANTIC: Their barrowing experience over, these survivors of a torpedoed Allied vessel will find warmth, food and drink, and proper care aboard the rescue vessel, in this case a Coast Guard ship.

First Aid for the Men in the Lifeboat

A Guide for Rescuers Of Shipwrecked Persons

1. Purpose

This guide has been written to help you in giving first aid to shipwreck survivors before a medical officer can see them. To use this information to the best advantage, you should know the general principles of first aid, and you must know how to give artificial respiration and how to stop hemorrhage—and you must know the first-aid treatment of shock, burns, heat exhaustion, sunstroke, and of fractures.

2. Use of Own Judgment

You will have to use your own judgment in caring for cases of this kind.

“First Aid Treatment for Survivors of Disasters at Sea,” published by the Bureau of Medicine and Surgery, is reprinted in full in the **INFORMATION BULLETIN** for the benefit of the service. This information is based on the experiences and needs of 9,114 survivors of 167 ship disasters.

No hard-fast rules can be laid down because no two cases are alike and some people can stand up under hardships better than others. Going with-

out food and water may cause much suffering among some survivors whereas others may not suffer greatly. Some persons can withstand exposure to sun, moisture, heat, and cold better than others.

3. What To Expect, and To Do

Do not forget that burns, broken bones, flesh wounds, and the condition of shock are found often among survivors. First-aid treatment must be given immediately for these conditions. Another condition called *blast concussion injury* (in water) should be expected in survivors who have been swimming or floating in the

water when a depth charge, torpedo, or aerial bomb has exploded nearby. The destructive force of such a blast is transmitted in all directions through the water and it is very likely to cause injuries of the lungs, stomach, or intestines. Because the injuries are internal, they cannot be seen and may be overlooked. However, there are certain symptoms you should watch for and be ready to take immediate action when they appear. Shock may be the first and only symptom, or it may develop after the appearance of other symptoms. If the lungs are injured, the victim will have difficulty in breathing. He may spit up or cough up frothy blood. With injury to the stomach and intestines, the victim will complain of pain in the abdomen. Later, due to the severe internal inflammation, you may find that the belly is swollen or very firm and unyielding. It may feel rigid and boardlike when you put your hand on it.

4. Blast Concussion Injury, First-Aid Treatment

The first-aid treatment of these conditions due to blast should be given immediately. The victim should be made to lie down with his head low and he should be kept warm. If you have morphine syrettes, give him sufficient morphine to relieve his pain and keep him comfortable. Water or other fluids may be given if thirst is severe. If you suspect that an internal organ has been ruptured or that there has been internal hemorrhage, there is all the more reason for getting him medical attention promptly.

5. Breathing Hard and Coughing Blood

In the case of victims who are breathing hard and coughing blood, prop them up in a half sitting position and use morphine in small amounts only. Give only one-half the contents of a syrette.

6. Effects of Exposure in Open Boat

Survivors who have been at sea in an open boat or raft for several days or weeks usually will be suffering from one or more of the following conditions:

- a. Extreme thirst.
- b. Starvation (malnutrition and under-nutrition).
- c. Painful and swollen feet ("Immersion Foot").
- d. Frostbite and effects of prolonged exposure to cold.
- e. Sunburns.
- f. Inflammation of eyes caused by sun glare, oily water, or exposure.
- g. Mental disturbances.

The treatment for each one of these conditions is described separately in this guide. Any one of several or a combination of them, or an injury,

may cause shock. Survivors may be so weak that shock will develop unexpectedly when they attempt to climb out of a boat or raft.

7. Carrying and Handling of Survivors

The survivors should be carried from the boat or raft if possible, and no avoidable exertion should be allowed unless you are sure that there are no serious injuries and that the general physical condition is reasonably good. A good rule to follow is to keep the survivors lying down with the head low and the feet raised. After carrying them to a dry and fairly warm place, remove all clothes, but be very careful to handle the legs and feet as gently as possible. Survivors should be warmed up, but never put a hot water bottle or any direct heat against their feet or legs, because permanent damage may result if they have a condition known as "immersion foot." Don't place survivors near a radiator, stove, or anything hot. Keep your patients at rest in a warm bed until all signs of exhaustion, shock, and mental distress have cleared up.

8. Examination of Survivors

You must examine each survivor carefully for injuries, burns, frostbite, swelling, numbness, paralysis, and unusual tenderness of any part of the body. Ask about pain in the arms and legs.

a. *Comfort and Questions.*—After you have made the survivor as comfortable as possible, and if his condition permits, ask him how many days he has spent in an open boat and what the weather was like and if he was injured or sick. Don't forget to ask if he was swimming in the vicinity of an underwater explosion. Find out how much water and food he had and what kind of food rations were at hand. Ask him if he has taken any sea water to drink.

9. Removal of Oil From Skin

Shipwreck victims often are covered with a heavy coating of dirty oil. This happens when a tanker is torpedoed and survivors are forced into oil covered water. The oil can be removed by using another oil such as castor oil, mineral oil, lard, clean diesel oil, or other light oil as a wash and following it by the use of soap and water. On board naval vessels and in naval shore stations a special preparation called "Hypex" is used for this purpose. Also a 5 percent solution of "Dreft," "Drene," or "Orvus" can be used to remove oil. These are the trade names for several commercial cleansing agents. Soap and water must be used afterwards.

10. What To Do for Oil in Eyes, Ears, and Stomach

If the survivor is covered with a dirty coating of oil, some of it usually

gets in his eyes. This causes an eye inflammation. Its treatment is described below in the section called "Eye Inflammation." Oil that gets in the ears may cause earache. It can be relieved by gently flushing the ears out with lukewarm water. Oil that is swallowed may cause vomiting, diarrhea and abdominal pain. These symptoms disappear quickly with rest in bed and a diet of only soft or liquid foods.

11. Sores on Body, Legs, and Feet

Survivors who have suffered from severe exposure may have small sores like boils or ulcers, covering all parts of the body that are not protected by clothing. Carefully clean the dirt from the skin and remove the crust from the sores. Treat the sores with an antiseptic. Do not touch the sores on the feet or legs if the condition known as "immersion foot" is present. You will know how to recognize it after reading its description below.

12. Pressure Ulcers and Bedsores

Among those who have suffered greatly from starvation, extreme weight loss and emaciation will occur. Pressure ulcers or bedsores may develop from prolonged contact and pressure of the skin against hard surfaces such as thwarts and boat bottoms. Protect the ulcers against further pressure and contact with clothing or bedding by using cotton rings or pads. Do not put the support or padding directly on the ulcer or the surrounding inflamed area. Change the position of the patient frequently by turning him. Cleanse the inflamed areas daily with alcohol and dust with antiseptic powder. Keep the areas clean and dry and do not apply a dressing.

13. Caution About Starting Treatment

Don't start treating anyone until you have carefully read the treatment for all conditions described in this guide. The treatment of special conditions caused by exposure and lack of food and water will now be taken up.

CARE OF SURVIVORS SUFFERING FROM EXTREME THIRST

14. General Description

If the victim has been exposed for a long time and has not had enough water, he will be suffering from extreme thirst. Except for shock and serious injuries, extreme thirst causes the greatest suffering and the most deaths among survivors. The treatment of starvation is not important when survivors are dying of thirst.

a. *Food and water.*—Without food the average man may be expected to

live for about twenty-one days if he has water to drink. If he gets less than one pint of water per day, and provided he gets no moist food, he will suffer from thirst after a few days. However, survivors have been known to live for ten days or more on as little as two or three ounces of water per day without causing any apparent bodily damage. The amounts of water and food needed by a survivor depend upon weather conditions, physical exertion and individual resistance.

b. Unconsciousness and shock.—Thirst may be so severe that it causes unconsciousness or extreme shock. Don't give water by mouth in cases of this kind. They should be treated for shock. After recovery from shock, they can usually take small amounts of sweetened water by mouth. It is best not to give alcoholic stimulants to survivors who are in need of water.

15. Treatment of Extreme Thirst

Do not try to give fresh water or salt water through a rubber tube or other device inserted into the rectum. If shock or unconsciousness cannot be overcome, the immediate attention of a medical officer is necessary. Great loss of weight, high fever, very fast pulse, convulsions and being unable to urinate are symptoms which show that there is serious damage and that prompt medical attention is needed. In most cases, however, small amounts of water can be taken by mouth immediately. If severe thirst is present and there is difficulty in swallowing and a dry mouth, a few ounces of water with sugar added should be given every two hours and the amount should be gradually increased. Use about a teaspoon of sugar to a glass of water. Usually these cases are also suffering from starvation and the feeding of soft and liquid foods will help in providing water. If moderate thirst is present, it is treated by giving the victim all the water he can comfortably take and as often as he likes. Zinc oxide ointment may be used to treat the lips when dryness has caused cracks and sores.

16. Swelling of Legs Following Treatment

After the water balance of the body has been brought back to normal, the survivor's feet and legs may swell. This swelling may be due to (1) "immersion foot", (2) lack of vitamins in the diet, (3) lack of meat and other proteins in the diet. Keep the victim's feet raised above the level of the body until the swelling goes down.

17. Caution About the Use of "Sulfa Drugs"

You may wish to give one of the sulfa drugs by mouth for the treatment of severe burns or flesh wounds. Do not give any of the sulfa drugs

until the survivor has had enough water to overcome his thirst. If his thirst is extreme, this may take several days.

18. Note on Urinating

Don't be alarmed if, for the first week or more after rescue, the survivor complains of urinating more often than usual.

STARVATION

19. What to Expect

Most of the survivors after long exposure are suffering from starvation. The effect of starvation is much like that of severe thirst. It may be so severe that unconsciousness or shock will result and no attempt to give food or water by mouth should be made until the shock has been treated. Usually the victims have lost a great deal of weight. They may have fever and breathing may be shallow and fast. Keeping them at rest in a warm bed is of the greatest importance in treating both starvation and extreme thirst. If they have trouble in swallowing, dry mouth, and difficulty in urinating, you must treat them for thirst before giving soft or solid foods.

20. Feeding a Starved Survivor

In general, the feeding of starved victims is like feeding a person who is just recovering from a serious illness. Give them small amounts of easily digestible foods at frequent intervals. For stimulants, give hot tea or coffee with sugar added. Victims who have been starved for three weeks or more and those who have been on a poor diet before shipwreck will usually need vitamins. To supply vitamins and fluids, give sweetened fruit juices (fresh orange juice, fresh lemonade, and canned grapefruit juice). The juice from ordinary canned tomatoes may be given and is usually less apt to cause an upset stomach than tomato juice cocktail.

21. Effects Produced by Lack of Vitamins

Extreme lack of vitamins often causes sore mouth, swollen and bleeding gums, ulcers of the eyes, skin troubles, and swollen legs and arms. The sores in the mouth may be very troublesome, causing ulcers and difficulty in eating. Concentrated vitamins (of the kind that contain several vitamins including vitamins B and C) should be given. Two or three times the usual daily dose should be given. Remember that the lack of vitamins is more apt to cause trouble in warm and tropical climates. If you do not have vitamin pills, the treatment for starvation which is described below will help until the victims get medical attention.

22. First, Second, and Third Day of Treatment

On the first day of treatment, give either fresh milk, condensed milk, or canned evaporated milk. Water must be added to the canned milk so that it has about the thickness of fresh milk. Sugar should be added to the fresh milk and evaporated milk, but it need not be added to sweetened condensed milk. Do not give cream or greasy foods for the first few days. Clear soups and broths are good if they do not contain much fat. Gruel, such as oatmeal, cream of wheat, or other well-cooked cereals with sugar and milk added are good. *Usually on the second day* toast and bread can be added to the victims' diet, and *by the third day* regular full well-balanced meals can ordinarily be given.

23. Nutritional or Famine Edema (Dropsy)

A condition known as *nutritional or famine edema* (dropsy) may be seen in victims who have been starved for a period of two months or more. It is a result of not getting enough meat and other protein foods. In addition to the starved appearance, there is a swelling of the feet, legs, hands, and arms. To treat such cases give foods having a high protein content, such as eggs or meat. At first, give egg drinks and broth or soups. Try to get such cases under medical attention as soon as possible because they usually need hospital care.

24. Bowel Movements

Survivors who have been on small food or water rations or without food or water for several days often become alarmed because they have few or no bowel movements. This is to be expected and no first-aid treatment is necessary. However, if desired, for such cases an enema may be given for the treatment of constipation.

IMMERSION FOOT

25. Cause and Symptoms

If a survivor has been sitting in an open boat for a long time, his feet are often cold and wet. Actually they may have been immersed in icy water in the bottom of the boat. This causes a condition called "immersion foot." It may develop even though the victim has been wearing shoes or boots. Usually the first thing noticed is painful feet, and then a few days later the feet and legs begin to swell. These first symptoms are much like chilblain, even though the water temperature may have been above freezing. After a time discoloration of the skin appears and blood or water blisters, ulcers, and even death of the tissues may occur. The feet feel numb and they may become paralyzed. Numbness and tingling sensations may be felt in the arms and hands.

a. *Swelling of legs in "starvation" and in "immersion foot."*—You have read previously that swelling of the feet and legs may occur with a poor diet, especially if there have not been enough vitamins or enough protein. This condition is different from the swelling of "immersion foot," because in "immersion foot" there is *much pain*, often discoloration of the skin, and the feet are liable to have ulcers or sores on them. These other symptoms are not found usually with the swelling caused by a poor diet.

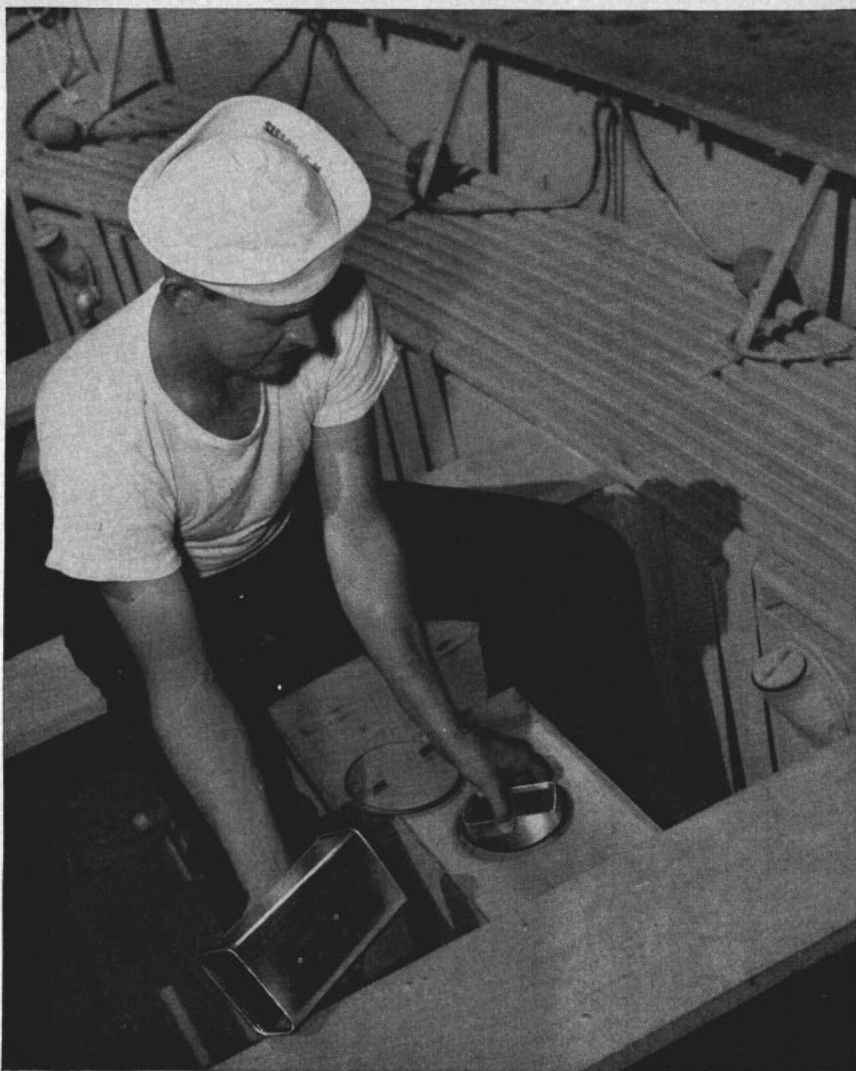
26. *First-aid Treatment of Immersion Foot*

First-aid treatment for "immersion foot" is very important because the vitality of the legs and feet has been lost and the *tissues are easily damaged*. With treatment the circulation of blood in the legs and feet is improved, but remember that too rapid a return of circulation may cause severe pain and further damage. *Be very careful in handling the limbs* while numbness is present to keep from injuring the flesh. Keep the victim's feet and legs raised above his body level and put cold compresses on them for fifteen or twenty minutes out of every hour to relieve the pain. For compresses, use cloths that have been wrung out of cold water. *Do not let the skin get wet*. Use a rubber sheet or layer of other waterproof material to protect the skin from the moisture. Instead of compresses, ice bags may be used if a towel is placed underneath to protect the flesh. An electric fan blowing cool air over the feet may be as comforting as either compresses or ice bags. Keep the rest of the victim's body warm by applying heat. The arms may be placed in hot water to gradually warm him up. *Never put direct heat on a foot or leg of a victim suffering from "immersion foot."* Massage is harmful and the legs should not be washed and anti-septic should not be used. If you have sulfanilamide powder, you should dust it into any ulcers, cuts or sores that may be present on the limbs. Place the injured limb or limbs in dry cotton or wool and keep them cool. Don't apply any tight dressings or bandages because they may stop the circulation. You may have to keep up the treatment several days or weeks before the symptoms of "immersion foot" disappear. As long as there is paralysis or swelling or pain, the patient should not be allowed to walk and the treatment should be kept up.

FROSTBITE, PROLONGED EXPOSURE

27. *General Description and Care*

Survivors who are in a weakened condition and who are starved are apt to suffer severely from the ef-



—Official U. S. Coast Guard Photograph.

Photograph shows how water and food may now be packaged and stored under seats of lifeboats.

Coast Guard Approves New Method Of Packaging Abandon Ship Rations

The Commandant of the Coast Guard has approved a new method of individual packaging of water and food for merchant ship lifeboats and life rafts which will take up less space and will facilitate rationing of provisions, after abandoning ship, by the senior survivor in the boat or raft.

In the new-design lifeboats and improved life rafts recently authorized by the Coast Guard these individual containers can be stowed under the seats (see *cut*) and in wing tanks so as to leave a great deal more space in the boat than formerly.

Under the previous system, bulky food containers and water breakers were stowed on the floorboards and interfered with the feet of the occupants.

The water containers hold 1 $\frac{3}{4}$ quarts. Six of them make up the total water ration for one person (10 quarts). The food containers hold 7 ounces each of chocolate, pemmican, malted milk tablet and type C ration biscuit. Two of these make up the food ration for one person (56 ounces).

fects of cold. When the whole body has been exposed to severe cold the victim becomes numb, it is difficult for him to move, his eyesight fails, and he may become unconscious. In such a case, carry the patient to a cool room and warm him up very slowly. If breathing has ceased, give artificial respiration. Rub the limbs with cloths wet in cool water. When he begins to come to, give him a warm stimulating drink, such as coffee, tea or cocoa. Also slowly make the room warmer or move him to a warmer room. Then put the patient in a warm bed. If the patient is only chilled and is not unconscious and no parts of his body are frozen, he should be put in a warm bed at once and given hot stimulating drinks.

28. Frostbite

Frostbite is the freezing of single parts of the body most often the nose, ears, cheeks, fingers and toes. Frost-bitten hands or feet are usually very painful. Frozen ears, cheeks and nose are not painful and the victim usually does not realize they are frozen until someone notices the color change and tells him about it.

29. Thawing Out Frozen Parts

In thawing out frozen parts of the body, *never use heat*. If the parts thaw too fast, pain and swelling result. The skin may peel off leaving a raw surface and there is danger of infection.

30. First- (Chilblain), Second-, and Third-Degree Frostbite

In *first-degree frostbite*, sometimes called *chilblain*, the skin is a dark red color and the part is painful. In *second-degree frostbite*, the skin is bright red and there are blisters. In *third-degree frostbite*, the frozen part is pale, stiff, and brittle.

31. Treatment

Treatment should be started by putting cold wet cloths on the frosted part. Do not rub snow or ice on it. The temperature of the water in which the cloths are soaked should be raised gradually (a degree or two every few minutes) until it is lukewarm. If there are blisters do not open them. Stop this treatment when the skin color is normal again and apply boric acid ointment to the frozen areas. Parts that are dead as a result of third-degree frostbite will, of course, not improve with treatment, and gangrene (death of the tissues) will set in. Cases like this need medical attention as soon as possible.

SUNBURNS

32. Results and Causes

Sunburn of survivors can be very serious and deaths have resulted from it when large areas of the body have

been burned as a result of scanty clothing. Exposure in an uncovered boat or raft can cause sunburn even under a cloudy sky. A well-tanned skin does not protect always against sunburn.

33. Moderate Sunburn—First-Aid Treatment

First-aid treatment for sunburn is the same as for any burn. For *moderate sunburn* where the skin is reddened and very small blisters appear, use a burn ointment such as tannic acid ointment or boric acid ointment. Use zinc oxide ointment in cases where the skin has begun to crack and peel.

34. Symptoms and Treatment of Severe Sunburn

For *more severe burns* where large blisters are present, put on boric acid ointment and cover with sterile gauze. If boric acid ointment is not available, use vaseline. Be careful not to open any blisters that have not already broken. Usually fever is present in cases of this kind and in cases where large areas of the body are moderately sunburned. Feverish patients should be kept in bed and drinking water and other fluids should be plentifully given.

EYE INFLAMMATION

35. Causes

Eye inflammation often occurs among survivors. It may be caused by exposure to wind, cold, or salt water; another kind called reflection blindness is caused by exposure to sunlight or sun glare reflected from water, snow, or ice. Eye inflammation is also caused by oil that may get in the eyes when survivors have to swim in oil-covered water.

36. Symptoms of Eye Inflammation

The symptoms of eye inflammation are about the same whatever the cause. Where oil is the cause, the eyes look oil-stained and dirty. Eye inflammation causes the eyes to be red, bloodshot, overflowing with tears, sometimes painful, and there is often a sticky crust on the lids. Looking at a bright light is usually painful to the victim.

37. Treatment of Eye Inflammation

Use a 2 percent baking soda solution or a boric acid solution to wash out the eyes. The solution should be dropped in the eyes using an eye dropper or medicine dropper. You can make the baking soda solution by adding one level teaspoonful of baking soda to one-half pint of water. If you cannot make up the baking soda solution, use boric acid solution. Cold compresses (ice bags or cloths wrung out of cold water) should be placed over the eyes for 10 minutes

out of every hour that the eyes are painful. Don't use the cold compresses if there are ulcers in the eyes, but get medical attention as soon as possible. If you have a supply of clear, clean, mineral oil on hand, use a drop of it in each inflamed eye three or four times per day. Use an eye dropper or medicine dropper to drop it into the eyes. Do not put any bandages or covering over the eyes. Have the victim wear dark glasses until all the inflammation is gone.

MENTAL DISTURBANCES

38. Occurrence of, In Survivors

Mental disturbances are common among survivors as a result of their severe hardships. Such complications are most often seen in victims of middle age or older who are in poor physical condition. Fatigue and exhaustion cause nervousness or depression. When victims are rescued they may be so happy and excited that their minds are temporarily unbalanced. Survivors may become boisterous and very excitable or they may be so depressed that they appear to be unconscious.

39. Require Watching

If possible, have someone stay with them as long as mental disturbances are present.

40. Delirium and Fever

When a victim is delirious, it usually shows that he has a fever and is seriously ill. Convulsions and delirium sometimes result when desperate survivors have taken to drinking sea water. People who drink considerable quantities of sea water seldom ever live to tell about it.

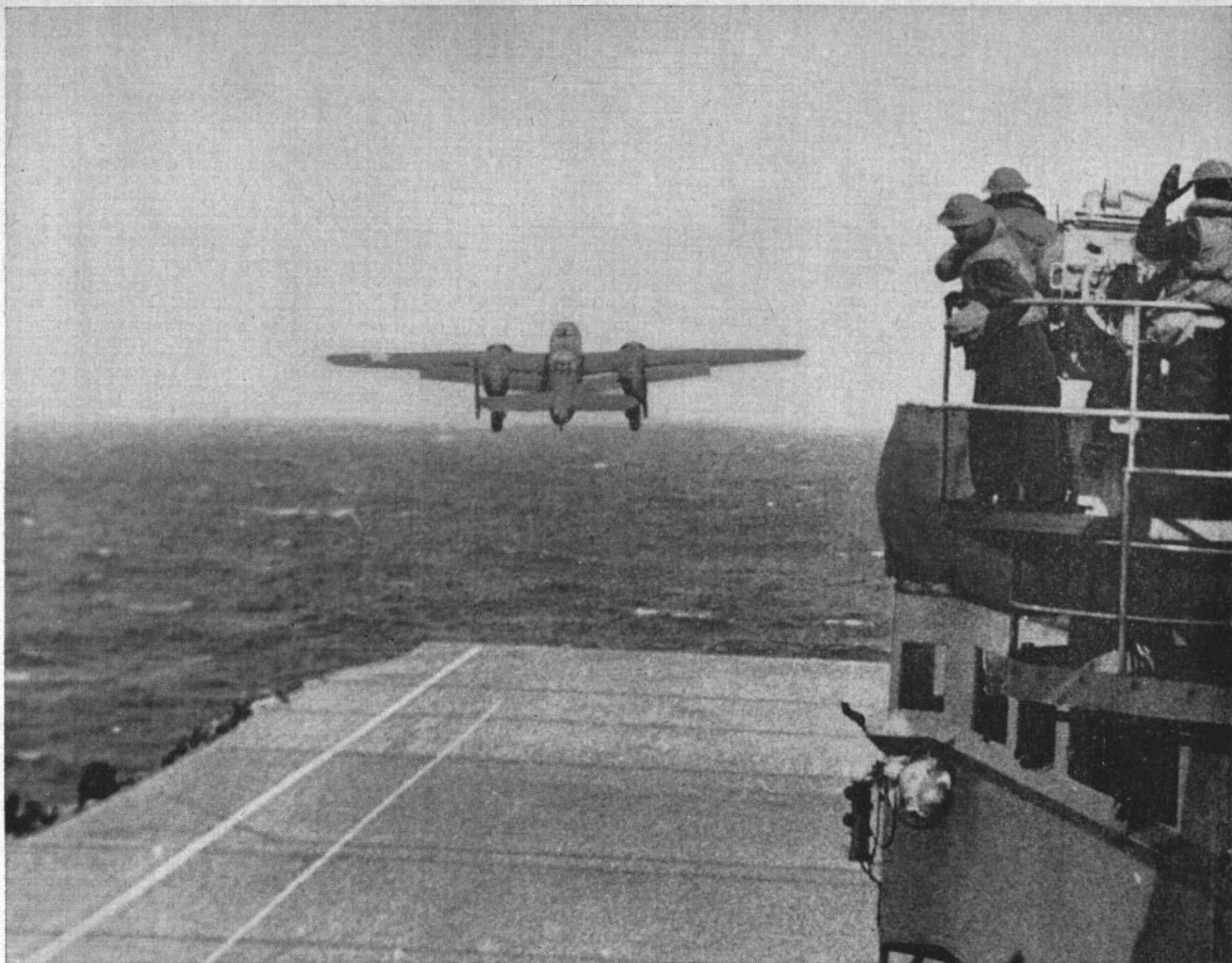
41. Treatment

Survivors must be reassured that "everything is all right," and that there is nothing to fear. Mental disturbances usually clear up with rest and with treatment for the other conditions described in this guide. You may have to give mild sedatives such as phenobarbital or bromides to help the victims relax and sleep. Rest in bed in a quiet room and sedatives should be provided for several days or weeks when the mental condition is especially serious and slow to improve.

FINAL WORD

42. No Case Is Hopeless

Remember that recovery is usually rapid and complete in most survivors if they are promptly and properly treated. Don't think that any case is hopeless even though it may appear to be so. If you follow the directions for treating survivors that you have read above, you will prevent further suffering, start victims on the way to early recovery and you may save a life.



—Official U. S. Navy Photograph.

THE HORNET launches a B-25, bound for Tokyo, in the most publicized example to date of plane-ferrying by carrier.

Carriers Ferry Planes to Malta, Africa

Navy Flat-Tops Have Transported
2,500 Planes to Active War Fronts

More than 2,500 fighting planes have already been carried to the various war fronts by United States carriers, including the *Hornet*, identified as the vessel which launched the Tokyo raiders. More information has been made available on this new system of plane transportation, first described in the *INFORMATION BULLETIN* in the May 1943 issue.

In the initial force which moved on North Africa, one carrier alone transported nearly 100 Army Warhawk fighters which captured enemy airdromes and cleaned out potential nests of resistance, working with Navy planes and ship batteries.

One of the more widely known achievements was the moving of badly

needed fighter planes to the beleaguered British stronghold of Malta in July 1942, by the U. S. S. *Wasp*. The *Wasp* moved within 500 miles of Malta before launching the landplanes from her decks. The planes arrived barely in time to be refueled to meet a 100-plane enemy raid. The *Wasp* later repeated this achievement, again successfully.

Of the many planes which carriers have transported overseas, approximately half were landplane fighters, which were lashed to the flight and hangar decks of the "flat-tops."

Other aircraft are Navy and Marine Corps planes which, after use as a fighting and striking force from carrier decks, are flown ashore to operate from advance bases, such as Guadalcanal.

Besides the time saved by the transportation of fighter planes in this manner, the necessity of dissembling and reassembling the planes is eliminated, and the danger of loss by sinking at sea is greatly reduced.

In most instances the "carrier ferry" provides its own escort, launching torpedo bombers from its flight deck to fly antisubmarine patrol.

Long before the Tokyo raid, Navy carriers were ferrying landplanes to the west coast of Africa for flight across the continent to take part in the Libyan campaigns. After invasion of Africa, this activity was transferred to the shortened route and substantial numbers of carriers converted from merchantmen were put to work ferrying hundreds of fighting planes to the battlefronts.

Navy, British Army Capture Italian Island



On 5 August the Italian Island of Ustica fell to U. S. Navy and British Army forces. This is the picture story of the occupation.



With a white flag hoisted at the bow, a whaleboat from a U. S. warship chugs toward shore to deliver terms—unconditional surrender.



A British Army officer gives the terms to the Mayor of Ustica (facing camera) and other officials. It was a bloodless conquest.



Before concluding discussions for surrender the Mayor (left), poses with British Army and U. S. Navy officers.



Terms of surrender and details of military law now in effect are nailed to the city hall door. Mayor stands by.



—Official U. S. Navy Photographs.
Occupation complete, Italian prisoners remove bolts from their rifles, making them useless. Next stop for Allies was Italy itself.

GERMAN: Short List of Words and Phrases

The following list, sixth in a series setting forth phrases in languages common to areas in which the Navy is operating, is prepared by the Bureau for naval personnel interested in acquiring a limited knowledge of certain phrases. In May the Information Bulletin published a Japanese Phrase List; in June, Spanish; in July, French; in August, Portuguese; in September, Italian. 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 15 March issue of the TraDiv Letter, page 35.

Useful Words and Phrases

ENGLISH	GERMAN	HOW TO SAY IT
Thank you	Danke	dank-uh
Don't mention it	Bitte	bitt-uh
Do you understand?	Verstehen Sie?	fair-shtay-en-zee
Yes	Ja	yah
No	Nein	nine
I want	Ich möchte	ish-mer-sh-teh
Cigarettes	Zigaretten	tsee-gah-ret-ten
Cigars	Zigarren	tsee-gar-ren
Accommodations	Wohnung	vo-noong
To eat	essen	es-sen
To sleep	schlafen	shlah-fen
To bathe	baden	bah-den
What is?	Was ist	vahss ist
This	dies	deece
That	das	dahss
Do you speak?	Sprechen Sie	shpresh-en zee
German	Deutsch	doyt-sch
English	Englisch	eng-lish
Come out (of there)!	Herauskommen!	hair-owss-kommen
How many men with you?	Wieviele Leute dabei?	vee-feel-eh loy-teh dah-by
I have	Ich habe	ish hah-beh
I have not	Ich habe nicht	ish hah-beh nisht
How do you say in German?	Wie sagt man auf Deutsch?	vee zahkt mon owf doyt-sch
I am hungry	Ich habe Hunger	ish hah-beh hoong-er
I am thirsty	Ich habe Durst	ish hah-beh doorst
I understand	Ich verstehe	ish fer-shtay-eh
I don't understand	Ich verstehe nicht	ish fer-shtay-eh nisht
Man (Mister)	Mann (Herr)	mon (hair)
Much	viel	feel
Miss	Fräulein	froy-line
I need	Ich brauche	ish brow-keh
a suit	einen Anzug	eye-nen on-tsoo-k
a blanket	eine Decke	eye-neh deck-eh
Please	Bitte	bitt-uh
Here	hier	heer
Enough	genug	geh-nookh
How are you?	Wie geht's?	vee gaits
Very well	sehr gut	zair goot
thank you and you?	danke sehr und Ihnen?	dahn-keh zair oond een-en
Good evening!	Guten Abend	goo-ten ah-bent
Good day!	Guten Tag	goo-ten tahk
Good morning!	Guten Morgen	goo-ten mowr-gen
Good night!	Gute Nacht	goo-teh nookt
Hello! (Good day!)	Hallo	hol-oh
Hello! (telephone)	Hallo	hol-oh
My name is	Ich heiße	ish hiee-uh
What is your name?	Wie heißen Sie?	vee hiee-en zee
It is hot	Es ist heiss	es ist hiee
It is cold	Es ist kalt	es ist kahlt
Wind	Wind	vint
Who?	Wer?	vare
What?	Was?	vahss
Where?	Wo?	vo
Why?	Warum?	vah-room
How many?	Wieviele?	vee-feel-eh
Which?	Welcher?	vell-share
Because	Weil	vile
Help!	Hilfe!	hill-feh
A, an	Ein, eine, ein	ine, i-neh, ine

Note On Pronunciation

The column indicating how to say the German expression is an approximation. Nevertheless, a person who pays close attention to the pronunciation here should have no trouble in being understood. Note especially the following: In making use of the column, "How To Say It", "ai" is to be pronounced as *ai* in the English word *aisle*, and "ay" as *ay* in *day*.

Illnesses, Accidents, Wounds

Are you hurt?	Haben Sie sich verletzt?	hah-ben zee zikh fair-letst
My arm is broken	Ich habe mir den Arm verbrochen	ish hah-beh meer dane arm fair-brosh-en
I am wounded	Ich bin verwundet	ish bin fer-voon-det
in the foot	am Fuss	om fooss
in the head	am Kopf	om kopf
here	hier	heer
Can you dress a wound?	Können Sie eine Wunde verbinden?	kun-nen zee ine-eh voon-deh fair-bind-en?
Aspirin	Aspirin	ahss-pea-reen
I am sick	Ich bin krank	ish bin kronk
Are you sick?	Sind Sie krank?	zint zee kronk
I am in great pain	Ich habe grosse Schmerzen	ish hah-beh growss-eh shmairt-sen
here	hier	heer
Lie down!	Legen Sie sich hin!	lay-gun zee zikh hin
I need a purgative	Ich brauche Abführmittel	ish brow-keh ap-fur-mittel
Give me some quinine	Geben Sie mir Chinin	gay-ben zee meer shee-noon
Chills	Schauer	shower
Influenza	Grippe	grip-peh
Cold	Erkältung	air-kell-toong
Fever	Fieber	fee-ber
Illness	Krankheit	kronk-height
Indigestion	Verdauungsstörung	fair-dow-oongs-shtur-oong
Medicine	Medizin	meddee-tseen

Location

Go straight ahead!	Geradeaus	geh-ra-duh-owss
To the left	nach links	nahkh links
To the right	nach rechts	nahkh reshts

Time

What time is it?	Wie spät ist es?	vee shpate ist es?
Is there time?	Haben wir Zeit?	hah-ben veer zait
It is noon	Es ist Mittag	es ist mit-tahk
Midnight	Mitternacht	mit-ter-nokt
1:00 a. m.	Ein Uhr morgens	ine oor mowr-gens
1:00 p. m.	Ein Uhr abends	ine oor ah-bents
1:10	ein Uhr zehn	ine oor tsane
3:00	drei Uhr	dry oor
5:00	fünf Uhr	finf oor
8:15	acht Uhr fünfzehn	okt oor finf-tsane
10:00	zehn Uhr	tsane oor
7:40	sieben Uhr vierzig	zee-ben oor feer-tsik
9:25	neun Uhr fünfundzwanzig	noy-n oor fnf-oond-tsvontsik
11:30	elf Uhr dreissig, halb zwölf	elf-oor dry-sik, holp zwelf
Day after tomorrow	übermorgen	ee-ber-morgen
Day before yester-day	vorgestern	fore-guess-tern
Evening	Abend	ah-bent
Afternoon	Nachmittag	nahk-mit-tahg
Night	Nacht	nokt
Year	Jahr	yahr
Now	jetzt	yetst
Minute	Minute	mee-noo-teh
Moment	Moment	moe-ment
Today	heute	hoy-teh
Tomorrow	morgen	mor-gen
Yesterday	gestern	guess-tern
When does the ship sail?	Wann fährt das Schiff?	von fare-t dahss shiff

Days of Week, Months of Year

Day	Tag	takh
Month	Monat	moan-not
Week	Woche	vok-eh
Sunday	Sonntag	sohn-tahg
Monday	Montag	moan-tahg
Tuesday	Dienstag	deens-tahg
Wednesday	Mittwoch	mit-vok
Thursday	Donnerstag	don-ners-tahg
Friday	Freitag	frye-tahg
Saturday	Samstag, Sonna- bend	zoms-tahg, sohn- ah-bent
January	Januar	yah-noo-ar
February	Februar	feb-roo-ar
March	März	mairts
April	April	ah-prill
May	Mai	my
June	Juni	yoo-nee
July	Juli	yoo-lee
August	August	ow-goost
September	September	zep-tem-ber
October	Oktober	ok-toh-ber
November	November	no-ven-ber
December	Dezember	day-tsem-ber

Nautical

Sailor	Matrose	mah-troe-zeh
Officer	Offizier	off-fee-tseer
Dock	Dock	dock
Ocean	Meer	mare
Chain	Kette	kett-eh
Depart	Abfahren	ap-far-en
Port (harbor)	Hafen	hah-fen
Ship	Schiff	shiff
Uniform	Uniform	oo-nee-form

Parts of Body

Arm	Arm	arm
Back	Rücken	rick-en
Body	Körper	care-per
Ear	Ohr	oar
Eye	Auge	ow-geh
Finger	Finger	fung-er
Foot	Fuss	fooss
Hair	Haar	har
Hand	Hand	hont
Head	Kopf	kopf
Leg	Bein	bine

Food

Knife	Messer	mess-er
Fork	Gabel	gah-bel
Spoon	Löffel	leffel
A cup	Eine Tasse	Eye-neh-tahss- eh
of coffee	Kaffee	kah-fay
of tea	Tee	tay
A glass	Ein Glas	ine glahss
of beer	Bier	beer
Beans	Bohnen	bo-nen
Bread	Brot	broht
Butter	Butter	boot-er
Eggs	Eier	eye-er
Fish	Fisch	fish
Meat	Fleisch	fly-sh
Milk	Milch	milsh
Potatoes	Kartoffeln	kar-towf-feln
Rice	Reis	rice
Drinking water	Trinkwasser	trink-vosser
Food	Essen, Speise	ess-en, shpai- zeh
Matches	Streichhölzer	shtraish-herl- tser

Prepositions

From	von	fon
In	in	in
Inside	drinnen	drin-en
Of	von	fon
On	auf	owf
To	zu	tsoo
With	mit	mit
Without	ohne	owm-eh

Conjunctions

And	und	oont
As	als	ahls
But	aber	ah-ber
If	wenn	ven
Or	oder	odor

Places To Go

Church	Kirche	keer-sheh
City or Town	Stadt	shtot
Market	Markt	markt
Post Office	Postamt	posst-omt
Station	Bahnhof	bahn hohf
Street	Strasse	shtrah-sheh
Telephone	Telefon	tay-lay-phone
Village	Dorf	dorf
Baker	Bäcker	becker
Barber	Friseur	freeze-ur
Give me a haircut	Schneiden Sie mir das Haar	shnide-en zee meer dahss hahr
Dance Hall	Tanzsaal	tantz-zahl
Doctor	Arzt	artst
Drug Store	Drogerie	drogger-ee
Movie	Kino	keen-oh
Garage	Garage	gah-rah-sheh
Restaurant	Restaurant	resto-rong
Shoe Store	Schuhladen	shoe-lah-den
Tailor	Schneider	shnai-der

Military

Ammunition	Munition	moo-n ee -tsee- own
Bomb	Bombe	bom-beh
Cannon	Kanone	koh-noh-neh
Halt: Who's there?	Halt! Wer da?	halt vair dah
Parachute	Fallschirm	fahl-sheerm
Plane	Flugzeug	flukh-zoykh
Rifle	Gewehr	gay-vair
War	Krieg	kreekh

Numbers

One half	ein halb	ine holp
1	eins	ine-s
2	zwei (when tel- ephoning use zwo.)	tsvye, tsvo
3	drei	dry
4	vier	feer
5	fünf	finf
6	sechs	zex
7	sieben	zee-ben
8	acht	okt
9	neun	noy-n
10	zehn	tsane
11	elf	elf
12	zwölf	tsvelf
13	dreizehn	dry-tsane
14	vierzehn	feer-tsane
15	fünfzehn	fnf-tsane
16	sechzehn	zesh-tsane
17	siebzehn	zeeb-tsane
18	achtzehn	okt-tsane
19	neunzehn	noy-n-tsane
20	zwanzig	tsvon-tsik
21	einundzwanzig	ine-oont- tsvon-tsik
30	dreissig	dry-sik
32	zweiunddreissig	tsvye-oont- dry-sik
40	vierzig	feer-tsik
50	fünfzig	fnf-tsik
60	sechzig	zesh-tsik
70	siebzig	zeeb-tsik
80	achtzig	okt-tsik
90	neunzig	noy-n-tsik
100	hundert	hoon-dert
165	hundertfünf- fundsechzig	hoon-dert- fnf-oont- zesh-tsik
1000	tausend	touw-zent

Adjectives

Long	lang	lahng
Short	kurz	koorts
Red	rot	roat
Blue	blau	blouw
Green	grün	green
Yellow	gelb	ghelp
Black	schwarz	schvorts
White	weiss	vice
Good	gut	goot
Bad	schlecht	shlesht
Small	klein	kline

Pronouns

I	ich	ish
You	Sie	zee
He	er	air
Her	ihr	ear
His	sein	zine
She	sie	zee
They	sie	zee
Me (To	mich	mish
Me)	(mir)	(meer)

'30-BOOKS-A-MONTH CLUB' FOR NAVY

Men Afloat, Abroad, May Keep Up Reading Under New Plan

Navy men afloat and abroad can soon have their own "book-of-the-month club" 30 times a month under a new publishing plan now under way.

Pocket-sized editions of popular books, both fiction and nonfiction, are already being made available to all ship and station libraries outside the continental limits of the United States. The plan will provide books at the rate of 1 new title a day, or 30 different volumes every month. A similar program is being carried out by the U. S. Army.

The books, which include current best-sellers, are published in a special edition exclusively for the armed services, by the Council on Books in Wartime, a nonprofit organization made up of American publishers, librarians, and booksellers. Handy to read and carry, the volumes come into two "half-pint" sizes: 5½ by 3¼ inches, and 6½ by 4½ inches. They can readily be carried in jacket or coat pockets, or stowed in small places.

The majority of the Armed Services Editions are complete books; a very few are condensed. They will include such current best-sellers as Ambassador Joseph C. Grew's "Report from Tokyo" and Robert Carse's story of the Murmansk convoy route, "There Go the Ships"; familiar classics such as "Oliver Twist" by Dickens and "Typee" by Herman Melville; books by modern American writers such as Ogden Nash, John Steinbeck, James Thurber, and William Saroyan, and many tales of mystery, humor, and adventure.

As each volume is issued, a sizable number will be assigned to ship and station libraries so that there will be ample copies of each title available. The initial distribution list of 30 titles is as follows:

- A-1—Leonard Q. Ross, *The Education of Hyman Kaplan*.
- A-2—Joseph C. Grew, *Report From Tokyo*.
- A-3—Ogden Nash, *Good Intentions*.
- A-4—Kathryn Forbes, *Mama's Bank Account*.
- A-5—Robert Carse, *There Go the Ships*.
- A-6—Rose C. Feld, *Sophie Halenczik, American*.
- A-7—Theodore Pratt, *Mr. Winkle Goes to War*.
- A-8—Charles Dickens, *Oliver Twist*.
- A-9—John Steinbeck, *Tortilla Flat*.
- A-10—John R. Tunis, *World Series*.
- A-11—James Thurber, *My World and Welcome to It*.
- A-12—Frank Gruber, *Peace Marshal*.
- A-13—H. L. Mencken, *Heathen Days*.
- A-14—C. S. Forester, *The Ship*.
- A-15—William Saroyan, *The Human Comedy*.



—Official U. S. Navy Photograph.

A mystery thriller, a western, a historical novel, and an old favorite are included in the initial distribution.

- A-16—Antoine de Saint Exupery, *Wind, Sand and Stars*.
- A-17—John Bartlet Brebner and Allan Nevins, *The Making of Modern Britain*.
- A-18—Phillip K. Hitti, *The Arabs*.
- A-19—Howard Fast, *The Unvanquished*.
- A-20—Albert Q. Maisel, *Miracles of Military Medicine*.
- A-21—Herbert Agar, *A Time for Greatness*.
- A-22—Graham Greene, *The Ministry of Fear*.
- A-23—Herzberg, Paine and Works, *Happy Landings*.
- A-24—Herman Melville, *Typee*.
- A-25—Rackham Holt, *George Washington Carver*.
- A-26—Joseph Conrad, *Lord Jim*.
- A-27—Carl Sandburg, *Storm Over the Land*.
- A-28—Hervey Allen, *Action at Aquila*.
- A-29—Ethel Vance, *Reprisal*.
- A-30—Jack Goodman, *The Fireside Book*.

New Books in Ships' Libraries

The following books have been purchased for distribution to all units of the service although not all titles will be supplied to all units. The practice of the Bureau is to distribute different titles to small units operating in the same area so that it is possible for units to exchange books. If units do not receive a desired title, request may be made to the Bureau.

Novels

WITHOUT ORDERS by Martha Albrand. Novel of intrigue and underground activities in Italy.

THE APOSTLE by Sholem Asch. Author of

(Continued on page 51)

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

OCTOBER 1943

NAVPERS-0

NUMBER 319

'Now Hear This . . .'

There is no reason why a fighting navy should not be a smart-appearing navy. Admiral Nimitz, Commander-in-Chief of the Pacific Fleet, has a fighting fleet, as the Japanese could verify, and now he calls for more emphasis on dress and discipline in a letter to all units under his command. Writes the Admiral:

"Ours is a great Navy which has behind it a record of achievement of which we are very proud. Most of us are in the Navy because we want to be. Therefore let us show, on every occasion, our pride in our chosen service by closely observing the rules of military etiquette and dress suitable to the occasion.

"The Commander in Chief notes an increasing laxity in military manners and appearance on the part of many officers and enlisted men. This has resulted in a let-down in those standards of smartness which distinguish an efficient and well disciplined organization.

"These conditions can only be corrected from the top down and it is the duty of all senior officers to take such steps as are necessary to effect improvement. Responsible seniors will at once take corrective measures with due regard to operations or work in progress."

Because what Admiral Nimitz has to say applies not only to his Pacific Fleet but to all hands afloat and ashore, we reprint it here. True Navy men and women will not wait for corrective measures to be applied—if it is important enough for Admiral Nimitz to say something about it, it is important enough for us to do something about it, on our own.

Try it and see what a boost your own morale experiences when you are smart in your uniform and in your military etiquette. The Navy itself has given us enough in this war to justify our throwing out our chests with pride. Do your part by observing the rules which have been established for reasons proved by a hundred and fifty years' experience of the world's finest Navy.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from the local commanding officer in all possible instances. Answers to correspondence addressed to the Editor will be through this column only.

TO THE EDITOR:

I would like to call your attention to an error on the third column of page 53 (Sept. 1943 issue) in which it was said that Andrew Francis Carter was the first Naval Reserve Officer to attain the rank of Commodore. I believe that this distinction belongs to Commodore George William Bauer, now retired, who held this rank in the Naval Reserve while attached to the Commandant, Twelfth Naval District.

—P. A. S., Lt. Comdr., USNR

Answer: Commodore Carter was the first to attain the rank under an act in 1942 reviving the rank of Commodore on the active list during time of war, as the item was meant to imply. However, the first Reserve commodore was Robert Pierpont Forshew, ranking from 23 July 1911. Commodore Bauer, appointed to rank 1 January 1927, was the last Reserve commodore under the Naval Reserve laws in force prior to the new act of 1 July 1938. That law provided for one rear admiral instead of commodore, and Commodore Bauer became the first Naval Reserve officer to attain the rank of Rear Admiral.

TO THE EDITOR:

(1) Do members of the Regular Navy in the V-12 program obtain commissions in the U. S. N. or the U. S. N. R.? (2) If there isn't any N. R. O. T. C. in the school which they are attending is it possible for a V-12 student of the Regular Navy to obtain a commission in the Regular Navy?

(3) Do medical and dental students have to obtain a state license before they are given their commissions, or do they obtain their commissions, upon graduation?

—P. A. A., SK3c, USN.

Answers: (1) U. S. N. R. (2) All N. R. O. T. C. students will henceforth be selected from V-12 students at all V-12 units at the end of the second term of their freshman year in the V-12 Program. Those accepted at

(Continued on page 52)

NOVEMBER 1943

LAST NOVEMBER

one of the great naval battles in U. S. history—the Battle of Guadalcanal—was fought. It was a major victory for the United States.

Bitterest fighting during the engagements, which covered 3 days, took place early the morning of 13 November. By 15 November, when the smoke had cleared, Jap losses were put at 28 ships: 1 battleship, 1 battleship or heavy cruiser, 6 heavy cruisers, 2 light cruisers, 6 destroyers and 8 transports sunk; 4 cargo transports destroyed. Damaged were 2 battleships, 1 cruiser, 7 destroyers. U. S. losses: 2 light cruisers and 7 destroyers.

SUN MON TUE WED THU FRI SAT

1	2	3	4	5	6	
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

WHAT WILL WE DO THIS YEAR ?

Quotes of the Month

Gen. George C. Marshall: "In brief, the strength of the enemy is steadily decreasing while the combined power of the United Nations is rapidly increasing, more rapidly with each succeeding month. There can be but one result . . ." (From his biennial report.)



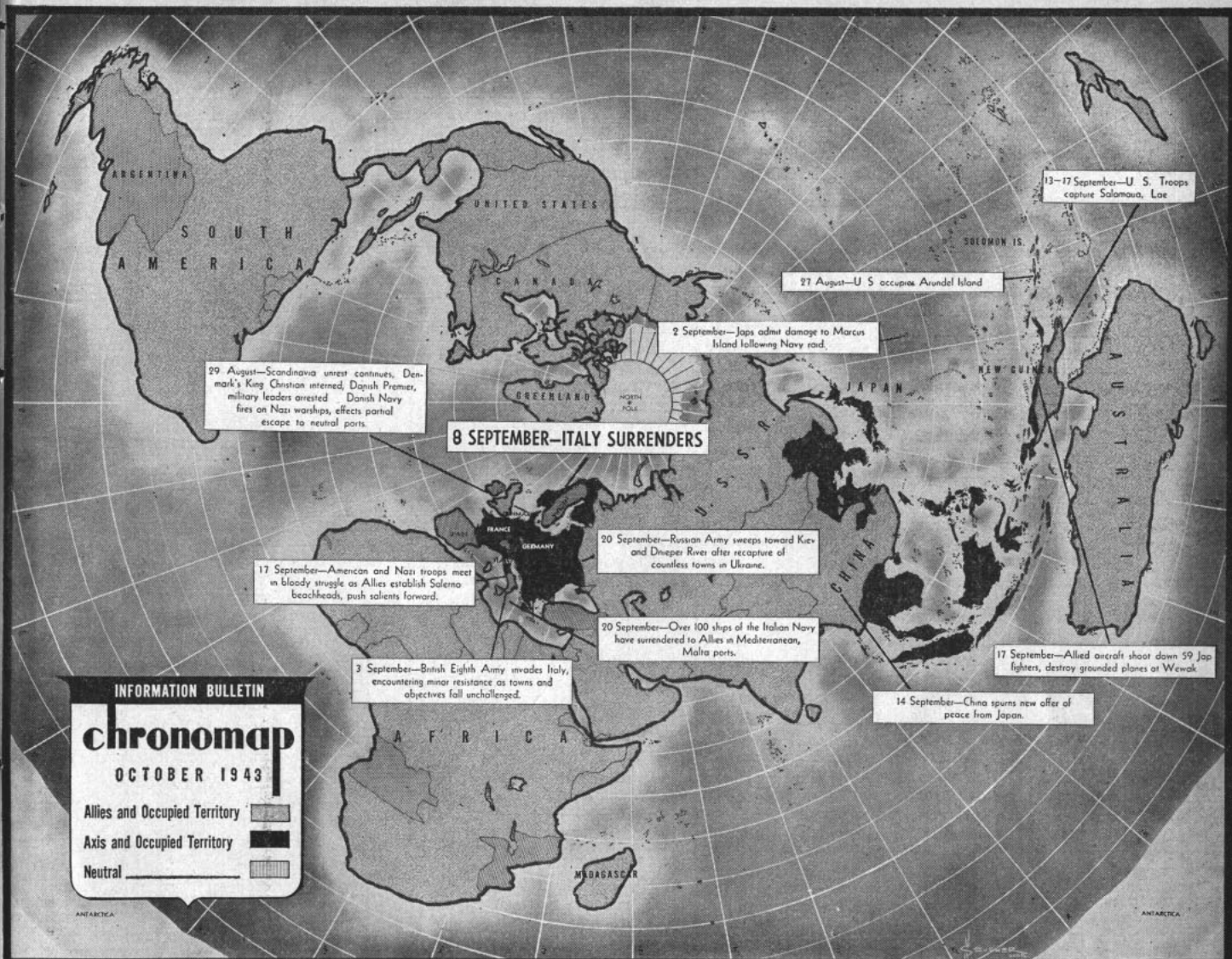
President Roosevelt: "Hitler failed to provide his fortress with a roof. He also left various vulnerable spots in the walls, which we will point out to him in due time."



Secretary Knox: "Our Navy hasn't seen a Japanese carrier in the last 4 months. Apparently they don't like to come out where it's wet."



General Eisenhower: "We are here to stay. Not one foot of Italian ground will be given up."



THE MONTH'S NEWS:

(Period of 21 August Through 20 September)

*Italy Surrenders Unconditionally;
MacArthur Takes Salamaua, Lae;
Russians Make Sweeping Gains*

The War

Italy collapsed as an Axis war power 8 September, 5 days after American and British Army and Navy units had trod on the toe of the Italian boot and established their first beachheads. Announced General Dwight D. Eisenhower: Unconditional surrender. It followed in dramatic sequence the victorious Allied sweep of Sicily, accomplished in 38 days. Capitulation of the Italian mainland opened wide several doors to full-scale, direct attack on the German stronghold.

The surrender actually was signed on the day of invasion, 3 September, but it was not effected until it could do

the Allies the greatest tactical good. Any hope that the Nazis would fall back on their own or North Italian boundaries was dispelled, however, when vicious counter and offensive thrusts were launched against Allied Army and Navy forces which dug in with new beachheads at Salerno.

Salerno, a headland some 25 miles south of Naples, brought U. S. Army and Naval units into bloody contact with at least four veteran divisions of tough and determined Nazi troops.

Set back after initial landings, Allied troops inched slowly and stubbornly forward in succeeding days with the aid of superior air support and, finally, full-scale pounding of enemy positions by Allied Naval units off-

shore. These units turned loose barges of destruction from 15-inch guns which blasted a path for a salient below Salerno.

By 18 September the situation was reported in hand by General Eisenhower. General Sir Bernard L. Montgomery's Eighth Army had accomplished an epic 200-mile push from the foot of the Italian boot and joined with its companion forces at Salerno. Allied air power was reported dominant and military observers were confident that the Nazis must now fall back to the Po River. German resistance in the South of Italy was predicted at an end.

Meanwhile, names from the romantic novels of old Italy reappeared in



—Official U. S. Navy Photograph.

ONE SHIP THAT ISN'T CAMOUFLAGED. *The exchange ship Gripsholm (shown here at her New York pier before sailing on 2 September) this month was on her way to Portuguese India to return Americans from Japan.*

the war dispatches. Genoa, Pisa of the leaning tower, Naples, Gaeta, Pizzo, and other historical cities appeared to be the immediate objectives of the fast-spreading Allied advance and conquest.

The official surrender of Italy came 40 days after the downfall of Mussolini and after 1,181 days, or about 3 years and 7 months, of Italian war effort in behalf of the Axis.

There was an anticlimax. From somewhere inside or outside of Italy, the deposed Duce (according to the Nazi radio) proclaimed himself dictator all over again and once more set himself up as the "popular" leader of all Italy. Germany claimed that he had been "rescued by paratroops" from a remote mountain fortress.

Possibly the brightest news for America in the surrender was the steady flow of Italian warships into Allied harbors for possible use against their former war partner. Despite German attempts to destroy the Italian fleet and the chaotic conditions and confused authority which existed after the surrender, it was known by 20 September that more than 100 warships were in Allied hands.

That this capture of the Italian fleet would eventually free British Naval units for action with the U. S. in the Pacific was predicted by British Naval authorities. Other terms of the surrender placed Italian ports, factories, airfields, and production areas at the disposal of the Allies.

The religious world was shocked on 16 September when Pope Pius XII, in a strong complaint to the German High Command, revealed that he and the Italian Cardinals were virtual prisoners of war in their own domain at the Vatican. Field Marshal General Albert Kesselring's only answer was to reinforce gun emplacements around St. Peter's Square and forbid entrance to all Italians. That the Germans were utilizing the shelter and safety of the Vatican was evident.

Meanwhile, Allied air raids were resumed on military and industrial operations in the suburbs of Rome.

Elsewhere in Europe, things continued to turn for the worse for the Nazis. Berlin was reported practically deserted as bomb-weary civilians fled the city in long trains of freight cars, on bicycles, by auto, and on foot.

Bombings of military objectives throughout France, the occupied countries and Germany itself also continued in great force.



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

AMERICAN TRACTOR BLASTED AT SALERNO: *German 88's set this American Caterpillar afire near Salerno after troops had successfully established a beach-head. Strongly entrenched in the heights overlooking the beach, crack Nazi artillery units strongly resisted the invasion until they were softened up by the pounding of heavy guns from warships off the coast, and flattened by aerial bombardment.*

Personnel Statistics of the Naval Services

The following totals of personnel were on active duty in the Navy, Marine Corps and Coast Guard on 31 July 1943:

	U.S.Navy	USMC	USCG
Officers...	180,000	22,200	8,200
Enlisted...	1,602,000	293,000	143,000

Total .. 1,782,000 315,200 151,200

It is expected that by 31 December 1943 the above totals will be increased to the following:

	U.S.Navy	USMC	USCG
Officers...	201,000	29,700	10,500
Enlisted...	2,093,000	370,000	161,000

Total .. 2,294,000 399,700 171,500

These statistics include personnel of the Women's Reserves of the respective services, but do not include members of the Navy Nurse Corps or enrollees under the Navy V-12 Training Program.

In the South Pacific, American and Australian jungle fighters continued to roll back the Japanese tide on land, sea, and in the air. The Navy announced the invasion of Arundel Island and on 18 September was engaged in mopping up operations there. The Japanese admitted damage to the Marcus Island installations after another smashing Navy raid.

Meanwhile, General MacArthur and his bush fighters ousted the Japs from their New Guinea base at Lae and MacArthur announced that "With God's help we are on our way back." Back, of course, is back to the Philippines, which he has sworn to retake. Lae's two airfields and the big field at Salamaua, which had earlier fallen to American-Aussie hands, brought the Jap stronghold and operating base at Rabaul perilously close to the Allied air armada.

Salamaua had fallen on 13 September after the Japs had been tricked into diverting their main force from Lae. It took 10 days for our forces to hack their way through the 10 miles of brush from their landing place to Salamaua itself.

As the Navy continued to pound Jap shipping, supplies and transport sea lines, as well as lend vital air support, the victorious dispatches from the Lae battlefield took on a "Gone With The Wind" flavor. Deep in that far-away jungle the heaviest fighting was done at places called Vernon's Plantation and Heath's Plantation.

In the North, U. S. bombers based in the recaptured Aleutians negotiated a fourth raid 13 September on Paramushiru, Jap naval and air base in the Kurile Islands. Tough opposition cost us 10 of the 20 attacking bombers.



Official U. S. Army Signal Corps Photograph.

TYPICAL of the fierce, yard-by-yard fighting throughout the South Pacific last month is this photograph of an American infantryman advancing through a New Georgia jungle. The dead Jap at his side goes unnoticed as he concentrates on the task at hand.

Nazi nervousness over possible future invasion points exhibited itself in the Scandinavian countries and also in the Balkans. A mystery which may remain unsolved until after the war occurred 28 August when King Boris of Bulgaria "died" mysteriously after a visit to Hitler. Simultaneously, military and civilian revolt against Nazi oppressors broke out again in Denmark.

First, the Danish Navy blew up its own storehouses and supplies and turned its guns on the Nazi units at Copenhagen. Many Danish ships admittedly escaped and made their way



—Prop Wash (NAS, Whidbey Island, Wash.).

"Best damn navigator in the business."

to friendly ports. King Christian of Denmark was arrested by the German governors, a treatment almost immediately visited upon his advisers and Government officials. The Germans proclaimed Denmark under siege and instituted martial law.

☆

Italian forces first turned on their former allies on 19 September when two Italian divisions drove German troops from the island of Sardinia. Fighting French, Italians, and Americans later started a campaign to push the Germans off Corsica.

☆

Closely following the Marcus raid, the Navy slashed at Jap installations on two islands in the Gilbert group 19 September. Tarawa Island and Nauru Island were attacked by strong naval forces. Each island bases Jap aircraft.

☆

Allied amphibious forces captured two islands near Naples 18 September: Procida, just off the short upper arm of the bay west of Naples, and Ponza, 65 miles northwest of Naples. (A picture story of the Allies capturing an Italian island appears on page 32.)

☆

All along the Russian front the Red Army continued its savage and successful drives. Novorossiisk, second most important Red Navy base, was recaptured 17 September and a day later the recapture of the great rail center of Bryansk was reported from Moscow. The Russians earlier had regained the steel-producing Donets Basin. On a long front, they pushed nearer and nearer the Dnieper.

☆

Lord Louis Mountbatten, head of the British Commandos, was assigned to Asia in a military role equivalent to General MacArthur's in the South Pacific. The British campaign against the Japanese from within Asia will be directed by Mountbatten.

☆

Great Britain "celebrated" the third anniversary of the London blitz on 7 September with the sixth successive day of British and American air pounding of German military targets on the Continent.

☆

Chinese Foreign Minister Dr. T. V. Soong revealed in Washington 14 September that China has rejected "another" Japanese peace offer made recently, containing the most generous terms so far offered. Dr. Soong said that China will fight to a full victory and that he doubted that any "responsible Chinese group" would countenance a peace treaty with Japan.

More U-Boats Than Merchant Ships Sunk in August

In August, more U-boats were sunk than merchant ships, according to an OWI and British Ministry of Information announcement, issued after consultation with the British Admiralty, the U. S. Navy Department, and the Canadian Department of National Defense.

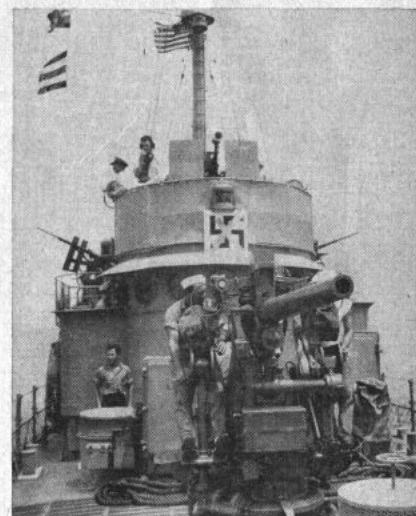
Said the announcement: "It is significant that the enemy made virtually no attempt to attack North Atlantic shipping, and opportunities for attacking the U-boats have been relatively few. Nevertheless, U-boats have been hunted relentlessly on all stations wherever they have appeared and a heavy toll has been taken of the enemy."

☆

Of more than 90 U-boats announced as sunk during May, June, and July, 29 were sunk by United States forces alone. Naval air and surface forces destroyed 24 and 5 were sunk by Army aircraft.

The 24 were disposed of as follows:

By destroyer and PT boat, 2; by destroyers and aircraft (Martin Mariners), 1; by long-range patrol planes (Martin Mariners, Vega Ventures, and Consolidated Catalinas and Liberators, 11; by carrier-based aircraft (Grumman Avengers, assisted by Grumman Wildcats), 9, and by Navy aircraft (type unreported), 1.



—Official U. S. Navy Photograph.

PC-565 with crossed-out swastika

A 170-foot United States Patrol Chaser destroyed a German U-boat so swiftly in the Atlantic recently that the underseas craft didn't have a chance to fight back. PC-565 was guarding a convoy when her sound apparatus picked up the hum of a sub's motors. Depth charges brought the raider to the surface, eventually sank her.

The Navy

With plans being formulated for the observance this year of Navy Day (27 October), it is revealed that the U. S. Navy is now the mightiest surface fleet in world history, with 14,072 vessels, and the most powerful naval air force in the world, of more than 18,000 planes.

The figures are included in a published inventory of the Navy's present-day strength, showing its tremendous expansion since 1940. Three years ago there were only 1,076

vessels instead of 14,072; only 383 warships as against today's 613; only 1,744 planes as compared with today's aerial armada of 18,269 naval planes of all types.

Plans for the observance of Navy Day include a program of activities during the week prior to 27 October with several hundred radio programs tying in with the event. These activities will come to a climax on Navy Day when appropriate ceremonies will be held. Slogan for 1943 has been announced as "Your Navy—Spearhead of Victory."

Sighted Sub—Sank Big Name



—Official U. S. Navy Photographs.

LT. (JG) ROY S. WHITCOMB DONALD T. WARD, AP1c

William S. Stotts, ARM2c, 21, was the first man on the Martin Mariner to see a long, dark object more than 12 miles away on the calm Atlantic. Donald T. Ward, AP1c, 19, lifted his binoculars, quickly tugged at the arm of Lt. (jg) Roy S. Whitcomb, 26, the pilot.

Lt. (jg) Whitcomb identified the object as a submarine, turned to gain cloud cover. By this time, the U-boat, new and equipped with a heavy battery of antiaircraft guns, had sighted the plane.

Heavy fire, including tracer shells, poured from the sub. Because she apparently was about to submerge, Lt. (jg) Whitcomb decided to begin his attack run at once. Heavier fire failed to stop the plane. Co-pilot Ward released his bombs from 50 feet up. He hit the jackpot. Two bombs struck the U-boat's deck. Others landed close aboard on both port and starboard side.

Returning a minute later, the Navy fliers saw boiling water, brown stains, spreading oil, and 15 to 20 bobbing heads. The Martin Mariner dropped a life raft. A U. S. Navy seaplane tender picked up seven Germans.

Thus ended a U-boat sinking typical of many in recent months by U. S. Naval aircraft. What made this incident stand out was that when his identity had been checked, the sub's commander (now a prisoner) was found to be Kapitänleutnant Friedrich Guggenberger, holder of the Oak Leaves to the Knight's Cross of the Iron Cross for numerous U-boat achievements, the most important of which was the sinking of the famous British aircraft carrier *Ark Royal* in December 1941.

All enlisted members of the plane's crew were advanced in rating. In addition to Stotts and Ward, they were Fred Paul Green, ACMM, 24; James R. Bursleson, ARM1c, 20; Thomas W. Govern, AMM2c, 25; Claude L. Mathews, S1c, 21; and Henry E. Hill, Jr., AOM2c, 28.

Other officers aboard were Lt. (jg) Jordan B. Collins, USNR, 24, and Ensign Robert M. Sparks, USNR, 23.

A clean sweep by Naval Aviation was the key to victory in the 37-day campaign at Munda. Navy and Marine Corps planes made up two-thirds of the entire attacking air force and virtually eliminated enemy air opposition by downing 358 Jap planes. This destruction of Jap aircraft was estimated to have accounted for all but 20 or 30 of the total enemy planes in the area. It was accomplished at a cost of 93 U. S. planes. Catalina patrol planes rescued crews of many of these. Crippling blows were struck during the first 2 days of the action, when our air fighters accounted for 125 Jap aircraft while losing 25 of our own planes. High level, medium altitude, dive and glider bombing all played their parts. (For a description by naval pilots of an air battle over Guadalcanal see Page 48.)

☆

Changes in the Navy's aeronautics organization placed five BuAer divisions in the Office of CNO. These were Planning, Personnel, Training, Flight and Air Information.

Under the plan, which recently established the new Deputy Chief of Naval Operations (Air), the present Aviation Division of Naval Operations is absorbed into the five divisions listed above except that the Naval Air Transport Service will continue as a separate division under the new Deputy CNO (Air). The Director of Marine Corps Aviation and appropriate Marine Corps offices in BuAer are assigned directly to the Deputy CNO (Air).

BuAer will continue to function as a matériel bureau, for which it was originally organized.

☆

Blue last month replaced red as the color of the border enclosing the insignia on military airplanes of the United States. At quick glance, the red made the U. S. insignia look too much like the Japanese.

☆

There are no "radiator clubs" at Annapolis this year. Traditionally made up of midshipmen who preferred to rest their feet on the radiators rather than partake in leisure-hour sports and exercises, the clubs folded simply because of lack of membership.

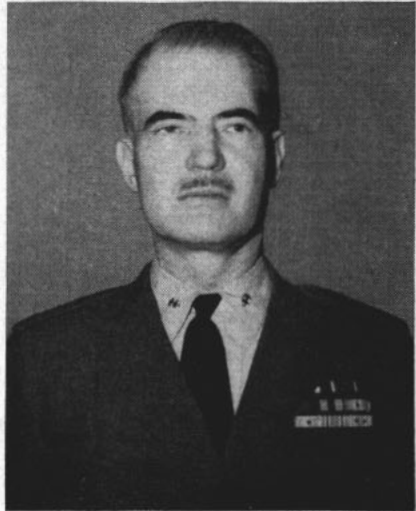
☆

Lost in the New Georgia jungle, Marine Corp. Carl A. Rasmussen encountered three men he took for Marines. One turned around and he knew they were Japs. Unseen, Rasmussen ducked behind a rock, but the Japs heard him put a clip of cartridges into his pistol and dove for cover. Now Rasmussen could spot only two. He fired six shots; fled when the hidden Jap answered with a rifle. Next day, back with an Army patrol, Rasmussen found two dead Japs—one shot through the temple, the other through the chest.

All hands were rescued when the minesweeper *Wasmuth* (a converted four-stack destroyer) broke in two in the North Pacific, 30-odd miles from Unimak, last December. The rescue tanker *Ramapo* bucked a 70-mile gale for 3½ hours before she succeeded in shooting a line to the forward half of the *Wasmuth*, where the 136 crewmen had gathered. Only casualty occurred 2 days later when a machinist's mate, safe on the beach at Dutch Harbor, slipped and broke his arm.

Coast Guard re-established the rating of Torpedoman's Mate, non-existent since the Spanish-American War. The rating was made necessary when the Navy assigned some of its escort destroyers to the Coast Guard. The ships are equipped with torpedo tubes.

New training courses adopted for the Women's Reserve: For enlisted



—Official U. S. Navy Photograph.

CAPT. THOMAS LEIGH GATCH, USN, who won glory and two Navy Crosses and was wounded while commanding the famed "Battleship X" in the South Pacific last year, was sworn in as Judge Advocate General and promoted to Rear Admiral last month. His wounds from the Battle of Santa Cruz Islands not fully healed, Admiral Gatch resumed command of his ship for the Battle of Guadalcanal, sank at least one Japanese cruiser, and assisted in the destruction and damaging of other enemy vessels. As JAG, Admiral Gatch succeeds Rear Admiral Walter B. Woodson, USN, who retired after 42 years' service. Admiral Woodson commanded the heavy cruiser "Houston" which took President Roosevelt to Hawaii in 1934, and served during 1937-38 as Naval Aide to the Chief Executive.

members, training as mail clerks and in aviation instrument maintenance; for officers, special instruction in ordnance and expansion of the aerology training program. (For other training course news, see page 70.)

Of the \$22,490,062 in war bond sales credited to the Navy in August, officer and enlisted personnel of the Navy, Coast Guard, and Marine Corps purchased \$4,647,693 through the allotment plan. The remainder was bought by Navy civilian employees.

From its founding in 1867, the Navy's Civil Engineer Corps was open to men only. Last month the barrier was lifted as Ensign Kathleen F. Lux added CEC to the W-V (S) following her name. Holder of an engineering degree from Purdue University, Ensign Lux was commissioned 9 March 1943 and was on duty in the Bureau of Yards and Docks for several months without a CEC status. She relishes the fact that she is the first woman member of the Corps and would like to be ordered to "Island X" to practice her specialty of sanitary engineering.

Proof that G. I. coffee never loses its strength: In the South Pacific, U. S. Coast Guardsmen had their mess cooks save coffee grounds for several days, then dump them in a large can and add boiling water. Into the brew went white uniforms. Result: a perfect camouflage job.

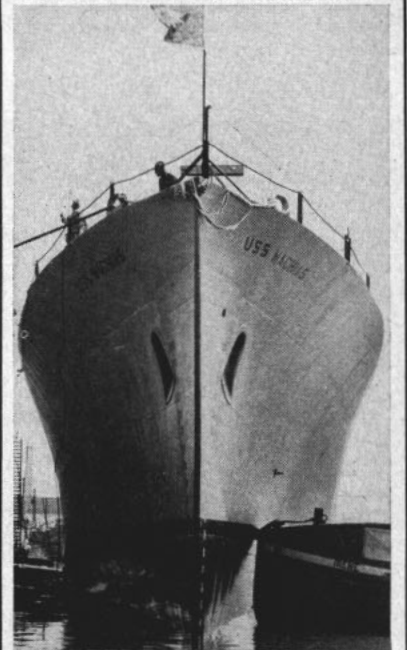
Crewmen of Navy blimps on anti-submarine patrol in the Seattle area recently added an extra-curricular duty: They report all schools of fish sighted and communicate the news by short wave to fishing vessels. Blimpmen can spot fish that might take fishing vessels, employing usual methods, hours to locate. The arrangement was developed by Vice Admiral Frank Jack Fletcher, USN, and the Coordinator of Fisheries.

Twenty-four persons were killed, 250 injured, and hangars and barracks were wrecked 17 September when ammunition in transit exploded at the Naval Air Station at Norfolk, Va. Among those killed was Elizabeth Korensky, S2c, first Women's Reserve member to die in line of duty.

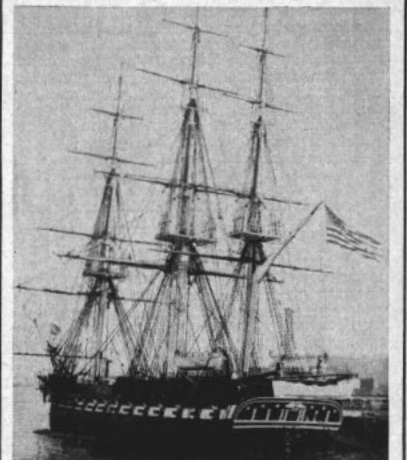
In the Mediterranean, Escort Carrier "B" (for her earlier activity in the Atlantic see page 19) and the U. S. S. *George E. Badger*, an escort vessel converted from an old, four-stack destroyer, chalked up two German U-boats as blasted to the bottom and another one severely damaged.

On a South Pacific island, Seabees and Marines visited "Joe's Place," came away from the mahogany-and-

Once More Frigates Serve With Fleet



One of the newest frigates to join the Navy's rapidly growing fleet, the U. S. S. *Machias* (above) was launched at Milwaukee. The designation frigate has been given a new type twin-screw corvette. The 1943 frigate has been designed specifically to combat U-boats. Congress authorized the construction of America's original frigates in 1794. Two of the original vessels are still in commission: the U. S. S. *Constellation*, administrative flagship of CinCLant, Newport, R. I., and the U. S. S. *Constitution*, Navy Yard, Boston. First of the new frigates, Canadian-built for the U. S. Navy, are in service. The new ships are larger than the standard British corvette. Somewhat similar to U. S. gunboats, they are primarily heavy duty vessels.



The U. S. S. Constitution

teakwood shack with free hamburgers ground from a herd of 300 native cattle. On the same island, other Marines heard a bell that sounded like a Good Humor wagon, followed the sound, received free cake, lemonade, and doughnuts from a mess sergeant driving a jeep.

☆

Commander George S. Piper, USNR, relieved Capt. Emmet P. Forrestel, USN, as aide to AstSecNav Ralph A. Bard. Captain Forrestel was ordered to sea duty with the Pacific Fleet. Commander Piper was a special assistant to Mr. Bard.

☆

Destroyer escort production records were set at two Massachusetts shipyards last month. At Hingham, H. M. S. *Fitzroy* (building for the British Navy under Lend-Lease) was launched 8½ days after her keel was laid. At Quincy, the U. S. S. *Harmon* (named in honor of Leonard Roy Harmon, StM1c, USN, killed in the Battle of Guadalcanal and awarded a Navy Cross posthumously) was delivered to the Navy exactly 92 days after her keel was laid.

☆

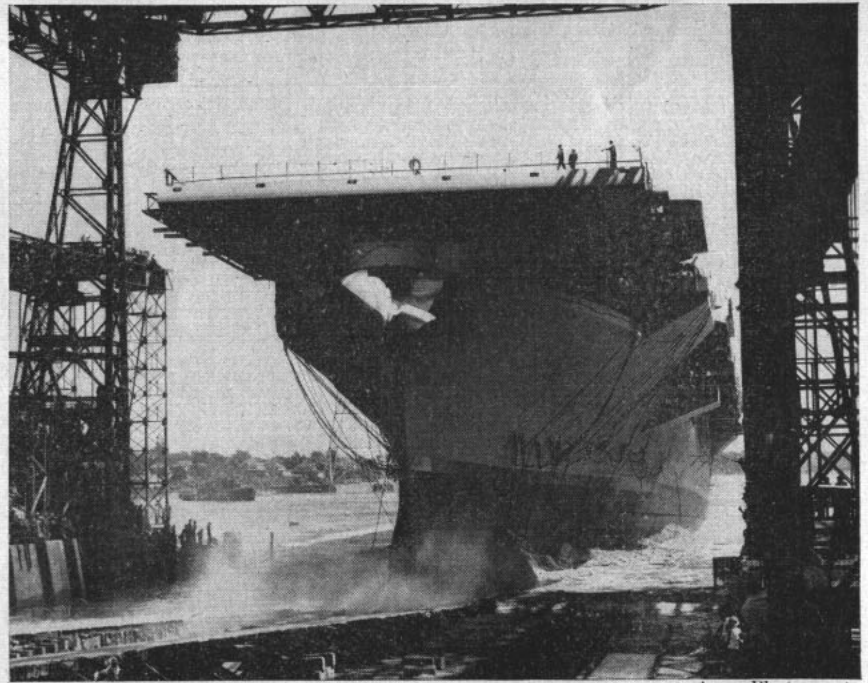
Commodore James A. Logan, USN, commanding officer of the U. S. Naval Operating Base at Londonderry, Northern Ireland, was killed in an airplane crash 4 September, in Northern Ireland. Commodore Logan, 54, was advanced to that rank 24 August. He was a native of Charleston, S. C.

☆

Seersucker in Summer For Navy Women

Gray and white, narrow-striped, woven seersucker dresses with matching jackets will replace the present navy-blue cotton suit as the summer working uniform for women in the U. S. Naval Reserve. In basic design this will be similar to present uniforms.

The change, to go into effect next year, was made to provide more convenient washable hot-weather garb, and will be adopted by both officer and enlisted personnel. Rank and rating will be shown by appropriate insignia in navy blue.



—Acme Photograph.

A New Wasp About To Join the Fleet

Her name steeped with tradition and famed in history, the Navy's newest *Wasp*—seventh vessel to bear that name—slides down the ways at the Bethlehem Steel Co.'s Fore River Yard at Quincy, Mass. The new 25,000-ton aircraft carrier replaces *Wasp* No. 6, sunk in the South Pacific on 15 September, 1942 by torpedoes from a U. S. destroyer, after being badly damaged by enemy torpedoes. (INFORMATION BULLETIN, November, 1942, p. 21.) The first *Wasp* was an eight-gun schooner of the Continental Navy, and was with the first American squadron to put to sea during the Revolution in November, 1777. She was blown up by Americans to prevent her falling into British hands. The second *Wasp*, 18 guns, was built in 1806. Engaging the British brig *Frolic*, 22 guns, in 1812 the *Wasp* defeated and captured the *Frolic*. A short time later, however, the *Wasp* was captured by H. M. S. *Poictiers*, which also recaptured the *Frolic*.

Wasp No. 3 was built in 1813, an 18-gun ship. In 1814, after taking several British vessels as prizes, the *Wasp* disappeared and was never heard from again. *Wasp* No. 4 had been the yacht *Columbia*, was purchased during the Spanish-American war, and used in the blockade of Spanish ports in the West Indies. She was placed out of commission 1 December 1919. *Wasp* 5 was a motor patrol boat taken over by the Navy on 3 November 1917, and returned to her owner in 1918. *Wasp* 6 was the first aircraft carrier to carry the name. *Wasp* 7 was formerly the U. S. S. *Oriskany*, named in honor of the battle of Oriskany, fought in Oneida County, N. Y., during the American Revolution. The name *Oriskany* has been assigned another carrier, now building.

The new dress has short sleeves, a soft round neckline, a trim set-in belt, and a kick-pleat skirt. Round tabs on the collar hold secure a new button-on tie, eliminating bulky material at the back of the neck.

Collarless, the jacket is simply tai-

lored with one real and three simulated pockets, and a line of navy-blue buttons run down the front. There are long sleeves; and lapels are set sharply along the collarline.

Home Front

The Red Cross warned families and friends of American fighting men that enemy short wave radio lists and reports of American killed and captured were unreliable and false. The enemy, says the Red Cross, is apparently using this method to undermine home front morale. The Red Cross asked families and friends of U. S. fighters to rely only on official facts and figures on American prisoners and casualties.

☆

Construction of the famed Liberty ships is gradually being tapered off in

CASUALTY FIGURES

Casualties among naval personnel through 18 September totaled 29,589. The totals since 7 December 1941:

	Dead	Wounded	Missing ¹	Prisoners ¹	Total
U. S. Navy-----	8, 016	2, 665	9, 187	2, 226	22, 094
U. S. Marine Corps---	2, 021	2, 526	660	1, 925	7, 132
U. S. Coast Guard---	182	22	158	1	363
Total -----	10, 219	5, 213	10, 005	4, 152	29,589

¹ A number of personnel now carried in missing status are undoubtedly prisoners of war not yet officially reported as such.

favor of the newer model Victory ship. The latter has a maximum speed of 17 knots against the average 11 knots of the Liberty type. More than 1,000 are now under construction. (A drawing of the Victory ship appears on page 22.)

Collected in a Nation-wide campaign supported by thousands of druggists, hospitals, and other contributors, 11,000,000 doses (5 grains each) of quinine are en route to the fighting fronts for use against malaria.

Brig. Gen. Keller E. Rockey, assistant to the Commandant, U. S. Marine Corps, was promoted to major general, to rank from 28 September 1942.

The St. Louis Cardinals clinched their second consecutive pennant 19 September, walloping the Chicago Cubs in a double header. The Cards went into the final days of the season with a runaway lead of 18 games over the second-place Dodgers and with the rest of the league strung well out behind. The New York Yankees on 25 September won the American League pennant and will face the Cards in the World Series in New York and St. Louis.

Add wartime titles: WASP (not the aircraft carrier). It's the official des-



—Official U. S. Navy Photograph.

UNVEILED in the Marcus Island raid last month was the Navy's newest plane, the Grumman Hellcat. Inheriting all the good qualities of its predecessor, the Grumman Wildcat, and adding many more (increased range, speed, climb, maneuverability and altitude capacity), the Hellcat incorporates combined experience Navy fliers have gained in the Pacific war.

ignation for any woman pilot of the Army Air Forces and was chosen by Gen. Henry H. Arnold, AAF' commanding general, from the initials of "Women's Air Force Service Pilot." Included are pilots of the Women's Auxiliary Ferrying Squadron (WAFS), Women's Auxiliary Flying Training Detachment (WFTD), and other women pilots in the AAF. WASPS wear a distinctive uniform but serve in a civilian status.

NAVY NAMES

A new graving dock, Bolles Dock, honoring the late Commander Harry A. Bolles (CEC), USN, killed in a plane crash in the Aleutians in July, 1943.

CHANGE OF COMMAND

Rear Admiral Andrew C. McFall, usn, to Chief of the Naval Air Operational Training, relieving Vice Admiral Arthur B. Cook, usn, recently named Commandant of the 10th Naval District and Commander, Caribbean Sea Frontier.

Rear Admiral George F. Hussey, usn, to Assistant Chief of the Bureau of Ordnance, relieving Rear Admiral Theodore Davis Ruddock, usn, to sea.

Sub Crews Tune in Radio Tokyo

"We were sitting quietly in a bay at the very time the Japs were claiming to have sunk our ship," said Croel Newton Kicker, Jr., CY usn, whose submarine had returned from a cruise in the South Pacific.

"Another time," he continued, "we heard the enemy announce the sinking of the seaplane tender *Langley*. We could see the ship anchored safely just a short distance away. The Japs broadcast the destruction of the *Langley* several times before it finally went down."

"Some of the best jokes I have heard were told during the hours we sat on the bottom before resuming our raids," Kicker further commented.

"It's a tough life aboard a submarine, but one we like because it means carrying the battle to the enemy."

(An article detailing life and duty aboard submarines starts on page 10.)



—Official U. S. Marine Corps Photograph.

Some of the men who fought and won the Battle of Guadalcanal received recognition of a new type last month. Marine artists who lived under fire saw their paintings and sketches being exhibited in the National Art Gallery in Washington. One of the drawings, by an unknown marine private, was brought back by Lt. Comdr. William N. New, (MC), USN. He found the sketch on an old piece of cardboard in an ambulance during the bloody battle of the Matanikau River on 8 October 1942. It depicts a group of litter-bearers carrying a wounded marine to safety through the jungle.

Navy Department Communiqués

And other Communiqués (Printed in *Italic*) Pertinent to the United States Navy

No. 459: 21 August 1943

North Pacific: 1. A Task Force of the Pacific Fleet has landed a force of United States and Canadian troops on Kiska, beginning on 15 August.

2. No Japanese have been found. There were indications of recent hasty evacuation of the Japanese garrison. Presumably, the heavy bombardments by our ships and planes that have been carried on for some time and the danger to their supply lines by our capture of Attu made the enemy positions on Kiska untenable. It is not known how the Japanese got away, but it is possible that enemy surface ships were able to reach Kiska under cover of the heavy fogs that have been prevalent.

3. Since the air and surface bombardments in the latter part of July had apparently destroyed Japanese radio equipment on Kiska, the assumption was that they were not in communication with the homeland. Consequently, no release of Allied operations against Kiska has been made since 31 July, as it would have conveyed information to the enemy which he otherwise would not have had. This particularly applied to the period during which the transports were in areas exposed to enemy submarine attacks and while they were unloading.

No. 460: 21 August 1943

North Pacific: 1. In the period from 1 August to 14 August, inclusive, U. S. Army and Navy aircraft and heavy and light U. S. Naval surface units carried out the following previously unannounced attacks on Kiska Island and Little Kiska:

On 1 August: Liberator heavy bombers (Consolidated B-24) dropped bombs through solid overcast on the Kiska main camp area.

On 2 August: (a) In the afternoon Liberator attacked North Head on Kiska, and scored hits in the area.

(b) Immediately following the above air attack, heavy and light U. S. Naval surface units heavily bombarded the main camp, submarine base, North Head, South Head and Gertrude Cove on Kiska Island, as well as enemy positions on Little Kiska. More than 2,300 rounds of large and medium caliber shells were fired at the targets, with no return fire from the enemy.

(c) Early the same evening Mitchell medium bombers (North American B-25) and Lightning fighters (Lockheed P-38) bombed and strafed Little Kiska.

On 3 August: (a) In the early morning, light Naval surface units shelled Gertrude Cove and the main camp area on Kiska. Return fire by the enemy was light and brief.

(b) Four bombing and strafing attacks were carried out by Mitchell medium bombers and Warhawk (Curtiss P-40) and Lightning fighters on North Head, South Head, the runway, seaplane hangar area and the main camp on Kiska. Little Kiska was strafed. Hits were observed in all target areas.

On 4 August: (a) Shortly after midnight, a Navy Catalina patrol bomber (Consolidated PBV) dropped explosive and incendiary bombs on the Kiska main camp and submarine base. Large fires resulted from the attack.

(b) During a 12-hour period from morning to evening, 18 attack missions were carried out against North Head, South Head, the runway, main camp and submarine base on Kiska and Little Kiska. Large forces of Liberator heavy bombers, Mitchell medium bombers, Army Dauntless dive bombers (Douglas A-24), and Lightning and Warhawk fighters participated in these attacks. In addition to the bombings, cannon-firing Mitchells successfully attacked shore installations, while the fighter planes strafed at low altitudes. Many explosions resulted and numerous fires were started. The enemy's opposition consisted of sporadic anti-aircraft fire.

On 5 August: In the early morning light Naval surface units shelled Gertrude Cove and the main camp on Kiska. No return fire was encountered.

On 6 August: Light Naval surface units again bombarded Kiska, scoring hits in the target area. There was no return fire.

On 8 August: The Kiska main camp and the Gertrude Cove area were the targets in a further bombardment by light Naval surface units, with no return fire.

On 9 August: Light Naval surface units shelled Gertrude Cove, the main camp and enemy positions on a hill North of Reynard Cove.

On 10 August: (a) Before dawn, Gertrude Cove and the main camp again were bombarded by light Naval surface units.

(b) Large forces of Liberator heavy bombers, Mitchell medium bombers, Army Dauntless dive bombers (Douglas A-24), and Lightning and Warhawk fighters carried out 24 bombing and strafing missions on Kiska. Only light anti-aircraft fire was encountered. Many fires were started.

(c) During the night, a Catalina patrol bomber dropped bombs on Kiska.

On 11 August: (a) In the early morning, light Naval surface units shelled South Head and Gertrude Cove, starting fires.

(b) Gertrude Cove, Reynard Cove, North Head and Little Kiska were the targets of 21 bombing and strafing missions carried out during the day by Liberator heavy bombers, Mitchell medium bombers, Army Dauntless dive bombers (Douglas A-24) and Lightning and Warhawk fighters. Fires were started in all areas and considerable debris was observed in enemy emplacements on Little Kiska.

(c) A Catalina patrol bomber dropped bombs on the main camp and Gertrude Cove during the night.

On 12 August: (a) Shortly after midnight, a light Naval surface unit shelled Kiska.

(b) In the morning, heavy and light Naval surface units bombarded the south coast of Kiska. Gertrude Cove and Bukhti Point were the main targets. There was no return fire.

(c) The Kiska area was heavily bombed and thoroughly strafed during the day in 20 attacks by forces of Liberator heavy bombers, Mitchell medium bombers, Army Dauntless dive bombers, and Warhawk and Lightning fighters. Many fires were started.

On 13 August: (a) Light U. S. Naval surface units bombarded Kiska early in the morning, drawing no return fire.

(b) During the afternoon nine bomb-

ing and strafing missions were carried out against Kiska by U. S. Army Liberator, Mitchell and Dauntless bombers and Lightning fighters. Buildings at Gertrude Cove and North Head were destroyed by direct hits, and fires resulted at Gertrude Cove, North Head, the main camp and North of Reynard Cove. Light anti-aircraft fire was encountered.

On 14 August: (a) In the early morning hours a Navy Catalina three times bombed installations on Kiska, with unreported results.

(b) At hourly intervals, light U. S. Naval surface units bombarded Kiska four times. No return fire was encountered.

(c) In the late afternoon U. S. Army Liberators, Mitchells and Lightnings bombed and strafed enemy positions on Kiska. Results were not reported.

No. 461: 23 August 1943

North Pacific: 1. U. S. and Canadian troops are continuing the occupation of positions on Kiska and in the adjacent area. A landing has been made on Segula Island, about 20 miles east of Kiska, with no Japanese being found.

2. Three Japanese midget submarines, apparently damaged by demolition bombs, were found on the marine railway at the submarine base on Kiska.

Allied Headquarters in the Southwest Pacific, 23 August—Kula Gulf: Our light naval craft in a night sweep destroyed or seriously damaged six enemy barges.

Allied Headquarters in the Southwest Pacific, 24 August—Our light naval craft executed a sweep of coves on the southern coast of Kolombangara Island and in the Kula Gulf, attacking barge hideouts.

Allied Headquarters in North Africa, 24 August—It was announced that the French light cruisers "Le Fantastique" and "Le Terrible" are working in active cooperation with Allied naval forces in the Mediterranean.

Light coastal forces of the British and American navies engaged in normal sweeps off the coast of the Calabrian Peninsula.

In a recent message to American naval and military forces concerned, Admiral of the Fleet Cunningham mentioned the admiration with which he watched the splendid and rapid advance of the Seventh Army to Messina during the Sicilian campaign. He said he was fully aware of the great contribution to this success by the United States Navy and asked that his satisfaction might be expressed to all American naval forces on the north coast of Sicily on what had been a model and effective application of sea power in support of land operations.

Allied Headquarters in the Southwest Pacific, 2 September—Our fight-

ers on a coastal sweep destroyed two barges and a small cargo vessel near Paraso. In Vella Gulf our light naval craft on night patrol sank one loaded barge and damaged two others.

Allied Headquarters in the Southwest Pacific, 6 September—Lae: In a coordinated ground, air, and naval operation our troops in heavy force have successfully landed on the coast northeast of Lae, cutting the enemy's line of communication to Finschhafen and the north coast of New Guinea. The movement was a complete surprise and the landing was made with little opposition. The troops came ashore under cover of a smoke screen, following a naval bombardment, and protected by air formations. The movement to invest and isolate the Lae-Salamaua area is now under way.

Kolombangara, Vilas: Our medium and heavy units bombed enemy base hideouts and Webster Cove. Our naval craft on night patrol destroyed two enemy barges north of the island.

Allied Headquarters in the Southwest Pacific, 7 September—Vella Gulf: Our light naval craft destroyed three enemy barges in a night action.

No. 462: 9 September 1943

Pacific and Far East: 1. U. S. submarines have reported the sinking of six enemy vessels and the damaging of four others in operations against the enemy in waters of these areas, as follows:

Sunk: 2 large freighters. 1 large cargo. 1 medium tanker. 1 small freighter. 1 medium cargo.
Damaged: 1 large cargo. 2 small cargoes. 1 medium freighter.

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

Allied Headquarters in the Southwest Pacific, 9 September—Huon Gulf: During enemy air attacks 4 Sept. our surface ships and anti-aircraft defense shot down two torpedo planes and four dive-bombers. Damage sustained by our naval vessels was superficial.

Pearl Harbor, 9 September—A task force commanded by Rear Admiral Charles A. Pownall, USN, attacked Marcus Island at dawn on 1 September east longitude time.

The first wave of the attack apparently caught the enemy completely by surprise. It is estimated that the attack made in several waves throughout the day destroyed 80 percent of military installations on the island. Our losses totaled two fighters and one torpedo plane.

Some anti-aircraft fire was encountered by the initial waves but was eliminated by succeeding attacks. Fires started throughout the island were still burning the day following the attack.

No enemy planes left the ground. Seven twin-motored bombers which were parked on the runway were destroyed by our fighters. Installations

destroyed included hangars, fuel and ammunition storage, shops and living quarters. The two landing strips were severely damaged by heavy bombs. An enemy trawler trapped near the island was sunk by our planes.

Allied Headquarters in the Southwest Pacific 12 September — Kolombangara: Our light naval craft on coast patrol attacked and destroyed three barges. Fighters destroyed one barge.

No. 463: 13 September 1943

North Pacific: 1. On 13 September (Paramushiru time) a formation of Army Liberator (Consolidated B-24) heavy bombers and Mitchell (North American B-25) medium bombers, successfully attacked enemy shipping and ground installations in the Paramushiru Island area.

2. In spite of spirited enemy opposition, in the form of heavy anti-aircraft fire and fighter interception, the U. S. bombers scored numerous hits on ground installations, set on fire a transport, which was left in a sinking condition, damaged another transport, scored hits on three cargo vessels, one of which exploded, and strafed numerous small craft, setting many on fire.

3. Upwards of 25 enemy fighters attacked the U. S. planes, and in a running engagement, which lasted for 50 minutes, the U. S. bombers shot down 10 enemy fighters and probably 3 more. Four U. S. planes are known to have been lost due to enemy action, and six other failed to return.

Allied Headquarters in the Southwest Pacific 13 September—Finschhafen: Our light naval craft on night patrol sank three enemy barges and damaged a fourth at Blucher Point and started fires near Kanomi village. Enemy shore guns and aircraft shelled and bombed our units without effect.

No. 464: 14 September 1943

1. The U. S. submarine Grenadier has failed to return from patrol operations and must be presumed to be lost. The next of kin of personnel in the Grenadier have been so informed.

Mediterranean Area: 2. On 23 August, the U. S. S. submarine chaser 694 and the U. S. S. submarine chaser 696 were sunk as a result of enemy bombing. The next of kin of all casualties have been notified.

Pacific Area (all dates are east longitude): 3. On 13 September, during the night, 15 Japanese planes attacked Funafuti, Ellice Islands. One enemy plane was shot down by anti-aircraft fire. Material damage sustained was slight.

Allied Headquarters in the Southwest Pacific 14 September—Solomons; Kula Gulf: Our light naval craft attacked and damaged five enemy barges during night patrol. Gunfire from barges and shore positions caused minor damage to our units.

Allied Headquarters in North Africa 15 September—1. In spite of fierce enemy resistance and air interference, troops with their supplies and equipment continue to be disembarked on the beaches in the Salerno area by the Royal and United States Navies, working under Vice Admiral Henry K. Hewitt, USN. The bombardment of en-

emy positions by strong forces of cruisers and destroyers continues. In one day one United States cruiser fired 355 rounds on enemy tanks and machine-gun nests. 2. Allied naval forces continue to assist Army movements into the Taranto area and the advance of the Eighth Army on the coast of Calabria. 3. The Island of Capri was occupied by an Allied force during the afternoon of 12 September. The defense of the island remained with the Italian naval and military authorities, who are cooperating with ours.

No. 465: 16 September 1943

South Pacific (all dates are east longitude): 1. On 13-14 September, during the night, Japanese planes bombed the Lunga Point Area on Guadalcanal Island. Some minor damage was sustained.

2. On the same night a Japanese bomber attacked U. S. positions on Russell Island, but caused no damage.

3. No personnel casualties resulted from either of the above raids.

Allied Headquarters in North Africa, 16 September—Unloading on the beaches in the Salerno area continues satisfactorily. Destroyers working inshore are bombarding enemy positions and troop concentrations. Yesterday, 15 September, targets in the Salerno area also were bombarded by battleships. It is reported that 28 further small units of the Italian Navy arrived at Palermo on 13-14 September.

No. 466: 17 September 1943

1. The destroyer U. S. S. Rowan was sunk as the result of an under water explosion in Italian waters on 11 September, 1943.

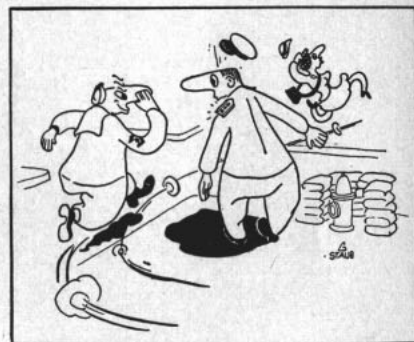
2. The tug U. S. S. Navajo was sunk as the result of an under water explosion in the South Pacific area on 12 September, 1943.

3. The tug U. S. S. Nauset was sunk as a result of enemy action in the Mediterranean on 9 September, 1943.

4. Next of kin of all casualties aboard the Nauset have been notified. The next of kin of casualties aboard the Rowan and the Navajo will be notified as soon as possible.

No. 467: 19 September 1943

South Pacific (All dates are east longitude): 1. During the night of 15 September, a Japanese plane bombed Guadalcanal Island. Some minor damage was sustained and one man was injured.



—Dope Sheet (NAS, Norfolk, Va.).
"By your leave, Sir!"



—Official U. S. Navy Photograph.

THE GREENLAND ICE CAP as photographed by naval aviators in 1942. It was in such a rugged, desolate region as this an Army Flying Fortress was forced down. Its crew was marooned for five months before final rescue of survivors, effected with Navy help, was achieved.

Five Months on the Ice Cap

Navy, Coast Guard, Army Worked Together
To Bring Back Survivors of Arctic Ordeal

From November 1942 to April 1943 members of the crew of a Flying Fortress were marooned on the Greenland Ice Cap despite almost continuous rescue efforts. Finally, Bernt Balchen, in a Navy PBY with a Navy crew, brought survivors to safety. As it was put together long after the rescue, the story was one of hardship, death, and heroism.

Those rescued were Capt. Armand L. Monteverde, pilot; Lt. Harry E. Spencer, jr., co-pilot; Lt. William F. O'Hara, navigator; Sgt. Paul J. Spina, engineer; Sgt. Alexander F. Tucciarone, assistant engineer; Tech. Sgt. Alfred C. Best, observer, and Staff Sgt. Lloyd Puryear, observer. The follow-

ing were killed: Lt. John A. Pritchard, jr., uscg; Lt. Max H. Demorest, usa; Radioman Benjamin A. Bottoms, uscg; Corp. Loren E. Howarth, radio operator, and Pvt. Clarence Wedel, observer.

On 9 November 1942 the Fortress, being ferried to England, was diverted and sent to search for an overdue plane. Three men were added to the crew as extra observers.

The Fortress crashed into the ice cap near the west coast of Greenland and broke in two. Its radio was wrecked. Sgt. Spina was thrown clear and one of his arms was broken. Both gloves were lost and his hands froze. Others were shaken and suffered cuts

and bruises. Capt. Monteverde set Sgt. Spina's arm and splinted it with success.

Quarters were rigged in the tail of the broken fuselage. There were only limited rations, no heat or light and only the most inadequate protection. During the next 10 days the weather was severe, with high winds and driving snow.

The men were very cramped and uncomfortable in the fuselage. Lt. O'Hara's feet froze. He and Sgt. Spina bedded down in the bottom; the others scrambled around them.

The men moved with great care, hanging onto the butts of the machine guns and asking Lt. O'Hara and



—Official U. S. Army Air Forces Photograph.

ALSO FORCED DOWN on the Greenland ice cap, the crew of an Army B-25 patrol plane was sighted on the fourth day and immediately rescued. Snugly settled in their improvised igloo, with a plane wing for a roof, are Sgts. J. C. Whitman and J. R. Brewster.

Sgt. Spina as they put their feet down in the dark: "Is that all right? Am I missing you all right?"

The ice cap around the plane was fissured by deep crevasses, one directly under the tail. This kept growing until it was nearly 50 feet across. The tail section began to slide into the crevasse, but the men tied it down with ropes to the forward portion to hold it.

Many crevasses were covered with snow. Lt. Spencer fell through one and was rescued with a rope made of parachute shrouds.

The first rescue plane came over and dropped supplies on the fifteenth day. This was 24 November, Thanksgiving day. Col. Bernt Balchen, the famous Arctic explorer, piloted the big C-54 over the camp and dropped a quantity of supplies with parachutes, but with the wind that was blowing the parachutes did not collapse and they sailed out of reach.

Not many miles from the scene of the crash was a small weather station. From here Lt. Demorest and Staff Sgt. Don T. Tetley set out on two motor sleds. After great hardships they reached the plane on foot, being forced to abandon their sleds some distance from the plane.

Returning with the sleds a short time later, Lt. Demorest, about 100 yards from the plane, began turning off the ski tracks he and Sgt. Tetley made when they first reached the plane afoot, because the sleds were awkward to turn when they were stopped and he wanted to bring his to a stop heading the right way for departure. He proceeded another 25 yards, dived into a crevasse. Tetley stopped his sled and ran to where Lt. Demorest had disappeared. Far down—150 feet—he could see the tail of the sled, but no sign of life.

At about the same time, a Grumman airplane piloted by Lt. Pritchard,

USCG, landed near the Fortress after taking off from the Coast Guard cutter *Northland*. Lt. Pritchard set out on foot, taking several hours to cover a distance of less than a mile to the wrecked plane.

Lt. Pritchard flew safely back to the *Northland* with two men, Sgt. Tuciarone and Puryear. He then returned to the wreck while the stranded crew was trying to rescue Lt. Demorest.

Capt. Monteverde could see that a heavy fog was making up the bay and along the coast. He sent Howarth to tell Lt. Pritchard that he must take off immediately before bad weather set in. Lt. Pritchard took Howarth aboard and flew off, passing low over the others where they were gathered around the crevasse, wagging his wings in salutation.

The next morning the men learned that Lt. Pritchard and his Grumman had not landed. The wreck of the

amphibian was finally spotted from the air. In the fog and foul weather it had crashed near the coast and all men aboard—Lt. Pritchard, Radioman Bottoms and Corp. Howarth were instantly killed.

Gangrene had developed in Lt. O'Hara's frozen feet. On 7 December, with fine weather, Capt. Monteverde decided that the sled should make a run for its home weather station with Lt. O'Hara. Lt. Spencer, Wedel and Tetley were detailed to accompany the sled. Lt. Spencer went ahead with snow shoes to test for crevasses. Tetley rode the rear of the sled, driving it. Most of the time Wedel followed on foot. They progressed slowly but safely until they were about a mile and a half from the B-17. Here there was a fairly steep rise, up which led a slight trough, which, from its conformation, Tetley knew would be safe from crevasses. They were still cautious although they were pretty sure they were out of the crevasse area.

Lt. Spencer knelt down to take off his snow shoes. Tetley got off the sled on one side; Wedel came up the other side to give the sled a shove when it started.

They were talking to each other and to Lt. O'Hara across the sled's narrow width when suddenly Wedel went through the surface. He clutched at the sled, trying to get a grip on it with his mittens. Through the sleeping bag Lt. O'Hara felt Wedel's hands slide over his legs.

It happened too fast; for a moment Wedel clutched and then he was gone.

Tetley gunned the sled a short distance ahead and he and Lt. Spencer ran back. They had stopped directly across a crevasse. It had held up solidly under snowshoes and the sled, but Wedel, with his snowshoes off, had broken through.

Four miles further on the sled broke down, and, missing Wedel's mechanical ingenuity, finally stopped. The stranded men were now separated—three at the scene of the crashed Fortress and three where the sled had broken down.

Foul weather and impassable terrain frustrated all attempts to get to the men. Supplies were dropped whenever possible, enough to keep the men alive.

In February, Col. Balchen with a Navy crew landed a Navy PBY flying boat on its belly in the deep snow beside the sled camp, picking up all men at this camp and taking off.

Bad weather prevented his return until April. He again landed at the sled camp, this time having with him a dog team and a number of men experienced in Arctic work.

On 6 April Col. Balchen's plane returned to make its third remarkable landing, and brought all survivors and the rescue party out to safety.

Navy Squadron Gets 31 Japs

"Planes Fall Like Flies" as Enemy Force of 120 Is All But Wiped Out

To shoot down 31 Japs (16 Aichi 99's, 15 Zeros) in the 16 June air battle over Guadalcanal, a Navy fighting squadron mustered all hands including a sick pilot, one shot down a few days before, and one awaiting transfer. This description of the battle was only recently made available in the U. S.

During the battle a total of 77 enemy planes were shot down by Allied aircraft. Seventeen more were destroyed by antiaircraft fire, for a total of 94 by all methods. (Navy Department Communiqués Nos. 415, 416, 418; INFORMATION BULLETIN, July 1943, pp. 50-51.)

The ferocity of the battle, in which the Allies suffered the loss of six planes, was described in seven words from the report of one of the squadron's pilots:

"Planes were falling like flies that day."

The squadron is commanded by Lt. Comdr. Clarence M. White, jr., USN, of West Annapolis, Md.

Three of his pilots were lost in mid-air collisions caused by the intensity of the fighting.

The squadron was keyed to a high pitch for the battle. It had been training and waiting in the Pacific for months. First word of the raid and indication that it was in force came when a group of 38 Zeros was reported coming down the "slot"—the route the Japanese always travel to attack Guadalcanal. This was followed by a report of "a very large group of planes, probably 80." (Final estimate was that 120 Jap planes were in the battle.)

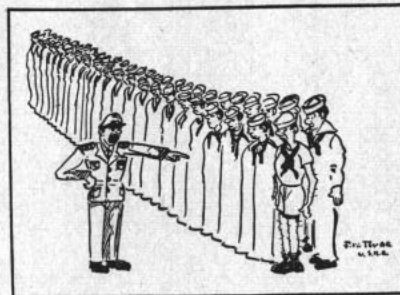
The most vivid impression of the scope and intensity of the battle may be gained from the pilots' individual reports. Excerpts from some of them:

Lt. Frank B. Quady, USN, Coronado, Calif.—"We were at 25,000 feet and the enemy sighted consisted of 2 shal-

low 'Vees' of 9 or 10 dive bombers each . . . with a column of Zeros slightly above and on either side . . . there were 25 to 30 Zeros . . . I made a stern run into the leading 'Vee' . . . shooting at the second plane from the right end. The dive bomber began to smoke and fell off to the right. Meanwhile, the end plane pulled up to avoid the damaged plane and I gave him a burst. He immediately shuddered, smoked and followed his companion down. I then pulled up around and commenced to head on with a Zero . . . I emptied the rest of my ammunition into him and he smoked and fell downward. I received three 20-millimeter cannon shot and numerous 7.7s and spun down. A Zero followed me . . . and I went into a cloud where I stayed until the field was clear. There was a Mitsubishi twin-engine bomber flying around in the cloud with me and I tried to give him a burst, but my ammunition was all gone . . . my controls were all but shot away and I thought of bailing out, but finally made the field."

Lt. (jg) Henry S. White, USNR, Matewan, W. Va.—"I peeled off after Lieutenant Quady . . . and opened up on the one on the inside of the formation. This burst hit him in the right wing, which apparently sheared off. He went straight into the mountain on the right. I then put about 100 rounds into the third plane from the end, breaking off when he began to emit heavy smoke and fell off to the right."

Lt. (jg) John W. Ramsey, USNR, Carter, Okla.—"I took up a division which included one pilot on the sick list, another pilot who had been on the ground for 3 weeks awaiting transfer, and a third who had been shot down 9 days previously and had been back with the squadron less than a week . . . All I could see around me were Zeros and three F4Fs (Wildcats). Several Zeros made passes at me. One Zero made a beautiful overhead on me . . . I gave him a burst and he broke into flames and fell. I looked around to find, almost in formation with me, a cream-colored dive bomber with black markings burning merrily with another F4F on his tail. I saw two more of the same type. My motor was smoking and oil was being splattered over the windshield, but I managed to give the second one a burst, and he burned. I was wondering whether to bail out but the Zeros around and the antiaircraft bursts dissuaded me from jumping and I came in making a dead stick landing."



—Dope Sheet (NAS, Norfolk, Va.).

"But Sir! The Dope Sheet said undress whites, with neckerchiefs!"

NEW SHIPS NAMED IN HONOR OF NAVAL HEROES

EDITOR'S NOTE: Many of Uncle Sam's new fighting ships have been named in honor of deceased personnel of the Navy, Coast Guard, and Marine Corps killed in the present war. The following list comprises heroes of the fighting forces thus honored to date. Ships have been given the surname of the individual, except as noted. In the latter instances, the ships have been given the full name to distinguish them from ships already bearing the surnames.

Lt. (jg) John White Acree, USNR
Lt. Edward Henry Allen, USN (U. S. S. *Edward H. Allen*).
Lt. (jg) Stanton Morgan Amesbury, USNR
Ensign Eugene Earle Amick, Jr., USNR
Ensign Eric Theodore Andres, USNR
Lt. (jg) John McDougal Atherton, USNR
John Arnold Austin, Ch. Carp., USN
Ensign John Drayton Baker, USNR
Joseph Bangust, AMM2c, USN; Malcolm
LeRoy Kenneth Barber, F1c, USN; and Randolph
Harold Barber, F2c, USN (One ship
named for three brothers).
Lt. Comdr. Richard Swan Baron, USN
Ensign Edward Munroe Bates, Jr., USN
Ensign Gus George Bebas, USNR
Capt. Mervyn Sharp Bennion, USN
Lt. Comdr. John Michael Bermingham, USN
(U. S. S. *John M. Bermingham*).
Lt. Comdr. Hugh David Black, USN
Commander James Douglas Blackwood, USN
(U. S. S. *J. Douglas Blackwood*).
Eugene Blair, CMM, USN
Lt. Edward Martin Blossman, USN
Ensign Robert Sinclair Booth, Jr., USNR
Lt. (jg) John Randolph Borum, USNR
Ensign Robert Keith Bowers, USNR
Lt. Bruce Godfrey Brackett, USNR
Ensign John Joseph Brennan, USNR
Lt. Graham Paul Bright, USN
Ensign Robert Earl Brister, USNR
Lt. (jg) Ben Richard Bronstein, USNR
Lt. (jg) David Aitkens Brough, USNR
Walter Scott Brown, AMM, USN (U. S. S.
Walter S. Brown).
John Daniel Buckley, AOM3c, USN
Lt. (jg) Richard Bull, USNR
Lt. Richard Salisbury Bull, Jr., USN (U. S. S.
Richard S. Bull).
Kenneth Cecil Bunch, ARM1c, USN
Lt. Comdr. John Edward Burke, USN
Napoleon Joseph Cabana, Mach., USN
Herbert A. Calcaterra, MoMM1c, USN
Rear Admiral Daniel Juson Callaghan, USN
Ensign Jack Hill Camp, USNR
Ensign Joseph Eugene Campbell, USNR (*Joseph E. Campbell*).
Ensign Leon William Canfield, USNR
First Lt. George Ham Cannon, USMC
Daniel William Carlson, CMM, USN
Lt. Herbert Fuller Carroll, Jr., USN
William Finnie Cates, S2c, USNR
Ensign Davis Elliott Chaffee, USNR
Ensign Russell F. Chambers, USNR
Lt. Comdr. Edgar Griffith Chase, USN (U. S. S.
Edgar G. Chase).
Hubert Paul Chatelain, GM1c, USN
Ensign Harold Jensen Christopher, USNR
Lt. (jg) Howard Franklin Clark, USN (U. S. S.
Howard F. Clark).
Ensign Edward Blanchard Cloues, USN



—Pointer (USN Armed Guard Center, Brooklyn, N. Y.).

"No! No! Gus, you haven't quite got the right idea!"

Lt. Dan Robertson Cockrill, USNR
John Joseph Cofer, S1c, USN
John Gaynor Connolly, CPC, USN
Lt. (jg) Walter Wesley Coolbaugh, USNR
Ensign Bunyan Randolph Cooner, USNR
Lt. Comdr. James Edwin Craig, USN (U. S. S.
James E. Craig).
Commander Mark Hanna Crouter, USN
Ensign Howard Daniel Crow, USN (*Howard D. Crow*).
Lt. Comdr. Thomas Ewing Crowley (DC), USN
Lt. Roger Noon Currier, USN
Edward Carlyle Daly, Cox., USN (U. S. S.
Edward C. Daly).
Hugh S. Daniel, Pfc., USMC
Ensign Marshall Eugene Darby, USN
Ensign Frederick Curtice Davis, USNR (U. S. S.
Frederick C. Davis).
Francis D. Day, CWT, USN
Lt. (jg) Ernest Elden Decker, USNR
Lt. (jg) LeRoy Clifford Deede, USNR
Lt. (jg) Richard John Dempsey, USNR
Ensign Arthur Louis Dionne, USNR
Lt. Joseph Julius Dobler, USNR
Ensign John Joseph Doherty, USNR
Lt. (jg) Trose Emmett Donaldson, USNR
Ensign John Lincoln Doneff, USN
Ensign Earl Roe Donnell, Jr., USNR
Ensign Charles John Duffy, USNR
Kenneth W. Durant, PhM3c, USN
Joseph Edward Durik, S2c, USNR
Lt. Comdr. Hilan Ebert, USN
Ensign Charles Emil Eichenberger, Jr., USNR
George Raymond Eisele, S2c, USNR
Lt. (jg) Jacques Rodney Eisner, USNR
Lt. Ralph Waldo Elden, USN
Lt. Comdr. John Eldridge, Jr., USN
Lt. Arthur Vincent Ely, USN
Ensign Jack Mandeville Emery, USNR
Ensign John Charles England, USNR
Lt. (jg) Warren Leonard Engstrom, USN
Ensign Robert Paul Francis Enright, USNR
Lt. (jg) Milo Burnell Everts, USNR
Rear Adm. Robert Henry English, USN
George Irvin Falgout, S2c, USNR
Lt. (jg) Victor Norman Fair, Jr., USNR
Lt. Langdon Kellogg Fieberling, USN
Lt. (jg) Joseph Warren Finch, Jr., USNR
William Michel Finnegan, Ch. Rad. Elec.,
USN
Ensign Francis Charles Flaherty, USNR
Capt. Richard E. Fleming, USMC
Lt. (jg) Carleton Thayer Fogg, USN
Ensign Andrew Lee Foreman, USNR
Clarence Melvin Formoe, AMM1c, USNR
Edward William Forster, Mach., USN
Ensign Rodney Shelton Foss, USNR
Lt. (jg) Robert Ludlow Fowler, III, USNR
Ensign Lee Fox, Jr., USNR (U. S. S. *Lee Fox*).
Paul S. Frament, PhM3c, USNR
Andrew Jackson Gandy, Jr., S2c, USNR
Samuel Merrett Gantner, BM2c, USNR
Thomas James Gary, S2c, USN
Ensign Oswald Joseph Gaynier, USNR
Capt. Elphege Alfred M. Gendreau (MC)
USN
Eugene F. George, S2c, USN
Lt. (jg) Douglas Wiley Gillette, USNR
Commander Howard Walter Gilmore, USN
(U. S. S. *Howard W. Gilmore*).
Commander Walter William Gilmore (SC),
USN
Lt. (jg) Frank Greenwood, USNR
Charles R. Greer, Pfc., USMC (*Charles R. Greer*).
Lt. (jg) Kenneth Frederick Greiner, USNR
Daniel T. Griffin, AMM1c, USN
Ensign Don Thornburg Griswold, USNR
Lt. (jg) Robert W. Gunason, USNR
Lt. Arthur Leonard Gustafson, USN
Lt. Alexander Haines, USNR
Lt. (jg) Roy Orestus Hale, Jr., USN (U. S. S.
Roy O. Hale).
Ensign William Ignatious Halloran, USNR
Ensign Delbert Wayne Halsey, USNR (*Delbert W. Halsey*).
Leonard Roy Harmon, MA1c, USN
Lt. (jg) Harold Aloisius Harveson, USN
Lt. Burden Robert Hastings, USN (U. S. S.
Burden R. Hastings).
Ensign James Wallace Haverfield, USNR
Lt. Comdr. Hubert Montgomery Hayter, USN
Lt. Comdr. Howard Raymond Healy, USN
Ensign Cyril Franklin Hemminger, USN
Lt. William Ralph Herzog, USNR
Lt. Comdr. Ralph Hickox, USN
Ernest Lenard Hilbert, AOM3c, USN
Edwin Joseph Hill, CBM, USN
Ensign Joseph Metcalf Hissem, USNR
Ensign Flourenoy Glen Hodges, USNR
Lt. (jg) Randolph Mitchell Holder, USNR

Ensign Ralph Hollis, USNR
Lt. Comdr. Hallsted Lubeck Hopping, USN
Lt. (jg) Curtis William Howard, USN (U. S.
S. Curtis W. Howard).
Comdr. Joseph Charles Hubbard, USN
Lt. Edwin William Hurst, USNR
Rear Adm. Royal Rodney Ingersoll, USN, and
his grandson, Lt. Royal Rodney Ingersoll,
USN
George Washington Ingram, S2c, USN (U. S. S.
George W. Ingram).
Lt. (jg) Ralph Wille Janssen, USNR
Ensign Ira Well Jeffery, USNR (U. S. S. *Ira Jeffery*).
Lt. (jg) Henry Pease Jenks, USNR
Lt. (jg) Earl Vincent Johnson, USN (U. S. S.
Earl V. Johnson).
Ensign Herbert Charpiot Jones, USNR (U. S. S.
Herbert C. Jones).
Ensign Philip Michael Joyce, USNR
Lt. Julian Bethune Jordan, USN
Lt. William Perry Kephart, USNR
Rear Adm. Isaac Campbell Kidd, USN
Ensign Edward Blaine Kinzer, USNR
Capt. Thomas LeRoy Kirkpatrick (ChC), USN
Lt. (jg) James Duval Kolner, USNR
Ensign Raymond Joseph Kretchner, USNR
Ensign Elden Francis Kyne, USN
Ellis J. Keith, Jr., S2c, USNR
John Ervin Lake, Jr., APC, USN
Kenneth Taft Lamons, BM2c, USN
William Henry Lansing, AMM1c, USN
Charles Lawrence, AMM2c, USN (U. S. S.
Charles Lawrence).
Lt. Comdr. Louis Marcel LeHardy, USN
Ensign Robert Lawrence Leopold, USNR
William Porter Liddle, Jr., PhM3c, USN
Ensign William Rees Lloyd, USNR
Lt. Comdr. Arthur Edward Loeser, USN
Lt. Comdr. Donald Alexander Lovelace, USN
Ensign William Bacon Lovring, USNR
Harry J. Lowe, Jr., GM3c, USN
Jackson Keith Loy, GM3c, USN
Ensign Chan Lyman, USNR
Donald Roy McAnn, GM1c, USNR
Ensign Thomas Alfred McClelland, USNR
Ensign Charles Nahee Major, USNR
Thomas J. Maloy, CWT, USN
Arthur Cleon Manlove, Electrician, USN
Milburn Alexander Manning, AMM3c, USN
Roy Joseph Marchand, F1c, USN
Ensign Benjamin Raymond Marsh, Jr., USNR
Lt. Comdr. Thomas Worth Marshall, Jr., USN
Luther Charles Martin, Carpenter, USN
Alvin Lee Marts, F2c, USN
Ensign Newton Henry Mason, USNR
Ensign Herbert Hugo Menges, USNR
Ensign Howard Del Merrill, USN
Lt. Edward Micka, USN
Lt. (jg) Samuel Stockton Miles, USNR
William Cicero Miller, RM1c, USN (U. S. S.
William C. Miller).
Ensign Lloyd Jones Mills, USNR
Ensign Albert Edward Mitchell, USNR
Fred Kenneth Moore, S1c, USN
Ensign Walter Harold Mosley, USNR
William Frederick Neundorf, Jr., S1c, USN
Weimar Edmund Neuner, Mach. (T), USN
Lt. Comdr. Byron Bruce Newell, USN
Laxton Gail Newman, AMM3c, USN
Lt. Comdr. Earl Kenneth Olsen, USN (U. S. S.
Earl K. Olsen).
Ensign William Thomas O'Neill, Jr., USNR
Lt. Edward Joseph O'Reilly, USN
Ensign Wesley Frank Osmus, USNR
Harvey Emerson Oswald, MM2c, USN
Ensign John Albert O'Toole, USNR
Lt. Bethel Veech Otter, USN
Carl William Otterstetter, S2c, USN
Lt. Comdr. William Ellison Pennewell, USN
Ensign Dale William Peterson, USNR (U. S.
S. Dale W. Peterson).
Oscar Verner Peterson, CWT, USN
Robert Lee Pettit, RM1c, USN
Minor Butler Poole, GM1c, USN
Lt. John James Powers, USN (*John J. Powers*).



—Rinaldi in The Hoist (NTS, San Diego).

William Thomas Powell, GM2c, USN (*William T. Powell*).

Lt. (jg) Edward Max Price, USN
 Ensign Lewis Bailey Pride, Jr., USN
 Lt. (jg) Richard Redner Rall (MC), USN
 Marvin Lee Ramsden, Cox., USN
 Lt. Martin Hasset Ray, Jr., USN (U. S. S. *Martin H. Ray*).

Thomas J. Reeves, CRM, USN
 Lt. Comdr. Paul James Register, USN
 Lt. Comdr. John Keane Reyhold, USN
 Ensign Dudley Louis Reynolds, USN
 Lt. (jg) Allison Phidel Rhodes, USNR
 Ensign Richard Merrill Rowell, USNR (U. S. S. *Richard M. Rowell*).

Lt. (jg) Ralph McInister Rich, USNR
 Ensign Joseph Lee Richey, USNR
 Lt. Milton Ernest Ricketts, USN
 Ensign Joseph Riddle, Jr., USNR
 Ensign Arthur John Roberts, Jr., USNR
 Lt. Comdr. Thomas Wright Rudderow, USNR
 Ensign Donald Steven Runels, USN
 Eugene Thomas Sanders, CBM, USN
 Ensign Walter Samuel Savage, Jr., USNR
 Lt. (jg) Aloysius Herman Schmitt (Ch. C.), USN

Rear Adm. Norman Scott, USN (U. S. S. *Norman Scott*).

Robert R. Scott, MM1c, USN
 Ensign Delmore Sederstrom, USNR
 Ensign Daniel Seid, USNR
 Ensign Edward Robert Sellstrom, USNR
 Lt. Max Silverstein, USN
 Frank O. Slater, S2c, USNR

Ensign Joseph Gillespie Smartt, USNR
 Ensign Russell Snyder, USNR
 Adolfo Solar, BM1c, USN
 Kenneth Jerome Spangenberg, GM3c, USN
 Lt. (jg) Donald Hays Spangler, USN
 Lt. Sanford Stadtfeld, USNR

John Martin Steele, Pfc., USMC
 Ensign Charles Mann Stern, Jr., USNR
 Ensign Lewis Stephens Stockdale, USNR
 Lt. (jg) Walter Morris Straub, USN
 Ensign Everett Carlton Strickland, USNR
 Lt. Walter John Swearer, USNR

Gust Junior Swenning, SF2c, USN
 Lt. Comdr. Laurice Aldridge Tatum, USNR
 Lt. (jg) Harold Chester Thomas, USN (U. S. S. *Harold C. Thomas*).

Sgt. Clyde Thomason, USMCR
 Ensign Robert George Tills, USN
 Comdr. Ryland Dillard Tisdale, USN
 Lt. (jg) William Garfield Thomas, Jr., USNR (U. S. S. *William G. Thomas*).

Peter Tomich, CWT, USN
 Lt. (jg) George Nelson Trumpeter, USNR
 Second Lt. Albert William Tweedy, Jr., USMCR
 Ensign Robert William Uhlmann, USNR
 Ensign Samuel Jackson Underhill, USNR
 Lt. (jg) John James VanBuren, USN (U. S. S. *John J. VanBuren*).

Lt. (jg) Joseph Williams Vance, USNR
 Capt. Franklin VanValkenburgh, USN
 James Richard Ward, S1c, USN (*J. Richard Ward*).

Andrew Kenneth Waterman, AMM1c, USN
 Luther Dayton Weaver, S1c, USN
 Lt. (jg) Frederick Thomas Weber, USNR
 Ensign Carl A. Weeden, USN

Lt. (jg) Morgan Wesson, USNR
 Ensign Henry Purefoy Whitehurst, Jr., USN
 Ensign William Wolfe Wileman, USNR
 Ensign Thomas Mack Wilhoite, USNR
 Ensign Walter Michael Willis, USNR
 Ensign Kenneth Willmarth, USNR

Lt. Comdr. Jack William Wintle, USN
 Lt. (jg) Osborne Beeman Wiseman, USN
 Ensign Jean Carter Witter, Jr., USNR
 Lawrence Edward Wyffels, Carpenter, USN
 Ensign Eldon Paul Wyman, USNR
 Captain Cassin Young, USN

SEA-GOING SQUARES

(If you have a crossword puzzle—or any other kind of puzzle—you'd like to have your mates try their hands on, send it to the Editor, with sources if it is not original. Answer to this puzzle on Page 52.)

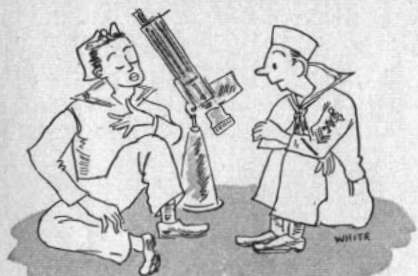
	1	2	3	4	5	6		7	8	
9				10			11			12
13			14			15				16
17			18			19			20	
		21			22			23		
24	25			26			27			28
29			30				31			32
33			34			35			36	
		37			38				39	
	40			41			42			
43			44			45				46
47			48			49			50	
		51			52			53		
	54				55					

ACROSS

- Man in the chains.
- Largest landing craft.
- Fuel.
- To mess.
- Do something.
- In the stern.
- British cousin.
- Engagement.
- Torpedo Tube.
- Journey.
- Anchor tackle.
- Hand propeller.
- Whom he thinks of.
- Charlie's Nobleman.
- Hall.
- Khaki predecessors.
- Plane hang-out.
- Ups and downs.
- Allow.
- Bad for planes.
- Two-striper.
- Assent.
- Broad square-sterners.
- Goes with 34 across.
- Head legal man.
- Confining for a navy.
- Boot camp.
- Cant.
- Weatherman.
- To stake.
- Beach Houses.
- Good neighbor continent.
- Reveille does it.
- Allied Army.
- Paint to avoid.
- Engineer.
- With tug assistance (visual signal).
- Line in the Navy.
- Topside.
- Following sea.

DOWN

- Upper form used for spreading canvas.
- Chow.
- Accident (visual signal).
- Seven of them.
- Soft wet lands.
- Ocean-going tug.
- Small tank-toter.
- Plane controls.
- Anchor-hoisting chains.
- Zero Eraser.
- Question.
- Same as 14 Across.
- Internal combustion engine repair ship.
- Crab-Catcher.
- Happy days.
- Where Legion got its members.
- He gives two salutes for one.
- Fights.
- Headpiece.
- What crossword puzzle is complete without a verb form?
- Holes lashed together.
- Gun mount.
- Lookout's closest friend.
- Four-sided sail.
- Early vessel.
- Can do.
- Hearing port.
- Carrying it to the enemy.
- Triangular sail.



—Powder Puff (Naval Barracks, Vallejo, Calif.).

"I'm not getting married until I make commander, even if I have to wait a year."



—Dope Sheet (Norfolk).

New Library Books

(Continued from page 35)

- "The Nazarene" portrays life of St. Paul.
- SURVIVAL** by Phyllis Bottome. A psychological novel by the author of "Private Worlds."
- TRUMBULLS** by Taylor Caldwell. Exciting, dramatic story of piratical high finance in the 1860's.
- ALL THE YEAR ROUND** by Robert M. Coates. Short stories.
- CAPTAIN EBONY** by Hamilton Cochran. Scrapes and adventures of a slave smuggling Captain in the 1890's.
- IT IS STILL THE MORNING** by Louis Danz. Story of George who wanted to be an artist.
- THE MOTHERS** by Vardis Fisher. Epic story of pioneers caught in a Sierra Nevada blizzard.
- G. I. JUNGLE** by E. J. Kahn, Jr. Interesting sidelights on army life in Australia and New Guinea.
- TAMBOURINE, TRUMPET AND DRUM** by Sheila Kaye Smith. The changes that three wars wrought in the lives of four English sisters.
- ROGUES COMPANY**: a novel of John Murrell by Harry Kroll. Plenty of action in this story of a bandit of the Natchez Trace.
- KILGOUR'S MARE** by Henry G. Lamond. Horse ranching in Australia.
- THE FLEET IN THE FOREST** by Carl D. Lane. Story behind Perry's victory on Lake Erie.
- THE DARKER BROTHER** by Bucklin Moon. Moving story of present-day life in Harlem.
- O RIVER, REMEMBER** by Martha Ostenso. Quarrels over land carried through three generations by two Minnesota families.
- DAYLIGHT ON SATURDAY** by John Priestley. The lives and thoughts of a conglomerate group of workers in an English aircraft plant.
- A TREE GROWS IN BROOKLYN** by Betty Smith. Lusty and moving tale of Francie Nolan's growing up in the slums of Brooklyn.
- BIG ROCK CANDY MOUNTAIN** by Wallace Stegner. Restless adventurer in search of quick wealth in lumber camps and wide-open towns of the west.
- RETREAT FROM THE DOLPHIN** by Darwin Teilhet. Crew of a former privateersman of 1812 become involved in a South American conflict.
- YANKEE LAWYER: THE AUTOBIOGRAPHY OF EPHRAIM TUTT** by Arthur Train. Reminiscences of Train's famous character.
- KEYSTONE KIDS**: by John R. Tunis. A baseball story.

Mystery and Crime

- MURDER AT BELLE CAMILLE** by Monte Barrett.
- THE PINK UMBRELLA** by Frances Crane.
- CATS PROWL AT NIGHT** by A. A. Fair.
- THE CASE OF THE DROWSY MOSQUITO** by Erle Stanley Gardner.
- HE FELL DOWN DEAD** by Virginia Perdue.
- THE BRIDE LAUGHED ONCE** by Sanders & Edelstein.

Westerns

- SILVERTIP'S TRAP** by Max Brand.
- BRAVE IN THE SADDLE** by Will Ermine.
- USELESS COWBOY** by Alan LeMay.
- VANISHING GUN-SLINGER** by William Colt MacDonald.
- COURAGE STOUT** by William Raine.
- RAMROD** by Luke Short.
- REBEL OF RONDE VALLEY** by Charles H. Snow.

General

- UNDER A LUCKY STAR** by Roy Chapman Andrews. An explorer's life time of adventure.
- CLEAR THE TRACKS** by Joseph Bromley. Rousing story of railroading and railroad men by an oldtime locomotive engineer.
- HONG KONG AFTERMATH** by Wenzell Brown. Allied prisoners in Japan's Stanley Camp—their treatment and reactions.
- MAKERS OF MODERN STRATEGY** by Edward M. Earle. Military thought from Machiavelli to Hitler.
- GOING FISHING** by Negley Farson. Tales of fishing all around the world, by the globe-trotting author of "Way of a Transgressor."
- IT'S HARD TO STAY CLEAN IN THE COUNTRY** by Kay Grant. Hilarious verse.
- SQUARE KNOT, TATTING, FRINGE AND NEEDLE WORK** by R. Graumont and J. Hensel.
- SHIP OUTFITTER'S HANDBOOK** by Emil Hansen.
- STALWART SWEDEN** by Joachim Joesten. Sweden's share in four years of war and a forecast of her future policy.
- AMERICAN HEROES AND HERO WORSHIP** by Gerald Johnson. Our history told through pictures of the men who helped shape it.
- PILOTING AND MANEUVERING OF SHIPS** by Lyman M. Kells, Willis F. Kern, and James R. Bland.
- WE CAN WIN THIS WAR** by William F. Kernan. Author of "Defense Will Not Win the War" claims emphasis must be on strategy, not tactics.

- EXCUSE MY DUST** by Bellamy Partridge. Humorous anecdotes of the coming of the automobile to a small town. By the author of "Country Lawyer."
- HIGHWAY TO TOKYO** by Joseph Rosenfarb. Proposed strategy for the Pacific.
- NEWS IS WHAT YOU MAKE IT** by Kenneth Stewart. The last 25 years in the newspaper business—a record of stories and the people who write them.
- WEATHER AROUND THE WORLD** by Ivan Tannehill.
- BALKAN FIREBRAND** by Kosta Todorov. Vivid autobiography of a Bulgarian revolutionary.
- GIDEON WELLES: LINCOLN'S NAVY DEPARTMENT** by Richard West. Biography of Lincoln's Secretary of the Navy.

HOW DID IT START?

Legend has it that the rudder on Viking ships was originally placed on the right side, and for this reason that side came to be known as the "steerboard" or "starboard" side of the ship. Since the rudder had to be kept clear, the left side was always put to the dock, and because of this the left side was called the "port" side. (If you have a new or different version, send it along to the Editor.)

What to Take With You on Trips to South Pacific

The Navy reaches out to include many little islands in the South Pacific. However, don't believe all those travel folders you have read—tropical paradise, cool Pacific breezes, romantic moonlight, lovely native dancing girls . . . Rather, anticipate a sweltering hell-hole, scorching, mosquito-laden breezes, rain, rain, rain, rain, rain—and more rain!

Reports from that sector enumerate certain "DO's and DON'Ts". DON'T bring too much clothing. Four suits should be ample; each person launders his own clothing as soon as he takes it off because they mold quickly when soiled. A small issue brush is available for washing clothes; some of the mud is very adhesive and cannot be removed by any of the usual methods (soaking, searing, and hoping).

DON'T stock up on soap, tooth paste, razor blades, etc. Towels are scarce, so DO bring three or four. Neither candy nor gum are available, but remember to guard against the heat and ANTS! Cigarettes are available all along the line at sea-store prices, but DO bring a cigarette case because paper sacks get soggy with your constant sweat.

Travel lightly. DON'T bring fancy leather shaving cases, etc. The constant dampness ruins leather luggage, etc. DO bring a hand mirror of good quality. Cheap ones rust in a few days and are worthless. Wooden shower slippers are quite useful if you have room for them. BE SURE to bring a flashlight with extra bulbs and batteries. If you have a cigarette lighter, bring extra flints and fluid. Bring along your own cards, and if you bring a radio, be sure to bring female plugs and extension cord.

The most useful single article is a canteen. And a messkit is important. Marine shoes are very comfortable. A pair of light moccasins or tennis shoes are useful around the tent or camp and also to wear inside overshoes. The latter item is very important. The mud is slippery and pretty hard on shoes. A raincoat is essential. "You have never seen rain until you have been here and you will be drowned in 60 seconds without a raincoat."

DO bring along cotton cord or light line, a heavy knife (a small Boy Scout axe is 4.0). Leather watch straps "sweat" out in a very short time. Cloth type is much better, bring three or four. The climate is terrific on watches, so if you have two, bring the cheapest. Waterproof watch is best.

As for money, \$50 is ample . . . You can buy unique native work (although some of it is imported). They do have pay days there, even if they are a little late. But why worry, you'll find out that a stick of gum will be worth more than a double-fin anytime!

—Reprinted from Muzzle Blast, Naval Air Gunners School, Hollywood, Fla.

EVERY MAN WHERE HE'S FITTED

(Continued from page 4)

the needs of the Navy. Then, analyzing Joe's scores on the tests, his personality, and his background as brought out in the interview, the specialist records the first- and second-choice assignments for which he would recommend him.

The possibilities? Several: (1) if Joe were an experienced worker or technician, he might get an immediate rating. But being just out of high school, a rating is not too likely for him. So, like most men, he is more apt to land in one or the other of these: (2) one of the Navy's many service schools, where he will be given specialized training in the field for which the interviewer has recommended him, or (3) sea duty, and the opportunity to work his way up aboard ship. Other possibilities are (4) an opportunity to get college training, through the Navy's V-12 program, or (5) if he seems particularly qualified, a chance for a further interview with an officer who is keeping an eye out for officer candidates.

Not all recruits are sent to service schools. Many either do not meet the specialized requirements for these schools, or prefer to serve immediately at sea, where they can strike for advancement in the seaman branch and achieve their petty officer rating in this way. But since many jobs in the Navy are skilled ones and require intensive training, the number of men sent to school for further instruction is generally pretty large.

Now, how about Joe's assignment? What assurance is there that he will wind up in the right spot?

Off-hand, the odds might seem to be against it. Surveys by the U. S. Employment Service and the Bureau of the Census indicate that there are

over 20,000 different civilian jobs. How can men from such varied sources be so classified that they will wind up in the job where they can be most use to the Navy?

Continual and unremitting research is one part of the answer. The processes through which these men go are subject to constant test themselves to determine the validity of all procedures. There is a never-ending process of testing and retesting, studying and analyzing, filing, classifying and training.

The tests that Joe was given are under continual examination by a BuPers test construction and research unit, which measures the abilities and areas of information most likely to lead to success in the various Navy schools and the services afloat. A test research group within this unit works closely with the test construction group to measure the validity of the tests, the methods, and the results; to determine the minimum levels in tests at which men can take certain training and be successful.

The tests are themselves "tested" in that they are continually checked with the needs of training schools and the results of training as reflected in the men's final school scores. Correlations are sought between various tests and series of tests to find which produce the most reliable prospects for training.

The interviewer who spoke with Joe is one of more than 400 selected by a careful process. Men are picked for their sound educational background, their experience in industrial or educational personnel work, or in vocational counseling. Other interviewers keep constant watch on the recruit lines for promising prospects to be trained as Specialists (C), preferably men of mature bearing and judgment.

The average age of interviewers is 29-30 years. These men then get special training at interviewers school at the Naval Training Station, Bainbridge, Md., going through a 4-week course of instruction in the techniques used in selection departments. They study interviewing, occupations, Navy rates, the relationship of civilian occupational experience to Navy duties, the interpretation of test results, and their significance in terms of various Navy jobs. Having learned the standard methods essential to good classification technique, they then sit by an experienced interviewer for further training, and emerge finally as a Specialist (C), permanently assigned to this work.

Personnel records carry the process further, with the enlisted personnel qualifications card recording some 60-odd separate items about each enlisted man, and enabling an officer to size him up immediately. IBM punch cards are also prepared with this data

to simplify the task of locating any man for a given job.

Finally, that old bogeyman which once served to keep men out of the training they might otherwise have had—the "quota" system—has now been largely modified. Teletype reports every week flash into headquarters the numbers of men interviewed at training stations, and the classifications into which they fit. Regional variations in training station recruits can constantly be checked, differences ironed out immediately. Instead of rigid quotas which each station had to meet—so many electricians, so many cooks, so many carpenters—there is now a form of central clearing which can tell immediately which stations have a surplus of such men, and which are running short, and adjust quotas accordingly.

Regional and qualificational differences are thus being minimized, to the benefit of enlisted personnel.

Proof of any such program of classification and selection is, of course, does it get carried out to its logical conclusion? Do all the Joes and Bills and Steves land in the jobs which analysis indicates they are best fitted for? There are two things which give BuPers a continuing check on this.

First, records of training schools indicate whether the man got to the service school for which he seemed best fitted. Second, his success or lack of it can be checked by his record at the school (and present figures indicate a high degree of relationship between the test scores and success at school). Third and last, the new set-up at receiving stations now catches the men coming through and can check their present assignments against the work they are presently doing; then make recommendations to the proper authority where possibilities for improvement would contribute to the good of the service.

"The right man in the right billet"—? Everything that science and the Navy can do to get him there is being done, sailor.

Letters To The Editor

(Continued from page 36)

that time will be transferred if necessary to schools having N. R. O. T. C. Units. N. R. O. T. C. graduates receive commissions in the U. S. Naval Reserve, but after 1 year's continuous active service on board ship in such status, may be selected for commissions in the Regular Navy if they were less than 25 years of age upon reporting for such active duty. The various ways commissions can be obtained by enlisted men are outlined in the INFORMATION BULLETIN for February 1943, page 4. (3) No; their commissions are based upon graduation from approved medical or accredited dental schools, and are issued at the time of their graduation.

Solution to Cross-Word Puzzle on Page 50

L	E	A	D	S	M	A	N	L	S	T	
C	O	A	L	E	A	T	A	C	T	I	
A	F	T	T	A	R	A	C	T	I	O	N
T	T	P	A	S	S	A	G	E	C	A	T
F	O	A	R	H	E	R	B	K	R		
A	H	O	Y	A	E	F	N	A	S	C	
L	A	D	D	E	R	S	L	E	T	A	
L	T	A	Y	E	C	U	T	T	E	R	S
S	A	Y	E	J	A	G	L	A	K	E	
N	T	S	T	I	P	A	E	R	M		
B	E	T	C	A	B	A	N	A	S	S	A
A	W	A	K	E	N	B	E	F	R	O	T
R	C	E	C	P	L	A	R	O	P	E	
S	K	Y	S	T	E	R	N	S	E	A	

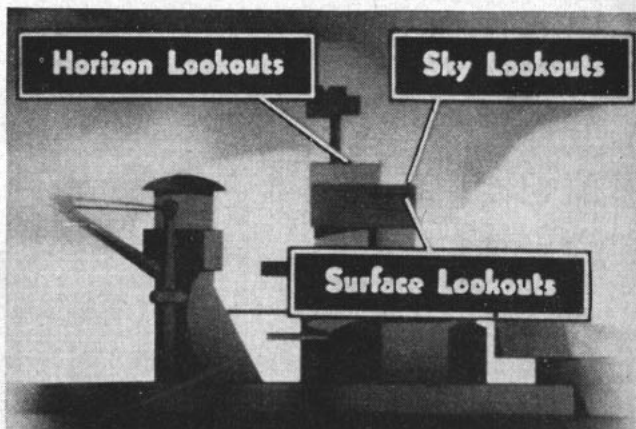
**TRAINING
 TIP
 OF THE
 MONTH**

LOOKOUTS:

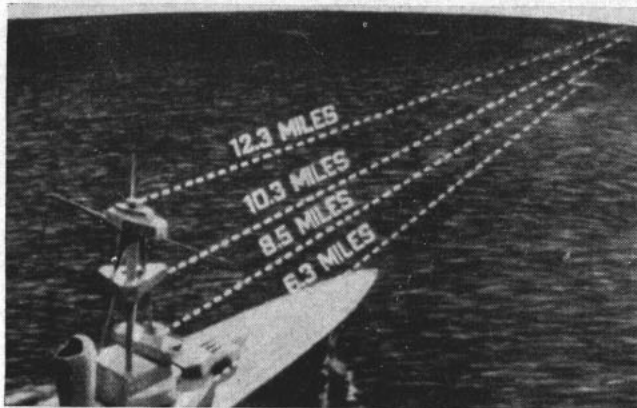
*Their Job Is Big
 Their Importance Bigger*



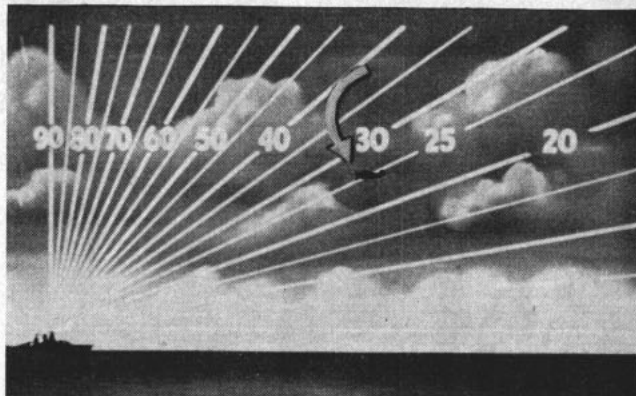
TO FIND what you're looking for, don't "sweep" the horizon. Examine the field 5 degrees at a time. Navy 7-50 binoculars cover 7 degrees, so the overlap may catch an original miss. When the field has been covered, return to starting point and begin again. Report immediately.



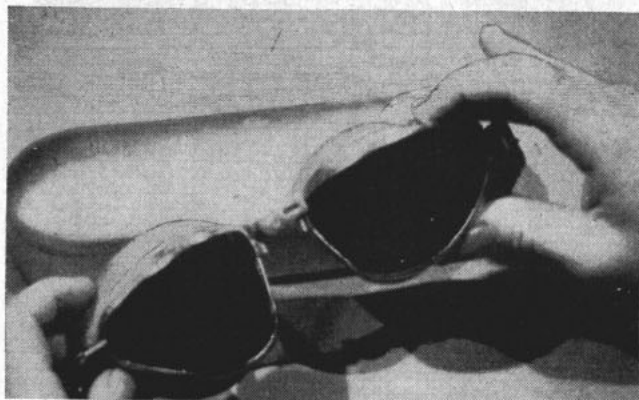
COVER all fields. Lookouts are classified as (1) **HORIZON**, to scan the distance; (2) **SURFACE**, for objects close aboard and (3) **SKY**, for aircraft and atmospheric warnings. The higher the position, the more ground the lookout covers. Above drawing shows where various types of lookouts are assigned.



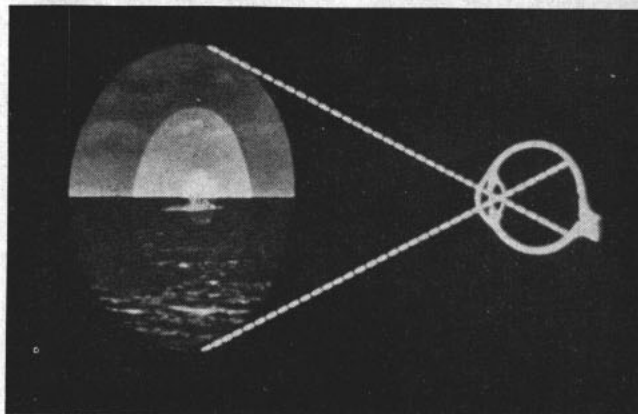
HOW FAR AWAY IS IT? You can judge roughly by the relation of an object from the horizon. Looking from the water's edge, the horizon is 2.8 miles distant. Drawing shows approximate distance of horizon at various heights, the mast being 115 feet high.



WHICH WAY IS IT? You must quickly place the enemy at his proper angle to the line which is the course of your ship. For surface craft, picture your ship the center of a circle reading clockwise from the bow. Aircraft must also be placed on vertical angle (see chart above).



YOUR EYES are your weapons. Reading or resting in a brightly lighted room cuts a half hour from effectiveness of the lookout who turns to night duty. When going on night lookout duty, wear red goggles for a half hour previously. These will condition the eyes so that night sight is greatly enhanced.



—Official U. S. Navy Photographs.
HOW TO SEE at night. The eyes function differently at night, and are highly sensitive to motion. When an object appears, shake your head rapidly from side to side. The rods of the eye will give the object the illusion of movement even though barely seen.

DECORATIONS and CITATIONS

Latin American Officers Win Legion of Merit For Defense Work

Four Mexican and three Uruguayan naval officers have been awarded the Legion of Merit for outstanding contributions to hemispheric defense.

Medals were presented to Maj. Gen. Heriberto Jara, Secretary of the Mexican Navy; Rear Admiral Othon P. Blanco, Under Secretary of the Mexican Navy; Maj. Gen. Alejandro Mange, commander of the Mexican Military Region of the Gulf; Commodore David C. Ochoa, commander of the First Naval Zone at Vera Cruz; Rear Admiral Gustavo A. Schroeder, inspector general of the Uruguayan Navy; Capt. Juan M. Conosa, commanding officer of the Uruguayan naval arsenal; and Capt. Juan J. Miller, prefect director-general of communications.

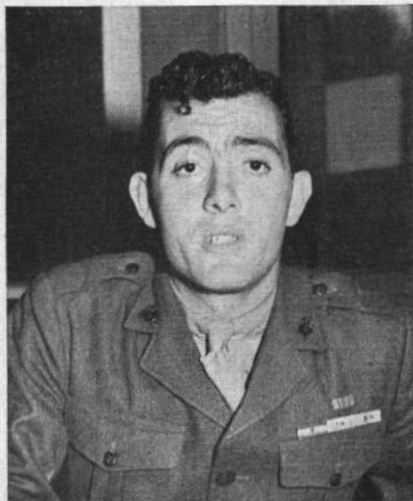
☆

Legion of Merit To Canadian Officer For Sinking Submarine

Lt. Comdr. Clarence A. King, RCNR, (Degree of Legionnaire). As commanding officer of a Canadian warship on convoy operations in the Atlantic, he succeeded in sinking a German submarine with gunfire and depth charges and in capturing the commanding officer and five men of the U-boat. Although his own ship was badly damaged in the engagement, Lieutenant Commander King brought her safely to port.

MEDAL OF HONOR

Reinhardt J. Keppler, BM1c, USN, Hosmer, S. D. (posthumously): While serving in the U. S. S. *San Francisco*, Keppler supervised the removal of the dead and injured after an enemy torpedo plane crashed on the after machine-gun platform. His prompt action undoubtedly helped save the lives of several wounded shipmates. That night, when the ship's hangar was set afire during the battle off Savo Island, Keppler took a hose into the blazing area and, without assistance, eventually brought the fire under control. Mortally wounded, he continued to direct fire-fighting operations until he finally collapsed from loss of blood.



—Official U. S. Navy Photograph.

FROM GUADALCANAL: *Sergeant John Basilone, USMC, awarded the Medal of Honor for action on Guadalcanal, wore a harried look as he related his experiences to reporters. "This is worse than fighting," he told them. Basilone risked his life bringing up shells for his gunners through Japanese lines, thereby contributing to the virtual annihilation of a Japanese regiment.*

GOLD ☆ STAR

In Lieu of Second Navy Cross

Capt. Charles P. Cecil, USN, Flat Rock, N. C.: As commanding officer of the U. S. S. *Helena*, Captain Cecil skillfully maneuvered his ship through submarine-infested waters and effectively bombarded Japanese shore batteries in the face of intense gun and torpedo fire. Twenty-four hours later the *Helena* participated in an engagement with a numerically superior force and contributed materially to the sinking or severe damaging of all the enemy ships before she was struck by a torpedo. Captain Cecil, calmly and without confusion, directed the abandonment of his sinking ship, and continued supervision of rescue operations from a small life raft. (5-6 July, in the Solomon Islands).

NAVY CROSS

Capt. Elmer P. Abernethy, USN, Los Angeles, Calif.: As commanding officer of the U. S. S. *Pecos* during the sink-

ing of that vessel by Japanese air forces off Christmas Island on 1 March 1942, Captain (then Commander) Abernethy put up a terrific fight against waves of dive bombers which swept down out of the sun. When the ship finally was overwhelmed and sinking, he calmly directed abandoning operations under a hail of fire from enemy flyers who kept circling the ship and strafing helpless survivors clinging to life rafts and floating debris.

☆

Capt. Ralph S. Riggs, USN, Amarillo, Tex.: As commander of a destroyer squadron during action against enemy naval forces off the Komandorski Islands on 26 March 1943, Captain Riggs, with brilliant leadership, engaged in a fierce running battle for 3½ hours. His bold attack against a Japanese force, twice the strength of his own, was a deciding factor in thwarting the enemy's attempt to deliver urgently needed supplies to troops in the Aleutian Islands.

☆

Capt. Bertram J. Rodgers, USN, Pittsburgh, Pa.: During a 3½-hour engagement with an enemy force of far greater strength, Captain Rodgers handled his cruiser with such excellent judgment and skill that she was able to inflict severe damage on one heavy cruiser and lesser damage on another heavy, and a light cruiser. His outstanding achievement contributed to the withdrawal of the Japanese force and frustrated their desperate attempt to reinforce troops in the Aleutian Islands (26 March 1943, off the Komandorski Islands).

☆

Commander Barton E. Bacon, USN, San Diego, Calif.: While commanding the submarine U. S. S. *Pickrel* during five patrols in the Asiatic theater, Commander Bacon on one occasion attacked a Japanese supply ship and a troop transport with great tactical skill, sinking both of them. In other actions during these patrols his excellent judgment and skill were responsible for heavy damage to a number of enemy ships.

☆

Commander Frederick J. Bell, USN, Baltimore, Md.: As commanding officer of a naval vessel during the battle of Ontong Java, Commander Bell coolly conned his ship and directed the fire of his battery in the face of repeated bombing and strafing attacks by Japanese dive bombers, destroying at least two enemy bombers and damaging others. That night, following the engagement, he con-



—Acme Photograph.

WINS THIRD NAVY CROSS: *Commander William H. Brockman, Jr., USN, of Groton, Conn., has been awarded a second Gold Star in lieu of a third Navy Cross for heroic conduct as commander of a submarine. His craft crept close enough to Japan's shores for the crew to watch people swimming in the surf. His submarine is credited with sinking a 10,000-ton Jap carrier, a 9,000-ton transport, and seven other vessels.*

ducted a search for lost planes in enemy waters and directed our planes safely to their carriers, which had been forced to retire from the battle area (24 August 1942).

☆

Lt. Comdr. John C. Atkeson, USN, Columbia, Ala.: As commanding officer of the flagship of a destroyer squadron, he maneuvered his ship within less than 10,000 yards of a vastly stronger enemy force and drew most of the hostile fire away from a heavy cruiser of our task group. At close range Lieutenant Commander Atkeson launched a torpedo attack and scored one hit on a Japanese cruiser (26 March 1943 off the Komandorski Islands).

☆

Lt. Alan S. Frank, USNR, Glencoe, Ill.: As a pilot of Scouting Squadron 3, Lieutenant Frank led a group of scout bombers and fighters which scored a hit and 3 near misses on a heavy cruiser and, later, inflicted serious damage on a force of 2 light cruisers and 4 destroyers. He participated in 2 other attacks on 13 vessels and scored such a disastrous hit on a destroyer that it probably was sunk (from 6 September to 10 October 1942, in the Solomon Islands area).

Lt. Henry R. Ringness (MC), USN, Washington, D. C. (posthumously): Trapped in a foxhole at Guadalcanal on the night of 13-14 October 1942, Lieutenant Ringness was mortally wounded by the explosion of a Japanese shell, which killed four of his companions and wounded four others. Although completely paralyzed in the lower half of his body and suffering great pain, he persisted in administering morphine and blood plasma to other wounded until evacuated to a base hospital. Even then he tried to minimize his own injuries in order that others might be given medical treatment first. Three days later he died of his injuries.

☆

Lt. (jg) Joseph Feeney, USNR, Scranton, Pa.: As commander of an Armed Guard crew aboard a merchant vessel, Lieutenant (jg) Feeney was hurled into the air, thrown across the guard-rail, and severely injured by the force of a torpedo explosion. With indomitable courage, he dragged himself to the bridge where he manned the phones to the battery and continued directing the gun until the crew reported the ammunition rendered useless by water, and the order to abandon ship was given.

☆

Ensign Henry J. Nickerson, USNR, Wheeling, W. Va.: In the face of intense anti-aircraft fire, Ensign Nickerson took part in determined and effective bombing and strafing attacks on fleeing Japanese forces in the Battle of Midway, and scored a hit on one of the enemy ships. His courageous action as a pilot in Bombing Squadron 8 contributed materially to the victory achieved by our forces.

☆

Jack A. Byrom, CSP, USNR, Durant, Okla.: Preceding the occupation of Fedala, French Morocco, Byrom guided his scout boat in complete darkness from the transport area 6 miles offshore to the designated landing beach, despite a dangerous rock reef and hostile fire from batteries covering the beach. Reaching his position, he guided incoming boat waves of troops by prescribed signals and maintained his position until his mission was accomplished, thereby contributing to the successful landing of our troops.

☆

Alexander J. Bisheimer, GM2c, USN, Akron, Ohio: When an enemy blockade runner was intercepted 10 March 1943, Bisheimer, as a member of a boarding party from the U. S. S. *Eberle*, assisted in an effort to salvage her and obtain information regarding the enemy. Despite rapidly spreading fires, he remained on board until several explosions rocked the ship and he was forced to dive overboard, being rescued later.



—Official U. S. Navy Photograph.

CRUISER COMMANDER DECORATED: *Capt. Frank L. Lowe, USN, Pine Bluff, Ark., received the Navy Cross for conduct as commanding officer of a cruiser during an engagement with Japanese forces in the Solomons. Captain Lowe fought his ship with skill and determination, contributing in large measure to the destruction of all enemy vessels within gun range (night of 30 November 1942).*

Paul L. Clark, F1c, uscg, Jersey City, N. J.: When a hostile plane strafed his landing boat during the occupation of French Morocco, mortally wounding the bowman and severely injuring the coxswain, Clark sped to a United States vessel, placed the wounded men aboard, and courageously returned to his station at the beach, although his craft was riddled with enemy bullets.

DISTINGUISHED SERVICE MEDAL

Capt. Edmund T. Wooldridge, USN, Lawrenceburg, Ky.: As operations officer and later as chief of staff of a task force in the Atlantic, Captain Wooldridge prepared and supervised the operational plans for protecting shipping. He assisted greatly in the development of tactics and technique with which to combat the submarine menace, thereby contributing materially to the steady decline in ship losses.

GOLD ☆ STAR

In Lieu of Second Legion of Merit

Capt. Paul R. Heineman, USN, Philadelphia, Pa.: As commander of an escort unit in the North Atlantic, Captain Heineman displayed brilliant ini-



—Press Association Photograph.

RECEIVES NAVY CROSS: *Raymond Johnson, SF2c, USN, Chicago, Ill., is congratulated by Commander G. H. Bowman, USN, inspector of naval material at Cincinnati, Ohio, on the award of the Navy Cross, third medal received by Johnson in 30 years of service. His latest citation was for initiative and heroism in leading 20 men in a boat to clear obstructions from a river in North Africa, thereby paving the way for an attack on an Axis airfield.*

tiative in handling the increasing submarine menace, and effectively frustrated enemy attacks on several occasions. Ships of his unit are credited with important sinkings and probable severe damage to Nazi submarines.

LEGION OF MERIT

Rear Admiral Jules James, usn, Danville, Va.: As commandant of the Naval Operating Base, Bermuda, from 7 April 1941 to 24 March 1943, Admiral James developed the base to its maximum efficiency and was successful in maintaining complete understanding between the armed forces there and the colonial authorities.

Rear Admiral Spencer S. Lewis, usn, Calvert, Tex.: As chief of staff and aide to a task force commander in the Pacific area for the first 10 months of the war, Admiral Lewis performed his duties at an exposed battle station in the face of tremendous dive-bombing, aerial torpedo, and submarine attacks. He participated in the engagements at Marshall and Gilbert Islands, Salamaua and Lae, Coral Sea, Midway, Guadalcanal, and in the first battle of the Solomon Islands.

Capt. Albert G. Cook, usn, Monroe, La.: As commander of a mine squadron and a mine division during the occupation of French Morocco, Captain Cook exercised brilliant leadership in mine sweeping, investigation of reported mine fields, escorting merchant ships, transporting men and material between ports, salvage of torpedoed ships, and the rescue of survivors. All these hazardous duties were handled with a high degree of efficiency (8-11 November 1942).

Capt. Stuart H. Ingersoll, usn, Alexandria, Va.: During a period of intense antisubmarine activities in the North Atlantic, Captain Ingersoll was responsible for detailed supervision of convoy escort operations. Through superior knowledge and seamanship, he contributed materially to the steady decline in shipping losses.

Capt. Logan McKee, usn, Alexandria, Va.: By maintaining convoy ships in the northwest Atlantic in complete readiness for scheduled operations, Captain McKee contributed greatly toward the success of the antisubmarine campaign. As material officer on a task force of the Atlantic Fleet, he planned and super-

vised the maintenance and repair of vessels of the United Nations engaged in the protection of shipping.

Capt. Horatio G. Sickel, IV, usn, Germantown, Pa.: Landing under fire at Fedala, French Morocco, Captain Sickel commenced the installation of the naval operating base at Casablanca. Through ingenious employment of the limited facilities available, he soon had the harbor cleared out so that convoy ships could unload. His keen judgment and initiative contributed in large measure to the success of the entire operation.

Commander Colby G. Rucker, usn, Arnold, Md.: Taking his ship into waters known to be occupied by submarines, Commander Rucker located a merchant ship which had been torpedoed and abandoned, skillfully maneuvered his vessel alongside in heavy seas, and placed a salvage crew aboard. While repairs were being effected, he searched for and rescued most of the torpedoed ship's crew and returned them to their own vessel.

Commander James S. Russell, usn, Tacoma, Wash.: As commander of a patrol squadron in the Aleutian Islands, Commander Russell established a base despite severe weather conditions and extremely limited facilities. He made many all-night patrols of the fog-bound upper Bering Sea and personally led units of his squadron at night in instrument weather, during operations directed toward the bombing of Kiska (15 June-14 October 1942).

Commander Clarence O. Taff, usn, Redlands, Calif.: As commanding officer of a patrol squadron in the Solomon Islands area from 15 December 1942 to 27 March 1943, Commander Taff was responsible for the carrying out of more than 230 flight missions, without the loss of a man. His courage and zeal contributed materially to the weakening of enemy resistance in this area.

Lt. Comdr. Paul L. Drouin, usnr, Mansura, La.: In charge of a salvage



—Kanoche Klipper.

"I still don't see why they call it 'Small Stores.'"



—Official U. S. Navy Photograph.

DIRECTED ANTISUB OPERATIONS: Vice Admiral William T. Tarrant, USN (Ret.), Washington, D. C., was awarded the Legion of Merit for his direction of antisubmarine operations in the First Naval District.

party from a transport during the occupation of French Morocco, Lieutenant Commander Drouin succeeded in freeing 38 stranded landing boats and returning them to the ships of the force after 35 hours of continuous labor. Later, he pumped out, repaired, and raised a scuttled steamer in 68 hours, during which time Lieutenant Commander Drouin and his men toiled night and day.

Lt. Comdr. Paul Foley, Jr., USN, Seattle, Wash.: In addition to leading his patrol plane squadron on two hazardous night flights against the enemy in the Aleutian Islands, Lieutenant Commander Foley carried out a complicated schedule of flights supporting the movements of surface forces. His heroic example inspired his group of fatigued and flight-worn pilots to renewed efforts.

Lt. Comdr. Gerald L. Huff, USN, Urbana, Ill.: As tactical officer and assistant operations officer on the staff of the commander of a task force, Lieutenant Commander Huff maintained effective employment of our aircraft against the enemy, undeterred by frequent Japanese air raids (Solomon Islands from 12 December 1942 to 31 March 1943).

Lt. Comdr. Henry L. Miller, USN, Fairbanks, Alaska: Pilots who bombed Tokyo in April 1942 were drilled in a special technique by Lieutenant Commander Miller for this daring and hazardous flight. He fulfilled his important mission with tireless energy and remarkable initiative.

John A. Deal, CQM, USN, Lenoir, N. C.: During the occupation of North Africa and while his ship was engaged in combat with hostile surface forces off Casablanca, Deal took over the duties of the navigator while three of the ship's officers were commanding crews aboard prize ships. He displayed outstanding skill in handling many important bridge details, enabling his commanding officer to direct fire upon the hostile vessels.

Joseph A. Gajdostik, CPHM, USN, Birmingham, Mich.: While in charge of the accessory operation room and troop sick bay on the U. S. S. *Edward Rutledge*, Gajdostik directed the removal of every patient when the vessel was torpedoed and sunk off Fedala, French Morocco, on 12 November 1942. Throughout the evacuation and during the transportation of the casualties to Casablanca, his extraordinary initiative and devotion to duty were an inspiration to his men and undoubtedly helped keep the loss of life to a minimum.

Charles S. Keenan, CSM, USN, Minerva, Ohio: When the U. S. S. *Tasker H. Bliss* was sunk off Fedala, French Morocco, Keenan hurried to the forecandle and attempted to rescue a shipmate trapped in No. 3 hold, leaving the vessel only when so ordered by his commanding officer. Finding another crew member struggling near him in the water without a lifebelt, he placed his shipmate on a plank before attempting to reach a lifeboat.



—Acme Photograph.

SALVAGE EXPERT HONORED: Capt. Edward Ellsberg, USN, New Haven, Conn., receives the Legion of Merit from Rear Admiral James M. Irish, USN, supervisor of shipbuilding in the New York area, for his work in reconstructing the naval base at Massawa, Eritrea (East Africa), which was wrecked by the Italians before they evacuated it in 1941.

Howard H. Paine, CGM, USN, Norfolk, Va.: While attached to the U. S. S. *Bernadou* during the assault on Safi, French Morocco, Paine ingeniously devised a method of using a K-gun to throw a mooring line ashore. As the ship approached the harbor he supervised gun batteries with outstanding skill in the face of heavy fire from opposing guns.



—Official U. S. Navy Photograph.

SEABEE CAPTAINS DECORATED: For their outstanding work in organizing and equipping the Navy's Construction Battalions, Rear Admiral Ben Moreell, USN, Chief of the Bureau of Yards and Docks, recently presented the Legion of Merit to Capt. John W. Laycock (CEC), USN, and Capt. John R. Perry (CEC), USN. Shown at the ceremony from left to right, are Lt. Comdr. Samuel J. Mathews, USNR; Captain Laycock; Rear Admiral Moreell; Rear Admiral L. B. Combs (CEC), USN, Assistant Chief of the Bureau of Yards and Docks; and Captain Perry. Captain Perry, of Waco, Tex., as director of administration and personnel in BuY and D, organized the Seabees, while Captain Laycock, of Methuen, Mass., developed much of the equipment used at advance bases.

SILVER STAR

To commanding officers of four warships, in a task force which turned back a Japanese attempt to reinforce their Aleutian outposts:

Capt. Theodore M. Waldschmidt, USN, Lead, S. D.; Commander Anthony L. Rorschach, USN, Redlands, Calif.; Commander Benjamin F. Tompkins, USN, Newberry, S. C.; and Lt. Comdr. Peter H. Horn, USN, Philadelphia, Pa.

In a 3½-hour running engagement with an enemy force of superior strength, 26 March 1943, off the Komandorski Islands, they skillfully maneuvered their ships to avoid 8-inch salvos and forced back Japanese light cruisers attempting to close in. The task force thereby was able to thwart a desperate attempt to deliver urgently needed supplies to enemy troops.

Capt. Walter G. Schindler, USN, New Glarus, Wis.: While gunnery officer on the staff of a task force commander during the first 10 months of the war, Captain Schindler flew with the air attack group as an observer in the rear seat of a dive bomber and took part in numerous dives on hostile vessels in the face of heavy anti-aircraft fire and fierce fighter opposition.

Lt. Comdr. Howard B. Haisch (DC), USN, Los Angeles, Calif.: Struck in the right eye and blinded by an enemy shell fragment during the assault on French Morocco, Lieutenant Commander Haisch courageously continued removing wounded to the dressing station and administering treatment to them before submitting himself to medical attention.

To five officers and two enlisted men for outstanding skill and courage



—Newport Recruit (NTS, Newport, R. I.).

“... trying to change his skivvy shirt without taking off his jumper.”



—Official U. S. Navy Photograph.

DECORATED FOR ANTISUB WORK: *Capt. William M. Moses, USN, Alamosa, Colo. (left), is shown as he receives the Legion of Merit from Rear Admiral W. H. P. Blandy, USN, Chief of the Bureau of Ordnance. The citation of Admiral Royal E. Ingersoll, USN, Commander-in-Chief of the Atlantic Fleet, stated that Captain Moses was “highly instrumental in the development of antisubmarine weapons and tactics.” In the center is Capt. J. N. Jacobson, USN.*

John C. Cullen, BM2c, uscg, Bay-side, Long Island, N. Y.: Accosted by several armed Nazi saboteurs while on patrol at Long Island, N. Y., on the night of 13 June, 1942, Cullen cleverly allayed their suspicions by accepting a bribe, then sounded an alarm that led to their capture. After apprehension of the enemy agents he furnished vital testimony before a special military commission conducting the trial. His presence of mind thwarted this effort to sabotage our national war effort.

Elton M. Eastman, GM2c, USN, Proctorsville, Vt.: As gun captain on the U. S. S. *Cole* during the assault on Safi, French Morocco, Eastman opened fire upon order from control and got out three salvos in excellent time and with commendable accuracy before the command to cease firing was given.

Frank B. Gager, MM2c, USNR, Millville, N. J.: While attached to a naval vessel during the assault on French Morocco, Gager was at his station as telephone talker at an ammunition hoist when a shell struck close to his station. Despite fire and confusion, he remained at his telephone and accurately reported the circumstances. Although nearly overcome by smoke, and ordered to a safe compartment, Gager obtained a fire extinguisher and put out several fires in the vicinity of his station, averting what might have been a major catastrophe.

Cecil W. Camp, F1c, USN, Houston, Tex.: When his ship, the U. S. S. *Edward Rutledge*, was torpedoed and sunk off Fedala, French Morocco, on

12 November, 1942, one of his shipmates was trapped while attempting to escape from the engine room. Fully aware that the ship was sinking rapidly, Camp remained behind and struggled with the wire mesh guard until he managed to tear it off and free his comrade.

Jack E. Limes, SM3c, USN, Toledo, Ohio: While his ship was locked in combat with enemy surface forces off Casablanca, Limes relieved the quartermaster at the wheel and steered the ship throughout the battle. Although his experience at sea was very limited, he effectively executed all orders.

Edward Rabak, PhM3c, USNR, Parma, Ohio: Attached to the U. S. S. *Edward Rutledge* during the occupation of French Morocco, Rabak tirelessly provided wounded men with medical assistance in the face of imminent personal danger.

Otto B. Wandrie, Jr., PhM3c, USN, Detroit, Mich.: With his ship, the U. S. S. *Edward Rutledge*, sinking under him, Wandrie worked tirelessly providing the proper medical assistance to wounded men. His resourcefulness and perseverance undoubtedly helped prevent a greater loss of life.

Donald G. Zinter, PhM3c, USNR, Rochester, N. Y.: While attached to the U. S. S. *Edward Rutledge* during the occupation of French Morocco, Zinter worked tirelessly providing wounded men with proper medical attention, and after the ship was torpedoed, calmly assisted in evacuating patients.

while serving in submarines on war patrol in the Pacific:

Lt. Comdr. David H. McClintock, USN, Marquette, Mich.; Lt. Robert E. Cutts, USN, Milford, N. H.; Lt. Guy E. O'Neil, Jr., USN, Long Beach, Calif.; Lt. William W. Walker, USN, Annapolis, Md.; Machinist Lester J. DeMuth, USN, Boston, Mass.; Raymond O. Saunders, CTM, USN, Sibley, Iowa; and Lloyd W. Waddell, CTM, USN, Monmouth, Ill.

All were commended for their efficiency, which contributed toward the sinking and severe damaging of a considerable amount of enemy shipping.

Lt. Ralph Boucher, USNR, Damascus, Va.: As commanding officer of an Armed Guard crew, Lieutenant Boucher and his men fought off swarms of German planes which swept down out of clouds or out of the sun, with engines silent. One plane was sent hurtling into the sea en route, and a second was set afire and crashed while the vessel was being unloaded. He and his valiant crew never relaxed their vigil until their ship, ice-bound, beaten by terrific winds, and menaced by gigantic icebergs, finally reached home port.

Lt. Roger Kent, USNR, Kentfield, Calif.: As assistant operations officer for the First Marine Aircraft Wing at Guadalcanal, Lieutenant Kent exposed himself to bombing and shelling on many occasions, and was of great assistance in the planning of operations at a most critical period (7 September to 7 October 1942).

Lt. William R. Lilliott, USNR, Dune-din, Fla.: During war patrols on a submarine, Lieutenant Lilliott rendered inestimable assistance in sinking a considerable amount of Japanese shipping, including a destroyer, and in damaging a converted aircraft carrier. At great personal risk, he boarded and set fire to an enemy sampan, thereby insuring its complete destruction.

Lt. Richard M. Stone, USNR, Savannah, Ga.: While commanding officer of an Armed Guard crew, three German torpedo bombers attacked his ship. One plane was sent crashing into the sea and another vanished into the snowstorm with a trail of smoke, enabling their ship to make port. During the weeks spent unloading, Lieutenant Stone and his gun crew continued their grim watch against enemy planes, mines, and submarines in spite of snow, intense cold, and terrific gales.

Lt. (jg) Roger C. Crow, USNR, Cleveland, Ohio: As a pilot of Scouting Squadron 3, Lieutenant Crow displayed outstanding courage and skill on 16 September 1942 in dive-bombing attacks on two groups of Japanese vessels totaling one heavy cruiser, three light cruisers, and six destroyers. He also participated in numerous aerial searches over dangerous



—Official U. S. Navy Photograph.

AEROLOGIST HONORED: *Commander Denys W. Knoll, USN, Washington, D. C., received the Legion of Merit. As fleet aerologist in the Philippines from 5 November 1941 to 11 March 1942, Commander Knoll merged the various weather services scattered over the Philippines, Netherlands East Indies, and Malaya, setting up a unified organization of inestimable value to the prosecution of the war in that area.*

enemy territory (Solomon Islands area, 6 September to 4 October 1942).

Lt. (jg) James Davidson, USN, Rochester, Minn.: As a pilot of Scouting Squadron 3, Lieutenant Davidson was attacked by four enemy seaplanes while operating over New Georgia Island. He damaged one plane and eluded the others by skillful maneuvers. On a later date he assisted in sinking one destroyer, out of a force of six, and damaging another so that it was left in a sinking condition.

To four chiefs attached to a submarine during four extensive war patrols for conspicuous gallantry and intrepidity in combat and for skillfully carrying out their duties:

Alden D. Habein, CEM, USN, Columbus, Mont.; Franklin Hearn, CMoMM, USN, San Francisco, Calif.; Claude Z. Hitchcock, CFC, USN, Oshkosh, Wis.; and Ira H. Dixon, CGM, USN, Vidalia, Ga.

For gallantry under heavy fire during the landing of Army assault troops at Safi, French Morocco, to two chiefs attached to the U. S. S. *Bernadou*:

Robert Taylor, CBM, USN, of Clarksville, Tex., who performed his duties as leadsman while exposed to heavy hostile fire, and later volunteered to accompany a landing party,

despite sniping attacks, and take charge of any shipping which might be present.

Kenneth P. Berry, CQM, USN, of Port Arthur, Tex., who was helmsman during the approach and entry into the harbor, steering his ship under fire in restricted and unfamiliar waters.

To three enlisted men in the U. S. S. *Dallas* who displayed exceptional bravery under fire during the capture of the Port Lyautey airfield in French Morocco. As crew members, these men assisted in the battery control when a detachment of Army raider troops were disembarked under cover of the ship's protective fire:

Lourey B. Gonias, CGM, USN, Garden Grove, Calif.; Arley P. Jarrell, CQM, USN, Bim, W. Va.; and Elmer J. Flynn, Jr., SK1c, USN, Norwich, Conn.

To two enlisted men of the U. S. S. *Cole* for their initiative and seamanship when their ship entered the harbor of Safi, French Morocco, under cover of darkness to land Army assault troops: Y. J. McMahan, CBM, USN, Newport, Tenn.; and Wilson M. Young, QM1c, USN, Montrose, Ark.

In the face of enemy fire, McMahan directed the handling and mooring of his vessel, while Young, as helmsman, coolly and efficiently executed orders from his exposed station.

Chester A. Guynup, CY, USN, Worcester, Mass.: While attached to a submarine detachment at Corregidor, Guynup risked his life on numerous occasions to carry out vital missions during the prolonged siege, and the subsequent evacuation of personnel. He was taken prisoner by the Japanese and subsequently died while in prison camp.

Robert Meerman, CPhM, USN, Detroit, Mich.: Accompanying a landing party from the U. S. S. *Bernadou* during the occupation of Safi, French Morocco, Meerman exercised great skill and tireless effort in rendering first aid to many enemy soldiers who had been wounded in the assault.

James L. Roll, CEM, USN, El Paso, Tex.: While serving aboard a submarine during three highly successful patrols in enemy-controlled waters, Roll assisted materially in the sinking of a large amount of Japanese shipping through expert and conscientious performance of his duties.

Daniel H. Shepherd, CMM, USN, Shamokin, Pa.: When the U. S. S. *Dallas* ploughed up the shallow Sebou River in the assault on Port Lyautey, French Morocco, Shepherd displayed great courage under fire when his ship had to cross a treacherous bar and then ram her way through a steel cable boom. Through keen initiative, he kept the main engines of the ship



—Official U. S. Navy Photograph.

WASP MEDICAL OFFICER DECORATED: *Commander Bartholomew W. Hogan (MC), USN, West Newton, Mass., shown here with his family, won the Silver Star. As senior medical officer of the U. S. S. "Wasp" when she was torpedoed by Japanese submarines 15 September 1942, Commander Hogan, despite his own serious wounds, worked tirelessly caring for the injured until forced to abandon ship.*

at a high degree of efficiency, thereby contributing to the success of the mission.

To five enlisted men serving in a battleship in the naval battle off Savo Island for their coolness and presence of mind in preventing fires from spreading after an enemy shell struck and exploded fuzed ammunition:

Hodgen O. Patrick, Jr., Y1c, USN, Ocean Park, Calif.; Joseph Delaney, F1c, USNR, Duryea, Pa.; Stanley R. Knaak, F1c, USNR, West Los Angeles, Calif.; Stephen Jarosevich, GM3c, USNR, Nanticoke, Pa.; and John R. Rogers, SK3c, USNR, Covington, Ky.

To two pharmacist's mates attached to the First Marine Division for making their way through bursting shells to obtain a stretcher and remove a wounded man to the operating room, (the action occurred 23 October 1942 in the Solomon Islands area): George G. Murrah, Jr., PhM1c, USNR, Richland, Ga.; and Orville F. Tedford, PhM1c, USN, Kenvir, Ky.

Gerald T. Arrington, PhM1c, USN, Valley City, Ohio: While serving with the First Marine Division, Arrington assisted in administering first aid to two wounded comrades under heavy fire from enemy naval guns. During a lull he searched the bivouac area for more wounded, and on succeeding nights slept in the center of the

bivouac area in order to be immediately available if anyone was injured (Solomon Islands area, 13-14 October 1942).

Clarence C. Kagey, MM1c, USNR, Norfolk, Va.: Although wounded by shell fragments during the occupation of French Morocco, Kagey remained at his station in the engine room until he had reported to the bridge by telephone the extent of the compartment's damage. After abandoning the engine room, he dressed his own wounds and began a grueling watch which lasted 4 days.

Robert G. Sloan, GM1c, USN, San Francisco, Calif.: While serving in an escort vessel during action in the Solomon Islands area on 23 October 1942, Sloan was wounded when a shell exploded on his gun. Having assured himself that his gun was useless, he proceeded to render invaluable aid to the other wounded men of his crew.

Alfred J. Todak, PhM1c, USN, Buffalo, N. Y.: When a direct hit was made on a shelter during a night attack, Todak left his own shelter and attempted, under extremely difficult and hazardous conditions, to remove the seven occupants who had been trapped within it by sandbags and logs. Unable to effect the rescue alone, he called for assistance and

finally succeeded in rescuing the only two victims remaining alive (Solomon Islands area, 13-14 October 1942).

Hugh P. Sutherland, PhM1c, USNR, Los Angeles, Calif.: When it became impossible to remove wounded to the rear, during action against Japanese forces at Point Cruz, Guadalcanal, on 1 November 1942, Sutherland worked his way to the front lines and calmly administered first aid under fire. Later he helped evacuate the patients across a river by amphibious tank.

Charles E. Dole, BM2c, USN, Sheffield, Pa.: As a member of an Armed Guard crew on a United States merchantman, Dole and two other members of his crew quickly opened fire on four German torpedo bombers that suddenly appeared in the early morning. Before any other ship in the convoy was able to train guns on the enemy planes, Dole and his shipmates had driven them off.

Louis J. Fusco, WT2c, USN, Rutland, Vt.: While in charge of the fire-room watch on a destroyer-transport, bomb concussion from several near misses threw one boiler from its saddle and tore away steam- and fuel-oil lines, extinguishing all lights. With rare presence of mind, Fusco promptly secured the fires and ordered all his men on deck in time to abandon ship (Solomon Islands area, 30 August 1942).

Richard P. Jobb, PhM3c, USNR, Moclips, Wash. (posthumously): Responding promptly to a call for aid from a patrol subjected to enemy machine-gun crossfire, Jobb rushed forward 150 yards through intense Japanese sniper fire and gave medical assistance to the seriously wounded until he himself was killed by enemy fire (vicinity of Mamara River, Guadalcanal, 26 January 1943).

Robert J. Rick, PhM3c, USNR, Morrison, Ill.: As a hospital corpsman attached to a beach party from the U. S. S. *Edward Rutledge*, Rick went about assisting wounded men in unprotected places, undaunted by heavy strafing and bombing attacks by enemy planes. His courageous work undoubtedly assisted in saving the lives of many who might otherwise have perished.

Marion E. Stewart, RdM3c, USN, Dayton, Ohio: Attached to the U. S. S. *Cole* during the landing at Safi, French Morocco, Stewart exposed himself constantly to enemy fire, while engaged in handling lines on the fore-castle, until finally he was wounded in the chest. His fighting spirit and devotion to duty contributed in large measure to the success of a vital mission.

Lawrence T. Wattier, S2c, USNR, Belle Fourche, S. Dak.: When his vessel was hit by bombs and set afire

during an engagement with Japanese forces off Guadalcanal, 7 August 1942, Wattier, despite a badly mangled foot and numerous other injuries, continued firing his 20-mm. machine gun accurately and effectively throughout the engagement.

GOLD ☆ STAR
In Lieu of Second D. F. C.

Lt. William E. Henry, USNR, Bakersfield, Calif.: A pilot of Scouting Squadron 3, Lieutenant Henry located 3 enemy destroyers engaged in landing operations off the north coast of Guadalcanal Island and launched a shattering attack which forced the enemy to withdraw. In this and other flights, he participated in attacks on 4 heavy cruisers, 5 light cruisers, 30 destroyers, and 6 transports.

Lt. Elwood C. Mildahn, USNR, Rochester, N. Y.: Although attacked by two Japanese planes while engaging a destroyer off Choiseul Island in the Solomons, Lieutenant Mildahn courageously led a two-plane section through heavy anti-aircraft fire to bomb and strafe the enemy warship. Later, he participated in an attack on six transports and eight destroyers, sinking one transport and damaging other vessels (September and October 1942).

Lt. Ralph Weymouth, USN, Washington, D. C.: As a member of Scouting Squadron 3, Lieutenant Weymouth led a section of planes on an



—Muzzle Blast (Naval Air Gunners School, Hollywood, Fla.)

"Are you sure that anchor is part of your uniform?"

enemy task force and with his men destroyed a transport and inflicted severe damage on two light cruisers. On another flight he attacked seven warships between Cape Esperance and Point Cruz in the Solomons, and while homeward bound discovered five Japanese destroyers in the New Georgia Channel. He shadowed these for an hour, meanwhile relaying his report to the base. This is the fourth decoration Weymouth has received; he previously had been awarded the Navy Cross, Air Medal, and Distinguished Flying Cross.

Lt. (jg) Allard G. Russell, USNR, Seattle, Wash.: While engaged in an aerial search over dangerous waters as a pilot of Scouting Squadron 3, Lieutenant (jg) Russell discovered four Japanese destroyers. Undaunted by aircraft accompanying the warships, he remained in a vulnerable position to shadow them for 2 hours. Lieutenant (jg) Russell also took part in three night missions against eight enemy warships and succeeded in bringing his damaged plane back to his base.

DISTINGUISHED FLYING CROSS

Commander Richard L. Burke, USCG, New London, Conn.: As commanding officer of the Coast Guard Air Station at Elizabeth City, N. C., since the beginning of the war, Commander Burke participated in many antisubmarine patrols, in addition to numerous rescue flights. On one occasion he rescued seven survivors from a German submarine, and at another time he landed his plane in waves 8 feet high to effect the transfer of an enlisted man in need of an emergency operation.

Lt. Alberto C. Emerson, USN, Florissant, Mo. (missing in action): As a pilot of the U. S. S. *Hornet* Air Group covering a task force engaged in a vital mission, Lieutenant Emerson pressed home his attack on a Japanese bomber and with the assistance of two other pilots shot it down in flames. Destruction of this plane at a time when the enemy was attempting to locate and attack our task force contributed greatly to the security of the force and in keeping inviolate its secret mission (13 October 1942).

Lt. Martin P. MacNair, USNR, Tarrytown, N. Y.: As a pilot of Scouting Squadron 3 in the Solomons, Lieutenant MacNair participated in four attacks on Japanese warships through heavy curtains of anti-aircraft fire. During a night attack on four destroyers operating off northern Guadalcanal, he assisted by his aggressive tactics in forcing the vessels to withdraw.

Lt. (jg) Daniel W. Byerley, USNR, San Diego, Calif.: While attached to Scouting Squadron 3, Lieutenant (jg) Byerley participated in seven dive-bombing attacks on a large number of Japanese warships, in addition to many aerial searches and destructive assaults on land bases.

Lt. (jg) Wilhelm G. Esders, USN, Pensacola, Fla.: As a pilot attached to a Marine Air Group, Lieutenant (jg) Esders and three other torpedo pilots made contact with an enemy force of one heavy cruiser and three destroyers. Dropping to a very low altitude and in the face of tremendous anti-aircraft fire, they scored two and probably three hits on the cruiser.

Lt. (jg) Robert S. Evarts, USNR, Duluth, Minn.: Piloting a plane in the Solomon Islands area 3-5 October 1942, Lieutenant (jg) Evarts and his companions fought through withering anti-aircraft fire to hit an enemy cruiser with 2 bombs, score a near miss on a destroyer, besides shooting down 1 of the attacking planes. Later, he was one of the 9 out of 15 pilots to fly through a tropical storm and drop his bomb load directly on the target at Rekata Bay.

Lt. (jg) Richard C. Purdum, USNR, Bozeman, Mont.: While attacking 4 destroyers, as a pilot of Scouting Squadron 3, Lieutenant (jg) Purdum and his group of 6 dive-bombers scored a direct hit on one of the ves-



—Official U. S. Navy Photograph.

FLYER WINS SECOND AWARD:

Lt. Comdr. DeWitt W. Shumway, USN, Syracuse, N. Y., was awarded the Gold Star in lieu of a second Distinguished Flying Cross for leading his squadron in three effective dive-bombing and strafing raids against Japanese installations and troop concentrations. He assisted in completely silencing all opposition and assured the success of our landing operations with minimum casualties (7 August 1942, Solomon Islands).

sels, probably sinking it. He displayed outstanding airmanship in subsequent flights against a total of 30 enemy vessels (Solomons area, September and October 1942).

Lt. (jg) Francis J. Sauer, USNR, Billings, Mont.: As a pilot of Scouting Squadron 3, from 13 September to 14 October 1942, Lieutenant (jg) Sauer participated in skillful and determined attacks on 4 heavy cruisers, 6 light cruisers, 38 destroyers, and 6 transports, in addition to destructive raids on Rekata Bay and Viru Harbor.

Lt. (jg) John Taurman, USNR, Cincinnati, Ohio (missing in action): When contact was made with a heavy cruiser and three destroyers, Lt. (jg) Taurman and three other torpedo pilots dropped to 200 feet and pressed home the attack through heavy anti-aircraft fire. He scored one of the two, and probably three, hits which sank the cruiser (Solomons area, 4 October 1942).

Lt. (jg) Alfred Wright, Jr., USNR, South Pasadena, Calif.: Although attacked by 2 Japanese planes while engaging a destroyer, Lieutenant (jg) Wright fought his scout bomber through heavy anti-aircraft fire to damage the enemy seriously by a near miss. He also participated in attacks on a total of 25 vessels (Solomons area, from 24 September to 14 October 1942).

NAVY and MARINE CORPS MEDAL

Commander James J. Hughes, USN, Washington, D. C.: When his ship was torpedoed during the occupation of French Morocco, Commander Hughes transferred most of his crew to a nearby destroyer, retaining on board only a small salvage party. He skillfully directed efforts to keep the ship afloat and was able ultimately, with the assistance of other ships, to bring her into port.



—Section Base Sweepings (Section Base, San Pedro, Calif.).

"Captain, I'm afraid we overshot again."



—Press Association Photograph.

BEARDED HERO DECORATED: *When a torpedo inadvertently fired was jammed between the outer tube door and the shutter, Chief Torpedoman's Mate John H. Whitehouse, USN, of Lynn, Mass., coolly and methodically removed the warhead. For this he has been decorated with the Navy and Marine Corps Medal.*

Commander Colby G. Rucker, USN, Arnold, Md.: As commanding officer of a ship engaged in the occupation of French Morocco, Commander Rucker organized and directed the salvage of a United States ship which had been torpedoed. Despite adverse conditions, the torpedoed ship was brought safely into port.

Commander William D. Ryan, USNR, New York, N. Y.: Exercising keen judgment and expert seamanship, Commander Ryan laid his small vessel alongside a ship which had been torpedoed during the occupation of French Morocco, and assisted in pumping, despite destructive pounding by heavy seas, until all his lines were carried away and his ship had sustained a severe battering.

For heroic conduct and outstanding devotion to duty during submarine patrols which sank 61,677 tons of Japanese shipping; to eight officers and two enlisted men:

Lt. John P. Bienia, USNR, New Bedford, Mass.; Lt. Keith G. Nichols, USNR, Covina, Calif.; Lt. (jg) Donald E. Finch, USN, Everett, Wash.; Ensign Nathan J. Ayer, USN, North Stonington, Conn.; Ensign Earl D. Bronson, USN, Honolulu, T. H.; Torpedoman Harry A. Abney, USN, Honolulu, T. H.; Machinist Adolph Bendler, USN, Union City, Conn.; Electrician Charles C. Coleman, USN, Chula Vista, Calif.; Emerial A. McMurtrey, PhM1c, USN, Mountain Home, Idaho; and Einer J. Ferro, TM3c, USNR, New Orleans, La.

Lt. Richard H. Woodfin, USN, San Diego, Calif.: When a seaman fell overboard from a warship moored at

Adak Island, Alaska, a gunner's mate had towed the helpless man to a line over the side and then lost his grip on it through sheer exhaustion. Seeing that both men were on the verge of drowning, Lieutenant Woodfin dove into the icy waters and kept them afloat against a strong tide until a sea ladder was lowered from the quarter-deck.

Lt. (jg) John P. Brown, USNR, Indianapolis, Ind.: As commanding officer of the Armed Guard on a merchant vessel which was torpedoed and set afire, Lieutenant (jg) Brown and a cadet broke down the door of a flame-filled room and rescued a trapped boatswain whose clothes were ablaze. In spite of painful injuries, he later manned a life raft and continued to look after his gun crew.

Lt. (jg) Guthrie F. Crowe, USNR, LaGrange, Ky.: Following the torpedoing of a merchant ship, in which he was commanding officer of the Armed Guard unit, Lieutenant (jg) Crowe stayed aboard after the order to abandon ship had been given until he had rescued a severely wounded member of the crew. During 10 days spent in a lifeboat, his leadership and practical knowledge contributed to the morale and physical well-being of the crew. After landing on a remote island, Lieutenant (jg) Crowe went on an extremely hazardous mission and helped rescue 44 survivors of a torpedoed tanker.



—Avenger (NAS, Fort Lauderdale, Fla.)

"Of course, we're going to fly. Do you want to make a fool out of Aerology?"

Lt. (jg) Buren L. Detour, USNR, Redlands, Calif.: Attracted by the distress calls of a soldier at Oneawa Beach, T. H., Lieutenant (jg) Detour rushed into the surf and swam toward the soldier, who by that time had gone under. Diving repeatedly, he succeeded in bringing him to the surface and with the help of another person dragged the unconscious man through enormous breakers to the beach.

Lt. (jg) Arthur T. Guja, USNR, Brooklyn, N. Y.: While on a convoy assignment in command of a small, newly commissioned vessel, Lieutenant (jg) Guja effected the rescue of 113 survivors of a torpedoed ship despite poor visibility and heavy seas. He provided for them aboard his crowded vessel for 5 days, caring for their needs as adequately as his limited provisions would permit.

Lt. (jg) Alfred Naifeh, USNR, Norman, Okla. (posthumously): After the sinking of the U. S. S. *Meredith*, Lieutenant (jg) Naifeh persisted in swimming back and forth among the life rafts on which the survivors were clinging, rendering invaluable aid to the men who were wounded or exhausted. He finally was overcome by exhaustion, which resulted in his death.

Lt. (jg) Charles W. Smith, USNR, Gloucester, Mass.: As commanding officer of a small vessel on convoy duty, Lieutenant (jg) Smith rescued 84 survivors of a torpedoed ship in spite of poor visibility and a rough sea. For 5 days he provided for them with the limited facilities of his small ship.

To four enlisted men who risked their lives in rescuing a shipmate washed overboard at French Frigate Shoals, T. H., 24 November 1942: John Placido, CMoMM, USNR, San Diego, Calif.; Marvin J. Butler, BM1c, USN, Hickory, N. C.; Wilbur E. Danielson, GM2c, USN, Garland, Pa.; and Homer L. Guffey, GM3c, USN, Mineral Ridge, Ohio.

Butler and Guffey swam out to the helpless man and supported him above water, while Danielson and Placido fought their way through a heavy surf with a lifeline, thereby bringing the hazardous rescue operations to a successful conclusion.

To two chiefs who served in a submarine which sank 82,600 tons of enemy shipping, including a destroyer, and damaged 31,000 tons: LaMar L. Woodward, CMoMM, USN, Cleveland Ohio; and William K. Carr, CEM, USN, Cottage Hill, Ill.

For heroic conduct in rescuing an Army sergeant from a burning plane, to two enlisted men attached to a construction battalion: Immediately following the crash of a B-24 at an Army airdrome in Iceland, they hur-



—Acme Photograph.

HORNET PHOTOGRAPHER DECORATED: Chief Photographer David H. Ellsworth, USN, Portsmouth, Va., received the Purple Heart recently for wounds received in action 26 October 1942 while serving in the U. S. S. *Hornet*, "Shangri-la" of the Tokyo bombing raid. Pinning on the medal as Ellsworth's wife and son Richard look on is Capt. Newton H. White, Jr., USN (Ret.).

ried to the scene and, although warned of imminent bomb explosions, dragged out the trapped sergeant whose clothes already were ablaze. The men: Lloyd H. Bloomingdale, Ptr2c, USNR, Troy, N. Y.; and George V. Schaffer, CEM, USNR, York, Pa.

William H. Beck, CTM, USN, Inglewood, Calif.: In charge of one torpedo room during four war patrols in Japanese-controlled waters, Beck, by his thorough knowledge of his duties, contributed in large measure to the success of his submarine in sinking one enemy cruiser and one destroyer, and seriously damaging another cruiser with two torpedo hits.

Thomas D. Beecher, CRM, USN, Orlando, Fla.: As sound operator aboard a submarine, Beecher rendered inestimable assistance in making six attacks in which a considerable amount of enemy shipping was sunk and an unidentified vessel damaged.

Vernon M. Floyd, CPhM, USN, Tchula, Miss.: In charge of 16 patients being evacuated by air from Guadalcanal on 21 October 1942, Floyd suffered three fractured ribs when the plane made a forced landing on a coral reef. For 10 days thereafter, although suffering acute pain, he gave expert care to all hands, and manufactured a device for the distillation



—Official U. S. Coast Guard Photograph.

GUADALCANAL VOLUNTEERS COMMENDED: *Two Coast Guardsmen, who volunteered for a dangerous assignment in the Solomon Islands campaign, recently received commendations and the congratulations of their commanding officer, Capt. R. F. Patch, USCG. Members of a boat crew, the two men—John Henderson, MoMM2c, Bay City, Mich. (left), and Joe M. Cox, Jr., Cox, Miami, Fla.—repeatedly passed through heavy enemy fire to successfully evacuate troops trapped on a beachhead at Guadalcanal.*

of sea water. Largely through his efforts all evacuees were eventually rescued in good physical condition.

Paul C. Morton, CTM, USN, Terre Haute, Ind.: While in a submarine on its fourth war patrol, Morton skillfully participated in the sinking of 31,700 tons of enemy shipping. His zeal, loyalty, and determination were an inspiration to his shipmates.

Douglass A. Murch, CSM, USN, Marion, Ind.: When his ship, the U. S. S. *Hugh L. Scott*, was sunk off Fedala, French Morocco, Murch assisted in getting rafts over the side and continually encouraged the crew as they left the stricken vessel. Twice he dived overboard and rescued men who were struggling in the water.

To four enlisted men for heroic conduct during four submarine war patrols in enemy-controlled waters. By performing their duties with judgment and skill, they contributed materially in the destruction of an important amount of Japanese ship-

ping: Leo Sciera, CMoMM, USN, Buffalo, N. Y.; Leonard J. Cailler, MM2c, USNR, Concord, N. H.; Donald J. Snyder, TM3c, USNR, Pittsburgh, Pa.; and Joseph Cross, StM1c, USNR, New Orleans, La.

Sam R. Stiles, CMoMM, USN, Waxahachie, Tex.: Observing that the conning tower of his submarine could not be closed when the ship was making a sudden dive in enemy-infested waters, Stiles, disregarding his personal safety, succeeded in arresting the dive and surfacing the ship before any serious damage could occur.

James H. Howard, TM1c, USN, San Antonio, Tex.: By his heroic conduct during three submarine war patrols in enemy-controlled waters, Howard contributed materially to the destruction of an important amount of Japanese shipping.

William Lorch, M1c, USN, North Bergen, N. J.: When his ship was damaged by an enemy shell during the assault on French Morocco, Lorch

braved fire and escaping steam to assist in closing the engine-room door. Later he returned to remove a comrade's body and render valuable assistance to the engineer officer in restoring operation of the port engine.

Emerial A. McMurtrey, PhM1c, USN, Mountain Home, Idaho: While serving aboard a United States submarine during three war patrols, McMurtrey rendered exceptionally valuable service in caring for men aboard the vessel, thus enabling them to remain at their stations.

For heroic conduct in saving the lives of shipmates during the battle off Savo Island, to two enlisted men:

Alexander H. Thrift, MM1c, USN, of San Jose, Calif., who remained in the engine room while the vessel was sinking and assisted injured shipmates to escape. When the ship was abandoned, he towed a wounded man clear of the ship and succeeded in keeping him afloat the remainder of the night until both were rescued.

O'Hern V. Dufour, TM2c, USN, of Bunkie, La., who placed a wounded officer in a life jacket and towed him clear of the ship to a life raft. When it was about to be run down by a passing ship, he pushed the raft clear but was himself severely injured by the ship's side.

Sherwin Hendricks, BM2c, USN, Sterling, Colo.: Attached to a naval vessel in the vicinity of Midway Island, Hendricks witnessed the collision of two Army planes and subsequent efforts to rescue an injured pilot. He volunteered to carry a line to the man, despite heavy seas and the probable presence of sharks in the area, and was directly responsible for saving the pilot's life.

Jack M. Rich, MoMM2c, USN, Alexandria, La.: While serving as sound operator aboard a United States submarine during four war patrols, Rich, by his outstanding skill and conscientious devotion to duty, contributed materially to the destruction of an important amount of Japanese shipping.



—NAS Dope Sheet (Norfolk, Va.)

Robert E. L. Chandler, AO3c, USNR, Richmond, Va.: While fighting a gasoline fire aboard a small boat, Chandler noticed a badly burned seaman struggling unsuccessfully to keep afloat. He dived into the oil-covered sea, and with the aid of another seaman, succeeded in getting the stunned and helpless victim into a life jacket until help came.

John D. Massman, Cox, USCGR, Seattle, Wash.: During a serious fire in the Frye & Co. plant in Seattle on 18 February 1943, as a member of a fire and rescue party, Massman made four trips into a gas-filled room to carry out four unconscious firemen. On the fifth trip he himself was overcome, but was rescued.

Jack W. Smay, PhM3c, USN, Summerhill, Pa.: While attached to the First Marine Division at Guadalcanal, 15 and 16 September 1942, Smay rendered expert and timely assistance to wounded personnel in a barrage of mortar and machine-gun fire, and was instrumental in returning to the battle many men who were urgently needed at the moment.

Elmer C. Willert, PhM3c, USNR, Chokio, Minn.: Just before his ship, the U.S.S. *Joseph Hewes*, plunged into the sea off Fedala, French Morocco, Willert went to the assistance of a soldier pinned under a large steel girder and threw him clear of the stricken vessel. With his comrades safe, he went over the side—the last of his rating to abandon ship.

Sam Caponio, S1c, USNR, Oakland, Calif.: As a member of an Armed Guard crew, Caponio's ship was torpedoed and his fingers were badly mangled while he was getting into a lifeboat. Suffering acutely from exposure and the emergency amputation of two fingers, he managed to send out blinker distress signals to a lighthouse before he collapsed from pain and loss of blood.

Florian G. Erickson, S1c, USNR, Bakersfield, Calif.: When an Army sergeant fell overboard from a docked merchant vessel near San Francisco on 18 June 1943, Erickson dived 12 feet into cold water, swam under the dock, and hauled the drowning man to safety.

Edwin M. Jacobs, F2c, USNR, Vicksburg, Miss.: When the warship to which he was attached was damaged by a shell during the assault on French Morocco, Jacobs voluntarily entered the engine room, then an inferno of smoke, steam, and intense heat, in a valiant attempt to rescue a helplessly wounded shipmate trapped inside.

Norman E. Rice, S1c, USN, Mullens, W. Va.: When the ship to which Rice



—Official U. S. Marine Corps Photograph.

Trophies From the South Pacific: Corporal Laurence P. DeBejar, USMC, Lancaster, Calif., returns to the U. S. with (1) a Japanese major's bush jacket, which he is wearing; (2) a .25 caliber sniper's rifle; (3) an ammunition case, and (4) a Jap officer's map case, both on straps over his shoulder. A drooping enemy battle flag (5) hangs behind him.

was attached located a missing pilot, forced down at sea, he saw the helpless and exhausted man surrounded by sharks which had already killed the airman's companion. On his own initiative, Rice dived overboard, swam to the injured pilot and by means of a line assisted him to the ship.

Gerald L. Rogers, S1c, USN, Visalia, Calif.: While swimming at Palm Beach, Calif., on 7 May 1943, Rogers went to the aid of a companion who was exhausted and helpless. Several times he and the victim were swept back by a swift current, and when they finally reached shore Rogers carried the unconscious victim until help arrived and then assisted in artificial respiration until the victim was revived.

GOLD ☆ STAR
In Lieu of Second Air Medal

Lt. (jg) Richard P. Balenti, USNR, Altus, Okla.: Wounded in the thigh by enemy gunfire when attacked by four Japanese planes, Lieutenant (jg) Balenti maintained control of his plane despite the painful injury and returned safely to Henderson Field. He continued to participate in active operations, vigorously attacking 6 transports and 14 destroyers (5-14 October 1942, Solomons area).

Lt. (jg) William J. Foley, Jr., USN, Chicago, Ill.: As pilot of a Marine Air

Group, Lieutenant (jg) Foley took part in flights against 23 Japanese vessels, including 7 warships engaged in landing operations off the north coast of Guadalcanal, and in vigorous raids on land installations (Solomons area, September and October 1942).

John W. Schliekelman, ACRM, USN, Redmond, Oreg.: As radioman gunner in Scouting Squadron 3, Schliekelman maintained radio equipment in operation despite great difficulties, was alert in detecting hostile ships and planes, and repulsed many enemy attacks with deadly blasts from his weapons.

Eight aviation radiomen gunners attached to Scouting Squadron 3 during September and October 1942 have been presented Air Medals, or Gold Stars in lieu of a second Air Medal, for meritorious achievement in the Solomon Islands area. Those receiving Gold Stars are Clyde R. Simpson, ARM1c, USN, Corpus Christi, Tex.; Morton Lachowitz, ARM2c, USN, New Bedford, Mass.; Robert Hansen, ARM2c, USN, Aberdeen, S. Dak.; Darrell H. Beaman, ARM1c, USN, Greenfield, Iowa; and Willard L. Wright, ARM2c, USN, Tawas City, Mich.

Air Medals went to Marvin K. Taylor, ARM2c, USN, Hotchkiss, Colo.; William H. Rambur, ARM1c, USN, Parshall, N. Dak.; and Balford A. Sumner, ARM1c, USN, Kimball, Nebr.

Identical citations state that the men were alert in detecting hostile ships and aircraft and reliable in transmitting contact reports to their base and that deadly blasts from their weapons repulsed numerous enemy aircraft attacks.



—Beacon (NRS, San Pedro, Calif.).

"I'll take the pursuit job. You can have the bomber."

AIR MEDAL

Lt. Comdr. Rudolph C. Bauer, USN, Jersey City, N. J.: Following the crash of an Army bomber at sea, Lieutenant Commander Bauer sped to the scene and spotted a lone survivor in the water less than a mile from shore. In the face of high winds and heavy swells he landed, hauled the man aboard, and flew him back to medical attention in such a shocked and exhausted condition that a few minutes' delay might have proved fatal.

Lt. Alberto C. Emerson, USN, Florissant, Mo. (missing in action): While participating in aerial flight as pilot in a fighting squadron of the U. S. S. *Hornet* air group, Lieutenant Emerson daringly engaged numerous enemy aircraft in combat with the result that two Japanese fighter planes were destroyed (26 October 1942, near Santa Cruz Islands).

Lt. (jg) Harold W. Lough, USNR, Weston, W. Va.: While returning from war patrol during the battle of Midway, Lieutenant (jg) Lough landed his plane on the sea and rescued a pilot and his mechanic whose plane had been forced down by engine trouble. This was performed successfully despite the fact that he had just completed a long and tiring 700-mile patrol.

Lt. (jg) Francis G. Slater, USNR, Brooklyn, N. Y.: As second pilot of a patrol plane during action against an enemy submarine, Lieutenant (jg) Slater rendered valuable service by his skillful and alert cooperation. Two of the plane's bombs exploded directly in the swirl of the diving submarine one second after the periscope disappeared.

Ensign Maurice E. Woodcock, USNR, Morristown, N. Y. (missing in action): Piloting a fighter plane in an engagement against 20 Japanese destroyers on 4 February 1943, Ensign Woodcock and his comrades were attacked by 30 Zeros. He succeeded in downing one enemy plane before he himself was shot down.

To seven enlisted men whose skill and courage as members of an anti-submarine patrol squadron contributed materially to the probable sinking of a U-boat:

Frank E. Haywood, ARM2c, USNR, Moundville, Ala.; Norman C. Eichhorn, AMM1c, USN, Chittanooga, N. Y.; George J. Brown, Jr., ACRM, USN, Portsmouth, Va.; Alfred W. Jones, ACMM, USN, Akron, Ohio; William J. Bentrod, CAP, USN, Lynwood, Calif.; John J. McGuire, RM3c, USNR, Salt Lake City, Utah; and Carl Fischer, AMM3c, USNR, Ross, Calif.

When an enemy submarine was sighted on the surface, all manned

their battle stations in the face of persistent anti-aircraft fire and assisted the pilot in pressing home an accurate and deliberate depth-charge and machine-gun attack which severely damaged and probably destroyed the craft.

To two chief aviation pilots for skillful airmanship on 27 February 1943 when their patrol plane was forced to make an emergency landing in a blizzard.

The pilot, Elmer H. Roberds, USN, Belvieu, Tex., flew on instruments for 3 hours until he finally located a familiar lighthouse. He then flew out over the sea, jettisoned his bomb load, and landed on a frozen marsh without injury to personnel and with only slight damage to the plane.

John B. McDonnell, USN, Quonset, R. I., copilot, by careful dead reckoning navigation aided materially in maneuvering the plane.

Conrad H. Lawrence, AM1c, USN, Daytona Beach, Fla. (missing): As an air bomber and turret gunner serving with Torpedo Squadron 8, Lawrence took part in numerous attack missions under extremely adverse conditions. By his courageous and skillful performance of duty, he contributed greatly to the successful achievements of his squadron.

Melvin M. Bryson, ARM2c, USN, Council Bluffs, Iowa: As radioman gunner attached to Scouting Squadron 3, his plane was engaged by Japanese aircraft while delivering a bombing and strafing attack on a destroyer. With expert marksmanship, Bryson blasted the enemy plane, which was left with smoke pouring from its fuselage. He also participated in six other missions against Japanese warships.



—Rinaldi in The Hoist (NTS, San Diego).

BULLETIN BOARD

Gray Uniforms Authorized For Enlisted Men at Sea

In order to provide protective coloration, slate gray working uniforms will be issued to all enlisted men serving at sea. The new uniform will not be ready for several months, and when available may be authorized for wear by enlisted personnel below the rating of CPO. The present undress whites still will be worn for dress and liberty.

Design and fabric of the new uniform, including hat, will be the same as the white uniform now worn. Only the color will be changed. Dungarees also will continue to be worn for work at sea and ashore but the new uniform is expected to ease the wear to which dungarees are subjected aboard ship.

Slate grays have previously been authorized for commissioned officers and chief petty officers (Information Bulletin, September 1943, page 73) for wear both afloat and ashore.

All Pay Grades Included In Maternity Care Plan

Wives and infants of all enlisted men (formerly, only those of the lower four pay grades) are now eligible for emergency maternity and infant care under a plan established by the Children's Bureau of the U. S. Labor Department, and operating in 41 States and all Territories except Puerto Rico.

These services are provided, however, only when similar services are not otherwise available from the Navy or official State or local health agencies, and (in the case of those in the first, second, and third pay grades) when circumstances in the individual cases warrant.

The plan is in operation (as of 1 September 1943) in all States except Colorado, Louisiana, Massachusetts, North Dakota, Oregon, Pennsylvania, and Texas.

(Full details in N. D. Bul. [Semi-monthly] of 1 September 1943, R-1366.)

Customs Service Requires Note on Gift Packages

All hands sending gifts into the United States or Territories from outside the continental limits must stamp

or endorse the following on the outside of sealed packages:

"May be opened for customs purposes before delivery to the addressee."

If this statement is lacking, customs officials will contact the addressee for authority to open the parcel for examination, and serious delay in delivery will result.

Also (although not required by law), it is desirable that senders include in each gift package a signed certificate in substantially the following form:

"I hereby certify that I am a member of the armed forces of the United States on duty outside the continental limits of the United States, and that the enclosed shipment is sent by me as a gift pursuant to Public Law 790 and that its value is \$50 or less (United States currency).

"Dated this _____ day of _____ 194____"

(Details in N. D. Bul. [semimonthly], of 15 September 1943, R-1395.)

BUPERS BULLETIN BOARD INDEX

Civil engineering course open.....	70
Civilian technician, uniform for.....	69
Command course at Newport.....	69
Films available for shore establishments.....	69
Gift packages, customs requirements for.....	67
Gray uniforms for enlisted men.....	67
Household shipments, advance notice required on.....	68
"Letter from a Father".....	69
Maternity care plan broadened.....	67
Merchant Marine men eligible for Navy awards.....	69
"Only a Reserve".....	68
Pistol shot medal.....	68
Playwriting contest open to enlisted personnel.....	68
Refrigerator distribution limited.....	69
Ribbons, ranks and rates, prices changed.....	70
Rifleman medal.....	68
Sailors serving with Army units, uniform for.....	69
Submarine duty, volunteers needed for.....	67
Training courses, information on.....	70
V-12 Bulletins.....	70
V-7, math requirements lowered in qualifications for.....	67

Volunteers Needed For Submarine Duty

Volunteers are needed to provide officers for the expanding U. S. Navy submarine service.

Applications of volunteers for the class convening 3 January 1941 (and subsequent classes) at the Submarine School, New London, Conn., are desired from officers who are graduates of the Naval Academy, Classes of 1939 through 1943, inclusive, and from Naval Reserve officers not over 28 years of age of the rank of lieutenant, lieutenant (junior grade), and ensign.

This is the last opportunity for officers of the Class of 1939 for assignment to this duty.

Sea service and other requirements set forth in the BuPers Manual (articles E-1301 and E-1304) have been removed. However, officers with seagoing experience, and particularly Academy graduates, are especially urged to volunteer.

Reserve officers without seagoing experience should have engineering or technical training or experience, but exceptions are made in the cases of nontechnical officers whose service records on shore duty over a reasonable period are outstanding.

Applications must be endorsed or accompanied by a certificate of a medical officer stating the candidate's physical fitness for submarine duty.

(Full details in N. D. Bul. of 1 September 1943, R-1356.)

Math Requirement Lowered For V-7 Qualification

Prior completion of a course in trigonometry is no longer required for eligibility of enlisted men for Reserve midshipmen training under the V-7 program.

Instead, candidates must have completed two single semester courses in mathematics (as previously required), or, in lieu thereof, their commanding officer's endorsements must include the statement that they have been examined in mathematics and are considered to have sufficient aptitude to qualify for Reserve midshipmen training.

Another change eliminates the 10 years' citizenship formerly required and substitutes simply citizenship. Other requirements, which have been

BU PERS BULLETIN BOARD

in effect since 7 April 1942, remain the same under the new order. (Full details appear in N. D. Bul. [semi-monthly of 1 August 1943, R-1262.]

Playwriting Contest Open To Enlisted Personnel

Cash prizes of \$500, \$250, \$125, \$75, and \$50 are offered in a one-act playwriting contest open to all enlisted personnel of the Navy, Marine Corps, and Coast Guard.

Only original plays not previously shown, with playing time of from 15 to 30 minutes, are eligible. There is no limitation on subject matter or form but humorous plays, based on the simplest, cleanest, and most human values are preferred.

The type of acting required, the scenic backgrounds, costumes, props and make-up must all be within the limitations of the usual naval theatrical activity. The decisive factor, however, will be the entertainment value of each play.

All manuscripts should be submitted to the Commandant Third Naval District, Attention: District Welfare and Recreation Officer, Room 1303, 90 Church Street, New York (7), N. Y., and must be received there not later than 1200, 15 February 1944.

If manuscripts do not warrant prizes, that part of the \$1,000 not awarded will be presented to the Navy Relief Society by Mr. John Golden, New York theatrical producer, who is sponsoring the contest.

All performances or filming of the



—Bayou Tale Spinner (NAS, New Orleans, La.).

Two Sons of Heaven (?) on their way home!

plays by or for United States armed forces, or any designee of ComTHREE, shall always be free of royalty. With these exceptions, all rights in the plays shall remain the property of the author, and any monies accruing from the publication or production of the play shall be the property of the author.

Manuscripts should be written on only one side of the paper; sheets should be bound together simply; title of the play and name and address of the author should be plainly stated on the cover. Although every effort will be made to return manuscripts, it is suggested that authors retain duplicate copies.

Requests from naval districts for all materials pertaining to the contest should be made directly to the Commandant, Third Naval District, Attention: Welfare and Recreation Officer.

Navy Medals Awarded For Firing MC Course

Naval personnel now can win Navy expert rifleman and expert pistol shot medals by qualifying in a Marine Corps rifle, carbine, or pistol course when circumstances make the firing of prescribed Navy courses impracticable or inconvenient. (Specific regulations appear in N. D. Bul. [semi-monthly] of 1 September 1943, R-1348.)

'Only a Reserve'

A young war-winning sailor, new to the Navy, was introduced to a crusty old admiral in Washington last summer. Feeling somewhat abashed, the neophyte remarked apologetically, "I'm only a reserve, sir."

The old salt gave him a martinet stare, wagged a finger at him and said, "Never use the word 'only' when you describe your status. The U. S. Navy, as such, never won a war, nor has the regular Army won one, except with the aid of the Reserves pressed into service from civil life. Always remember this: You win our wars. We simply keep the guns clean during peace time."

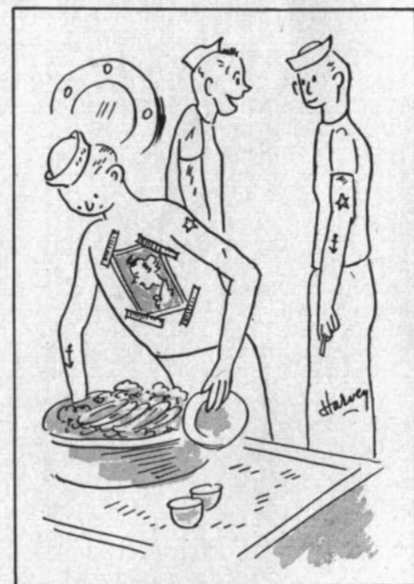
—Naval Air Station News, Anacostia, D. C.

Postgraduate Course Set In Applied Communications

Deadline for applications from officers for postgraduate training in applied communications is 15 October. Eligible for the 1-year course convening about 28 January 1944, are regular officers of Classes 1940 to 1942, inclusive, and Reserve officers who have had mathematics through differential and integral calculus equivalent to that required for a B. S. degree in mechanical, civil, or electrical engineering or applied physics. Additionally, they must be less than 26 years of age, should meet all physical requirements for general line duties, and have had at least 1 year of sea duty. (Details in N. D. Bul. [semi-monthly], of 15 September 1943, R-1402.)

Advance Notice Requested On Household Shipments

Because Navy packing facilities are overtaxed, the Bureau of Supplies and Accounts requests that all persons entitled to shipment of household goods at Government expense advise shipping activities as far in advance as possible (preferably 1 month) of prospective moves. BuSandA also requests that shipments of household goods be kept to the absolute minimum, eliminating articles not actually required. (Details in N. D. Bul. [semi-monthly], of 1 September 1943, R-1376.)



—Buccaneer (NAS, Vero Beach, Fla.).

"He wants to be sure he won't get tired of that design, first."

BUPers BULLETIN BOARD

Films Available For Shore Establishments

Three new, short-subject motion pictures illustrating the interdependency of the worker on the production and the men of the fleet on the firing line, were released last month for exhibition to civilian workers in naval shore establishments and shipyards. Titles: "December 7th," "The Life and Death of the Hornet," and "The Navy Flies on." Shore establishments desiring to exhibit these films should address requests to the Chief of the Bureau of Aeronautics (Training Film Section), Navy Department, Washington, D. C., with information copy to the Division of Personnel Supervision and Management, Secretary's Office, Shore Establishments Division, Navy Department.

Command Course Begins 1 January at Newport

A command course for approximately 15 officers of the regular Navy of the rank of lieutenant commander and above will open at the Naval War College on 1 January 1944. Also, a preparatory staff course will be held at the same time for 50 Reserve officers of the ranks of lieutenant commander, lieutenant, and lieutenant (junior grade). Classes will last approximately 5 months. Applications should reach BuPers on or before 15 November. (Details in N. D. Bul. [semimonthly], of 15 September 1943, R-1403.)

Men of Merchant Marine Eligible for Navy Awards

Personnel of the United States Merchant Marine are now eligible for the Navy's Silver Star Medal and the Navy and Marine Corps Medal. The awards may be made when direct combat with the enemy is involved, or in case of especially meritorious service under combat conditions when members of a naval expedition. (Details in N. D. Bul. [semimonthly], of 15 September 1943, R-1391.)

Sailors Serving With Army May Wear G. I. Uniforms

Navy enlisted men serving with Army detachments in areas where naval uniforms would be inappropriate now are authorized to wear U. S. Army uniforms with appropriate naval insignia. (Details in N. D. Bul. [semimonthly], of 1 September, R-1364.)

New Insignia For Civilian Technicians

Civilian technicians, who may serve with the Navy, were authorized last month to wear a uniform similar to that worn by Naval officers, minus any insignia of rank or corps, or shoulder or sleeve marks. Caps with black chin strap and without cap device will be worn. Instead of Naval insignia, technicians will wear the insignia pictured herewith, on the left breast pocket of coat and shirt. (Details in N. D. Bul. [semimonthly], of 1 September 1943, R-1368.)



U.S.

TECHNICIAN

Refrigerator Supply Low; Distribution Is Limited

In the March issue of the INFORMATION BULLETIN, page 74, notice was given that an allocation of domestic refrigerators had been obtained by BuPers for resale to naval personnel through Ship's Service Stores.

Declining supplies of fabricated refrigerators do not permit further allocation from the War Production Board in sufficient quantity to supply all applicants on the basis existing up to this time. Effective 3 September 1943, BuPers is required to limit its approval of further applications to those (1) submitted by naval personnel returned from sea duty or duty overseas, and, (2) for the personal use of such applicants in their own homes. All other conditions previously stipulated by the War Production Board remain in effect.

LETTER FROM A FATHER

The following letter to the Commandant of a Naval air station has been forwarded to the Bureau:

Your kind letter of sympathy in the loss of our son, Aviation Cadet _____, USNR, helped to crowd some of the grief from our hearts and replace it with pride.

If our dearly beloved boy had to go as he did, there is a sense of consolation in the knowledge that he gave his life in the service of the finest fighting force in the world.

As a former Navy man, during World War I, your fine letter held an added meaning for me and I assure you that Mrs. _____ and I will ever treasure it among our proudest possessions, along with the flag which was presented to us at our son's grave.

At a time when vicious forces seek the destruction of all that we believe in as Americans, of all that is decent and beautiful, of the ideals for which Americans have fought and died throughout our history, it is necessary that personal loss be subordinated.

We assure you that we understand that fully; that we are proud that our boy was privileged to do his part in this great struggle against tyranny, oppression, and the enslavement of free men—and doubly proud that he did so in the service of the U. S. Navy Air Corps.

To you of the Navy, to our son's officers and fellow-cadets, we, his grieving but proud parents, can only say: "Carry on, and may God be with you."

For Mrs. _____ and the members of our family I wish to sincerely thank you for your consoling letter and for the traditional Navy tribute which swelled our broken hearts with pride in the dark hour when we said a last farewell at the grave of our precious boy.

In return, we can only offer our prayers for those who are facing death hourly in order that freedom may live.

We would like to take this occasion to commend Aviation Cadet _____, USNR, who accompanied the remains of our son home as official escort. We want you and Cadet _____'s officers and shipmates to know how splendidly he carried out that difficult assignment. No one could have given us greater aid and consolation. In every respect his conduct was in accordance with the very highest Navy tradition. No words of praise we can bestow upon Cadet _____ would adequately express how much his visit to our home meant to us.

Sincerely and respectfully yours,

BUPERS BULLETIN BOARD

Prices Changed on Reprints Of Ribbons, Ranks & Rates

New prices have been established by the Government Printing Office for the two pamphlets, "Summary of Regulations Governing the Issuance and Wearing of Decorations, Medals and Ribbons Now Designated for Naval Personnel" and "Summary of Ranks and Rates of the U. S. Navy Together with Designations and Insignia."

For personal use, copies of "Decorations, Medals and Ribbons" may be ordered from the Superintendent of Documents, Washington, D. C., at 15 cents each, and copies of "Ranks and Rates" may be ordered at 10 cents each. Specify complete title.

Copies for official use may be requested of BuPers without cost. The "Decorations, Medals and Ribbons" pamphlet should be identified as NAVPERS 15016, and the "Ranks and Rates" pamphlet as NAVPERS 15004.

Civil Engineering Course Open to Certain Officers

Postgraduate training in civil engineering is open to regular Navy officers whose career in the line appears to be in jeopardy through failing eyesight or similar physical impairment. Applicants should be from the Classes of 1941 or 1942 and their applications should reach BuPers by 1 November 1943. It is expected that three officers will be ordered to Rensselaer Polytechnic Institute for instruction to begin 13 January 1944 and to last approximately 20 months. (Details in N. D. Bul. [semimonthly], of 15 September 1943, R-1401.)



—The Hoist (NTS, San Diego, Calif.)
"No! No! It's supposed to kick like that."



—The Hoist (NTS, San Diego, Calif.)
"Do you gentlemen have reservations?"

V-12 BULLETINS

The following V-12 Bulletins were released during the period, 20 August to 20 September, inclusive:

Nos. 18, 63, 64, 65, 66, 67, 68, 69, 71, 72, 74, 75, 76, 77, 78, 79, 80, 81, 83, 84, 85, 86, 91.

Commanding officers of V-12 units should be certain that copies of all V-12 Bulletins are made available to the Academic Dean or the V-12 Liaison Faculty Member. Since each V-12 Unit now is receiving three copies of every bulletin, this number should be sufficient for academic and Navy use.

If all numbers have not been received, they may be obtained, upon request from the Training Division, BuPers.

Information on Training Courses

Educational officers wondering why BuPers does not send the shipment of training courses they ordered should determine whether a return address was included with the order.

Although every attempt is made to determine where such orders should be shipped, such requests as those bearing only the names of officers that have identical repeats in the official files must be held awaiting a second order or tracer inquiry, in order to avoid mis-shipment.

The revised form NAVPERS 672

(formerly BNP 672), Enlisted Training Course Certificate, and BuPers Manual change pertaining to this revision, are both outlined in Manual Circular Letter No. 21-43 (N. D. Bul. [semimonthly] of 15 September 1943, R-1411).

The new enlisted training course for Stewards and Cooks will automatically be substituted for the older edition of Officer's Cooks and Stewards when the publication is received from the printers.

Signalman, third class, training course and progress test and examination booklets also have been revised to bring the contents in line with present communication procedure. Since the warehouse supply is exhausted, it has been necessary to place some requests on back order. These will be filled as soon as the new editions arrive.

There is no progress test and examination book for the Parachute Rigger, third class and second class, now being distributed, and no accompanying book is proposed at this time.

A number of requests for enlisted training courses are being received from enlisted personnel addressed direct to BuPers, in violation of Navy Regulations, Article 2010. In each case a form reply is returned to the commanding officer of the activity where the enlisted man is on duty, enclosing one copy of the 1943 "Instructions for Enlisted Training" and directing the writer's attention to the provisions of Article 2010.



—Pee Vee (NAS, Lake City, Fla.)

"Oh, I used to have one in every port too . . . But I found this to be much better!"

What Is Your Naval I. Q.?

BY KEITH A. BOTTERUD

Y2c, USNR

1. How many of the following colors appear on the American Defense ribbon? (a) yellow; (b) red; (c) white; (d) blue?

2. Here are the silhouettes of three planes. If you were the gunner on a Grumman Avenger, at which would you fire?



3. There are no more mess attendants in the Navy. By what name are they now known?

4. What is a CV? A CVB? A CVL? A CVE?

5. What U. S. ships are named after stars?

6. At left is CINCLANT. Can you give his name?

7. If you should "catch a crab" while rowing, could you eat it?

8. How many rates in the Navy are open to members of the Women's Reserve?

9. Can you identify the following nautical terms? (1) crane; (2) crow's nest; (3) swallow; (4) gooseneck; (5) wings; (6) crow's foot.

10. Who was in immediate command of the U. S. naval forces which played a large part in the invasion of Sicily?

11. Where is the Second Naval District? The Seventeenth?

12. What is the Armed Forces Institute? What does it offer you?

13. "We left fires visible for 200 miles," bomber pilots report on their return from a raid. Are they stretching things? At an altitude of 25,000 feet, how far can a pilot actually see? At sea level how far can a sailor see?

14. What would be the approximate velocity of the wind if there are continual rolling waves, the wind carries along wave crests for a distance equal to one-half the wave length, and there are scud or foam streaks? (Within 3 knots will count as correct).

15. A Navy lieutenant of the line, a commander who is a flight surgeon, and a Marine lieutenant approach a corner on which are standing a colonel of the Army quartermaster corps and an ensign on shore patrol duty. A fight breaks out between two sailors nearby. Suppressing the disturbance is the responsibility of the: (1) Navy lieutenant; (2) commander; (3) Marine lieutenant; (4) Army colonel; (5) ensign.

16. The most powerful and destructive of all winds occur in: (1) tropical cyclones; (2) hurricanes; (3) squall-line thunderstorms; (4) tornadoes; (5) typhoons.

17. Here is a reproduction (except for color) of the personal flag of the SecNav. The AstSecNav, the UnderSecNav, and the AstSecNavAir also have personal flags. They follow the same outlines as SecNav's, but the colors differ. Give the proper colors of each.



18. The mottoes of the U. S. Coast Guard and the U. S. Marine Corps are: (1) *Semper Paratus*, and (2) *Semper Fidelis*. Which belongs to which organization?

19. There are a number of ways in which enlisted men and officers may draw extra compensation. Name three of them, along with the amount.

20. Some of these names appear in the news from Sicily; others from Italy, the South Pacific and Russia: Orel, Melito, Bagnara, New Britain, Bougainville, San Fratello, Buin, Stalino, Lae, Salamaua, Messina and Catania. Can you separate them correctly?

Answers to What Is Your Naval I. Q.?

1. All four colors.
2. Shoot at the one on the left, a German Junkers 90, and the one on the right, a Japanese Mavis. In the center is a B-17, a Flying Fortress.

3. Steward's mates.
4. CV—aircraft carriers including all the 27,000-ton class (*Essex*), plus all existing carriers built as such, as the *Saratoga* (CV3). CVB—aircraft carriers, large. Class includes any carrier larger than CV. CVL—carriers small, the 10,000-ton class converted from former CL's. CVE—carriers, escort, including conversions to auxiliary carriers from merchant vessels, tankers, and the Kaiser-built vessels, all now reclassified as combatant ships. The reclassification became effective 15 June 1943.

5. Cargo ships.
6. Admiral Royal E. Ingersoll, USN.
7. "Catching a crab" is failing to keep in stroke while pulling an oar and (when pulling with others) thereby jamming and fouling other oars.

8. Under Navy regulations, all rates open to men are also open to women, providing they can qualify. However, law prohibits them from serving aboard combat aircraft, at sea, etc.

9. (1) Machinery used for picking up heavy objects, cargo. (2) An observation post high on a ship's mast, used by lookouts. (3) The space between the cheek and the sheave in a block through which the line passes. (4) A metal filling on the inboard end of a boom. (5) The outboard sections of a cargo hold. (6) A series of small lines made fast to the upper part of an awning to raise it up above protruding objects on the deck.

10. Vice Admiral H. K. Hewitt, USN, Commander of U. S. Naval forces in North African waters.

11. There are no such naval districts.
12. It has been established at Madison, Wis., for the special benefit of the personnel of the Armed Forces and offers a wide variety of correspondence courses at a very low cost.

13. At 25,000 feet a pilot can see approximately 194 miles. A sailor at actual sea level can see only 2.8 miles on an undisturbed horizon.

14. Thirty-one to 37 knots.

15. Navy lieutenant.

16. Tornadoes.

17. SecNav: white stars and anchor on blue field; UnderSecNav: white stars and anchor on red field; AstSecNav: blue stars and anchor on white field; AstSecNavAir: red stars and anchor on white field.

18. (1) Coast Guard, *Semper paratus* (always prepared). (2) Marine Corps, *Semper fidelis* (always faithful).

19. Duty involving flying pays 50 percent of the base pay plus longevity in the way of added compensation; submarine duty 50 percent plus longevity; sea and foreign duty 20 percent of base pay only for enlisted men, 10 percent of base pay for officers; messmen, mail clerks, divers, and many others receive extra compensation; enlisted winners of Medals of Honor, the Navy Cross, the Distinguished Service Medal, Silver Star Medal, Distinguished Flying Cross, and Navy and Marine Corps Medal (after 7 Dec. 1941) get \$2 per month extra.

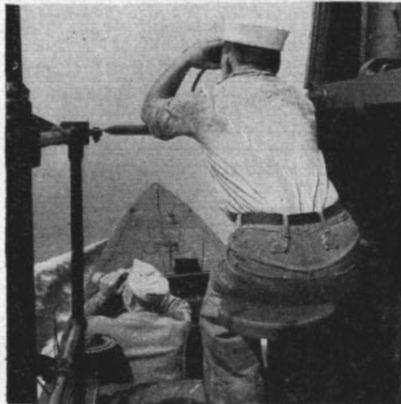
20. Sicily: San Fratello, Messina, Catania; Russia: Orel, Stalino; South Pacific: New Britain, Bougainville, Buin, Lae, Salamaua; Italy: Bagnara and Melito.

INDEX FOR OCTOBER 1943

	Page
Applied Communications Course set.....	68
Blimp barns made of wood.....	25
Books, pocket-sized, for Navy men.....	35
Bulletins, V-12.....	70
BuPers Bulletin Board.....	67
Capture of Italian Island Ustica.....	32
Capture of Enogai.....	16
Carrier scores remarkable record in Atlantic.....	19
Carriers ferry planes to Malta, Africa.....	31
Casualty figures.....	42
Ceremonies crossing the equator.....	14
Civil Engineering Course open.....	70
Civilian Technician, Uniform for.....	69
Command Course at Newport.....	69
Communiques, Navy Department.....	44
Communications, Applied, Course set.....	68
Courses:	
Applied Communications.....	68
Command.....	69
Civil Engineering.....	70
Training.....	70
Decorations and citations.....	54
Editorial page.....	36
Enogai, Capture of.....	16
Escort Carrier "A" helped blast Japs.....	18
Escort Carrier "B" blasts wolf packs.....	19
Every man where he's best fitted.....	2
Ferrying planes to Malta, Africa.....	31
Films available for shore establishments.....	69
First aid for the men in the lifeboat.....	26
First round—Japan.....	5
Fitting every man for his job.....	2
Five months on an icecap.....	46
Fleet, Surrender of Italian.....	8
German: Short list of words and phrases.....	33
Gift packages, Customs requirements for.....	67
Gray uniforms for enlisted men.....	67
Heroes, Ships named in honor of.....	49
Hospital that meant victory.....	23
Household shipments, advance notice required on.....	68
Icecap, Five months on.....	46
If you must jump from a plane.....	13
Italian Fleet steams to Malta to surrender.....	8
Japs on Attu, Escort Carrier "A" helps to blast out.....	18
"Letter from a Father".....	69

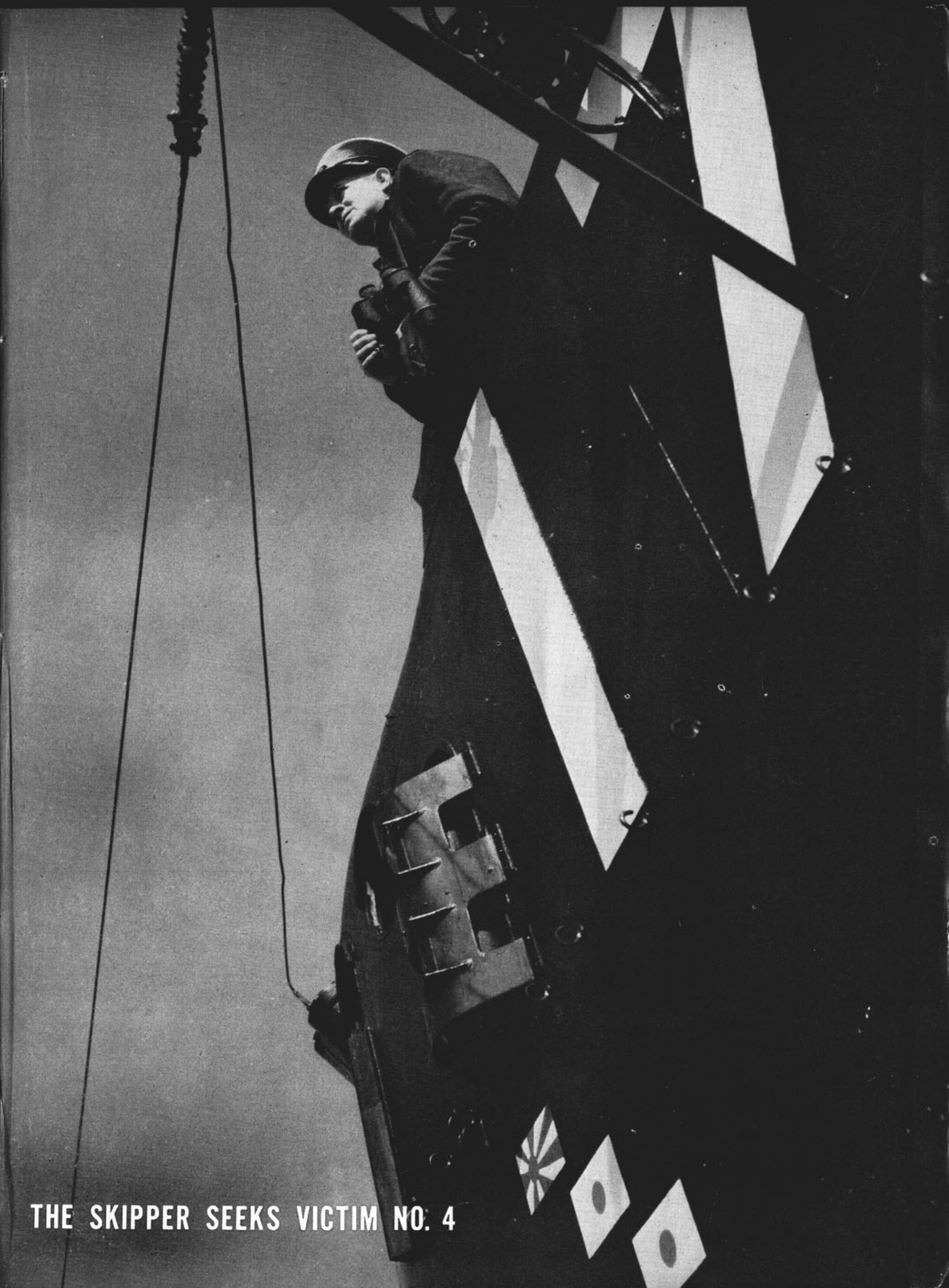
	Page
Letters to the Editor.....	36
Life aboard modern U. S. submarines.....	10
Lifeboat, First aid for men in.....	26
Lookouts (training tip of the month).....	53
Malta, Africa, get planes by carrier.....	31
Malta, Italian fleet surrenders at.....	8
Maternity care plan broadened.....	67
Men in lifeboat, First aid for.....	26
Merchant marine men eligible for Navy awards.....	69
Month's news.....	37
Navy awards, Merchant marine men eligible for.....	69

This Month's Cover

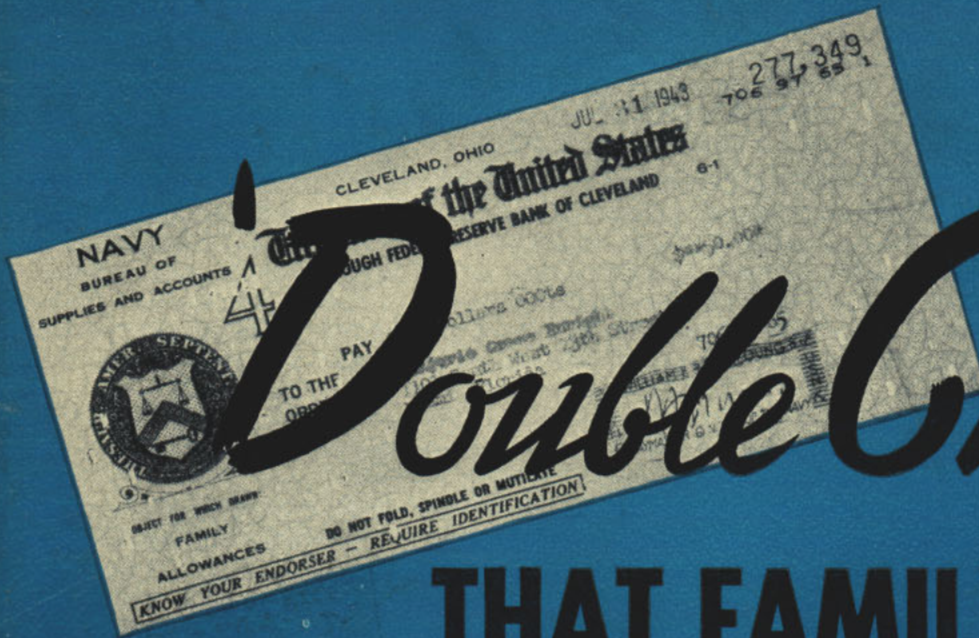


Submarine men live a life of excitement, stalking their prey, sending home the deadly tin fish, and scurrying for safety when the enemy attacks with depth charges. When the submarine is surfaced they are constantly alert for hostile ships or planes (front cover); the sub's wake streams out clearly behind the long, slim hull (inside front cover). On the opposite page a submarine skipper stands on the bridge. Japanese flags painted on the conning tower indicate that this undersea raider has sunk three enemy ships, one warship and two merchantmen. For a graphic description of life aboard a U. S. submarine, see article entitled "'Up Periscope' (And Down Japs!)" on page 10.

	Page
Navy, British capture Italian island.....	32
Navy Department communiques.....	44
Neptune certificates.....	15
New books in ship's libraries.....	35
November calendar.....	36
"Only a Reserve".....	68
Periscope up (and down Japs).....	10
Pistol shot medal allowed for Navy men on MC course.....	68
Plane, If you must jump from.....	13
Playwriting contest open to enlisted personnel.....	68
"Pollywogs" still become "Shellbacks".....	14
Prices changed on ribbons, ranks, and rates.....	70
Quotes of the month.....	36
Refrigerator distribution limited.....	69
Ribbons, ranks, and rates prices changed.....	70
Rifleman Medal, allowed Navy Men on MC courses.....	68
Sailors with Army, Uniform for.....	69
Sea-going squares (cross word puzzle).....	50
"Shellbacks," "Pollywogs" still become.....	14
Ships named in honor of Naval heroes.....	49
Shore establishments, Films available for.....	69
Short list of words and phrases, German.....	33
Story of Escort Carrier "B".....	19
Submarine duty, Volunteers needed for.....	67
Submarines, Life aboard.....	10
Surrender of the Italian Fleet.....	8
Training courses, Information on.....	70
Training tip of the month, Lookouts.....	53
Uniforms:	
Gray, for enlisted men at sea.....	67
Navy Men with Army.....	69
Civilian technician.....	69
Up periscope (and down Japs).....	10
Ustica taken by Navy, British Army.....	32
V-7, Math requirements lowered in qualifications for.....	67
V-12 bulletins.....	70
Wolf packs blasted by Escort Carrier "B".....	19
Wooden blimp barns.....	25



THE SKIPPER SEEKS VICTIM NO. 4



Double Check

THAT FAMILY CHECK

Protect your dependents against having their allotment and family allowance checks stolen or lost; send them these Secret Service tips

DON'T think it isn't a problem *your* family might have to face—there is a steady increase in the number of checks stolen or lost after delivery to dependents.

In some cases, mailboxes have been rifled; because of failure to notify the Navy and postman of changes in address, some dependents have had their checks fall into the hands of dishonest persons; and often even checks properly addressed and delivered have been left lying around so someone could steal them.

If that happens to *your* dependents, it means waiting from three months to a year for that payment, while the check is traced and another issued.

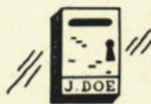
To avoid this, the United States Secret Service has prepared some suggestions for your dependents. They are shown below. Mention them in your next letter home—or better still, clip them out and send them.

6 WAYS TO PROTECT A GOVERNMENT CHECK

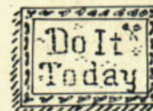
1. BE SURE some member of the family is at home when checks are due to be delivered.



2. PRINT your name clearly on your mail box. EQUIP your mailbox with a good lock.



3. DON'T delay cashing your check, and don't leave it lying around. Cash it promptly.



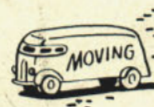
4. CASH your checks in the same place each month. This will make identification easier.



5. DO NOT ENDORSE your check until you are in the presence of the person who is to cash it.



6. IF YOU MOVE, notify your postmaster; also immediately notify the Navy (see below).



To make sure allotment or family allowance checks arrive safely and without delay, whenever families move, they should immediately notify either the Allotment Division or the Family Allowance Division (whichever one is applicable) of the Bureau of Supplies and Accounts, Navy Department, Cleveland, Ohio.