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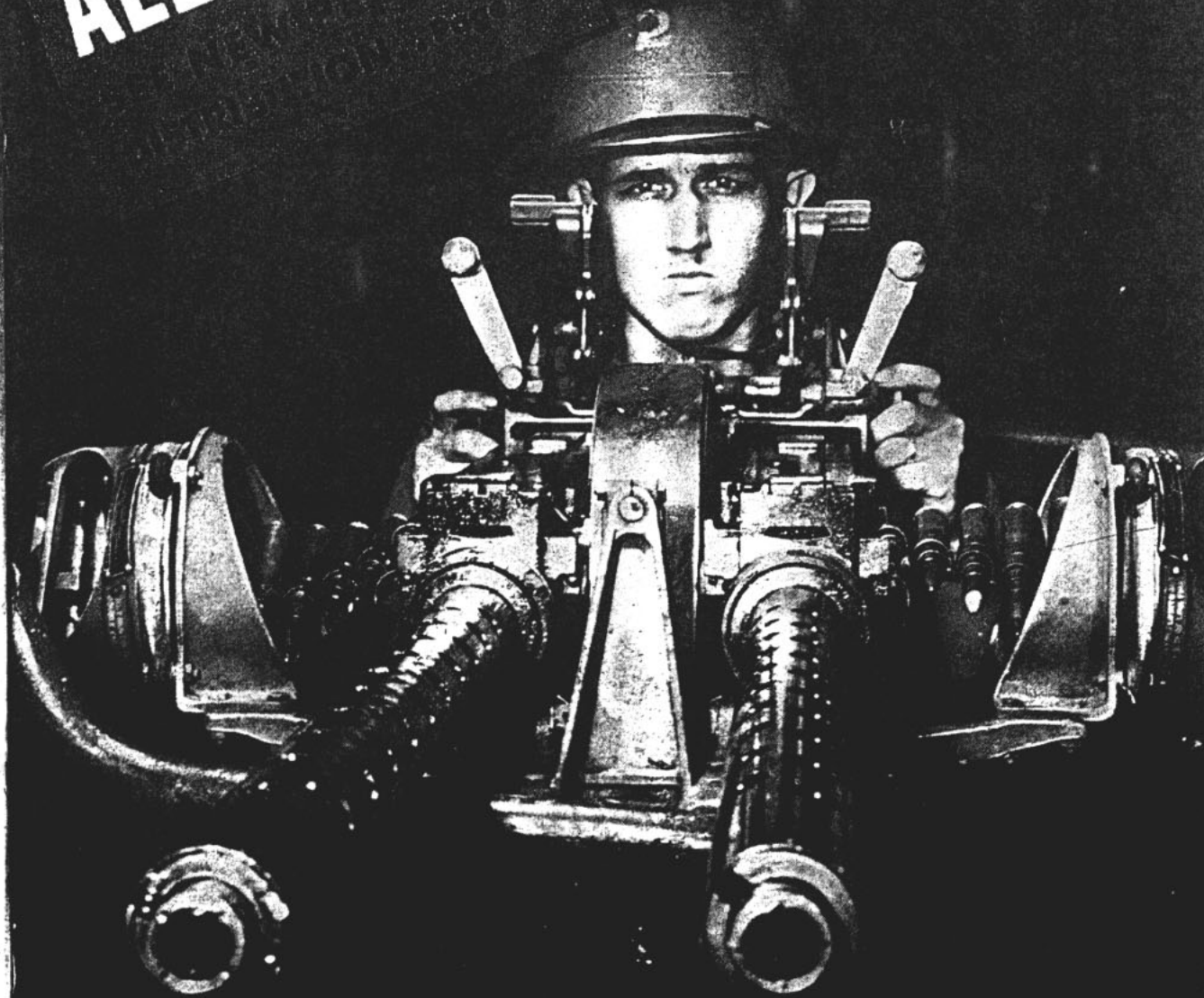
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BUREAU OF

NAVAL PERSONNEL

INFORMATION BULLETIN

ALL HANDS





PORTHOLE VIEW OF AN INVASION

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

JANUARY 1944

NUMBER 322

REAR ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

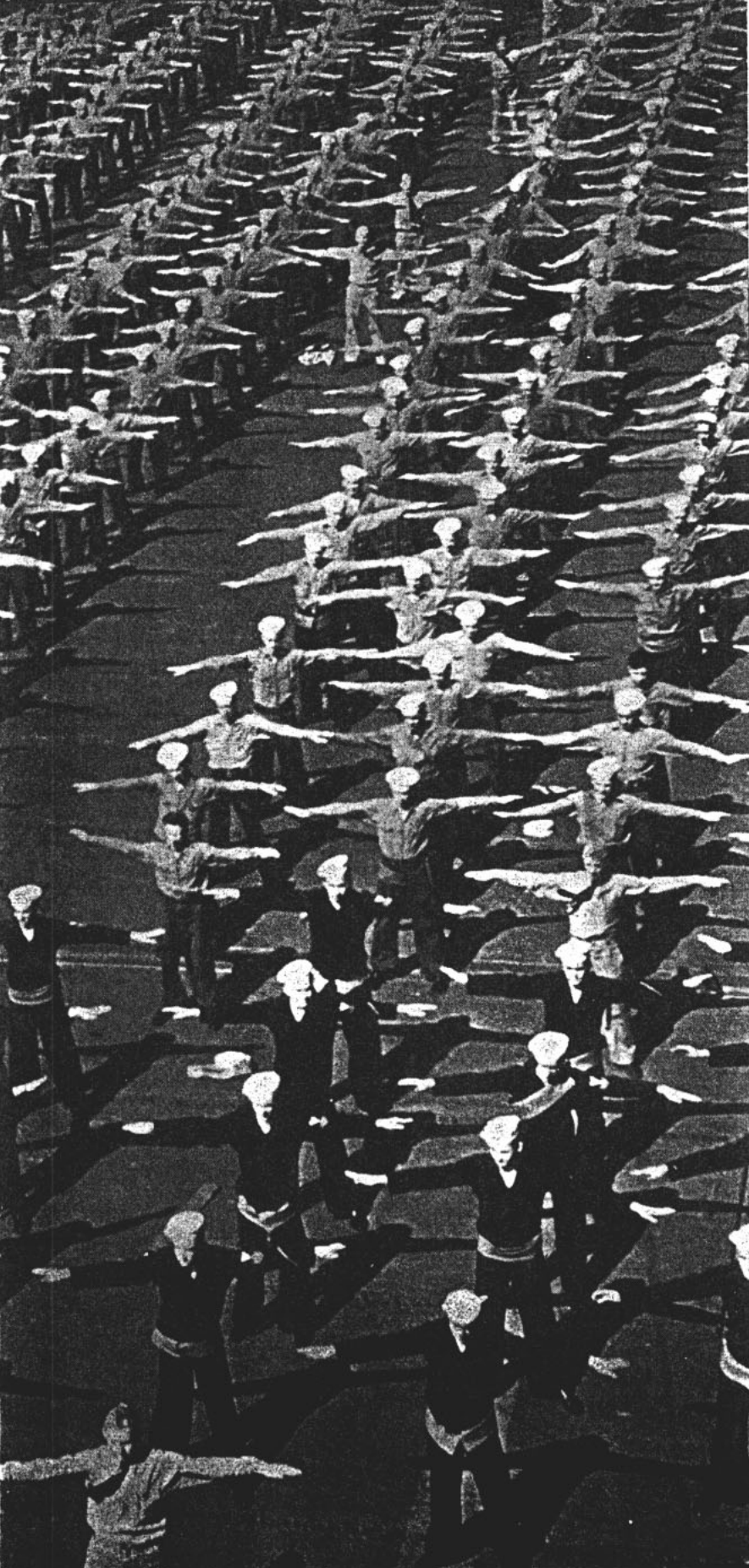
REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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



GETTING

Looking Forward to the Day of Demobilization, BuPers is Planning Fastest, Fairest Way

BY THE EDITOR

Last month BuPers began tackling head-on the problem of how, at war's end, the Navy's no-longer-needed personnel will be returned to civilian life.

This should not—emphatically not—be taken as an indication that the war is as good as over. It is, rather, the tip-off that the job of demobilization is a tough one and the sooner the planning is begun the better.

Actually, BuPers' action is part of a larger consideration by the Navy Department as a whole of the problems involved in demobilization, whenever it may come; and the Navy's action in turn is part of the national study of the problem of total demobilization.

What is going to happen to naval personnel when demobilization comes depends upon a lot of factors which only the future can define—the size of the continuing Navy in the post-war period, for example. And the size of the Navy, of course, must be determined by national policy on the requirements as they develop.

That is how it all ties in together. But the questions of how demobilization will be effected—who will get to go home first, who will have to stay, how long the process will take, whether there will be any help in finding jobs, and all the other questions that the fighting men have already been asking—will devolve in large upon BuPers. Hence the planning.

Even so, the problem is so complex and inter-related that the Navy's plans will have to be correlated with Army policies and with the general national approach to the problem.

Many government agencies (see chart, page 4) and many civilian organizations deeply interested in the ramifications of demobilization have been working for months on the subject; many bills have been introduced into the Congress.

What the specific answers are, no one can now say. But there is no doubt that everyone concerned is aware of the importance of careful demobilization and post-war readjustment planning—for two big reasons:

First, the nation wants to do right by its service personnel. The veterans who have won this war will want to come home as soon as possible, get back to civilian ways as soon as possible, get a decent job doing something constructive and forget the business of killing. No one doubts that a grateful nation will do all it can to help in this—a relatively small favor,

MULTIPLY THIS SCENE SEVERAL THOUSAND TIMES AND YOU'LL HAVE A ROUGH IDEA OF THE SIZE OF THE PROBLEM OF DEMOBILIZING NAVAL PERSONNEL.

BACK TO CIVILIAN LIFE

'Going Home for Good' is a subject close to the hearts of most of us. What the answers to our questions will be, no one can now say—but here at least is a statement of the problems involved, and an indication that the solutions are on the way and will be ready in good time.

This is the first of a series of articles. Next month, read what benefits are now available to demobilized personnel and how they are being demobilized now; in your March copy, read how it was accomplished after the last war—and then watch succeeding issues for the developing story of how demobilization will affect you.

considering what the veterans will have just been doing for their country.

Second, the millions of returning veterans will represent a very sizeable group in the national economy—and what happens to these veterans will very definitely influence the nation as a whole. Proper demobilization can save a lot of headaches, bad demobilization can cause more than even aspirin manufacturers would care to think about.

What the problems seem to boil down to is this:

What is the fastest and fairest way of getting the men home to their advantage and in the common interest of the people of the nation?

That problem is by no means easy to solve.

The *fastest* way, of course, is simply to say that on the day of peace, all ships will head for this continent, all who wish to return to civilian life will be given discharge papers and some money and told they are hereby civilians again.

There are a few troubles with that, however:

Crews cannot be pulled off indiscriminately. Ships will still have to be manned for the continuing Navy, and figuring out a fair—and efficient—way of releasing men and still keeping the Navy in fighting trim is no small problem.

Even worse, from the veteran's point of view, is that if everyone were discharged at the same time, the effect on the job situation would be disastrous. There just wouldn't be enough work available to go around.

So it will be better to find another "fastest" way that will not let the veterans—or the Navy—down. It won't be as fast as the other way, but it will wear a lot better; what waiting the men will have to do will be worth it to them.

Similarly, the *fairest* way would be to discharge everyone at the same time—but the trouble with that is exactly the same as the trouble with the "fastest" way.

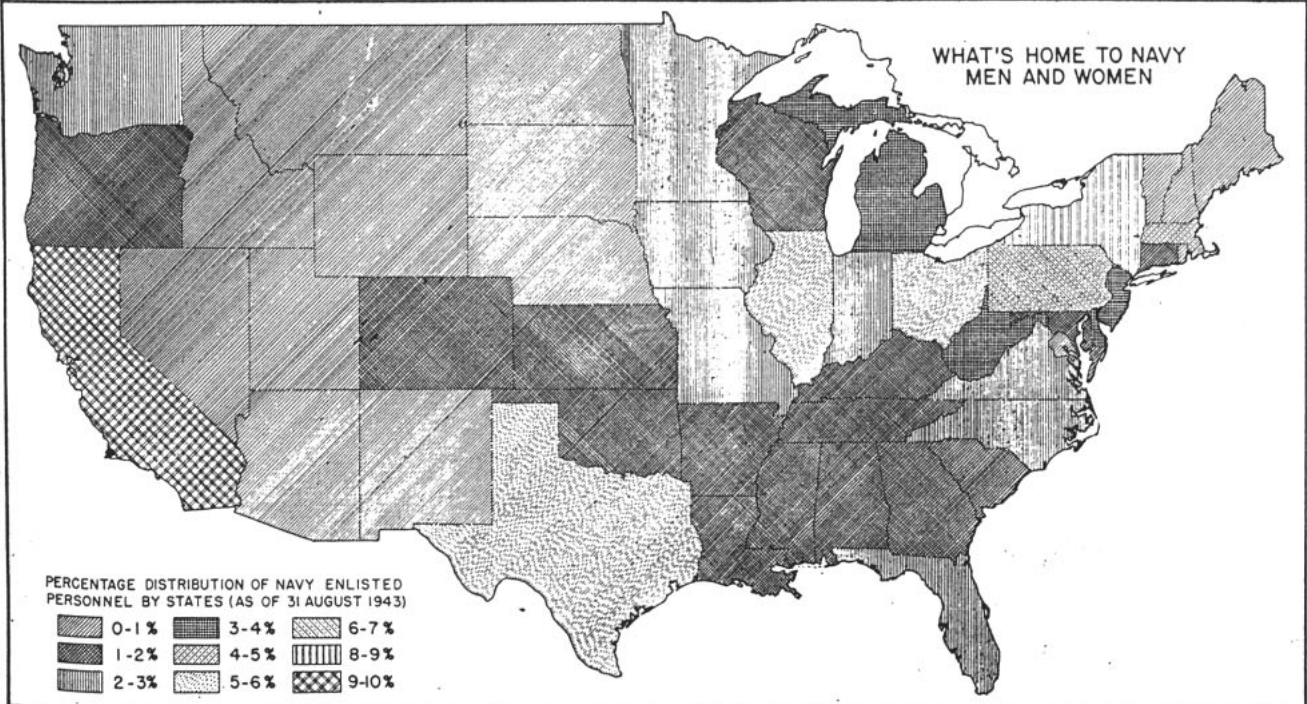
Yet if some men are to be discharged before others, which should it be—the men who have been in longest and seen the most hazardous duty, or the men who have the most dependents, or the men who have jobs available immediately, or those who are planning to resume their education?

Figuring that one out can occupy the time of anyone who cares to consider it. No doubt even those who will have been in the Navy the shortest time would agree that the fairest thing to do is to release the men first who have served the longest. Yet such

men as tool-makers were prevented from entering the service until late because their skills were needed in producing the materials of war—and these same men will be the first ones needed to retool the plants for civilian production again. If they aren't available, and if the plants don't get retooled, there won't be jobs for the other veterans.

In the same way, with the American's regard for the family, the dependency consideration is a strong one. Yet, again, this same consideration meant that in many instances the men with the most dependents were the last ones to come into the service. Should they be the first ones out, irrespective of the longer service of other men and irrespective of whether they are the first ones needed in the post-war economy?

Here's another: the American has a high respect for education—and naval



service has demonstrated its importance. Thousands upon thousands of men interrupted their studies to fight for their country. Shouldn't they get back to their books as quickly as possible, since they won't be getting any younger and especially since they will be one group which will not place a jolting strain on the job situation? Yes—but. Most of them are young, and without dependents; should they go before the older one whose families need them?

Those are by no means all of the arguments. They only indicate the beginning of the problem.

Yet the Navy is determined to find a way which will be the fairest—considering all the angles—from the standpoint of the men themselves, a way which the men are willing to consider fair and which at the same time meets the requirements of the national economy.

And, of course, a way which will meet the needs of the continuing Navy.

Men who have been serving in the Navy will realize the necessity of maintaining at highest efficiency whatever size Navy public policy determines is necessary to the safety of the nation after the war. Some skills will be required, others may not. Such considerations as dependency and length of service will have to be weighed against the Navy's continuing need for each man's particular skill.

Indeed, it is possible that the word "weighed" may provide a solution to the problem—that a formula will have to be devised which will give a "weighted" answer to each man's claim to priority of release. A man who has served a long period, who has dependents and who happens to have a skill no longer urgently required, might add up to enough points on a grading system to indicate that he should be relieved early. On the other hand, a skill urgently needed either by the Navy or in post-war conversion might be assigned so many

points that it would outweigh all other considerations and alone be the determining factor.

That "weighing" system is just one of the possibilities. No one presumes at this point to know the answer to the question of fairness. But everyone concerned has the problem squarely in mind.

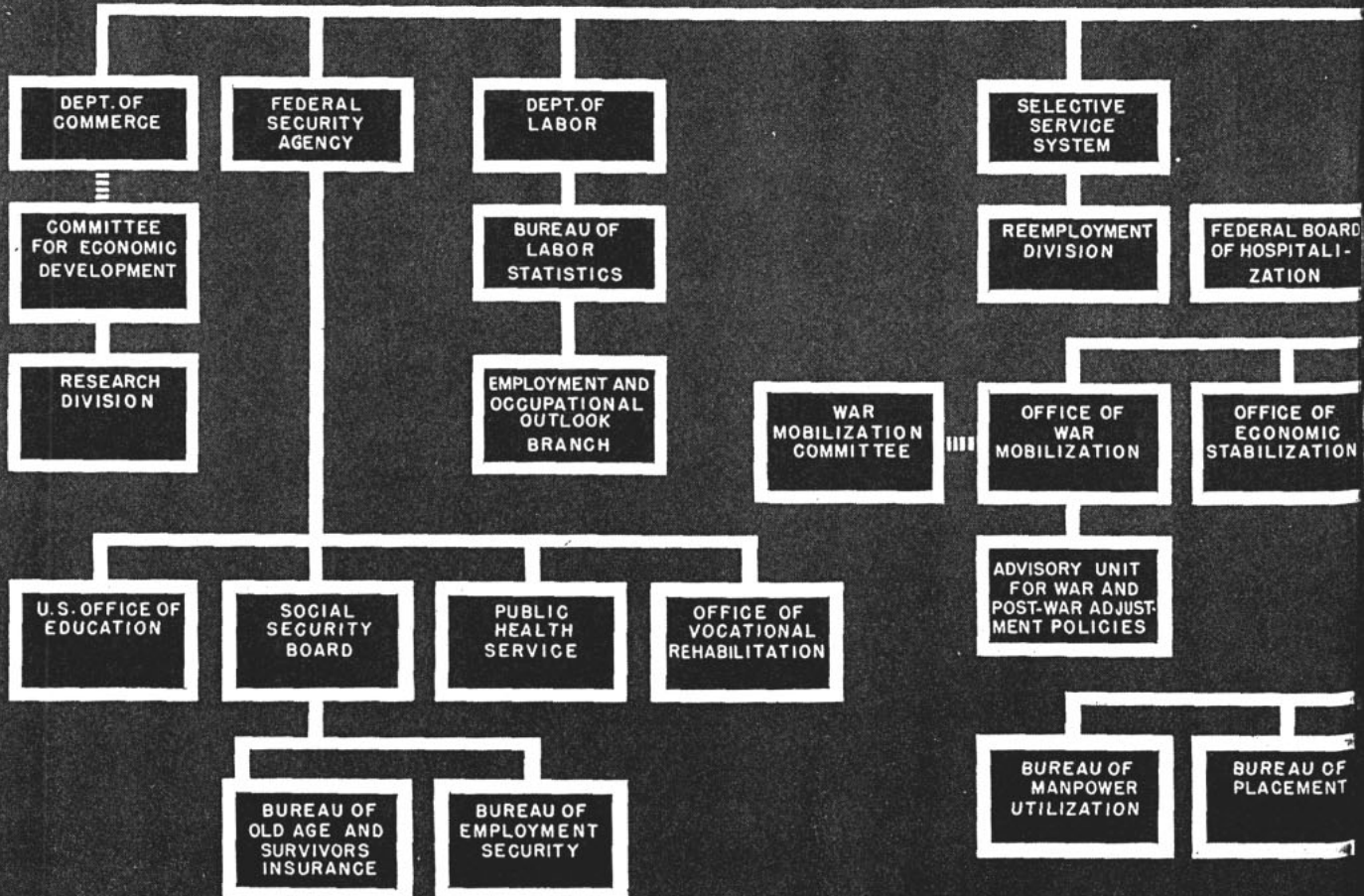
Facing the Navy also are several specific problems, the answers for which may have to await the answers to the fundamental questions of the size of the continuing Navy for the security of the nation, and the order of demobilization. These are some of the practical problems:

To keep the Navy functioning, the right men to retain must be found and trained.

To release unneeded men, schedules and procedures for the order of discharge must be set up and the mechanics of effecting these procedures must be installed.

These are administrative problems,

CIVILIAN AGENCIES OF THE FEDERAL GOVERNMENT ENGAGED IN ACTIVITIES RELATE TO GENERAL PROBLEMS OF DEMOBILIZATION OF ARMED FORCES PERSONNEL



but they involve a myriad of matters that affect the basic problem of demobilizing as quickly and smoothly as possible. It will take much administrative effort—plans, conferences, decisions, authorities, directives—before demobilization can begin. That is one big reason why the planning has already begun.

There is one other entire phase of the problem of demobilization which will make a great deal of difference to the men themselves—a phase which might be called "preparation" for return to civilian life.

Obviously, the veterans will return to a changed world. War will have changed them and the places they left; their new jobs will be different. Furthermore, they will want to come home to better things. As war broke them off from the past, maybe the break is an opportunity for a better job than the last one.

But better jobs require better men—more training.

And there inevitably will be a waiting period, whether long or short, for many veterans before they return to civil life. They will have military duties in that period—but they will also have time for training in preparation for those better jobs.

To meet that opportunity, the Navy has already set up an in-service spare-time training facility—the Educational Services program (Bulletin, July 1943). This program makes available now courses on almost any desired subject. As demobilization indicates special training fields, these will doubtless be emphasized and expanded. Men who want to prepare themselves for better jobs will have every opportunity.

In addition, factual counseling material will have to be gathered and made available to prospective civilians—straight dope on what jobs are open, what kind of training and aptitudes they require, everything that will be useful to a man in determining what

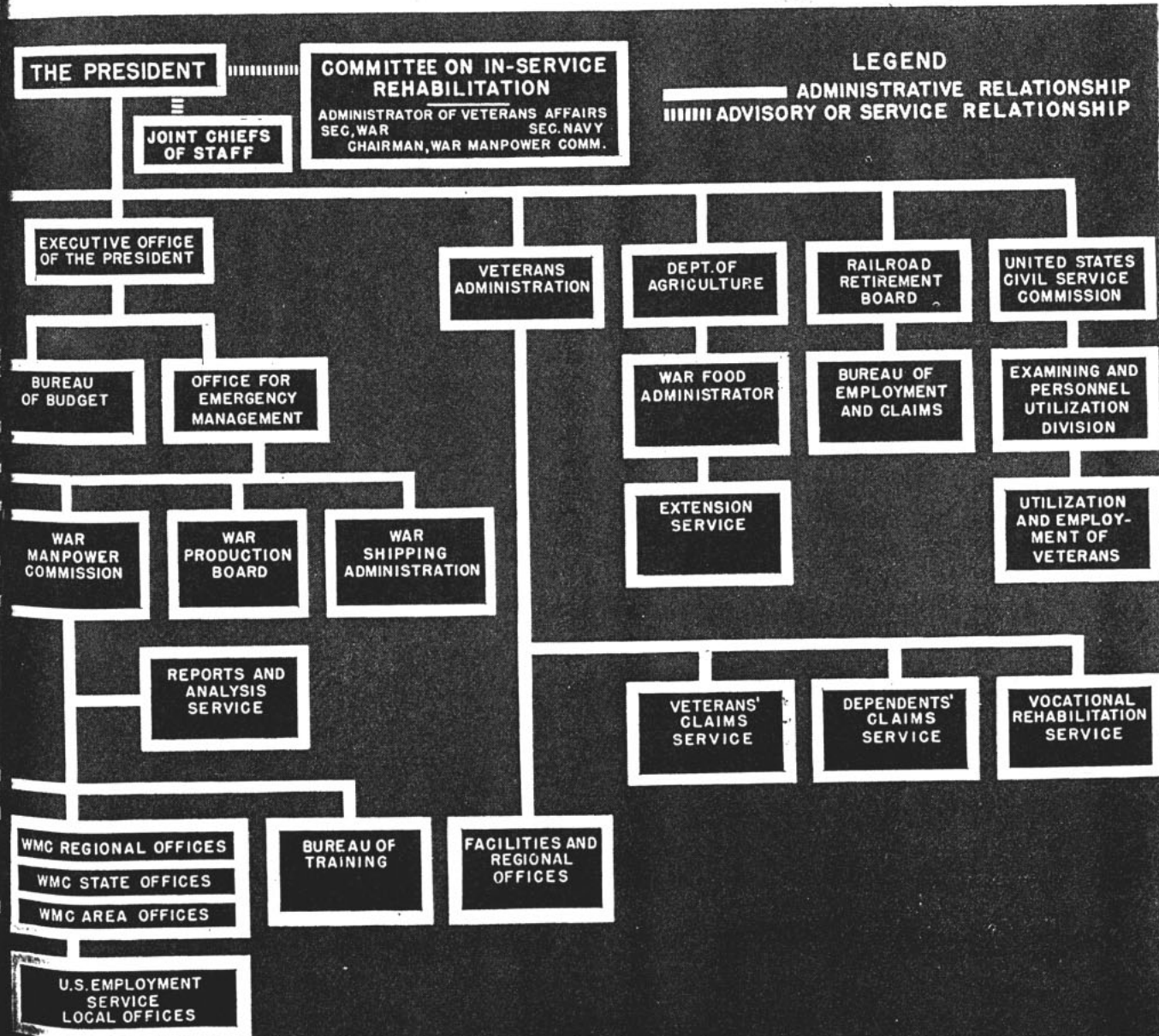
he should study and train himself for.

Another service to these men will be the providing of information about their privileges as veterans, and the privileges available to their dependents.

Other problems—and other answers—doubtless will develop. What turns the war may take, what demands a post-war world may make upon the Navy are still very open questions, and all demobilization answers hinge upon them.

But to the one question which can be answered, the answer is plain: the Navy intends to do everything within its power and cognizance to effect demobilization, when the time comes, with as much speed and regard for its personnel as can possibly be achieved. That is what the planning is all about.

(Next month: What benefits are now available to men demobilized in World War II? How is such demobilization taking place?)





Official OWI photograph

OKAY: Captured enemy helmets—Germans left these behind in Tunisia—are legitimate souvenirs.



Official U. S. Marine Corps photograph

FORBIDDEN: But you can't send home explosives, such as these live Jap bombs found on Guadalcanal.

Souvenir Collecting, Ltd.

The Green Light Is On for Battlefield Mementos—If You Observe the Rules

When Johnny comes rolling home it won't be in a *Volkswagen*. But don't think it hasn't been tried—and with near success. It has.

A guy in uniform succeeded in getting a captured German jeep in North Africa. Then he drove it down to the dock, aboard a ship and stowed it away. He even drove it down the gangplank at an east coast American port. But that's as far as he got. Navy authorities took it away from him, but fast.

And then there's the story of the hand grenades.

Not so long ago two sailors brought several h. g.'s aboard their ship. They hid them aboard—in the officers' accommodations. And the h. g.'s were of the live variety. Very live:

But the story isn't funny.

An officer moved some blankets and one of the hand grenades hit the deck. Result: four persons hospitalized with lacerations of the eyes and arms.

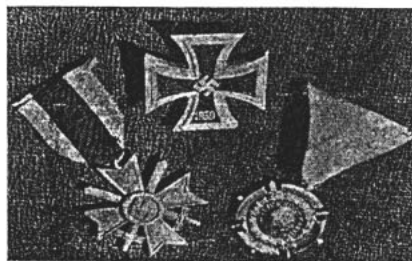
There's also the story of the anti-aircraft ammunition. It's not tragic but it could have been. And it's happened more than once.

During the usual postal inspection of

packages mailed into the United States, inspectors found some anti-aircraft ammunition. All they needed was the gun to make things go "boom."

Enough matches to start fires that could have leveled New York, San Francisco and Waukegan have been intercepted in mail from the boys overseas.

Scratch an American and you find a souvenir hunter. That's all right. The Navy doesn't mind. All the Navy wants is a little judgment exercised.



Official U. S. Coast Guard photograph

AXIS MEDALS: These were obtained from enemy prisoners in North Africa in exchange for American cigarettes.

In order to keep your souvenirs, lend an eye to this recent directive:

"Naval personnel returning to the United States from theaters of operation may be permitted to bring back small items of enemy equipment EXCEPTING name plates, items which contain any explosive, and such other items whose usefulness to the service or whose value as critical material outweighs their value as trophies . . .

"Naval personnel in the theaters of operation may be permitted to mail small items of enemy equipment EXCEPTING articles listed above, inflammables, and firearms capable of being concealed on the person, to friends or relatives in the United States."

Mate, that doesn't mean hand grenades, live ammunition or matches, even if they do have Tojo's or Adolph's signatures scrawled on them.

And it doesn't mean captured "walkie-talkie" sets either. That's been tried, too. It's a nice idea to be able to carry on a conversation with the girl friend after the old man kicks you out. You could do just that with a "walkie-talkie." But radio and fire

control equipment have a value to the United States government that far outweigh their value as souvenirs.

Those are some of the "don'ts." However, there are plenty of "do's."

For instance, among the permissible souvenirs are captured rifles and small arms that cannot be concealed on the person, bayonets, uniforms and parts of uniforms, small personal flags (such as the ones the Japs carry), shell fragments, provided they are small and harmless (large pieces might be wanted for metallurgical examination by our experts), spent bullets, empty anti-aircraft cartridge shells, with primers removed, helmets, gas masks, canteens, swords, etc.

The list of things that it is permissible to mail home or bring back is almost inexhaustible. It just takes a little common sense.

Remember, too, that souvenirs do not include U. S. Government property. When you set up shop for yourself after the war, you'll have to do it with gear you've paid for with your own hard cash, not with anything stamped "U.S.N."

Alcoholic spirits (includes whisky, gin, rum, etc.) are also *verboden*. Mailing violates postal regulations.

If the Navy can let men keep anything of sentimental value, it will do so. If possible, on borderline articles,



ENEMY SMALL ARMS, such as the Jap machine gun above, found on Kiska, may be sent home as souvenirs if: (1) they're incapable of being concealed on the person and (2) their usefulness to the service or value as critical material doesn't outweigh their value as trophies.

they are returned after examination by Navy authorities.

For instance, a sailor brought home a captured Japanese knee mortar. He even included ammunition. Navy authorities took the mortar and the ammunition. Then they gave the mortar back to him—minus the ammunition.

When you find an item that you want to send or bring home to a relative or friend, this is what you do:

Go to your commanding officer and get a certificate (in duplicate) signed by him stating that you are officially authorized by the theater commander

to retain as your personal property the articles listed on the certificate.

When you arrive at the port of entry into the United States you will surrender the duplicate copy of the certificate to customs officers when you declare the articles.

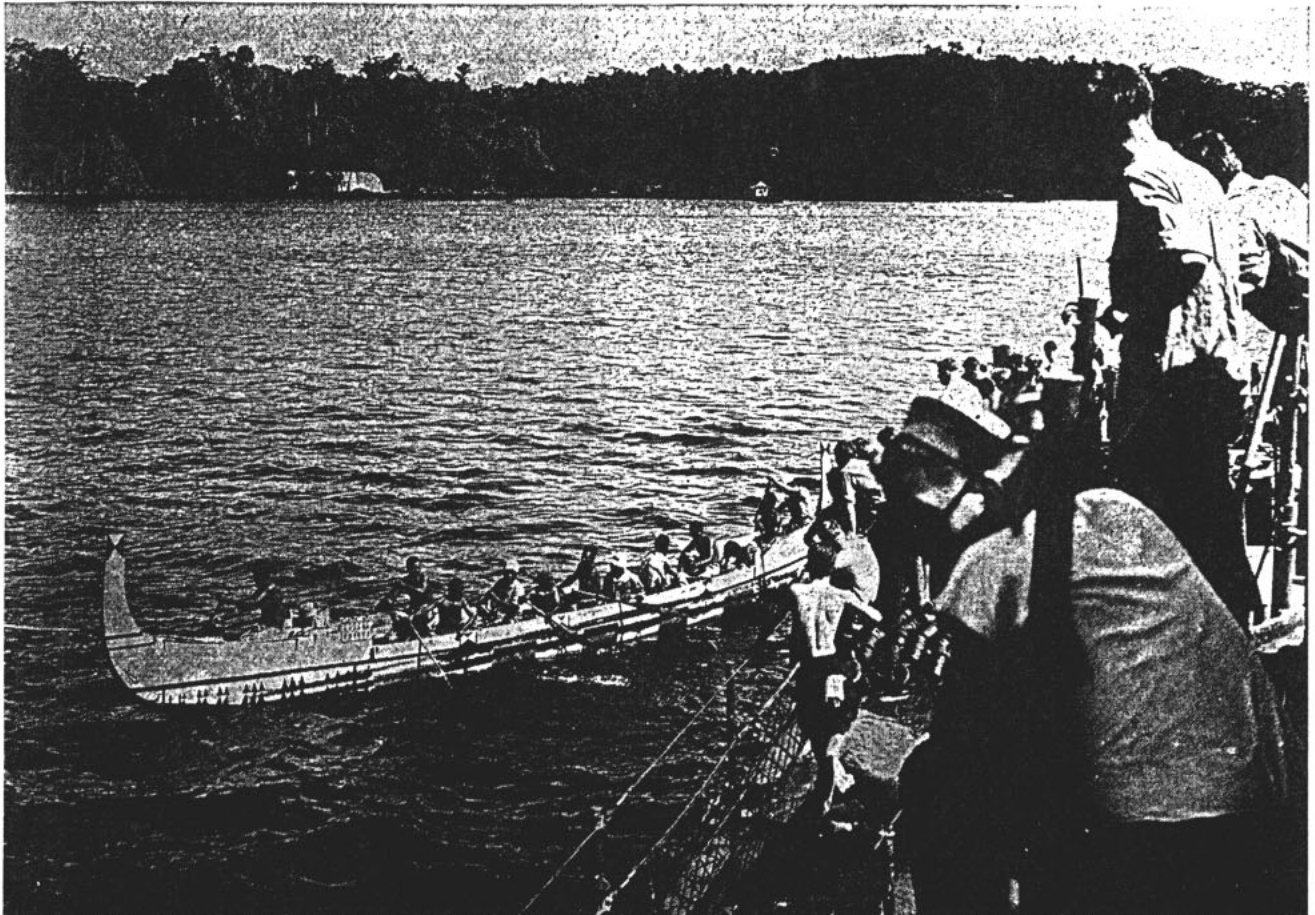
Get a similar certificate when you mail captured material back home. The certificate will be accepted by postal authorities as evidence that the sender is officially authorized to mail the articles and will be retained in the parcel for the possession of the person to whom the parcel is addressed.

If the articles in the parcel are sent as gifts, the parcel should also contain the gift declaration (INFORMATION BULLETIN, Oct. 1943).

And if you pick up some enemy equipment and you are told that you can't keep it, you can bet that the Navy has a good reason for wanting it. Sometimes the reason might not be obvious, but there's a good reason nevertheless.

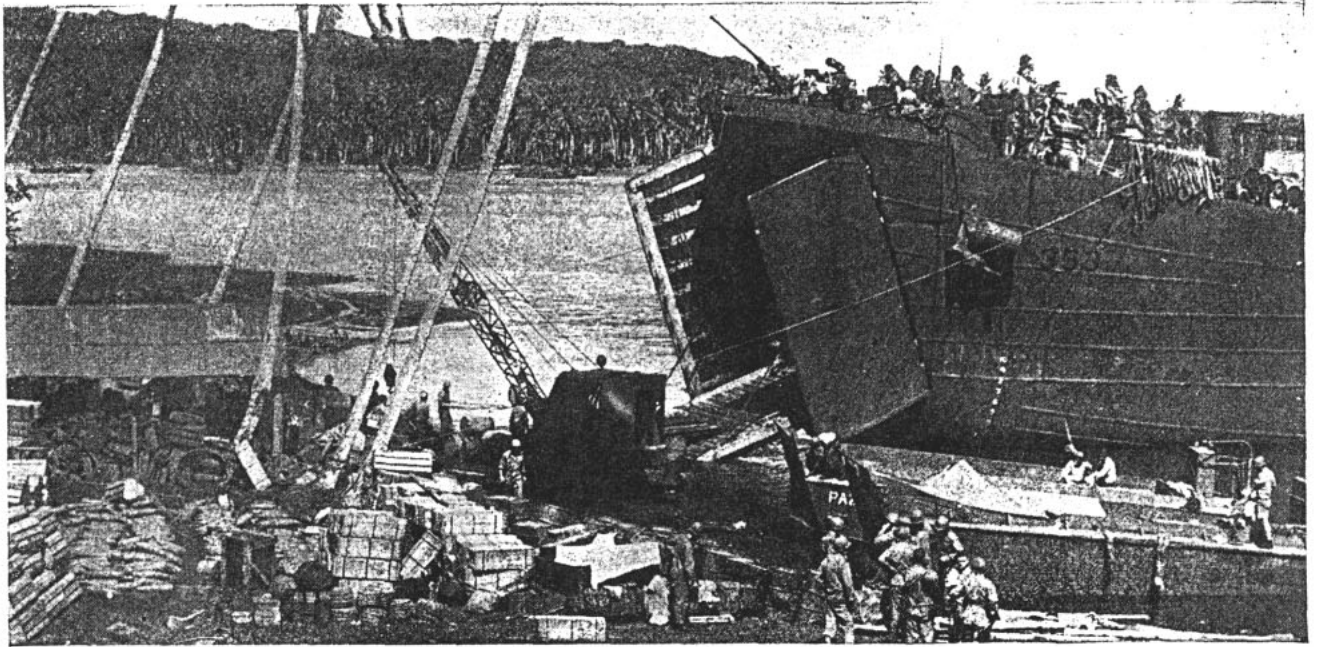
Either the item is dangerous or the Navy needs it for analytical purposes.

Above all, don't be like the serviceman (name withheld by request) who mailed a live hand grenade to his mother with a note: "Mother, put this on the mantelpiece." And then added, as an afterthought, "Don't let it fall off. It might explode."



Bargain hunters line the rail of a U. S. warship visited by a floating souvenir shop in the South Pacific.

Official U. S. Navy photographs



Official U S. Navy photograph

An LST, her bow gun ready for action, unloads in the Solomons, scene of the adventure recounted below.

An LST Goes Jap Hunting

Landing Ship Shoots Down Seven Planes, Six Within Few Hours at Vella LaVella

An LST is usually considered a squat, sluggish ferry, plying the cargoes of war to amphibious fronts—a "soft touch" for enemy bombers.

Seven Jap pilots, who made the mistake of so considering them, are now with their ancestors, and a certain LST proudly displays seven Rising Sun emblems on her bridge. Many destroyers have fewer planes to their credit.

This LST posted the first Rising Sun emblem one day last July, off Rendova Island. It was a long-range shot at a lone Jap bomber. She collected the other six emblems within a few hours one tense August day during the initial Allied landing on Vella La Vella Island.

General quarters rang out an hour before dawn and the crew, wide awake for hours, rolled out of bunks, fully clothed, and headed for battle stations. The LST ground open the huge doors in her bow that allow a landing ramp to descend. Lieut. James C. Respass, Jr., USNR, executive officer, set out for shore in a small boat.

Meanwhile, a group of Jap dive bombers, fighters and medium-level bombers were waiting in the sun, reconnoitering their intended victims—three LSTs, five escort vessels and some small boats.

As the Jap planes dived simultaneously, the crew of our Jap-hunting LST opened fire. Lead poured into one bomber's fuselage as it released two bombs that straddled the LSTs

bow. A third bomb landed slightly ahead, spraying shrapnel and wounding a hospital corpsman.

Pulling out of its dive, the Jap bomber wavered. At it flew over the head of Lieutenant Respass in his small boat, he got a few rounds of low-caliber machine-gun fire into its belly. A thin column of smoke marked the plane's end. Victim No. 2.

Next came a low-flying Zero. Tracers knocked a fragment off its fuselage, larger pieces from its tail assembly. A sister ship finished it off.

After that the sky cleared of Jap planes and the crew could draw a long breath and grab a few sandwiches. The captain, Lieut. Joseph M. Fabre, USNR, a New Orleans research accountant in civil life, eased his ship as close as possible to the beach. Two bulldozers wallowed ashore. One packed dirt and rubble solidly out to the ship's ramp. The other cleared a path into the jungle. Cargo began to move ashore, then passengers.

Then eight dive bombers and escorting Zeros zoomed in for attack. The bombers split into three groups, each group attacking an LST. They overshoot their mark and their bombs hit the beach. A bow gun on this LST got a full magazine into one bomber, slicing it nearly in two. No. 3!

A few seconds later Chester Larson, BM1c, USNR, got the range of another bomber with the starboard gun. He ripped tracers into its belly until it plunged into the sea. Victim No. 4.

The remaining bombers flew out of sight over a ridge, but seven Zeros swung back for a final strafing party. As the Zeros reached the LST they started climbing, exposing their silver undersides. Every gun on the LST was pouring out lead. A stern gun accounted for Victim No. 5.

Jerry Holland, S1c, USNR, got another Zero in his sights, saw it burst into flames and crash in the water.

Allied fighters returning from a dogfight arrived then and pounced on the remaining Zeros. They downed one and drove another toward Larson's gun. He accounted for it, his second and No. 7 for his ship.

By nightfall the last piece of equipment had been unloaded and the LST backed off and rejoined the convoy. During the night there were four more bombing attacks. On the second, six bombs fell close to the LST. On the third, two bombs straddled the bow. One plane came down to 150 feet and tracers ripped the ship's sides and bounced off the deck.

At 0625 the next morning the gun crews finally left their posts, after 24 hours of almost constant action, without relief and with very little food.

"You know," said a freckled crew member, who is raising three baby chicks in a box on the fantail, "I used to sort of apologize for this old tub. Duty in her wasn't like being in a carrier or a tin can. But after Vella LaVella. . ."



Official U. S. Marine Corps photograph

Marines—one prepared to dig in as well as shoot—dash across beach on Tarawa to take airport there.

'Will to Die' Wins the Gilberts

76-Hour Battle for Pacific Atolls Is Bloodiest in Marine Corps History

"Makin taken."

These two words, flashed at 1115 on 23 November 1943, officially signaled the end of the fight for Tarawa, Makin and Abemama. They closed the bloodiest and bitterest struggle in the long history of the Marine Corps—76 hours of battle such as toughened Army, Navy and Marine fighters had never before experienced. They were an epitaph for more than a thousand lives expended in taking the Gilbert Islands, an area not half as large as New York City. But they were two words which stabbed straight at the heart of Japan.

The Gilberts are a string of coral atolls 2,081 miles from Pearl Harbor, the base of the vast U. S. fleet which bore down on them. A mere 166 square miles of sand and rock scattered over 500 miles of blue Central Pacific, they nevertheless formed the Japs' eastern periphery which must be dented and

broken to open a straight road to Tokyo and to remove a supply line threat to our own South Pacific forces. The Gilberts are small in everything but importance.

The prologue to the conquest of the Gilberts was spoken by Admiral Chester W. Nimitz on Armistice Day. "The time to strike has come," he said. "We see a new victory.

Two days later heavy bombers were blasting and raking Jap strongholds in the Gilberts and the more distant Marshalls. For six days they maintained this incessant bombardment, and on the sixth day planes from Navy carriers joined the assault. That was 19 November. The following dawn found the invading fleet poised off the coral atolls.

Here, in the gray dawn of 20 November, was the greatest U. S. war fleet ever assembled in the Pacific and, possibly, ever assembled anywhere. It had rendezvoused from secret bases. It carried veterans secretly and specially trained for jungle and tropical warfare. It had the support of a smashing air force of more than 1,000 planes. Its integrated forces were commanded by

tough specialists to whom Japs and their tactics were no strangers.

In command of the entire campaign was Vice Admiral Raymond A. Spruance, USN, hero and victor of Midway. Rear Admiral Richmond K. Turner, USN, directed the Navy amphibious forces and Vice Admiral J. H. Hoover, USN, commanded the accompanying aircraft. The Army's 27th Infantry, with a year of Hawaiian rehearsal behind it, was under the command of Maj. Gen. Ralph C. Smith, USA. Maj. Gen. Holland McT. Smith, USMC, marine expert in amphibious warfare, was in charge of the marine amphibians and Maj. Gen. Julian C. Smith, USMC, headed the toughened Marine Corps Second Division.

Ahead of these veteran and seasoned fighters lay a group of coral-and-sand juttings hemmed by shallow reefs, at no point rising more than 12 feet above sea level. Against the massed forces bearing down on them they appeared insignificant. Yet one admiral, studying them in the distance, prophesied to a correspondent:

"There is the hardest nut any naval



Vice Admiral
Spruance

or military commander has ever been ordered to crack."

At 0500 on 20 November the sky above Makin and Tarawa lit up like a holocaust as the big naval guns laid down their first barrage. Betio, a tiny winding strip which encompasses approximately one square mile, was the target of 1,000 tons of aerial bombs and 1,500 tons of naval shellfire. Along the shores great fires burst hundreds of feet into the air.

Marines and soldiers scrambled down the landing nets. The first wave of Higgins boats turned and headed for the beaches. It was broad daylight.

Almost immediately, invasion plans went awry as a sudden shift of wind uncovered the already shallow reefs. The heavy landing craft hung on these coral traps. Only a few of the first wave made shore. Others turned back and hurriedly transferred their loads to smaller, steel-bottomed craft.

"We've got to get more men in," boat officers told the troops 1,000 feet from the beach. "Go on and walk it from here."

The men jumped into neck-deep water and struggled toward their beleaguered comrades on the beach. The landings were to be made on foot and in the face of machine-gun fire. As each struggling man emerged into shallower and shallower water he became a bigger and bigger target for snipers and machine-gunners.

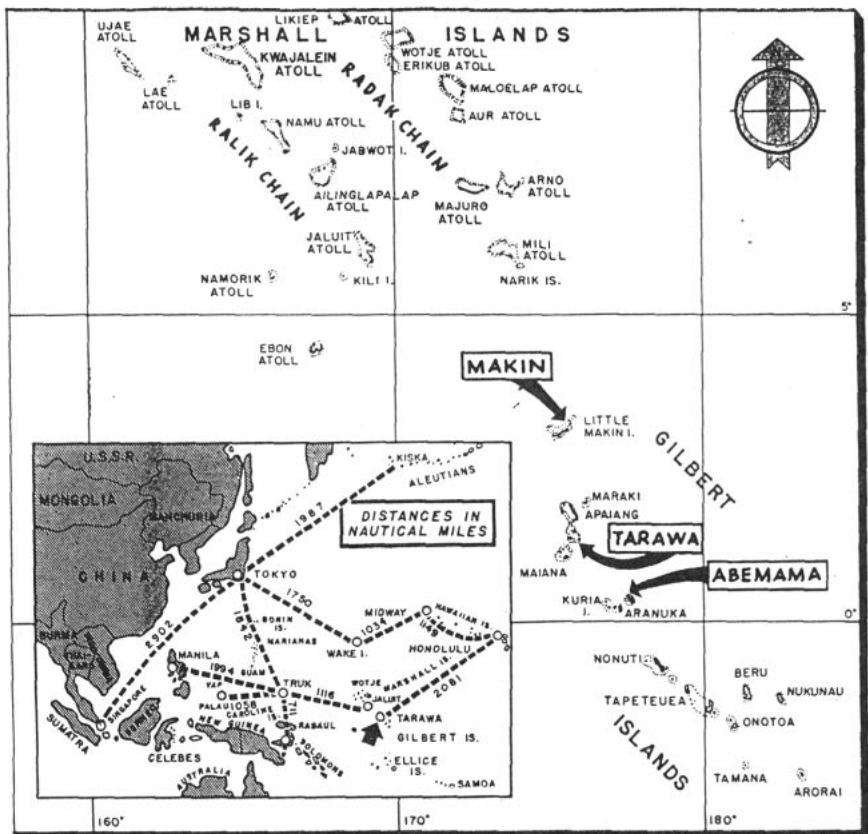
During the entire first day the assault battalions were cut to ribbons. It meant almost certain death to venture beyond the 100-yard-long beachhead and its retaining wall, but several hundred marines had attempted it by nightfall. By that time they held three beachheads, the deepest being 70 yards inland. Offshore, the naval precision barrage laid down projectiles 50 yards from its own forces, blasting the Japs back literally inch by inch.

Story Behind Some Of War's Best Photographs

An order from Admiral Chester W. Nimitz to Pacific fleet commands to provide "all practicable cooperation" to reporters and photographers assigned to the Pacific war theaters resulted last month in almost immediate transmission of dramatic photographs and news stories from the Gilberts.

The Office of War Information joined the national press in hailing the Gilberts pictures and eyewitness reports as "knockouts." Both the public and Hollywood technicians agreed that the movie sequences of the fighting were the equal of Russian films and the British and American North African war films.

A dramatic sample of the results of Admiral Nimitz's order appears on the four pages 12-15.



Maj. Gen. Julian Smith and his entire staff had been blown from their boat by a near miss. Rescued by an amphibious tractor, they made the beach and threw themselves down beside a grimy, red-eyed marine. The marine turned his head.

"Guadalcanal was a picnic," he said simply.

That night two marines stayed on watch for every marine who managed short, fitful sleep periods. Morning brought one of the most grisly sights in the memory of man.

But daylight also brought reinforcements. Tanks were landed. The planes again strafed and bombed. The naval barrage reopened. Artillery got ashore and laid down a pattern covering virtually every inch of the Jap positions. Still the Japs' return fire continued. Sighed one marine officer:

"You've got to hand it to their engineers. They've got some damn good men working for them."

These fortifications had stood up under aerial bombs, naval barrage, point-blank tank fire and land artillery.

The Japs had overrun these atolls soon after Pearl Harbor, giving them almost 23 months to fortify them. Their fortifications, which withstood a combination naval-air bombardment totaling more tons of explosives than had been dropped in any single raid on Berlin, had been strategically and thoroughly constructed. They consisted, for the most part, of blockhouses, pillboxes and deep foxholes in the coral base.

"Some of the blockhouses," relates a correspondent, "had concrete walls five feet thick. These were reinforced with steel rails and further anchored to palm trees with trunks eight feet in diameter. Our tanks would roll right up to the tiny openings and fire into them point blank. Half-tracks stuck their machine-gun nozzles into the same slits and opened up."

By 1300 on 21 November the Japs on Tarawa were beginning to crack. Their snipers were being blasted out of the trees. From one pillbox a Jap emerged and ran toward the rear. A marine with a flame thrower turned him into a human torch.



Marine photographers on Tarawa: Corp. Obie R. Newcomb (left), former Cleveland Plain Dealer photographer, and Corp. Raymond Matjasic, former New York City free-lance photographer, were among the professionals who "covered" the Gilberts invasion.

"He was dead," said a marine, "before the bullets in his own cartridge belt stopped exploding."

Marine machine-gunners ferreted out foxholes and pillboxes, charging into the Jap fire and emptying their guns. Strafing planes beat the Japs back and dispersed their wedges and groups. Bangalore torpedoes were found effective on some blockhouses; on others, bottles of kerosene were thrown and then fired by flame throwers.

By midafternoon of the 21st the action turned into a vicious, avenging manhunt. The Tarawa Japs were being crowded back onto Betio, the curving coral strip on which they had their valuable airfield. Many of them tried to wade and swim to other small islets and juttings. They were picked off one by one.

Meanwhile, less opposition had been found on Makin and Abemama, the other two Jap-occupied atolls. There was fighting on each, and Makin actually was the last to be cleared, largely because of the Japs' hit-and-hide jungle tactics.

On Makin during the night of 22 November, the Japs were at last annihilated when they attempted a series of weird suicide counterattacks.

"We are convinced that they were drunk—drunk or crazy," one wounded lieutenant told correspondents. "First they sent a delegation of villagers to us and we let them through. The villagers were terror stricken but they claimed nobody was behind them. We heard sounds and challenged. A group of Jap officers and men came toward me, holding their swords high above their heads in an attitude of surrender.

"We advanced carefully toward them. They were singing and shouting like madmen. They kept coming. So did we. As the officer who led them drew near he lunged and brought his sword down at my head. I threw up my arm, which was cut, and the force of the blow carried the tip of his sword to the ground and into my foot. One of my men shot

How To Await Zero Hour

How does a marine spend his time en route to an invasion and while waiting zero hour? Master Technical Sergeant Jim G. Lucas, marine combat correspondent, whiled away the hours prior to the Gilbert landings as follows:

- (1) Played 215 consecutive games of gin rummy;
- (2) bought and smoked six cartons of cigarettes and one box of cigars;
- (3) drank 93 cups of hot coffee;
- (4) submitted to one crew haircut;
- (5) washed the same pair of socks and same set of underwear 11 times;
- (6) read one pocket history of the United States;
- (7) read two religious essays;
- (8) read 19 mystery stories, and
- (9) spent an average of 18 out of every 24 hours talking and thinking about home.

THE SMITHS GO TO TOWN

The Japs were officially and painfully introduced to America's most populous family—the Smiths—when three major generals bearing that name led their forces in the invasion of Tarawa and Makin. Meet the Smiths:



Maj. Gen. Holland McTeyre Smith, USMC, commanded the Marine landing operations. His First Marine Division spent almost the entire year of 1940 "seizing" Caribbean beachheads and training in jungle fighting. An Alabaman with 38 years' experience in the tropics and aboard warships, he was awarded the Croix de Guerre and Purple Heart after the last war, the Distinguished Service Medal in this one.



Maj. Gen. Julian Constable Smith, USMC, commanded the Second Marine Division. He is a crack rifle shot and skeet shooter with 35 years' marine service in the tropics, aboard ship, and in Europe. Awarded the Navy Cross after the Nicaraguan campaign of 1930-33, General Smith is a Marylander with several years' study of amphibious methods at Marine Corps training centers and in the field.



Maj. Gen. Ralph Corbett Smith, USA, prepared his 27th Division for jungle and tropical fighting with more than a year's training on Oahu, Hawaii. He developed a system of "combat teams" which allows small units to fight individually. A Coloradan, he joined the National Guard in 1916 as a private and finished the war as a major. He holds the Silver Star with Oak Leaf Cluster and the Purple Heart.

him squarely between the eyes. He was deadlier than a mackerel. So were all the rest, in a minute or two."

By the morning of 23 November all resistance had ceased on Betio and Tarawa. Abemama had offered only slight resistance. That same morning Gen. Ralph Smith flashed his "Makin taken" message to Admiral Turner. The Gilberts were ours again.

They were ours, but at a cost: in the 76 hours of fighting our forces lost 1,092 men, one death every four minutes. In addition, 2,680 were wounded. This casualty list will be further enlarged when loss of life aboard the USS *Liscome Bay*, escort carrier sunk by torpedo during the landings, is computed.

Despite our high price, however, the Jap losses were far greater. More than 4,000 Japs were annihilated on the atolls.

And though the atolls are tiny specks on a large map, their importance to the Navy's future course against Japan cannot be overemphasized.

Control of the Gilberts does much to clear our supply lines to the Southwest Pacific. Also, it places us within direct striking distance of the Jap-mandated Marshalls and Carolines. When the Marshalls fall, we shall be standing over the Jap bastion of Truk. And the conquest of Truk will in effect drive the

Japs back to home waters, open a supply line to China, and clear the entire South Pacific of the enemy.

The Gilberts will be used more profitably by our forces. The Jap strategy, as exhibited time and again, is to capture such outposts and then fortify them in an attempt to make each one a miniature Gibraltar. Under Allied strategy, such outposts are used as bases for striking aircraft and for land-based air protection for naval actions. And most military students believe that from now until victory the Pacific war will be largely naval.

(Continued on Page 50)

It's A Global War To Navy Veterans

Many Navy men who formed the crews of transports which delivered the marines and soldiers to Tarawa know what they mean when they say they're fighting a global war. Some of these bluejackets have taken part in the North African, Sicilian and Italian landings.

Their ships were rushed half way around the world to pick up marines at their bases and carry them across the equator to the Gilberts.

TARAWA: 4 Pages of Pictures on the Toughest Fight In 168 Years of U. S. Marine Corps History

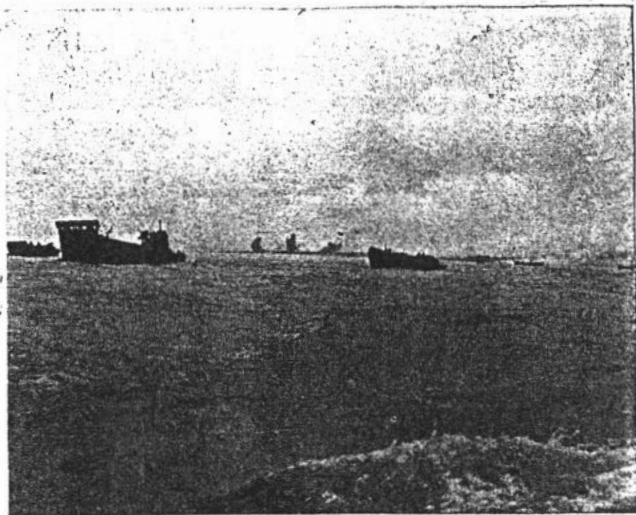
Over the top, Tarawa version: One by one, marines charge into Japanese fire to expand their narrow beachhead.

Official U. S. Marine Corps photograph





Prayer at gun stations: Marines attend mass aboard a transport as they near Gilberts and invasion hour.



With anti-aircraft guns searching the sky, landing barges churn back to transports for reinforcements.



Loaded with guns and ammunition, marines wade 500 yards through surf as barges unload offshore.



Ammunition is hastily unloaded from a jeep which has just come through the shallow water to the beach.



Marines crouch behind debris as their dive bombers arrive. In the background is an amphibious tractor used in the assault.



Pitching for Uncle Sam, a marine throws a strike at a Jap pillbox. His buddy, tired and dirty, pauses for a drink.

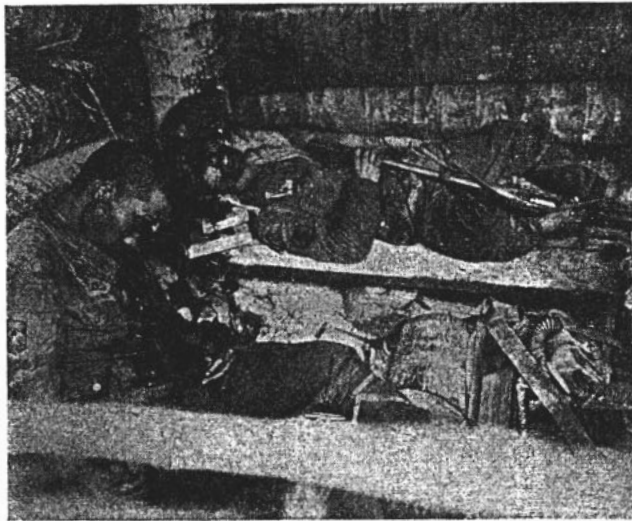
Official U. S. Marine Corps photographs



Exposing themselves to enemy fire, marines swarm over a heavily fortified pillbox to rout out Japs.



When Japs in this shelter refused surrender demand by marine at entrance, grenades ended their resistance.



Jap in background still has his toe hooked to rifle trigger. Both killed themselves when cornered.



These Japs fell in a ready-made shallow grave when Marine machine-gun fire finally mowed them down.



Jap prisoners are forced to walk in stoooped positions to prevent a surprise attack or dash for freedom.



After the battle: Bodies and wreckage float along the battered shoreline.

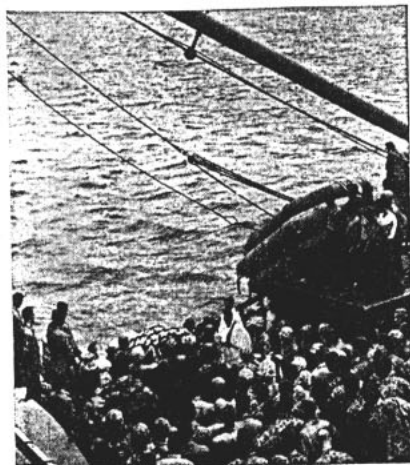
Official U. S. Marine Corps photographs



This Jap plane strafed landing parties before being brought down.

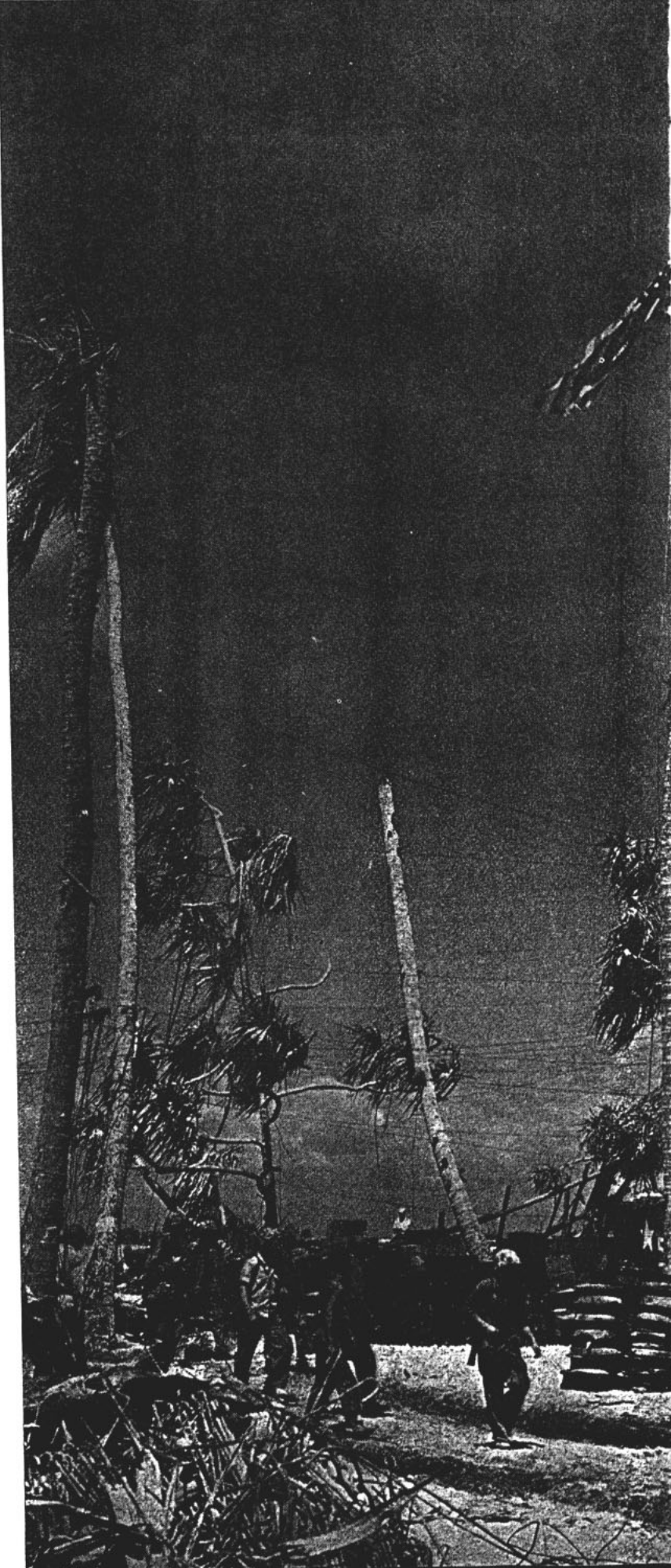


Rifle upended in the sand supports flask of plasma for wounded marine.



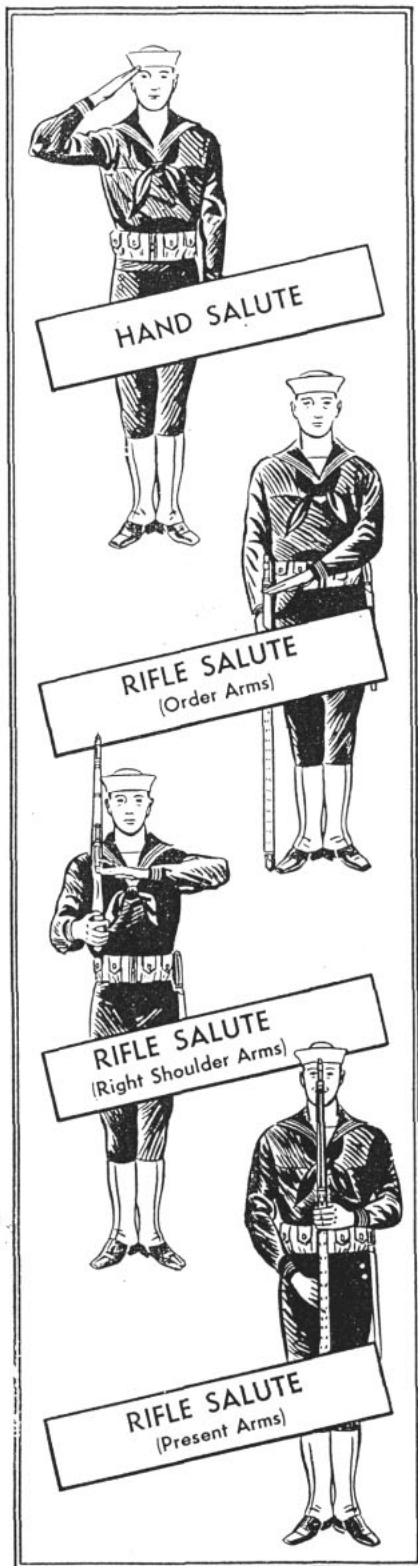
Official U. S. Marine Corps photographs
Marines attend shipboard funeral of a buddy buried at sea.

AT RIGHT: *Stars and Stripes wave over shell-blasted Tarawa from severed royal palm.*



The SALUTE

Everything is Simple About It—Except Its History and Rules



On the deck of a ship, two men passed each other—a seaman and an admiral. Both saluted: the seaman saluted the admiral, and the admiral saluted the seaman. Even on a city street, they would have exchanged salutes.

Why?

They were both acknowledging their common bond and the admiral's salute was just as much a mark of respect and of comradeship as was that of the seaman.

In that little contrast in ranks is summed up a lot of the philosophy behind one of the oldest traditions in the Navy, and one of the most paradoxical.

For nothing could be a more interesting study in contrasts than the salute itself, a gesture you make every day, yet, for a common gesture, one with a very uncommon story.

Consider:

- ▶ It is purely a military custom—yet derived largely from a civilian one.
- ▶ It is American in spirit—but we picked it up from the British.
- ▶ It is used by the Navy—but its origin is Army.
- ▶ It is rendered by naval personnel only when covered—but its previous usage was essentially an *uncovering*.
- ▶ It is now a symbol of smart discipline—but was originally condemned as a “slovenly” gesture.
- ▶ It is the democratic sign of comradeship among all military men—but it got its first great impetus from a Queen.
- ▶ Its form is authorized from above—but revolutionized from below.
- ▶ It is regarded as the province solely of military men—yet one of the main reasons for its interest today is the great influx of civilians into the armed forces.

All of which makes the salute something that is apparently a lot more fundamental than just raising your right hand or having a sort of reflex action at the elbow.

In America the military salute is the right and privilege of some 10,000,000 men and women in the armed services. Most of them know *most* of the answers, but there are still plenty of points that they're not quite sure about. (You might test yourself on the 20-question “quiz” on pages 18-19.)

As a matter of fact, even though they may know some of the basic

rules, many do not know *why* they follow the custom of saluting.

WHY salute?

In one way, the answer to the question is as simple as the answer to why we all wear uniforms: a military organization functions efficiently only as a unit, and anything which helps bring all the personnel together, to give them a common bond and an identifying symbol, is a unifying influence to be nurtured in the best interest of the service. That's why *everyone* salutes: a salute is a common identifying symbol, the uniform of the spirit of a military man, as it were, in the same way that clothing is the uniform of his body.

The fact that it is a simple and obvious gesture—and one which depends not upon paraphernalia but on the plain, warming fact that military men (and women, now) are meeting—makes it unique among military gestures. Its very simplicity has made it such a symbol that it assumes a great importance.

There is a great deal wrapped up in that simple gesture. It means, “I am a member of a great military organization, and *proud* to be a member of it. I am therefore happy to indicate my membership by giving the accepted sign—the salute. Furthermore, I am glad to acknowledge a blood-brother in my organization; I know we have a job to do together, and I respect him for his part in doing it even as he respects me for my part in doing it.” In other words, it's the “high sign.”

So, quite the opposite of some feeling that the salute is a sign of inferiority, the salute is rather an affirmation of the importance of *all* members of the organization.

Two of the best proofs that this is so are these facts: first, that no matter how low in rank a man may be who salutes, his salute is required to be returned, no matter how high in rank the other may be.

And even more telling is the second: if you are being disciplined and are a prisoner, you may not salute. You have to be worthy of membership in the military organization before you can be accepted by the others in it, as the salute indicates.

All this being meant by a salute, the emphasis upon it no longer seems

10 WAYS TO SPOT A GOOD SALUTE



BODY IN POSITION OF ATTENTION; HAND AT SALUTE



UPPER ARM PARALLEL TO GROUND
ELBOW SLIGHTLY FORWARD



THUMB AND FINGERS EXTENDED
AND JOINED



FOREARM INCLINED AT 45 DEGR





































FOREFINGER TIP TOUCHING JU
TO RIGHT OF RIGHT EYE



HAND AND WRIST IN STRAIGHT L
PALM SLIGHTLY INWARD



WHOM TO SALUTE: COMPARATIVE RATES

NAVY	 APPRENTICE SEAMAN	 SEAMAN 2ND CLASS	 SEAMAN 1ST CLASS	 PETTY OFFICER 3RD CLASS*	 PETTY OFFICER 2ND CLASS*	 PETTY OFFICER 1ST CLASS*	 CHIEF PETTY OFFICER*				
ARMY	NO INSIGNIA PRIVATE	 PRIVATE 1ST CLASS	 TECHNICIAN 5TH GRADE	 CORPORAL	 TECHNICIAN 4TH GRADE	 SERGEANT	 TECHNICIAN 3RD GRADE	 STAFF SERGEANT	 TECHNICAL SERGEANT	 FIRST SERGEANT	 MASTER SERGEANT
COAST GUARD	NO INSIGNIA PRIVATE	 PRIVATE 1ST CLASS	 CORPORAL	 SERGEANT	 STAFF SERGEANT	 PLATOON SERGEANT	 TECHNICAL SERGEANT	 GUNNERY SERGEANT	 MASTER TECH. SGT.	 FIRST SERGEANT	 SGT. MAJOR 1ST. GUNNERY
GUARD	 APPRENTICE SEAMAN	 SEAMAN 2ND CLASS	 SEAMAN 1ST CLASS	 PETTY OFFICER 3RD CLASS*	 PETTY OFFICER 2ND CLASS*	 PETTY OFFICER 1ST CLASS*	 CHIEF PETTY OFFICER*				

ENLISTED PERSONNEL DO NOT EXCHANGE SALUTES BUT SALUTE ALL OFFICERS

* SPECIALTY MARK VARIES WITH SPECIALTY.

unwarranted. It does not hurt to be reminded of pride and loyalty to one's own—the reaffirmation of it constantly is a stimulus to the spirit of the whole organization.

If, that is, the salute is properly understood.

Yet, since there are those who do not understand, and who quite wrongly presume the salute to be an acknowledgment of submission, it has become (most paradoxically) necessary to consider failure to salute a mark of insubordination. The man who does not salute is saying that he refuses to respect higher authority—even though the salute itself (if he only knew it!) isn't concerned with that question at all, except that as a matter of courtesy the junior salutes first.

The Salute in Wartime

War has brought a tremendous number of reserves into the Navy, so much so that today approximately 88 per cent of the Navy is made up of men who were, before June 1941, civilians. Familiar with the know-how of business, industry, finance, home-town living, it would be only natural if they assumed the Navy would swing over to their way of doing things—since they're in such a majority. Yet there is of course good reason for the normal Navy way not being the civilian way—naval problems and responsibilities are unique; the Navy's standard is always top quality in every respect, and its means of achieving that quality are considered and proven. In wartime, that reason increases in importance; quality is all-important—and although reserves are obviously not fully trained when they enter active duty, they must quickly learn to match Navy standards—or else jeopardize the quality of the Navy. Any trend, therefore, to drop saluting because it now amounts to near-civilians in uni-

form saluting other near-civilians in uniform would miss the point: the salute meaning what it does, these are just the people who need the salute as a constant reminder that they are now in a military service. And that is necessary as one more way of maintaining the quality of the Navy.

There is no denying, also, that some reserve officers fresh from the business world feel abashed at rating a salute from an oldtime chief with three or four gold "hash marks" on his sleeve, or even from a young seaman with a flock of ribbons across his jumper. What these officers do not understand is that the chief rendering the salute understands its meaning and does not question whether the officer is a reserve or not. He knows the officer is doing a necessary job or he would not be in naval uniform. And from such very salutes—properly understood, properly given and properly returned—comes the best effect of the salute: the strength that comes from being part of an organization which has these experienced and proven men in it working toward a common purpose.

Men who consider themselves "sophisticated" or "hard boiled" refuse to admit a pride in their outfit sometimes, and thus deride the salute—yet even if they have no pride, they may be staking their very lives on the efficiency of their shipmates—and pride, spirit, discipline mean better men and a better chance for all to live when it comes to the showdown.

Which brings up another paradox: there are those in shore billets who agree that discipline is needed afloat, but such customs as salutes appear meaningless ashore. The answer is of course that the shore establishments exist only for the fleet—and if there is a disaffection of spirit ashore, it will all too soon show up

in the fleet. There can be no double standard if unity and highest efficiency are maintained.

(Incidentally, it should be pointed out that in wartime especially, civilians are very aware of the military custom of saluting—and they look for it. When they observe officers not saluting, they take it as a reflection upon the service—and specifically upon the

So You Know A

- Under what circumstance would an officer salute an enlisted man first?
- When a naval officer of the line encounters one of the following, which salutes first, and why?
 - Staff officer of the same rank
 - Wave of the same rank
 - Navy nurse of the same rank
 - Army officer of corresponding rank
 - Wac of corresponding rank
 - Army nurse of corresponding rank
 - Marine officer of corresponding rank
 - Marine (female) of corresponding rank
 - Coast Guard officer of the same rank
 - Spar officer of the same rank
- If addressed by an officer, does an enlisted man salute: (a) at the beginning of the conversation? (b) at the end? (c) at both beginning AND end?
- When does a member of the guard NOT salute an officer?
- A lieutenant is walking with a commander. They meet a lieutenant commander. Who salutes first? Why?
- Is "eyes right" a salute?
- When two naval officers meet on the street, both of the same rank but not knowing their comparative seniority, which salutes first?
- When is the salute rendered not at paces but when abreast?
- What do officers salute beside each other? (Note: not "whom", but "what")

AND RANKS OF THE U. S. ARMED SERVICES

MIDSHIPMAN AND CADETS												

OFFICERS ACKNOWLEDGE ALL SALUTES AND SALUTE ALL SENIOR OFFICERS

*INSIGNIA SHOWS SPECIALTY *INSIGNIA IN GOLD. *INSIGNIA IN SILVER.

man who would not honor his uniform enough to give a proper salute.)

It is true that under battle conditions afloat, customs are harder to observe and sometimes slide a little; it is true that ashore they are easier to observe and they can appear to be overemphasized and out of context. But the reminder that the salute conveys is useful wherever given—and

in wartime, among new naval personnel, above all.

Origin of the salute

Numerous and sometimes fanciful are the various origins attributed to the salute, some of the versions military, some of them not, and one definitely on the romantic side. A polyglot fellow, the salute traces his origin back to the Romans, to the English knights, to the American Indian and to the British Navy, among others.

Most colorful of the explanations, at least on the sinister side, is that which traces the salute back to a Roman custom of the time of the Borgias, if not earlier. Assassinations by the dagger being apparently a reigning fad then, it was the custom for men to approach each other with raised hands, palm to the front, thus offering assurance that there was no dagger concealed.

A friendlier interpretation is that which places the origin in the days of chivalry, when knights in mail, upon meeting others, would raise their visor with their hand, enabling others to see the face. Eventually the gesture came to signify membership in the same order, or at least in a friendly order. It is also believed that, because of the strict gradation in rank even in those days, the junior was required to make the first gesture, although how those tin-can terrors were able to look at each other and determine which was the junior is a matter you will have to settle for yourself.

A romantic version of the knight-hood-in-flower angle places the origin of the salute at the jousts and tournaments, when, after the Queen of Love and Beauty was crowned, the knights passed in review before her throne. Each knight as he drew near raised his mailed fist to shield his eyes—a subtle way of letting the lady know that her beauty blinded him. Many reserves today still have this trouble

when they spot the scrambled eggs on the bill of an admiral's cap.

In America there is the familiar greeting of the Indian, the hand raised palm forward, perhaps with somewhat the same reason as the Borgias lads, to show a lack of concealed weapons. But in the American Navy the hand salute comes to us most directly from the British Navy, which in turn borrowed it from the British Army.

For all the different possible origins, there is general agreement that the hand salute as now rendered is really the first part of the movement of uncovering.

From the earliest days of military units, the junior uncovered when meeting or addressing a senior. Gradually, the business of taking off one's cap got simplified into a salute.

However, the process of moving from (a) complete uncovering, through (b) merely touching the cap, to (c) today's hand salute, was not accomplished without some opposition:

An order of 1796 stated that officers were to take off their hats when receiving orders from superiors, "and not to touch it with an air of negligence." Although touching the cap was then considered "slovenly," a lazy substitute for uncovering, the custom was already creeping into the British service.

An American inspection in 1826 showed men raising their hats, "or, in default of one, catching hold of a lock of hair." In 1849 some British officers were ruling that on occasions when enlisted men pulled off their hats, "the petty officers shall then only touch their caps."

By 1882 British regulations stated that you could salute either by touching the hat or cap or by pulling it off, but they had an afterthought six years later and amended the regulation so that the hat would always be taken off for "Admirals, Captains, Officers

About Saluting!

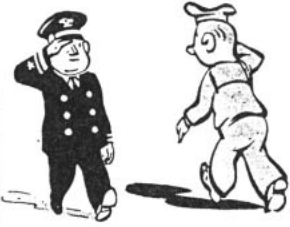
- When several officers of varying rank are walking in company, and are tendered a salute, do the junior officers wait for the senior to acknowledge the salute, or do they acknowledge it immediately?
- Are reserve officers not on active duty (and not in uniform) entitled to a salute?
- Does a senior officer ever salute a junior officer first?
- If you met an officer in the Public Health Service, would you salute him?
- Do you salute officers in the Maritime Service?
- What kinds of salute can you name?
- Is a retired officer (not on active duty and not in uniform) entitled to a salute?
- Their right hands occupied, an Army officer and a naval officer meet. May they salute each other with the left hand?
- An officer, covered, and walking down a passageway of a Navy building, encounters a senior officer who is uncovered. Should he salute?
- The same officer, still covered, reports in the building to a senior officer. Should he salute?
- Approaching a street intersection from four different directions come (a) a warrant officer, (b) an aviation cadet, (c) a chief warrant officer, and (d) a midshipman. When they meet, who salutes whom? (Without peeking at the chart above)

[ANSWERS ON PAGE 49]

NAVY AIR CORPS GUARD

WHEN TO SALUTE

IN GENERAL



ENLISTED MEN SALUTE OFFICERS AND JUNIOR OFFICERS SALUTE SENIOR WHEN MEETING, PASSING NEAR, WHEN ADDRESSING OR BEING ADDRESSED



OFFICERS AND ALL ENLISTED MEN NOT IN FORMATION SALUTE DURING HONORS TO THE FLAG OR PLAYING OF NATIONAL ANTHEM



WHEN SEVERAL OFFICERS ARE SALUTED, ALL SHALL RETURN IT



WHEN OVERTAKING A SENIOR, THE SALUTE SHALL BE GIVEN WHEN AHEAD, WITH "BY YOUR LEAVE, SIR."



WHEN REPORTING (covered)



GUARDS SALUTE ALL OFFICERS PASSING CLOSE A BOARD

ABOARD SHIP



ON EVERY OCCASION SALUTE THE CAPTAIN, OFFICERS SENIOR TO HIM, SENIOR OFFICERS FROM OTHER SHIPS

—AND ON SHORE



MEN AND OFFICERS SALUTE ALL SENIOR U.S. AND ALLIED OFFICERS THEY MAY ENCOUNTER

IN BOATS



ENLISTED MEN RISE AND SALUTE WHEN AN OFFICER ENTERS OR LEAVES

VEHICLES



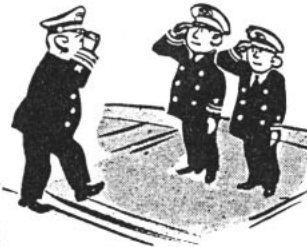
RENDER SALUTES DUE THEM TO ALL OFFICERS IN VEHICLES (IF SAFETY PERMITS)



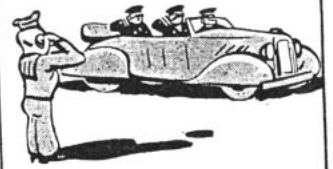
ON FIRST DAILY MEETING ENLISTED MEN SALUTE ALL OFFICERS, JUNIOR OFFICERS SALUTE SENIOR



WHEN OFFICER MEETS DETAIL ASHORE OR AFLOAT, MAN IN CHARGE SALUTES FOR DETAIL



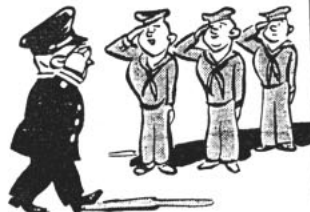
OFFICERS RISE AND SALUTE WHEN A SENIOR ENTERS OR LEAVES



PASSENGERS IN CARS RENDER AND RETURN SALUTE (DRIVER: NO, IF SAFETY IS INVOLVED)



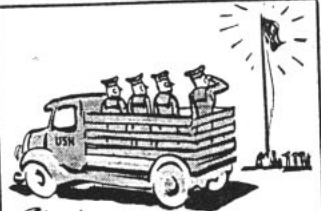
SENTRIES AT GANGWAYS SALUTE ALL OFFICERS GOING OR COMING OVER SIDE, PASSING CLOSE ABOARD



UPON APPROACH OF OFFICER, ONE CALLS ATTENTION, ALL SALUTE.



WHEN OFFICER PASSES NEAR, OFFICER OR PETTY OFFICER IN CHARGE SALUTES, IF NONE PRESENT MEN DO



WHEN COLORS ARE SOUNDED MAN IN CHARGE OF DETAIL SALUTES; OTHERS AT ATTENTION

of the same relative rank and the officers commanding the saluter's ship of whatever rank."

There was little uniformity, and it took a Queen to bring some order out of this infinite variety. Because of her displeasure at seeing officers and men stand uncovered when they appeared for royal commendation, Queen Victoria decreed the hand salute only in January 1890. Custom had won out, after all.

WHO salutes WHOM?

In the Navy, as in practically every military service in the world, everybody salutes—from the bottom to top and down again. The top-ranking admiral of the U. S. Navy rates a salute from all of the more than 2,000,000 men and women who are his juniors in the Navy, but, upon meeting, he would salute a British Admiral of the Fleet and a Russian Marshal, both positions outranking anything under the American system.

Even without these personages, however, there are 2,000,000 uniformed personnel he must salute in his own organization, for the salute is a two-way affair, and the obligation to return it is as binding as the obligation to render it. *Any enlisted man who thinks that HE is burdened with a salute might well reflect on the fact that officers have about 2,000,000 MORE personnel to salute than does any enlisted man!*

In general, the basic rules of saluting are pretty simple, and cover by far the great majority of all cases:

Enlisted men salute all officers.

Every officer salutes his seniors.

Salutes are required to be returned by all who are saluted.

Salutes are rendered in the naval service when covered but not when uncovered. They are given at a minimum of six paces or the nearest point of passing if more than six paces and yet within a reasonable distance (generally taken as 30 paces). This gives the person saluted time to see the salute and return it.

When several officers in company are saluted, all return the salute.

Salutes are extended to officers of the Navy, Army, Marine Corps and Coast Guard; to foreign military and naval officers whose governments are formally recognized by the government of the United States; and, when in uniform, to officers of the Naval, Army, Marine Corps and Coast Guard Reserve, and of the National Guard.

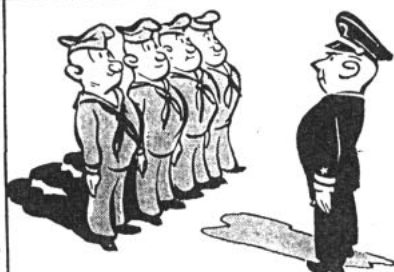
All civilians who are entitled, by reason of their positions, to gun salutes or other honors, are also entitled by custom to the salute.

Regulations covering saluting apply also to officer and enlisted Women Reservists, and are the same as those governing other members of the Navy. The only exception is that because women personnel wear their caps and hats in certain public places (such as

WHEN NOT TO SALUTE



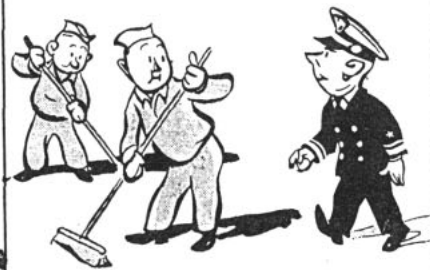
WHEN UNCOVERED
(WITHOUT HEAD DRESS)



WHEN IN RANKS
(IF ADDRESSED, COME TO ATTENTION)



WHEN ENGAGED IN
GAMES OR ATHLETICS



WHEN PART OF A
DETAIL AT WORK



WHEN CARRYING ARTICLES
WITH BOTH HANDS



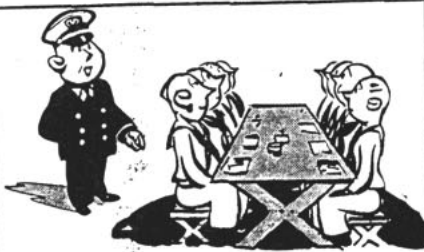
WHEN UNDER ACTUAL OR
SIMULATED BATTLE CONDITIONS



IN PUBLIC CONVEYANCES
WHEN OBVIOUSLY INAPPROPRIATE



IN PUBLIC PLACES WHERE INAPPROPRIATE
(THEATRE, HOTEL, RESTAURANT ETC.)



AT MESS (IF ADDRESSED BY
OFFICER, SIT AT ATTENTION)



AT OARS IN A
PULLING BOAT

the theatre or church) where men uncover, women are technically "uncovered" in such instances and do not salute.

Within this general framework are many specific rules which govern the multitude of cases that may come up, and these are noted later in the section "When to Salute." But first, as a follow-up to WHOM to salute, let's see:

WHAT do you salute?

In addition to people, you also salute something else—the national ensign, and the national anthem. "Saluting the quarterdeck" is saluting the ensign. And, of course, whether saluting flag, music or officer, you are in effect saluting your country, for all of these are just symbols of that country.

National anthem. Whenever the national anthem is played, all officers and enlisted men of the Navy:

(1) Stand at attention facing the music unless at colors when they face the ensign.

(2) If in uniform, covered, they salute at the first note of the anthem, retaining the position of salute until the last note of the anthem.

(3) If not in uniform and covered, they uncover at the first note of the anthem, holding the headdress over the heart and so remain until the last note, except that in inclement weather the headdress may be raised slightly and held above the head.

The same marks of respect prescribed for observance during the playing of the national anthem of the United States are shown toward the national anthem of any other country formally recognized by the Government of the United States.

Men in ranks salute only by command.

In boats, only the boat officer, or, in his absence, the coxswain, stand and salute upon the playing of the national anthem; other members of the crew, and passengers who are already standing, stand at attention; all others remain seated.

National ensign. All officers and men, when reaching the quarter-deck either from a boat, from the shore, or from another part of the ship, salute the national ensign. In the event the ensign is not hoisted this salute is tendered only when leaving or coming on board ship.

In making this salute, which is entirely distinct from the salute to the officer of the deck, the person making it stops at the top of the gangway, or upon arriving at the quarter-deck, faces the colors and renders the salute, after which the officer of the deck is saluted. In leaving the quarter-deck the same salutes are rendered in reverse order. The officer of the deck returns both salutes, and it is his duty to require that they be properly made.

The commanding officer clearly defines the limits of the quarter-deck to

embrace as much of the main or other appropriate deck as may be necessary for the proper conduct of official and ceremonial functions. When the quarter-deck so designated is forward and at a considerable distance from the colors, the salute to the colors is not rendered by officers and men except when leaving or coming on board the ship.

At military funerals, the salute is rendered to the deceased by the pall bearers. Before entering the chapel, and upon leaving it, the pall bearers salute while honors are being rendered. At the grave, they salute while the casket is being removed from the caisson and until it has passed between them, and during the volleys and the playing of Taps.

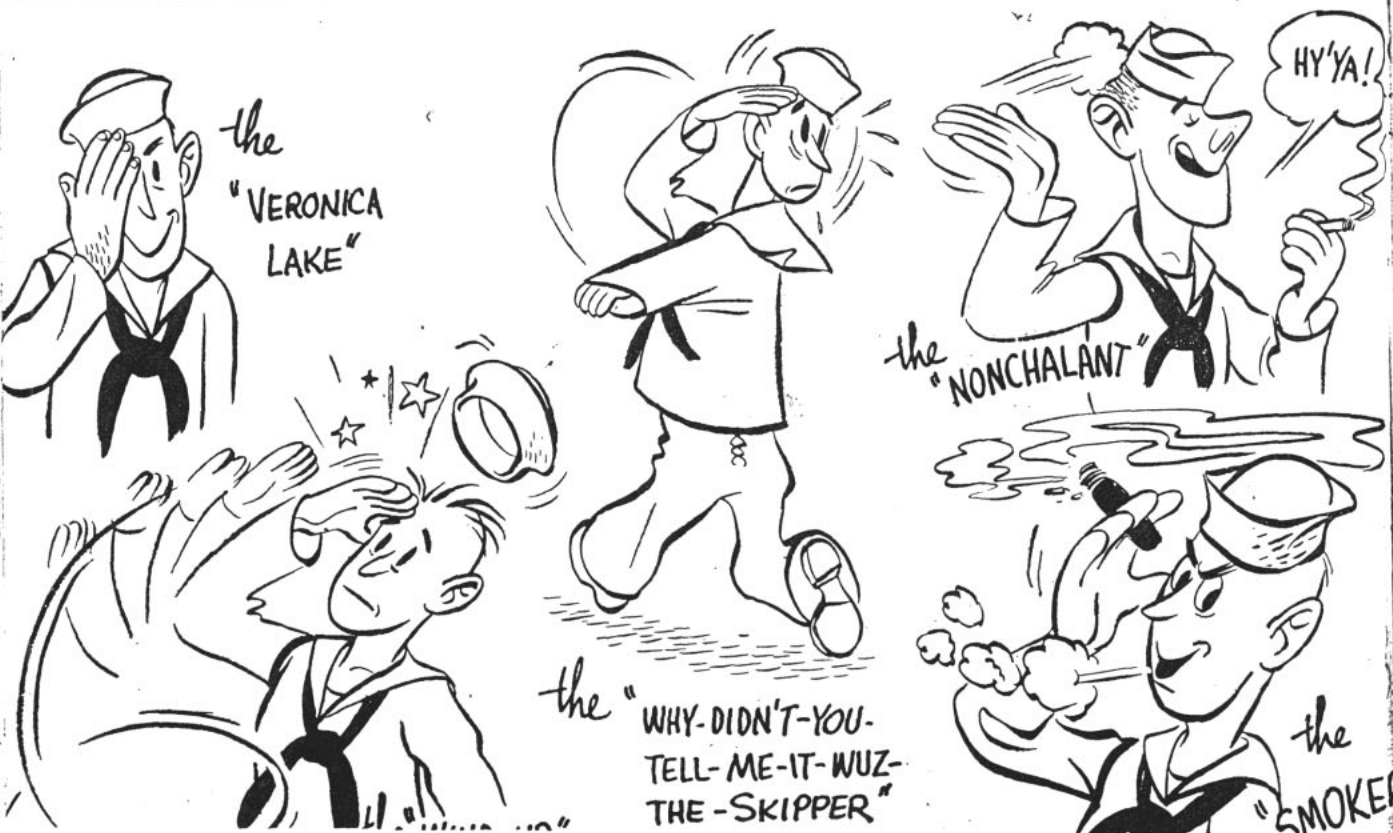
WHEN do you salute?

For simplification, situations requiring salutes are listed below in more or less index form, grouped under various headings and in alphabetical order:

Aboard ship. All officers and enlisted men on board a ship of the Navy salute all flag officers, captains of ships, and officers senior to themselves from other ships on every occasion of meeting, passing near, or being addressed.

They salute all officers senior to themselves attached to the same ship on their first daily meeting, and upon addressing or being addressed by their seniors.

SPEAKING OF SALUTES...



They salute the executive or other senior officer when that officer is making an official inspection.

At other times when the progress of a senior officer may be impaired, officers and men clear a gangway and stand at attention facing the senior officer until he has passed.

Boats. Men seated in boats in which there is no officer, petty officer or acting petty officer in charge, lying at landings, gangways or booms, rise and salute all officers passing near. When an officer, petty officer or acting petty officer is in charge of a boat, he alone renders the salute.

Officers seated in boats rise in rendering and returning salutes when a senior enters or leaves the boat, or when acknowledging a gun salute.

Coxswains in charge of boats rise, unless by so doing the safety of the boat is imperiled, and salute when officers enter or leave their boats, or when extending a salute to all commissioned officers.

Enlisted men who are passengers in the stern sheets of a boat rise and salute when a commissioned officer enters or leaves the boat.

Boatkeepers and all other men in boats not underway and not carrying an officer stand and salute when an officer comes alongside, leaves the side, or passes near them. If boat awnings are spread, they sit at attention and salute with the hand, but without rising.

Buildings ashore. In buildings of the Navy ashore, the same general rules of saluting apply as on board the Navy's ships at sea: salute the captain and all officers senior to him on all occasions, other officers on first daily meeting.

Civilian clothes. Although in peacetime seniors should be saluted when recognized while wearing civilian clothing, in wartime officers wearing civilian clothing generally are doing so because there is official reason for not having their naval identity known. Therefore, one should be discriminate about following the peacetime rule.

Group. If enlisted men or officers are standing together and a senior officer approaches, the first to perceive him says "Attention!" and all face the officer and salute.

Ladies. When covered, officers and men escorting ladies, or meeting officers and men escorting ladies, render the customary salute; if seated with ladies, juniors rise and salute. It is customary to salute a lady acquaintance when meeting upon the street, as a form of greeting, and when departing from her company on the street.

Overtaking. No junior should overhaul and pass a senior without permission. When for any reason it becomes necessary for the junior to pass, he salutes when abreast of the senior and asks, "By your leave, sir?"

Reporting—When reporting on deck or out-of-doors ashore, you are cov-

ered and salute accordingly. When reporting in an office, you uncover upon approaching the senior—and therefore do not salute.

Return. Every salute shall be returned.

Seated. An enlisted man being seated and without particular occupation rises upon the approach of an officer, faces toward him and salutes. If both remain in the same general vicinity, the compliments need not be repeated.

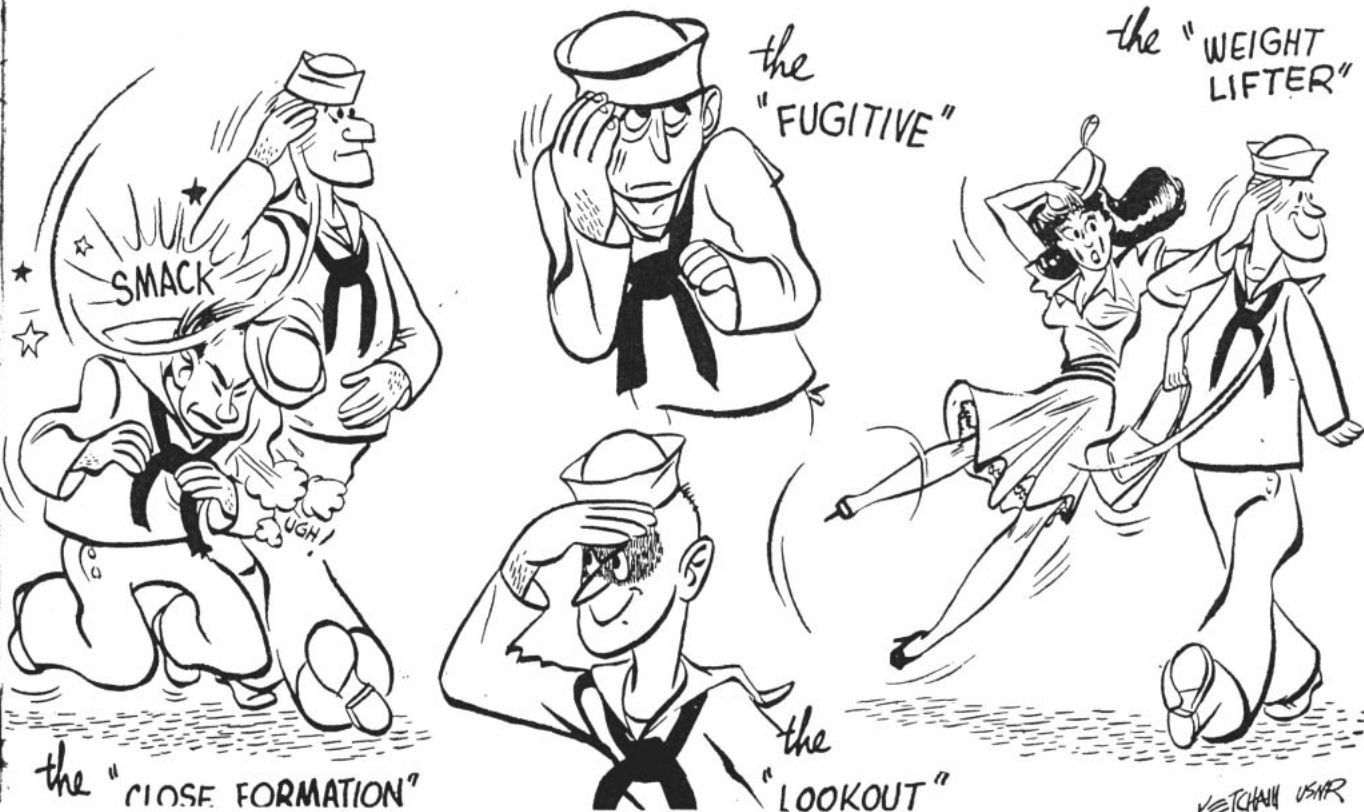
Seniority unknown. In most cases officers will know the relative seniority of those with whom they are in frequent contact, but there are many situations, especially ashore, where that is an obvious impossibility. You can't go around asking people what their date of rank is before deciding whether or not to salute them, so what's the procedure? Perhaps the safest guide to follow is the one that flag officers have to follow: "Should flag officers be of the same grade and their relative seniority unknown or in doubt, they should mutually salute without delay." Follow the flag.

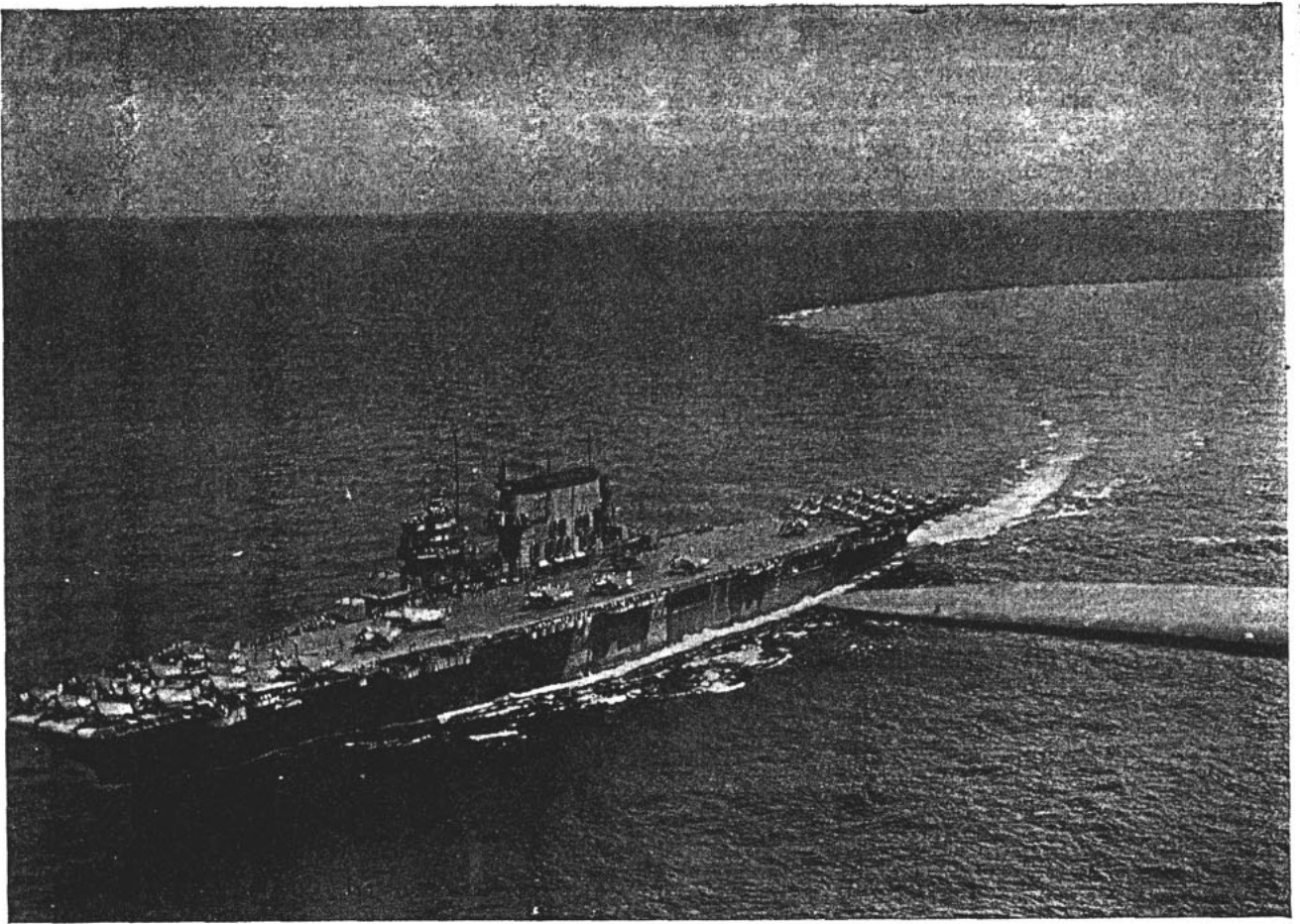
Sentries. Sentries at gangways salute all officers going or coming over the side, and when passing or being passed by officers close aboard in boats, or otherwise.

Several officers. When several officers in company are saluted, all return the salute.

(Continued on page 48)

... HERE ARE SOME BEAUS





Official U. S. Navy photograph

The USS SARATOGA heads into the wind to receive returning planes.

The 'Sara' Challenges Truk

Big Carrier Destroys 49 Planes, Sinks Two Warships in 30-Day Tour of Pacific

The Jap fleet definitely doesn't want to slug it out, even when a U. S. task force buzzes around the powerful naval base at Truk Island.

That's the opinion of Capt. John H. Cassady, USN, commander of the USS *Saratoga*, who took his giant carrier within striking distance of Japan's "Pearl Harbor" but was unable to lure the enemy fleet into combat.

For a ship which the Japs have "sunk" several times, the *Saratoga* proved a very lively ghost during her 12,500-mile tour of the Southwest Pacific in November. In 30 days the carrier's flyers shot down 25 Jap planes, probably downed 23 others, destroyed 24 planes on the ground, sank 2 warships, damaged 12 others and strafed many more.

Captain Cassady detailed the operations of a carrier task force, which included the *Saratoga*, another smaller carrier, two cruisers and from four to twelve destroyers. This force raised havoc with Japanese shore installations and shipping from Bougainville to

Tarawa, with side-trips toward Truk as a decoy.

The month's action started 1 November, when the task force struck twice at Buka and Bonis, on the northwest shore of Bougainville Island. Two more attacks on the 2nd rendered the airfields unserviceable, destroyed 8 to 10 Japanese planes on the ground and silenced anti-aircraft installations.

The next stop on its itinerary was the now-famous raid on Rabaul, major Jap naval base on New Britain Island. In the first air attack, on 5 November, the *Saratoga* launched 22 dive bombers, 23 torpedo planes and 54 fighter escorts. To meet this attack the Japs sent up from 75 to 100 Zeros.

Instead of "breaking off and getting mixed up in dog-fights," Captain Cassady said, the young fighter pilots stuck to their assignment of escorting the dive bombers and torpedo planes. As a result, our losses were "surprisingly low" while the Rabaul harbor was left a shambles of smoking and wrecked cargo vessels and warships.

Captain Cassady praised especially the fine work of enlisted rear-seat gunners in this action.

Six days later several other carriers teamed up with the *Saratoga* to give Rabaul another aerial plastering.

From Rabaul the task force steamed toward Nauru Island and gave it a dose of the same medicine by moonlight. In four concentrated attacks two air strips were destroyed.

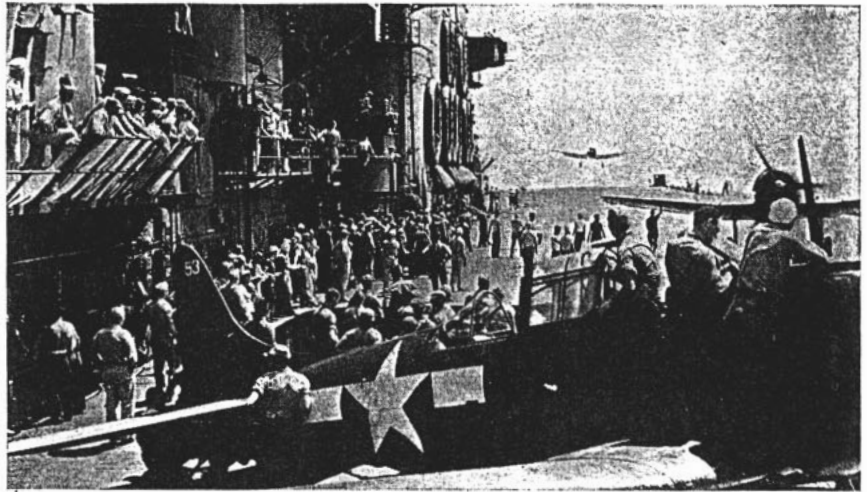
"We were sent on several guinea-pig runs near Truk," said Captain Cassady, "to try to get the Japs to poke their noses out, but they stayed behind their harbor nets. We went into areas where they normally run air patrols, but I don't know whether we were picked up."

After raiding the Nauru airfields, to prevent planes from taking off there to interfere with the landing at Tarawa, the *Saratoga* steamed 400 miles to the east and stood guard at Tarawa for a week. Her planes gave fighter support to the Marine landing and engaged in antisub patrols.

The Saratoga's Raid on Rabaul — Play by Play



1. At the command, "Pilots, man your planes," pilots hasten from ready room to waiting Hellcats.



2. The Saratoga's flight deck presented this busy scene during the 5 November raid, with some planes coming in and others being checked by mechanics. In the foreground is a Dauntless dive bomber.



3. Far below, members of the crew were kept informed of the raid over the PA system.



4. Jap warships in Rabaul harbor made a frantic run for the open sea as the carrier-based planes opened the attack. Torpedo or bomb hits appear to have been made on at least six ships in this photo.



5. This Avenger, with folded wings, is being rearmed with .50-caliber clips and torpedoes during raid.



6. Rear Admiral Frederick C. Sherman (center), task force commander, gets good news of the raid from Comdr. Joseph C. Clifton, commander of the fighter group.

Official U. S. Navy photographs



About 1100 some morning during the first week of boot training there is usually set aside a quiet, restful period called "Insurance Lecture." One of the most familiar milestones in the schedule of a young naval recruit, it ranks next to talks on close-order drill and sex.

Apprentice Seaman Joe McDoakes lowers himself almost reverently into his seat, and during those first sweet moments of rest, lifts drowsy, shock-absorbed lids to gaze on a multitude of luring slides, movies and charts, showing the benefits the folks back home can get from his government insurance.

But the warnings that he may one day be blown from the torpedo deck, or drowned in shark-infested seas, reach deaf ears. HE's been experiencing mess detail, double-to-the-rear-by-the-right-flank-march, and typhoid shots from a whirling harpoon.

Why should he take insurance when, for all practical purposes, he's been dead for the past few days?

The answer to this one, however, isn't found at a lecture. In fact, the answer is never completely understood until the man himself comes up against dat ol' debbil, Battle.

Evidence of this can be found in the hundreds of cases of men tripping over one another to find the insurance officer after returning from one or two combat engagements. Sometimes they don't even wait to get back. The men at Bataan, thousands of them, radioed in. Men coming off a motor-torpedo-boat assignment in the Canal Zone not only raised their ownership quota to 100%—each man in the squadron signed for a \$10,000 policy.

National Service Life Insurance, the second form of government insurance offered by the Veterans Administration (U. S. Government Life Insurance, established during the last war, was the first), is no bush-league chorus on the you-may-be-hit parade.

The armed forces are insured for more than 95 billions' worth. An estimated 92 per cent of naval personnel are covered for nearly \$17,000,000,000.

Many of these policies, however, cover men who still wince at the complexities of insurance. The old bogies, such as application blanks, change in beneficiary forms, terms, risks and medicals, still give the man in the

Your \$10,000 Piece of Paper

An Article Which Answers the \$64 Question and Has \$9,936 Worth of Questions Left Over

fleet the screaming-meanies. And the \$10,000 waved under his nose only serves to blur the mystery.

By way of scuttlebutt he begins to hear rumors, opinions, and estimates: first, he'll only have to chip in 2 cents a day; then, it swells to 64 cents; someone has \$13.70 deducted from his monthly paycheck, while another gets insurance for \$6.70 a month.

Wiping the score-board clean, let's take the primary claims made by National Service Life Insurance: it provides \$1,000 to \$10,000 insurance to all service men and women at an unchanging, monthly cost per \$1,000 of from \$0.64 (at age 18) to \$0.99 (at age 45), under its chief policy, the Five-year Level Premium Term plan.

This is insurance and nothing else but. It has no cash value; it is not a savings fund. And to answer the \$64 question—"What happens to my insurance when the war is over?"—it's good for five years, no matter if the war ends tomorrow, as long as you keep your premiums paid up.

So much for the golden rules. How does it work? How does Mac work his way to a \$10,000 insurance policy?

Let's start from scratch, when Mac enters the Navy. The first variation on the general theme of insurance tells him he has a 120-day period to get insurance without a medical examination.

This is not the bums' rush to get him to sign up. Nonetheless, all the probing little intimacies of a medical are avoided if he signs for insurance within those 120 days. However, if he's at sea after the 120-day period, and a doctor is not available, he can have the application signed by his commanding officer.

All of which is done in order that men may not be deprived of their insurance, and only for this reason, *not* to avoid a medical examination. It's to be assumed, however, that any man who can pass his Navy entrance medical and is fit enough for active duty, isn't any warmed-over corpse.



So back to Mac, who is 25 years old and wants to take out the limit: \$10,000. (Average amount held is close to \$9,000.)

He makes out the first, within-120-day-period application blank (the other application form includes the medical report). This peach-colored missive will show lines for his name, home address, other identifications; and a place to list beneficiaries.

He also indicates *when* he wants the insurance to begin. The *amount* of his monthly paycheck deduction (called allotment) is on the basis of the following table for various ages:

Age	Monthly Allotment to Pay for \$10,000 Insurance
18	\$6.40
20	6.50
25	6.70
30	7.10
35	7.60
40	8.50
45	9.90

Mac has insured himself for \$10,000, so he will have \$6.70 deducted each month from his paycheck. And it's along about now that all those questions come into his mind—the ones maybe he should've asked when he was doing such a fine research job on the ceiling of the lecture hall.

Q. *Does the government pay the premiums if I'm totally disabled?*

A. Yes, but you must make application.

Q. *When, please, do the payments start; and for how long?*

A. When it has been determined, by the Veterans Administration, that after six months you are still completely disabled, the government will pay your premiums retroactively as of the date of disability, and will continue to pay them as long as you are disabled. Any premiums you have paid during this period will be refunded.

Q. *Supposing I get a medical discharge, or a bad conduct discharge?*

A. In either case, your insurance is continued (for the five-year term) so long as you pay up premiums. Of course, Benedict Arnold and all members of his lodge will be dropped from the insurance rolls. There's a clause in the insurance act that says a lot about this—briefly: "Insurance forfeiture: Any person guilty of mutiny, treason, spying or desertion . . . shall forfeit all rights to insurance."

Q. *Can my mother, or sister, or another relative take this out for themselves if I pay it?*

A. No, sir, it's a serviceman's insurance.



Q. All right... But how about these monthly payments, can I get somebody else to pay part of the freight?

A. Okay. If your former employer had you insured when you were with him, and still feels the *grande passion* for your welfare, he can arrange to pay you, in cash, the monthly premium cost for the same amount for which he formerly had you insured. You make up the remainder.

Q. According to the law, this Five-year Level Premium Term plan is supposed to expire after five years. What's the chance of it being renewed for another five years?

A. That's up to Congress . . . but renewal would have a precedent, in U. S. Government Life Insurance, which was granted to veterans of World War I.

Q. Does my Five-Year policy have any "cash value?"

A. No, it's primarily low-cost insurance. However, the other policies into which you can convert (see below) do have cash values.

Q. Aheh! That reminds me—what about these other policies offered by NSLI? Can I convert?

A. Stick with us, Mac, we're about to move into Chapter II.

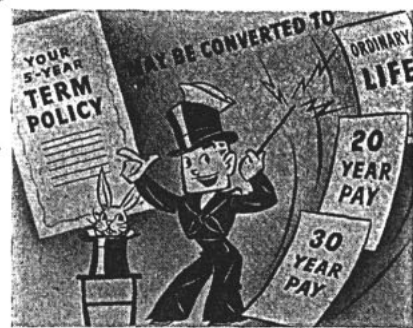
Conversion

Under the present five-year term plan, you can draw nothing at the end of this period. You have been insured all the time, but there's nothing accumulating in the kick to buy paper dollies with. If you *do* want something there, there are three other policies to which you can convert, but which involve a somewhat higher premium.

(NOTE: The Navy's policy has been that, during the war, conversion to high (cost) premium policies be not encouraged, since it is to the advantage of the man engaged in such hazardous occupations to obtain maximum insurance protection at a minimum outlay.)

However, at any time after one year from the date you take out the Five-Year Level Premium Term policy, you have the right to convert it into any one of these other three kinds of National Service Life Insurance.

First, there is the *Ordinary Life Policy*. This will cover you for life for as high as \$10,000. The monthly



cost, or rate of allotment, will be raised but it will remain a level premium, which translated means that, once set, the monthly squeeze stays put and doesn't increase.

For instance, suppose you've been paying \$6.70 a month, in allotment form, for your original five-year term policy. Now, a year later, you're 26 and can have the Ordinary Life Policy start either now or back when you were 25 if you wish (thus increasing its cash value eventually).

In the latter case you pay the difference in the reserve between the two types for the past year, then continue with the new rate: \$13.70 a month.

This increased rate is a blow to the kitty, but it has advantages:

1) You now hold insurance which has an increasing cash value every year.

2) At the end of, say, five years, you can drop, or borrow on, your insurance and go into the sausage business; you'll be able to draw out \$457.60 . . . or borrow 94% of this amount.

Just how the insurance experts figure out this amount for you is a matter of slide-rule mathematics. Simplified, you have paid in \$7.00 a month extra (\$13.70 instead of \$6.70) for five years—a total of \$420 extra—and have acquired for yourself a cash value of \$457.60. So you're at least not *losing* any ground.

The point to remember is that you do get a cash value under your Ordinary Life Policy, and in one sum.

3) You are entitled to cash dividends.

4) You can borrow on your Ordinary Life Policy, for it will have a stated value.

If you have a little more money to spare, and would like to be all paid up on your insurance while still a comparatively young man, you have another choice: the *20-Payment Life Policy*.

This will give you the same amount of insurance, but after 20 years your policy becomes all paid up and you can look after your butterfly collections. And premiums stay the same from one year to another.

Still a third choice is the *30-Payment Life Policy*, which is patterned after the 20-year plan, except that you have to keep up smaller payments for

(Continued on Page 55)

What About Your Private Insurance?

You can postpone payment of premiums for private company life insurance for the duration of the war plus two years thereafter (except for insurance having a war clause or extra premium for hazardous duty) under the Soldiers' and Sailors' Civil Relief Act.

But . . .

Although this "declaration of moratorium" *does* last for the duration and two years, for a policy having a face value of not over \$10,000, the cold fact is that when the war ends all those payments which were not paid have to be made up, together with interest; and all within that two-year period.

And the fact also is, there'll be none of this business of just dropping a policy which hasn't cost you much of anything and which you no longer need now that the war is over. The government has underwritten your payments and you must pay the insurance company or the government will hold you liable.

So, if he can afford it, the well-advised Navy man will either continue to pay his premiums as before he entered the service—or preferably register an allotment to

pay these premiums while he's in service.

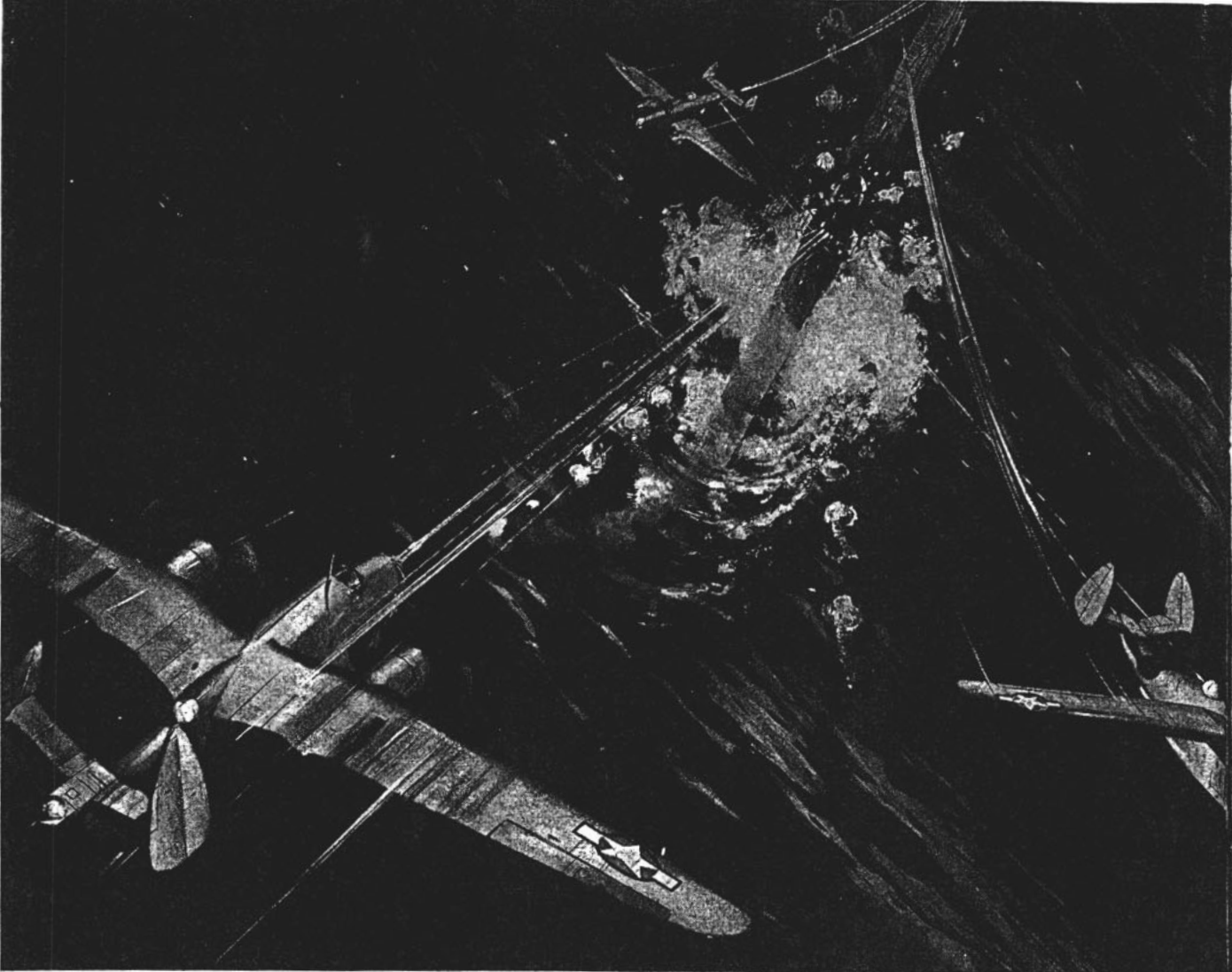
Take McDoake's buddy, MacTavish. Before he entered the service he held \$5,000 in the Splendide Insurance Co. His monthly insurance premium ran around \$10. Now, Seaman MacTavish, no longer the wealthy carpet salesman he was, is going to try to keep up his payments.

But, supposing he misses?

To guard against such a slip-up, Seaman MacT. should make application on Insurance Form 380, original copy to his insurance company and a carbon to the Veterans Administration in Washington, D. C., stating that he wants his insurance in Splendide protected against lapsing for the duration and two years thereafter. This is a precaution for MacT. He can continue to pay—or even register an allotment, and as long as he pays, okay. When he doesn't, the government "moratorium" steps in like a circuit-breaker.

Yes, he'll have a certain amount of interest mounting on all the defaulted premiums, to be computed by his particular company's regular policy lien interest rate.

And *that's* one of the facts of life insurance.



COORDINATED ATTACK: *While a Mariner (right) and a Ventura (top) sweep the U-boat from the port and starboard bows, another Mariner (left foreground) delivers a dive-bombing attack from the stern. This reconstruction of a high point in the 10-hour battle in the Caribbean, drawn by an Information-Bulletin staff artist, is based on an action report.*

A Nazi U-Boat Fights Back

Navy Planes Win 10-Hour Slugging Match
In Caribbean, but Rugged Sub Is Game Foe

Six Navy planes, a Navy blimp and an Army bomber took part in a 10-hour battle in the Caribbean with a U-boat before the heavily armed craft was sunk, it was disclosed recently.

The submarine shot down one Mariner bomber, the crew of which is listed as missing; damaged two other Mariners; and killed one pilot. In addition, the blimp had to make a forced landing en route to its base, resulting in the loss of the airship. Final victory went to naval aviators when the battered sub went under and its survivors were taken prisoner.

This Caribbean engagement emphasizes the firepower and ruggedness of the new-type U-boats which have recently returned to the shipping

lanes, prepared to battle it out with planes and blimps.

The action, which occurred several months ago, began in the early afternoon when a surfaced submarine was sighted and attacked by a Martin Mariner piloted by Lieut. Anthony R. Matuski, USNR. A few minutes after reporting the attack, he radioed that the U-boat had been damaged and was making a speed of two knots, with its stern submerged and its bow out of water.

Lieutenant Matuski reported, "No damage to plane or personnel," but only a few minutes later came the words, "Damaged! Damaged! Fire!" That was the last message received

from the plane, and its crew of 10 is listed as "missing in action."

About two hours later another Mariner, piloted by Lieut. Lewis D. Crockett, USNR, arrived at the scene. The sub was spotted with its bow still up, its stern down, making about the same speed as reported previously, blue smoke rising from its stern.

As Lieutenant Crockett circled the U-boat twice to determine the best attack position, the sub opened fire with its forward deck gun. Then, as the bomber started its diving attack, the sub opened up with all its anti-aircraft batteries, while the Mariner's bow gunner poured lead at the sub's crowded conning tower. Lieutenant

(Continued on Page 50)

How to Beat Old Man Winter

Tips for Sailors in Cold Climates . . . How to Avoid Colds, Thaw Out Frozen Fingers

Howling wind, driving rain and sleet, mountainous waves of icy salt water—"pity the poor sailor on a night like this!" Yet, you can beat old man winter at his own game. What it takes is knowledge about what kind of clothing to wear, how to act under varying weather conditions, what first-aid may be necessary.

You know from personal experience that sometimes, even when you get all bundled up from red flannels to pea-jacket, you still can't keep the upper hand over winter cold. Maybe you've been on watch, heavily clothed, and step inside to warm up a bit. You don't take off your outfit, or even open it up—because you're cold and you want to warm up fast before going back.

Well, you warm up fine, even begin to perspire. Then you step out again and find you get cold very quickly. You feel chilled to the bone, commence to shiver, and you're much more uncomfortable than before having gone indoors.

This is what happened: You got cold while you were on the first part of your watch because your body was losing heat. Your body stores heat inside and also produces heat as the result of digestion of food and physical activity. However, the low temperature and wind had taken away much of this heat and had caused the blood vessels supplying the skin (particularly in the fingers and feet) to contract. Much less blood was flowing to the parts and thus they got less heat.

When you came inside, the clothing began to absorb heat while the body gradually began to warm up. The body had filled itself with heat and was again ready to begin giving off extra heat. The blood vessels had opened up and circulation increased. Since you did not take off your heavy clothing this extra heat could not get away and soon the skin temperature rose so high that sweating began.

Doctors who have studied these matters know that when this happens

the body gives off heat about four times faster than usual. Your clothing got damp from perspiration and began to take away heat at a faster rate than normally. So when you went out-of-doors again the more exposed parts of the body lost a great deal of heat into the atmosphere, and your damp clothes took away a lot more heat. These losses were so rapid and so great that they immediately caused pain. As a matter of fact, in a short time you lost more heat than you lost during the whole time of your early watch.

Another angle is that when you were first outside you had been exercising somewhat and your body was producing extra heat. When you came inside your activities stopped and your body also stopped producing extra heat and instead soon began to lose heat. When you went outside again, therefore, your body was not producing heat to help keep you warm, but rather was working the other way.

Now if you can take the pain which comes along with this reaction until the body readjusts itself, you'll be fairly comfortable. However, your clothing is going to be rather damp and the whole discomfort is unnecessary if you follow a few reasonable rules based on the scientific facts of what the doctors called "body heat balance." These rules are:

1. Immediately upon coming indoors, shed your outer heavy clothing and gloves. Avoid yielding to the temptation of warming up rapidly by retaining all of your clothing protection, especially if additional outdoor work is scheduled.
2. Avoid sweating. It will dampen clothing and start heat loss when you go out again.
3. Stay indoors only long enough to get reasonably comfortable. If you get too warm you will upset your body heat balance when you go outside again.
4. If your hands and feet are cold, a change to dry gear will afford relief.

Putting on lots of clothing doesn't mean you're going to keep warm. There's a right way and a wrong way to keep warm, based on scientific fact.

There are three layers of clothing involved in protecting yourself from winter cold. These are the underwear layer, the insulation layer, and the wind-and-water-resistant layer.

Underwear is one of the most important elements of cold-weather clothing. It serves as sort of a heat filter to slow down body heat loss and at the same time to take excess moisture away from the body. Underwear



Navy winter clothing issue.



Official U. S. Navy photographs
Wind-and-water-resistant "shell."



Official U. S. Navy photograph

Armed Guardsmen properly dressed for their job.

should be form fitting, moderately dense, lightweight, soft but with sufficient body to withstand compression. One-piece woolen underwear is preferred since it absorbs a large amount of perspiration, keeps the body relatively dry, eliminates double insulation around the trunk and, in general, is more comfortable.

Amazing as it seems, woolen underwear actually produces heat. You may not realize it but your body is always giving off an amount of water so small that you don't notice it. This is in addition to sweating. This unseen water contains heat which the woolen underwear traps, thus increasing your warmth. Of course this process stops as soon as the vapor concentration reaches 100% and water forms.

The real trick is to keep your underclothing and socks dry. Change them as frequently as possible. And always try to dry the underwear which you wore during the day while you are asleep.

Insulation usually includes normal clothing plus special outer wear. You insulate yourself just like you insulate a house or other structures, that is, by providing some kind of material which will hold dead air. Wool is probably the most economical and efficient cold-climate clothing insulator. Loosely woven garments, however, are less durable, more shrinkable and tend to let air pass through them. So it is that winter clothing usually consists of some kind of rather tightly woven material on the outside to pre-

vent air from getting through, and on the inside a soft, relatively thick fabric which will hold air. In other words, just because a piece of clothing is heavy doesn't mean it's warm. Thickness has more to do with insulation and warmth than does weight. Did you ever sleep under a feather quilt? You know it's light and fluffy but extremely warm.

If you have worn it—properly, that is—you know that the Navy's present winter outfit is pretty good. It starts off with a special wool undergarment. Over this you wear your regular clothing. Then there is a blue, jungle-cloth, wool-lined, overall-type trouser which fits over your regular clothing. A similarly constructed zippered jacket is kept tight at wrist and neck by a knitted band. The feet are protected by heavy knee-length socks and arctics. Hands are covered by leather one-finger gloves which should be supplemented by a wool inner-glove in very cold weather. The head is covered by a fleece-lined jungle-cloth helmet which fastens under the chin and has a neck guard.

It is important that you do not overdress. Remember, body heat production increases with activity. Perspiration should always be avoided because if the body gets too warm it cannot stop the flow of water to the skin surface. This moisture damps the clothing and adds to the cooling effect. This cooling, incidentally, will continue even after the need for sweating has stopped.

If you are exposed to cold condi-

tions you should learn to estimate your clothing needs in terms of the temperature, the wind velocity and what you expect to do. As a general rule, attempt to under-dress rather than over-dress for quiet conditions. Be prepared to take immediate steps to help your body cool by increasing ventilation, when body needs rise above a comfort level and you begin to sweat. You can do this by removing your gloves. Your hands then act much like an automobile radiator in cooling the body.

Wind and water resistance is the function of the third layer of clothing. Scientific studies show that about three-fourths of body heat loss is due to increases in air movement. The most successful way of reducing the loss is by creating a shell around the body which keeps out the wind. It also should help to keep out the water, but if it is entirely waterproof, you'll find that you will get wet from the inside just about as badly as from the outside. This is because a certain amount of body moisture and perspiration must be carried away or the clothing will become damp and you will chill. Clothing and fabric which permit this are said to "breathe". So unless you are working under conditions where you will be exposed to a great deal of water it's a smart idea to wear water-resistant and not waterproof outer clothing.

The Navy's wind-and-water-repellent gear, you will find, works out rather well. It consists of trousers of the overall type and a parka-type jacket which are made of very tightly woven material. Both are water repellent. They break the force of the wind and prevent water from saturating the insulative garment layer. Naturally, they are worn over the regular winter clothing issue unless conditions do not require such protection. Of course, if you're going to have to work in heavy seas where you're subject to repeated dousings, you will wear oilskins and boots. But make every effort to get dry clothing on as soon as possible.

Below are a few general tips which you should keep in mind to make life much more comfortable even under the most difficult conditions:

Keep dry: Change to dry clothing as frequently as possible. Don't sleep in the underwear you wore during the day, but let it dry overnight.

Don't overdress: Especially if you will be active, don't wear too much because your body will produce a considerable amount of heat and you will be soon perspiring, then chilling.

Keep your gear clean: Like any equipment, clothes have to be kept in good order, if they are to give you the best service.

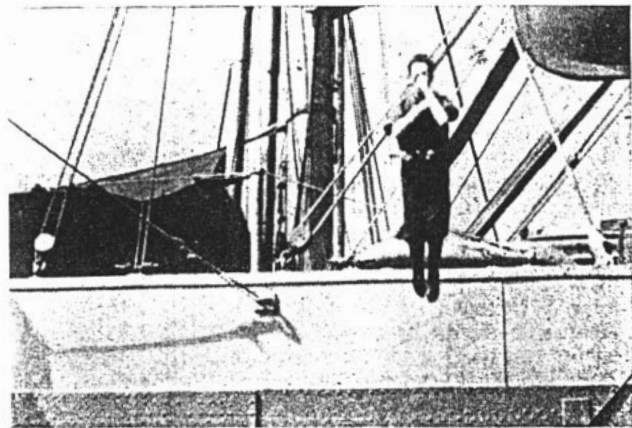
Follow the "rule of three": (1) well-fitted woolen underwear; (2)

(Continued on Page 52)

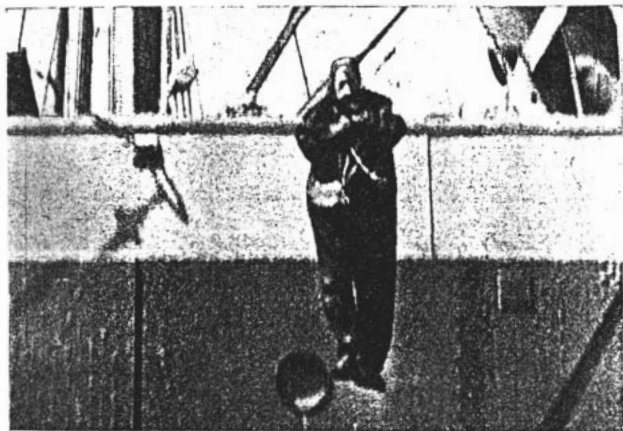
Getting Away From the Ship



JUMP when abandoning ship only when you can't go down lines or a ladder. [See article in INFORMATION BULLETIN, Sept. 1943.] Then, if wearing life jacket, grasp jacket under left arm with right hand, take a deep breath and hold nose with left hand.



LEAP FEET FIRST and well out from the ship, keeping your body straight and your feet together. This is the approved form with or without a life jacket. Without the jacket, a man may dive—IF he's an expert at it and is on a very low raft or boat.



WITH LIFE SUIT over life jacket, first squat on deck to force air out of legs of suit and up into shoulders. Then jump as if wearing life jacket alone—feet first, body straight, feet together, left hand holding nose.



IF WEARING CORK life preserver, jump with legs doubled up and held tightly to stomach. In calm weather, however, it's preferable to throw preserver overboard and then jump near it, putting it on when in the water.



AFTER SWIMMING AWAY from the ship to a safe distance—say 50 yards—you can make water wings of your pants by knotting the bottoms and plunging them upside down into the water so as to fill the legs with air.



WATER WINGS thus improvised, and used as shown here, will keep survivor afloat, with less exertion than required for continuous swimming, while he paddles toward raft or awaits rescue.

Official U. S. Navy photographs

'Dismember Japan'—A Job for the Navy

War Aim Announced By Allies at Cairo Points Up Our Role

Even as the Navy was smashing and battering Jap strongholds in the Gilberts, Marshalls and Solomons last month, a historic conference at Cairo was highlighting the Navy's aims, importance and assignments in the Pacific.

From 22 November through 26 November President Roosevelt, Prime Minister Churchill and Generalissimo Chiang Kai-Shek, together with the military and naval leaders of the forces that will together defeat Japan, met to plan the strategy which will accomplish that defeat—and pointed up their purpose by a declaration that our victory will result in the complete dismemberment of Japan, reducing it to its pre-conquest boundaries.

The task ahead was outlined at Cairo as follows:

To press unrelenting war against Japan by sea, air and land; to strip the Japs of all Pacific islands seized since 1914; to restore Manchuria, Formosa and the Pescadores to China; to expel Japan from all other territories taken by greed and violence; to establish the independence of Korea, and to persevere for the unconditional surrender of Japan.

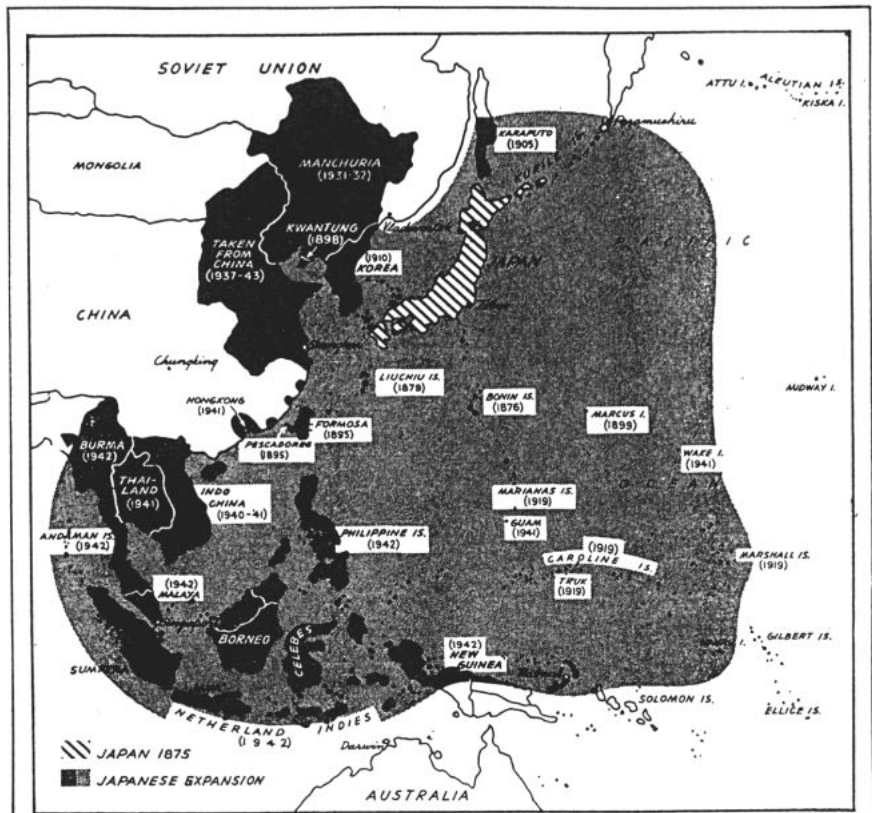
In this task, the Navy's work is clear-cut but complicated. It must clear supply routes for later land invasions and attacks. It must blast the Japs out of Pacific outposts. It must transport and supply. It must be the advance and protective arm of land forces at one and the same time. It must, either gradually or otherwise, destroy Japan's sea power. And it must, as always, patrol and protect.

News from the Marshalls, Gilberts and Solomons shows that the first two objectives already have been launched. The other objectives already are in sight, at least, on the horizon.

A few days after the Cairo conference, President Roosevelt and Mr. Churchill moved on to Teheran, Iran, there to hold still another conference and consider still another foe. This time Russia's Premier Stalin sat at the conference table. And once again the Allied leaders found that they were in complete agreement. Once again strategy and objectives were discussed and agreed upon with the result that this conference closed on the prediction:

"Victory is assured."

Not only did this conference vow vengeance on the Nazi forces on land,



TARGET IN THE PACIFIC

The following general statement was issued 1 December on the Cairo conference:

"The several military missions have agreed upon future military operations against Japan.

"The three great Allies expressed their resolve to bring unrelenting pressure against their brutal enemies by sea, land and air. This pressure is already rising.

"The three great Allies are fighting this war to restrain and punish the aggression of Japan.

"They covet no gain for themselves and have no thought of territorial expansion.

"It is their purpose that Japan shall be stripped of all the islands in the Pacific which she has seized or

occupied since the first World War in 1914 and that all the territories which Japan has stolen from China such as Manchuria, Formosa and the Pescadores shall be restored to the Republic of China.

"Japan will be expelled from all other territories which she has taken by violence and greed.

"The aforesaid three great powers, mindful of the enslavement of Korea, are determined that in due course Korea shall become free and independent.

"With these objects in view, the three Allies, in harmony with those of the United Nations at war with Japan, will continue to persevere in the serious and prolonged operations necessary to procure the unconditional surrender of Japan."

his U-boats at sea, and his factories at home, but it also issued an invitation for the Nazi captive and satellite countries to make use of the welcome which the Allies are ready to accord them. Further, each of the "Big Three" conferees reiterated that they were also in accord on terms for an enduring peace.

That this conference was a bad jolt to Germany's already jittery official nerves was soon evident. The Turkish border was closed. The Nazis were reported massing their divisions along that border, obviously fearful of a new Allied offensive thrust.

At the Cairo meeting, it was noteworthy that among the very few

Chinese military leaders who accompanied General Chiang was China's only admiral, Admiral Yang. At present, Admiral Yang commands only a fleet of gunboats engaged in river warfare and transport. But no one assumed that he had been transported thousands of miles to consider the problems of river warfare.

Possible strategy of forthcoming action in the Pacific has been voiced by Admiral Chester W. Nimitz and by Secretary Knox in recent statements. Said Admiral Nimitz:

"My opinion is that Japan will be defeated from China . . . China, with her reservoirs of personnel and the possibility of airfields in easy striking distance of Japan, is one of the steps along the road."

Secretary Knox surveyed the "roads" to Tokyo following the conquest of the Gilberts (see p. 9).

"It opens a much more direct route to Tokyo," he said. "Our twin strategic objectives are to clear the islands and shorten our own supply line."

As a matter of fact, Secretary Knox said recently, our Pacific strategy is now becoming "perfectly obvious." Actions which have appeared to be preliminary in character actually were carried on "for the express purpose of decimating the enemy's air and surface strength."

"And the Japanese," explained the Secretary, "have very usefully contributed to this aim by sending down small task forces which are regularly overwhelmed, permitting us to chip off very important elements of their fleets, piecemeal."

With "preliminaries" out of the way, the Navy is now ready for major blows in the Pacific, he said: "Now we have both the equipment and the trained men to do the job. We are getting ready to drive home some hard blows."

Our blows already have crippled Japanese supply in the South Pacific, forcing the use of power barges. And "happily," said Secretary Knox, our

TEHERAN MEETING MAPS NAZI DEFEAT

Text of the statement from Teheran dated 1 December:

A DECLARATION OF THE THREE POWERS

We, the President of the United States of America, the Prime Minister of Great Britain, and the Premier of the Soviet Union, have met these four days past in this capital of our ally, Teheran, and have shaped and confirmed our common policy.

We express our determination that our nations shall work together in the war and the peace that will follow.

As to the war, our military staffs have joined in our roundtable discussions and we have concerted our plans for the destruction of the German forces. We have reached complete agreement as to the scope and timing of operations which will be undertaken from the east, west and south. The common understanding which we have reached here guarantees that victory will be ours.

As to the peace, we are sure that our concord will make it an enduring peace. We recognize fully the supreme responsibility resting upon us and all the nations to make a peace which will command good will from the overwhelming masses of the

people of the world and banish the scourge and terror of war for many generations.

With our diplomatic advisers we have surveyed the problems of the future. We shall seek the cooperation and active participation of all nations, large and small, whose peoples in heart and mind are dedicated, as are our own peoples, to the elimination of slavery, oppression and intolerance. We will welcome them as they may choose to come into the world family of the democratic nations.

No power on earth can prevent our destroying the German armies by land, their U-boats by sea, and their war plants from the air. Our attacks will be relentless and increasing.

Emerging from these friendly conferences we look with confidence to the day when all the peoples of the world may live free lives untouched by tyranny and according to their varying desires and their own consciences.

We came here with hope and determination. We leave here friends in fact, in spirit and in purpose.

Signed at Teheran, Dec. 1, 1943.

ROOSEVELT
STALIN
CHURCHILL

PT boats were the answer to the barges.

With that supply line obviously being cleared and secured for the task that lies ahead, the Navy already is underway with its part in victory.

The blows which come from elsewhere—from within China, across Burma, from the Southwest Pacific bases—also must be prepared and strengthened by the Navy. Complicated supply-line problems are a Navy responsibility as Lord Mountbatten, poised in India, plans and prepares his

Burma campaign. The same supply problems must be solved if General Stilwell and General Chennault are to sponsor all-out offensives from within China.

The Cairo statement foresaw a "serious and prolonged" struggle. But it noted also that our "pressure is already rising."

The size of the task ahead was clearly reflected in statistics of the empire we mean to dismember:

Japan now controls 500,000,000 per-

(Continued on Page 49)



United Nations Photographic Pool

Generalissimo Chiang, President Roosevelt and Prime Minister Churchill at the Cairo conference.



Official U. S. Army 12th Air Force photograph

Marshal Stalin, the President and the Prime Minister on the portico of the Russian embassy at Teheran.



Warm clothing: At Armed Guard Center, crew members draw small stores for winter duty.



Reporting aboard: Barges, possibly loaded with war supplies, form part of background.

'Bodyguard of the Merchant Marine'

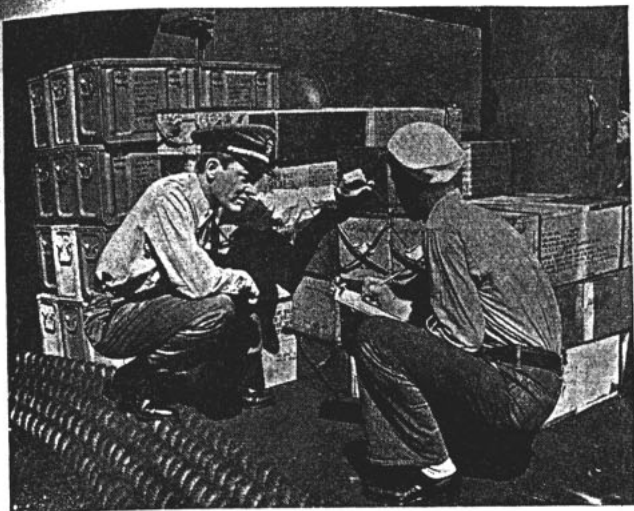
The U. S. Navy's Armed Guard crews have built an outstanding record in this war. When the U-boat menace was at its deadliest, these crews of from 8 to 25 enlisted men, most of them under naval reserve officers, were the "thin blue line" that battled subs, protected supply lines through the crisis. Escort ships, planes, blimps and other weapons

now help insure safe arrival of merchant ships at the far ends of America's globe-girdling supply lines. But still, in the dead of night or through the white walls of fog, the Armed Guard may be a freighter's only hope when a submarine wolf pack strikes. These pictures show some of the careful routine behind the Armed Guard's achievements.

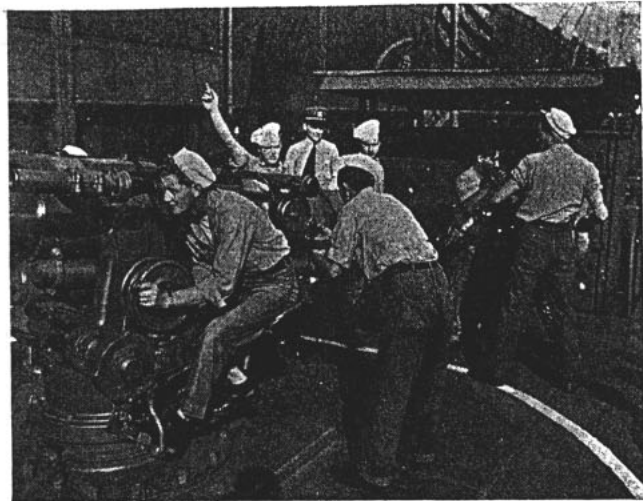


"Fire one": Preparing for the time when practice becomes reality, the guard crew fires a four-inch gun.

Official U. S. Navy photographs



Dull but necessary: The crew commander tallies the new ammunition in his log.



Constant practice: Days and weeks of this pay dividends in the end.



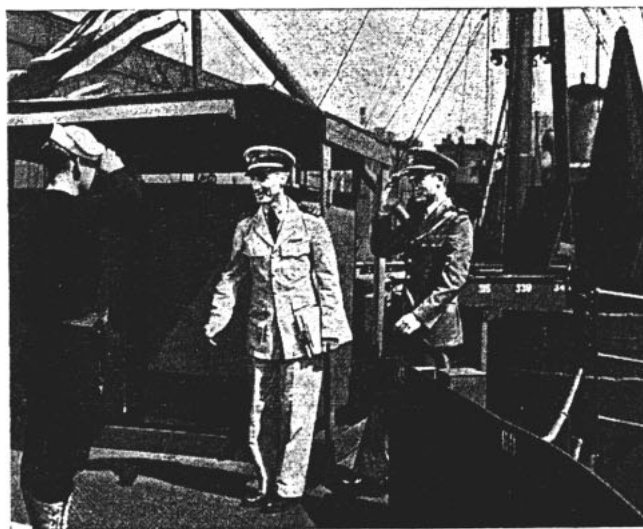
At their own mess: The food is good and there is always plenty of it.



A daily routine: Salt air keeps the crew constantly busy cleaning, oiling.



Eyes of the Armed Guard: Lookout in his bucket helmet scans sea for sign of foe.



At a foreign base: An inspector will check quarters, magazines, ammunition.

Official U. S. Navy photographs

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.

JANUARY 1944

NAVPERS-0

NUMBER 322

'Going Home for Good'

THERE being fewer subjects dearer to most of us than how soon we are going to be relieved and sent home after the present skirmish is "soothed down," it is very good news that somebody is working on the problem.

We ought not raise our hopes that the news means that we can start packing up now, however. To begin with, we haven't quite got the skirmish "soothed"—and even after we do, just from reading the story on page 2, we might be able to gather the idea that demobilization will take a little while on its own.

It's something like the difference between the new-fangled word "demobilization" itself and the old-fashioned one they must have used after some of the earlier wars when they just plain told the men to "git!" It's faster to say "git!" than "demobilization," and it's easier to "git" than to be demobilized. But "gitting" had its problems; where'd you go, what would you do, and with what? Nice and spirited, that "git!", but a little unscientific and inefficient. Planning sounds dull, and "demobilization" is too big a word and too complex-sounding, and probably even a little detached and unsympathetic. But if it gets results, maybe it will be worth it.

Of course, not everyone is going to think so. A lot of us are going to be so itching to "git" that we'll be willing to forget all about the problems we'll have to face for just one good look at home; and if we're held around waiting to be "demobilized" we'll stew and gripe, and miss the whole point: even if it takes longer, it's in our own interest.

A lot of good brains are thinking about us and looking after us. We'll be smart if we don't let impatience mess up plans that will pay off well in the long run.

FEBRUARY 1944

LAST FEBRUARY

Huge U. S. pincers began closing on the Japs from the Southwest Pacific, where the Navy announced the conquest of Guadalcanal completed, and from the North Pacific, where naval and air raids in the Aleutians softened Attu and Kiska for reoccupation.



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

WHAT WILL WE DO THIS YEAR?

Quotes of the Month

• Rear Admiral W. H. P. Blandy, USN: "Even our merchant ships today are much better armed than some of our fighting ships in the last war."

• Assistant Secretary of the Navy Ralph Bard: "Our carrier planes off Wake Island brushed off with ease an attack by Jap land-based planes with no interruption of our own bombing. The theory of armchair strategists that no carrier force can withstand land-based air attack should be reconsidered."

• Premier Stalin: "Without American production the United Nations could never have won the war."

• Lord Strabolgi: "The next 100 days will be as important to the history of the world as the 100 days before Waterloo."

• General H. H. Arnold: "The war is built around the gasoline engine and it is our production which is giving us superiority. It will not be long before every city and town in Germany will be hit from the air."

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:

In the December INFORMATION BULLETIN, p. 12, the picture shown over the name "Herbert C. Jones, Ensign, USNR" is not Ensign Jones. In respect to the youngster's memory, a correct picture should be published.—J. K. R., Capt., USN.

• Due to the resemblance between Ensign Jones (right) and Lieut. Milton E. Ricketts, USN, (left), these cuts



were transposed by the printers in making up the BULLETIN's Medal of Honor Section. The photograph of Ensign Jones appeared over the name of Lieutenant Ricketts on p. 13.—ED.

TO THE EDITOR:

In your November 1943 issue you mention that the rating badge for electrician's mate originally was supposed to have been a reproduction of an electric light bulb. . . . (How Did It Start?, p. 71).

"What a disappointment for me! I always thought that the "globe" was representative of the magnetic forces of the world globe. . . ."

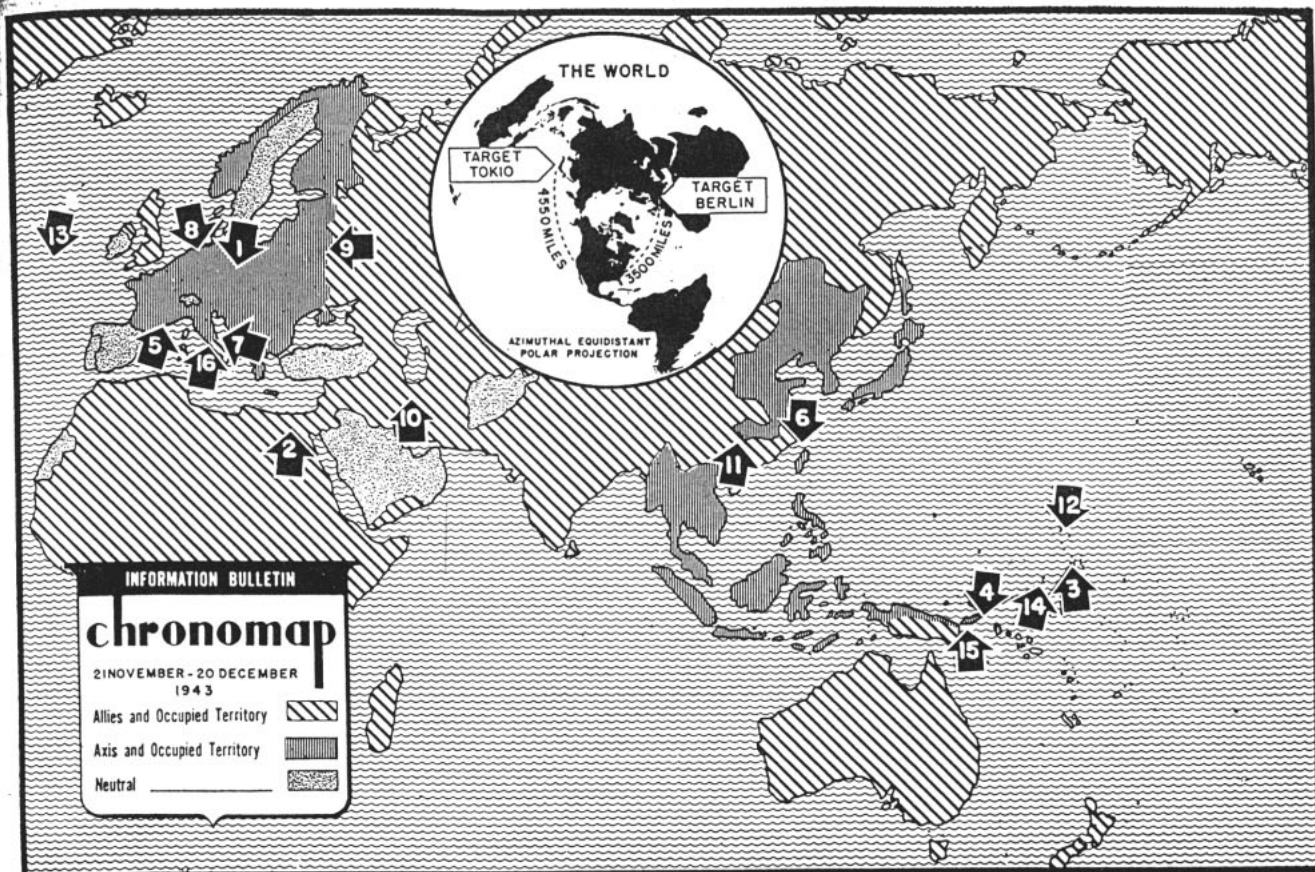
I wonder how many more men thought the same thing?—H. U., S2c, USN.

• There are a number of versions as to the origin of the electrician's mate's "globe." The INFORMATION BULLETIN gave one. Are there any more?—ED.

TO THE EDITOR:

I have been much concerned about the plight of the group of sailors referred to in the November issue of the INFORMATION BULLETIN, p. 73 (a group of sailors attempting to get across a 20-foot moat with two boards, 15 feet and 18 feet long). If they followed the BULLETIN's suggestion, I am quite certain that their confidence in our excellent magazine has been seriously im-

(Continued on Page 56)



THE MONTH'S NEWS

(Period of 21 November through 20 December)

*A Bad Month for the Axis;
'Rising Pressure' Strikes
Japs, Nazis on All Sides*

The War

It was a bad month for the enemy. On all fronts he lost territory, war strength and prestige as Allied blows, both actual and intangible, struck at him from all sides. And there was factual evidence that the Allies are poised for even more shattering blows which may be struck any minute.

The Japs were annihilated in the Gilberts and blasted from their eastern outposts there. In Cairo and Teheran the Allied leaders met in two historic conferences and agreed upon military strategy which may seal the fates of the enemies. One third of the great city of Berlin was a blackened

and charred rubble from devastating USAAF and RAF bombings. In China, the Japs lost more "face" with their defeat and later rout at Changteh. In the South Pacific, another MacArthur drive into New Britain doomed the last Jap stronghold at Rabaul. [See p. 39.]

And the "rising pressure" continues from all sides. Navy task forces of unprecedented size are even now battering at the Marshalls. Allied ground forces continue their slow but inexorable march on Rome. Death and destruction still rain from the skies over Germany. And the satellite nations, many of them forced into the war for self-protection, are making their first

attempts to break away from a staggering Axis.

On 20 November the largest naval fleet ever assembled in the Pacific appeared in the dawn off Tarawa, Makin and Abemama, atolls in the Gilberts. The ensuing 76-hour battle was the bitterest and bloodiest in the long history of the Marine Corps (see "Will To Die" Wins Gilberts, p. 9) but at its conclusion the Gilbert coral islands were ours. Already they are being used as advanced air bases.

As this costly victory (1,092 killed and 2,680 wounded) was being won, the Navy and its air arm were pounding at other Pacific Jap bases. Together with long-range Army bombers,

CASUALTY FIGURES

Casualties among naval personnel through 20 December totaled 32,980. The totals since 7 December 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	11,691	3,032	7,622	2,345	24,690
U. S. Marine Corps...	2,311	2,891	695	1,954	7,851
U. S. Coast Guard....	316	78	44	1	439
Total	14,318	6,001	8,361	4,300	32,980

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

naval units crept close to attack Jap emplacements at Kwajalein, Wotje, Roye, Ebeye and Mille in the strongly fortified Marshalls.

The Jap-held phosphate island of Nauru took an unmerciful beating from the air and sea. Jap air forces were caught by surprise and lost many of their craft before they could leave the ground. The first and heaviest Marshalls raid, on 4 December, bagged 72 planes, two light cruisers and four other ships. The same island targets were plastered again and again as the month drew to a close.

Meanwhile, Brig. Gen. Claire L. Chennault sent his 14th U. S. Air Force bombers from the heart of China to the island of Formosa, only 650 miles from Tokyo, in a reminder of the Tokyo raid.

On the other side of the world, two conferences of epochal importance found the leaders of the four great Allies agreeing as to strategy, aim, plans and victory. President Roosevelt, Prime Minister Churchill and General Chiang Kai-shek met with their military advisers in the shadow of the Egyptian pyramids from 22 November through 26 November (see "Dismember Japan"—A Job for the Navy, p. 32).

It was at this meeting, held secretly while Cairo was cut off from communication with the rest of the world, that the leaders of the three powers warring against Japan consolidated their

strategies and means for crushing the enemy in the Pacific. They also agreed upon the extent to which the Japs are to be forced back to their former national isolation (see "Target in the Pacific," p. 32).

While the world still studied the statement from Cairo, President Roosevelt and Prime Minister Churchill moved on to Teheran, Iran, where they met with Russia's Premier Stalin on 28 November. This conference lasted four days. What immediate or future offensives were agreed upon remain a military secret at this writing. But the three leaders jointly proclaimed after the four-day session:

"We came here with hope and determination. We leave here friends in fact, in spirit and in purpose."

Any doubt that the Allied leaders had plotted vast and powerful blows against the Nazi enemy was dispelled by the ensuing tension and hysteria in Europe. The Turkish border was closed. The Nazis massed one million men on that border, fearful of an invasion thrust. Bulgaria was reported to have made an official bid for peace terms. Unrest and revolt grew in Sweden, Norway and France. Russia and Czechoslovakia signed a treaty of friendship.

Meanwhile, Berlin was being razed from the air. The demolition began 22 November when Allied heavy bombers dumped 2,300 tons of explosives on the Nazi capital and left it in a sea

of flame. For five days the destruction continued on nightly schedule as millions of civilians were evacuated from the city.

Bremen, the Ruhr, Marseilles, Turin and other targets also took an incessant blasting. By early December it was estimated that Berlin was one-third in ruins. Many government and military buildings were gutted and destroyed. The pounding given Emden made it apparent that American Fortresses were out to demolish that war base.

These shattering blows against the heart of Germany soon had the Nazis screaming of terrible retaliations to come. There was talk of rocket guns which can send tons of new explosive across the English channel and literally blow London apart. On 2 December the Nazis struck hard in a surprise air raid on the Italian port of Bari, on the Adriatic. Over 1,000 casualties and destruction of 17 Allied ships there revived "secret weapon" boasts.

Slowed by winter rains, mountainous terrain and stubborn German resistance, the American Fifth and British Eighth Armies continued to inch toward Rome.

On 22 November, Canadian units reinforced the Allied armies in a four-mile advance in central Italy. Despite torrential rains, the Eighth Army crossed the Sangro River 25 November. The Fifth Army four days later closed on Venafrò, where for the first time in Italy the Germans used flame-throwers. The British took Castel Frentano 3 December and two days later both armies launched a new push. On 8 December the Americans captured Mount Camino and started down the slopes leading to Rome.

By mid-December the Germans were frantically fortifying a new line of resistance along the Garigliano River southwest of Calabritto. The British

World's Biggest Plane Breaks Four Records on First War Flight for Navy



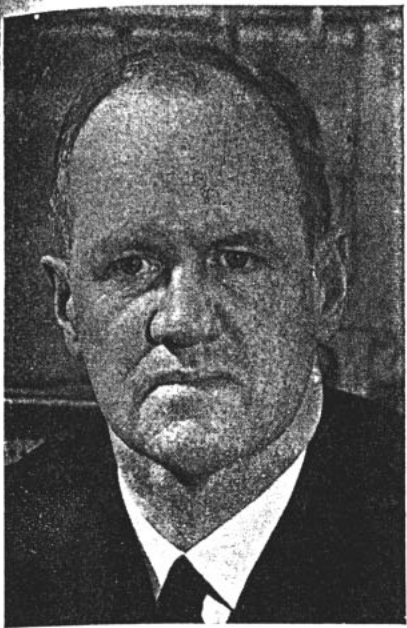
Official U. S. Navy photograph

Under wing of Mars (shown after Natal flight) is silhouette of Hellcat fighter drawn to same scale.

The Navy's new flying boat, Mars, at present the largest airplane in use in the world, last month completed its first war mission and shattered all existing records for cargo transportation and over-water flight, in a trip from Patuxent, Md., to Natal, Brazil, and return. Natal-bound cargo included 13,000 lbs. of servicemen's mail

—more than 500,000 Christmas letters. Four of the new records: longest over-water flight (Patuxent to Natal); greatest air cargo (35,000 lbs.); heaviest load ever lifted by a plane (148,500 lbs. gross at Patuxent take-off), and longest nonstop cargo flight (Patuxent to Natal). In all, the Mars covered 8,972 miles in 55 hrs. and 31

min. flying time. A total of 48,000 lbs. of priority war material, as much as 10 standard cargo planes could carry and well over the capacity of a regular freight car, was transported at an average hourly speed of 161 miles. The Mars has a 200-foot wingspread and a 117-foot, two-deck hull with the capacity of a 15-room house.



Official U. S. Navy photograph

REAR ADMIRAL George F. Hussey, Jr., USN, (above), last month took oath of office as chief of the Bureau of Ordnance, succeeding Rear Admiral W. H. P. Blandy, USN, detached at his own request to assume a command at sea. Admiral Hussey had served as assistant BuOrd chief since 4 September 1943.

at Korostyshev. Gomel fell to the Russians on 26 November, enabling them to cut the rail line joining the northern and southern Nazi armies. The Reds took Znamenka, in the Ukraine, on 10 December. Cherkassy, last German stronghold on the middle Dnieper line, fell on 14 December to the advancing Russians.

The first public trial of Nazis accused of war atrocities was announced from Moscow 16 December when three captured Nazi officers and a Russian traitor were brought to court charged with Kharkov massacres. All reportedly had pleaded guilty.

Further trials for other atrocities were assured when the Russian government presented evidence to the world that 80,000 Kiev Jews had been slaughtered. The famed Kiev library is destroyed, the university blown up and looted. With an ordinary population of 1,000,000, there were fewer than 10,000 civilians in Kiev when the Reds recaptured "the mother of cities."

There was added defeat and loss of face for the Japanese in China. The great "Rice Bowl" assault, launched early in November, turned into first a defeat and then a rout. The Japs were soon thrown back from Changteh and by 10 December the Chinese Army reported that only mopping up operations remained.

In the Atlantic, the winter campaign of the Nazi wolf packs also was stalled. The American and British figures placed the loss of Atlantic shipping

for November at a lower figure than for any month since May, 1940. Planes based on the new fields in the Azores were giving added convoy protection.

Early in December a pack of 15 U-boats attempting a major attack on Allied shipping were scattered and shattered as escort planes and surface craft sank at least six in a running fight covering eight days (see War At Sea, communique of 3 Dec., p. 45).

It was a bad month for the enemy in all parts of the world and on all battlefronts.

• Thousands of medals, apparently struck by the Italian and German



governments to celebrate the triumphant march they expected to make into Alexandria, Egypt, were found by divers working in the hold of an Italian freighter.

The face of the medal depicts an Italian and German soldier working together to pull the teeth of a crocodile, representing the Nile River country. The reverse side (see cut) shows the German swastika and the Italian fasces flanking the famous marble arch Mussolini erected some 40 miles west of El Agheila to mark the conquest of Libya. An ordinary safety pin was provided with each medal.

were at Berardi and the Americans at Castel San Vincenzo.

On 15 December, also, General MacArthur's Sixth Army landed on Arawe, New Britain. This beachhead on the crescent-shaped island was only 82 miles from the Jap base at Gasmata and 270 miles from the last stronghold at Rabaul.

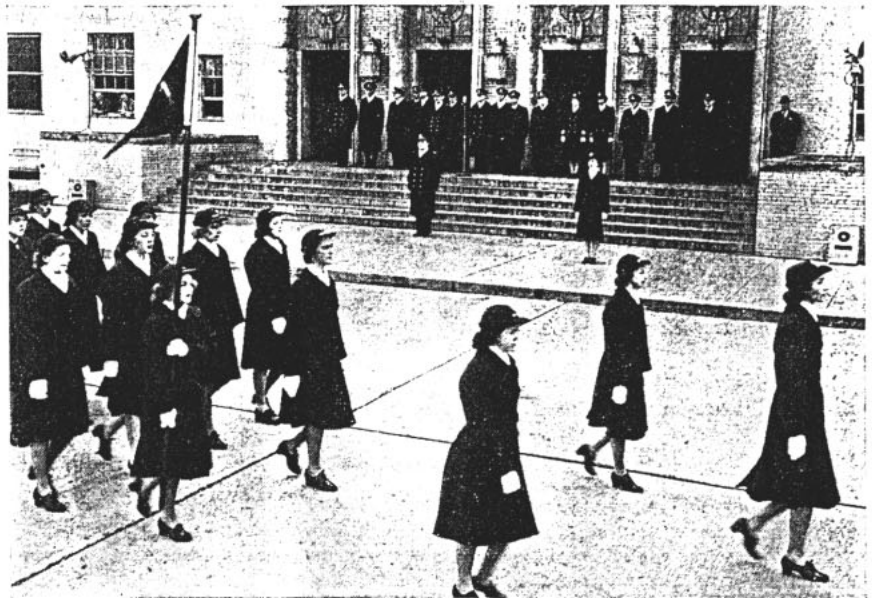
The landings followed almost a month of naval and air poundings which softened all Jap resistance in the Northern Solomons, New Guinea and New Britain. A day before the actual invasion, 400 tons of explosives were dropped on western Jap installations in New Britain. At Borgen Bay, 195 tons were dropped as land forces continued to push ahead in the Bougainville jungles. Aussies took the Jap base of Wareo, on Huon Peninsula.

These land and air attacks followed a two-day naval bombardment of Gasmata and Madang on 29-30 November.

Slowly, but surely, the Japs were being blasted out of the Southwest Pacific.

On the Russian front, the war waged unabated and the news there also was favorable to the Allied cause. A heavy German counterattack in the Kiev region apparently had been turned by late December. Elsewhere, the Red armies pressed ever forward.

In the hardest fighting since Stalin-grad, the Reds beat back the Nazis

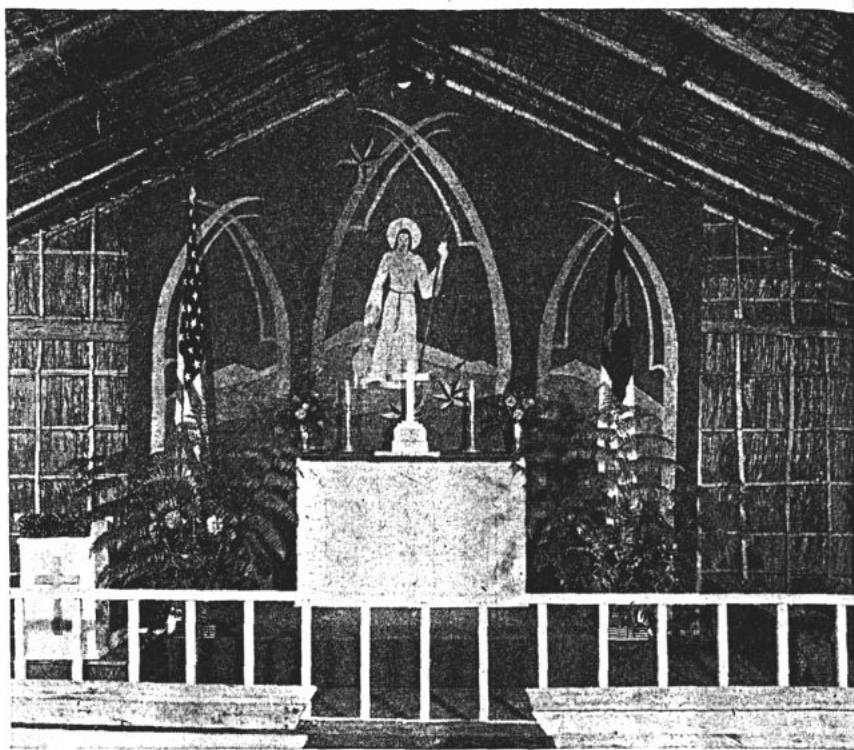


Official U. S. Navy photograph

PASSING IN REVIEW before the Chief of Naval Personnel, the Assistant Chief of Naval Personnel and ranking officers of the Bureau of Naval Personnel at the Arlington Annex, Navy Department, Women Reservists serving in the Bureau won high praise from the Chief of Naval Personnel, Rear Admiral Randall Jacobs, USN: ". . . The Navy could not get along without you. I congratulate you on the precision of your marching, your smart appearance, and your bearing. You are a credit to the Navy. I say to you, 'Well done—keep up the good work.'"

Navy News

- The biggest and most powerful warship in the world, the new 52,600-ton *USS Wisconsin*, slid down the ways at Philadelphia Navy Yard two years to the day after Pearl Harbor. Ceremonies for the 860-foot battleship were similar to those a year before when the *USS New Jersey* was launched on the first anniversary of Pearl Harbor. The estimated cost of the giant "instrument of retaliation" is \$90,000,000.
- A new "luxury" raft for survivors was demonstrated last month and soon will be aboard all Liberty ships. Among its "furnishings" are two beds, a stove, fuel, a sail, windbreak, a Bible, playing cards, frying pan and all the usual signals, medicines, vitamins and food-stuffs. This floating parlor took the 45-foot drop tests of the Coast Guard without losing or smashing any of its equipment.
- Assistant Secretary of the Navy Ralph Bard revealed that there were more aircraft carriers assembled for the 5-6 October "plastering" of Wake Island than had ever been assembled in the history of war. The carriers were more than 2,000 miles from their nearest base and successfully defended themselves against a land-based Jap plane attack.
- Two days after the Senate Naval Affairs Committee approved the Navy's request for \$5,300,000,000 to be allocated principally to landing-craft construction, Secretary Knox revealed that the Navy doubled its combat ships during the first 11 months of 1943. The numerical strength of these ships is 838, which does not include auxiliary, mine, patrol and landing craft.
- The stories behind the Navy's own highly secret weapons were in many cases "romances of science," Rear Admiral W. H. P. Blandy told the press last month as he relinquished command of the Bureau of Ordnance for sea duty. Our secret weapons now rank as high or higher than any of the enemy's, he said. One in particular, was perfected after scientists unanimously labeled it "impossible."
- The Seabee who killed 12 Japanese with a bulldozer on the Treasury Islands 27 October, has been identified as Aurelio Tassone, F1c, USNR, of Milford, Mass. Tassone attacked a coconut-log bunker with his bulldozer, first raising the scraper as a shield against bullets. When the structure collapsed, Tassone lowered the scraper and literally buried the Jap gun crew alive. A large, new-type gun and 12 Jap bodies later were dug out.
- Paratrooper E. L. Wright of the U. S. Marine Corps made 14 successful jumps while training at New River, N. C. At an advanced South Pacific base he lost his footing on a slippery log, fell three feet, fractured his leg.
- Pearl Harbor Day war bond purchases by Navy personnel and civilian



Official U. S. Navy photograph

SEABEES BUILD CHAPEL: *This artistic chapel at a base in the South Pacific illustrates the diversified talents of Seabees. It was constructed by the 34th Construction Battalion, Negro unit, which found time for spiritual activity in the midst of conquering a wilderness.*

employees totaled \$22,232,518, shattering all previous comparable records (1942 total: \$7,417,000.) The 14th Naval District led for the one-day sale with \$3,610,500, of which \$3,013,500 represented sales at the Pearl Harbor Navy Yard.

In November, the fourth largest total in the history of the Navy war bond program was registered. Sales in that month aggregated \$25,078,425. It was the third consecutive month in which sales passed the \$25,000,000 mark.

• At Seattle, a pharmacist's mate was preparing to fingerprint a recruit. "Wash your hands," he instructed.

"Both of them?" the sailor-to-be asked.

Schaeffer thought a minute.

"No," was his answer. "Just one. I want to see how you do it."

• As a major weapon in its continuing war against tuberculosis, the Navy has adopted a new, rapid and reliable method of giving chest X-rays to all recruits for the purpose of discovering and weeding out those with tuberculosis symptoms. It is called photofluorography.

More than 1,500,000 enlisted men and women have been examined by the photofluorography method, which involves the use of 35-mm. motion-picture film on which the actual X-ray image is photographed. These films for chest

examinations can be made at the rate of 200 per hour and cost only one cent per person. Doctors are able to review 35-mm. negatives at the rate of 400 per hour.

Persons who show suspicious symptoms are then given the standard examination, including 14" x 17" X-ray films.

• Since recent improvement in service, Navy V-mail now reaches (average delivery time) Alaska in 6 days; England, 8; Africa, Central Pacific and Samoa, 12; South and Southwest Pacific, 14, and Australia, New Zealand and New Caledonia, 15 days.

• A mobile scientific laboratory, designed to determine the nutritive composition of Navy foods at the time they are served (rather than in the cooking or pre-cooking stage) went on its "shakedown run" last month at the U. S. Marine Base, Quantico, Va.

The mobile nutrition unit consists of a medium-size truck which affords facilities for collection and preservation of food samples from mess halls and chow lines. Included is a quick-freezing unit to preserve certain food samples which are analyzed at the Naval Medical Research Institute, Bethesda, Md. Equipment also is provided for determination of Vitamin C content and those food constituents which are not so easily preserved.

The unit, devised by the Bureau of Medicine and Surgery, evaluates the

food served in terms of vitamins, minerals, proteins and calories.

- The name "Borie," made famous by the over-age four-stacker destroyer that engaged and vanquished two enemy U-boats before she became a casualty in the Atlantic recently (INFORMATION BULLETIN, Dec. 1943), will be perpetuated in the U. S. Navy. Last month SecNav Knox approved that name for a new destroyer to be built at Federal Shipbuilding & Drydock Co., at Kearny, N. J.

- Letters transshipped by air mail through the U. S. Navy Postal Service at Pearl Harbor in one month, October 1943, would fill an imaginary shaft with a nine-foot-square base and approximately as high as the Washington Monument (555 feet, 5½ inches). Funneling in from the fleet, advance bases and the United States, the mail in that one month weighed 841,742 pounds, an increase of 569,424 pounds over the volume for July 1943; 383,460 pounds of mail were brought in by air, 458,282 were flown out. By comparison, 193,000 pounds of air mail were routed to overseas destinations by the Fleet Post Office, San Francisco, and 177,000 by FPO, New York, in the same month.

- In order to correlate Navy Department activities with over-all Government policies on contract termination, property disposition and related matters, SecNav has established the position of Assistant Chief of Procurement and Material for Industrial Re-adjustment. Appointed to the new post was Capt. Lewis L. Strauss, USNR, who, in order to discharge the responsibilities, will become special assistant to Under-SecNav and VCNO.

The Home Front

- The Committee on Economic Development last month estimated that there will be jobs for 55,000,000 after the war. This would be an employment increase of 20% over the 1940 level. The necessity for stepped-up production for world needs will create unprecedented labor demands, the committee believes. [See story on demobilization, page 2.]

- The first major bootleg raid since repeal was reported 24 November when federal agents in New York arrested an alleged ring of 44 whisky cutters. The growing shortage, officials said, has revived backroom whisky cutting and illegal distilling in many sections of the country.

- Some idea of the growing momentum of American war production was offered by Premier Stalin, at Teheran, when he placed U. S. warplane production at 10,000 a month as compared to England's 3,500 and Russia's 3,000.

- The combined Army-Navy draft call for January will approximate 300,000 men, it was determined last month. The Navy does not expect to reach its top strength until mid-1944. The Army will not have its peak of 7,700,000 by the 1 January deadline because recruit-



Official U. S. Marine Corps photograph

GENERAL VANDEGRIFT is congratulated by Secretary of the Navy Knox on his appointment. At right is General Holcomb.

Gen. Vandegrift, Guadalcanal Hero, Becomes Marine Corps Commandant

Lieut. Gen. Alexander A. Vandegrift, outstanding Marine field commander of this war, becomes Marine Corps commandant on 1 January, succeeding Lieut. Gen. Thomas Holcomb, who retires because of age after serving the last seven years as commandant.

In the service for 43 years, General Holcomb has been especially active in the study, practice, development and teaching of amphibious landing operations. He is being succeeded by an officer who also is an outstanding exponent of amphibious operations as proven by his successes in the Solomons landings.

General Vandegrift is the only marine other than General Holcomb to attain the rank of lieutenant general in active service.

Said General Holcomb of the appointment of General Vandegrift as commandant:

"When I became commandant of the Marine Corps on 1 December 1936, I ordered the then Colonel Vandegrift from the Embassy Guard, Peking, China, to headquarters for duty in one of the most important key positions.

"Following his promotion to brigadier general, I appointed him assistant to the commandant. Later I made up my mind that if I had any say in the choice of my successor, it would be General Vandegrift.

"Consequently, his appointment to this office, by the President, gives me a great deal of pleasure and satisfaction."

General Vandegrift, 56 years old, is the corp's 18th commandant. Within the past 15 months he has been awarded the Congressional Medal of Honor, the Navy Cross and the Presidential Unit Citation Ribbon Bar with star, the latter being given the First Marine Division (reinforced) which he led into Guadalcanal.

The retiring commandant served with the AEF in France from February, 1918 to July 1919, first as a major and later as a lieutenant colonel. As second in command of the Sixth Marine Regiment of the famous Second Division, he participated in all the engagements in which the regiment took part, including the march to the Rhine following the armistice. In later years General Holcomb played a key part in guiding the Marine Corps to its present peak as the most skillful amphibious force in the world.

ing for the Women's Army Corps has lagged, and draft boards are behind their quotas. No reduction of monthly calls to the services is foreseen as yet.

- By 1 July 1944 America will have 66,333,333 persons enrolled in the war

effort. This figure includes the armed services and agricultural workers. The figure, announced by the War Manpower Commission, means that almost half of the United States will be directly concerned with war work.

Letter From Home

Civilian's-Eye View
Of America in 1943



The articles on these two pages were written by experts of the Associated Press and made available to the INFORMATION BULLETIN by AP Features. They are reprinted here to help bring you up to date on Home Front developments—as civilians see them—while you've been away.

SCIENCE

Science had a fruitful year in 1943. Here are some of the highlights:

Rocket cannon, rocket-driven gliders, sound-chasing torpedoes. Powders to kill mosquitos and lice. Plastics to glue metal to metal. Radio power. Demerol, morphine substitute. Vaso sulfa for the common cold. Air and seasickness pill. Penicillin's new uses. Acridines, new synthetic medicines that work like sulfas and penicillin. Several cancer-inhibiting chemicals, one chemical causing cancer.

Meaty yeast with animal protein values. Tri-ethylene glycol to purify air, bromine to purify water in pools. New ways of making alcohol. Hand-made stone. New dust to kill grain weevils. New magnetic-electrical compass. New explosives. Water used to supplement gasoline in fighter planes. Navy's high-temperature steam.

Cooking lamps, new fluorescent lamps, new radio lamps. Urea to render wood pliable. Cotton leather. New oils. Chemical sponge for binoculars. Waterproof papers.

Chemical to make sea water sweet. Sea-water markers of glow-chemicals. Shark repellent. Triptane to raise motor power 50 per cent.

AGRICULTURE

American agriculture reached a production peak in 1943 which may stand for many years. Despite serious shortages of skilled manpower, inadequate machinery, less favorable weather than last year and short supplies of fertilizer, insecticides and other materials, farmers surpassed the record 1942 output.

Twenty-five per cent of this year's production was set aside for direct war uses, such as the armed forces and lend-lease. Because of the enormous demand, it was necessary to institute rationing of some important food products, like meat, butter, cheese, canned and processed fruits and vegetables.

Agriculture's record production brought farmers the highest cash income on record—\$19,700,000,000 compared with \$16,177,000,000 in 1942. This income was about four times as large as the 1932 depression low point.

Agriculture played a spotlight role in government activities. Administration efforts to combat inflation by means of price ceilings and food subsidies ran into sharp opposition from several national farm organizations and a powerful farm bloc in Congress.

FINANCE, INDUSTRY

Industry, business and finance all reflected the impacts of war in 1943.

President Roosevelt called for \$100,000,000,000 in war spending in the fiscal year ending next June. Production went 50 per cent above 1942. Payrolls, employment, hours worked went to new records.

Huge consumer incomes created inflationary pressures that found partial outlet in record savings and retail spending even after more taxpayers than ever before paid taxes at an annual rate of more than \$40,000,000,000. But taxes

couldn't pay all the costs; although the government borrowed nearly \$40,000,000,000 in war loan drives, the national debt bounded past the \$170,000,000,000 mark.

The trend in stocks was upward, although the market wavered late in the year on "peace" rumors.

LABOR

Organized labor's fortunes and influence suffered sharp reverses in 1943. Trend toward government restraints on unions became evident, largely as a result of wartime strikes and demands which labor critics considered excessive.

Strike idleness rose from 2,365,532 man days in the first six months of 1942 to 7,550,000 in the first six months of 1943. The spring coal strikes were largely responsible for the increase. Labor leaders point out that the idleness was only .06 per cent of the available working time in 1942 and .16 per cent in 1943.

Congressional hostility found an outlet in the Labor Disputes (Connally-Smith) act, which was enacted over the President's veto.

Despite the act's civil and criminal penalties, it did not prevent a fourth tieup of the nation's coal supply in November. The United Mine Workers' president, John L. Lewis, even was able to force an agent of the U. S. government, contrary to government policy, to sign an agreement with him after forcing a second government seizure of the mines.

The War Labor Board managed to survive, but its prestige was shaken. The rest of organized labor renewed its assault on the "Little Steel" wage formula. The drive was intensified because of a widespread belief that Lewis had crashed the stabilization barriers.

Lewis surprised most of the labor world by applying for readmission to the AFL last May. He was still awaiting the AFL's final decision as the year drew to a close.

THE ARTS

No great book, no great music, and no great painting came out of 1943, although much fine work in every field can be found.

For the first time in war, the military services deliberately used the arts as morale builders. Young painters were encouraged, and professionals were commissioned, or engaged, to record the war. Hundreds of professional musicians traveled millions of miles to entertain soldiers, sailors and marines.

Although there were books by service men, most writing fighters lacked the time for long books. Army-Navy book purchases ran into millions, and each month the cream of the home crop was reprinted in special "overseas" editions of approximately 50,000 each.

The home front never had a more prosperous music season. The Metropolitan Opera has added four weeks to its season, and one important symphony—the Detroit—was restored to life.

Fiction continued to gain in popularity, and the first flush of high-selling war books faded.

What's in Store For '44?

Here's a preview of indicated 1944 developments which will more or less closely touch the lives of Joe and Mary Civilian:

FOOD SUPPLIES—Total civilian supplies of food will be somewhat smaller than in 1943. If crop weather is average, production is expected to be as large but will be offset by greater military needs. Red meats, milk, butter and cheese will be noticeably scarcer. Cereals are abundant, and supplies of pork, potatoes, beans and peas should be large. In nearly all foods, however, demand will continue to exceed supply.

TRANSPORTATION—Civilians will find it harder to get seats on buses, streetcars and trains. Equipment is wearing out faster than it can be replaced, and the tire shortage is growing acute. More private auto-sharing will be necessary.

The gasoline outlook is gloomy. Continuing sharp curtailment of civilian driving is likely because of gas needs for big military drives. If European fighting ends in spring, summer gas rations in Atlantic Coast states may be more liberal.

INCOME AND LIVING COSTS—National income and spending are expected to continue at record levels while the German war lasts. Officials hope for a gradual and orderly partial conversion from war to civilian production when European fighting stops in order to avert large unemployment.

Widespread pressure for higher prices and wages foreshadow some increases in living costs.

DRAFT OUTLOOK—Drafting of fathers is expected to continue, at least until the European war ends. An Army of 7,700,000 men early in 1944 may not be increased, but the Navy's needs can't be met without taking additional fathers. Army replacements could be obtained from some 74,000 physically qualified youngsters reaching the age of 18 each month. Navy, however, will want 92,000 men a month for the first six months of 1944, including replacements and men to man new ships.

POLITICS—Republicans have their best chance to capture the presidency since 1928, so big political fireworks are a 1944 certainty. Neutral observers figure the G.O.P. will win control of the house and the Democrats will retain a majority in the senate.

Roosevelt is considered the only man who can lead the Democrats to victory. And Republicans are becoming more confident that if FDR runs he will be defeated, regardless of the war situation at time of election. Willkie and Dewey are rated the leading Republican possibilities.



It Was A Year of Dizzy Doings, Too

Concerning **LOVE**: a young man in Portland, Oreg., got angry at his girl, bit a chunk from a beer glass and then put his neck on a streetcar rail. The cops made him pay for the glass. . . . Three hundred Newark, N. J., school children staged a free-for-all in which 12 cops got scratched after two lads decided to fight it out over a winsome lass of 12. . . . Pvt. Marvin Rubin, Brooklyn, N. Y., telephoned Beatrice Brown 140 times in succession before she finally accepted his proposal.

The **MILITARY** came up with odd ones. . . . The Army bought 75,000 pairs of dice as "morale builders." . . . An Army transport plane that was abandoned over the Florida coast when it developed trouble, turned around and flew 2,000 miles by itself into Mexico. . . . Hollywood actresses in a survey said they preferred enlisted men to officers for dates—and sergeants above all. . . .

ANIMALS lived things up: William Kreutzer's cow at Hays, Kan., gave birth to quintuplets. . . . A fox

terrier fell 800 feet from a cliff at Medford, Oreg., got up and walked away unhurt. . . . Mrs. William P. Rosenbach's cat awakened the family when their home in Chicago caught fire, but the watchdog had to be rescued. . . . At Beaufort, N. C., the Department of Interior and the Navy recorded the conversation of fishes, found the toadfish to be the biggest prattler.*

The **WOMEN**, bless 'em, did plenty: Mrs. Dennis Mullane, Staten Island, N. Y., garnered 301,464 pennies when the announcer on a network radio program suggested listeners send her a penny each because she missed a question. . . . At Columbus, Ohio, Mrs. Clara Whitehead, 32, found she had a twin sister she had never known about. . . . Movie starlet Julie Bishop insured her hips for \$25,000 against gaining four inches during her 7 year contract.

* As elsewhere in the articles on these two pages, republication in the BULLETIN does not necessarily constitute official endorsement by the Navy Department of the report.—ED.

Sports Champions of 1943

BASEBALL

World Champions—New York Yankees.
*National League—St. Louis Cardinals.
*American League—Yankees.
Leading Batters—National: Stan Musial, Cardinals, .357; American: Luke Appling, White Sox, .328.
Leading Pitchers—National: Mort Cooper, Cardinals, 21-8; American: Spurgeon Chandler, Yankees, 20-4.
Home Runs—National: Bill Nicholson, Chicago Cubs, 29; American: Rudy York, Detroit Tigers, 34.

FOOTBALL

Eastern (best record)—Navy (8-1).
Big Ten Conference—Purdue and Michigan, co-champs.
Big Six—Oklahoma.
*Southwest—Texas.
Southern—Duke.
Southeastern—Georgia Tech.
Missouri Valley (best record)—Tulsa (6-0-1).
Mountain States (best record)—Colorado College (7-0).
Pacific Coast—Northern division: Washington; Southern: Southern California.

BOXING

Flyweight—Jackie Patterson, England (NBA).
*Bantamweight—Manuel Ortiz.
Featherweight—Phil Terranova (NBA); *Willie Pep (NY).
Lightweight—*Sammy Angott (NBA); Beau Jack (NY).
*Welterweight—Freddie Cochrane.
*Middleweight—Tony Zale.
*Light heavyweight—Gus Lesnevich.
*Heavyweight—Joe Louis.

* Indicates retained title.

THE WAR AT SEA

Official Reports: 21 November Through 20 December

United States Navy communiques are indicated by number and separated by dashes from the excerpts of other communiques. All dates East Longitude unless otherwise indicated.

United States Navy Communiques and Pertinent Excerpts of Other Reports

21 NOVEMBER

Pacific Fleet Communique

PEARL HARBOR: Marine Corps and Army forces covered by powerful units of all types of the Pacific Fleet established beachheads on Makin and Tarawa atolls, Gilbert Islands, meeting moderate resistance at Makin and strong resistance at Tarawa. Fighting continues.

During these operations Army Liberators made diversionary attacks on the Marshalls.

Moscow, Russian broadcast: "In the Black Sea two enemy transports with a total displacement of 4,500 tons, two patrol launches and a high-speed invasion barge were sunk. In addition, five high-powered enemy invasion barges and a transport were seriously damaged."

22 NOVEMBER

Pacific Fleet Communique

PEARL HARBOR: Our troops have improved their positions on Tarawa and Makin atolls but are still encountering considerable enemy ground resistance. We have landed on Abemama atoll.

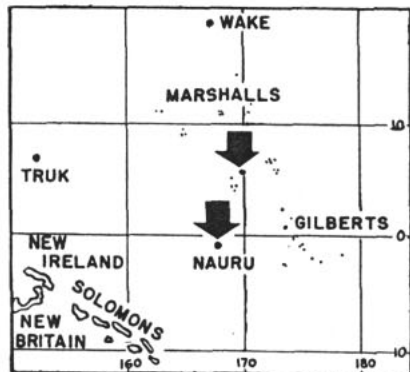
Liberators heavily bombed the airdrome area at Nauru Island 20 November and on 21 November Army Liberators continued diversionary attacks on the Marshalls.

The Central Pacific operations are being directed by Vice Admiral Raymond A. Spruance, USN. The amphibious forces are under the command of Rear Admiral Richmond K. Turner, USN.

Landings were made at Tarawa by the Second Marine Division in command of Maj. Gen. Julian C. Smith, USMC; those at Makin by troops of the 27th Division commanded by Maj. Gen. Ralph C. Smith, USA. Maj. Gen. Holland McT. Smith, USMC, is in command of the landing forces.

CHUNGKING, 14TH U. S. AIR FORCE: Sweeping the Hainan Straits our planes scored direct hits on a 2,450-ton freighter and a 1,550-ton freighter. Over the China Sea our B-25's sank a 150-foot gunboat, a 1,100-ton freighter and severely damaged a 2,450-ton freighter, which appeared to be heavily loaded.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Dutch New Guinea: At Manokwari heavy units bombed and sank a 4,000-ton enemy freighter-transport and scored damaging near misses on another 4,000-ton freighter. A 1,000-ton coastal vessel also was sunk, as were two small coastal vessels. . . New Ireland: A heavy unit scored a direct hit on an 8,000-ton freighter off Cape Matanalem, setting it afire and probably sinking it. . . New Britain: Four barges and a small boat were destroyed in a sweep from Arawe to Cape Archway. . . Vitu Islands: A 1,000-ton vessel was bombed off the Vitu Islands.



Arrows show main targets of diversionary air raids during U. S. conquest of Gilberts as reported in communiques of 21, 22, and 24 Nov.

23 NOVEMBER

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Solomons: Our light naval forces intercepted an enemy force athwart the line from Rabaul to Bougainville. In the ensuing action four enemy destroyers were sunk and one damaged. Our forces sustained no damage.

24 NOVEMBER

Pacific Fleet Communique

Central Pacific

1. Betio Island, Tarawa atoll, was captured shortly after noon 23 November following a desperate enemy counterattack which was crushed by the Second Marine Division.

2. Remnants of the enemy were being hunted down on Makin, Tarawa and Abemama atolls.

3. Seventh Army Air Force Liberators continued diversionary attacks in the Marshalls.

(The new 15th U. S. Air Force based at Algiers joined the war at sea last month with several smashes at the submarine pens, docks and enemy naval base at Toulon.—Ed.)

25 NOVEMBER

Pacific Fleet Communique

Central Pacific

1. One of our carrier divisions covering the Gilbert operations on 24 November shot down 34 enemy fighters, 9 bombers and 3 four-engined patrol seaplanes. Its losses in these operations totaled three fighters and one torpedo bomber.

2. Seventh Air Force Liberators which raided Emidj, Jaluit atoll, on 24 November observed three float fighters which did not attempt interception. One of our planes was damaged by anti-aircraft fire.

3. Mopping-up operations on Tarawa, Makin and Abemama are virtually complete. Few live Japanese remain in the Gilberts.

26 NOVEMBER

Navy Department Communique No. 486.

Pacific and Far East

1. U. S. submarines have reported the sinking of nine enemy vessels in operations against the enemy in waters of these areas as follows:

Sunk: One medium tanker, one medium plane transport, seven medium freighters.

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

LONDON, ADMIRALTY: The Polish submarine *Sokol* has sunk an anti-submarine vessel, three small ships and one E-boat in the Aegean. . . His Majesty's submarine *Trooper* is overdue and must be presumed to be lost.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Vitu Islands: An enemy light cruiser was attacked and damaged at Grove Island. . . *Empress Augusta Bay*: Our fighters destroyed nine barges in Gazelle Harbor. . . *Sio*: Our light naval units sank three barges. . . *Weicak*: A cargo ship was fired off Wokeo Island.

27 NOVEMBER

BERLIN, Nazi broadcast: "German torpedo planes strongly attacked a protected convoy of large transports off the Algerian coast. Two destroyers and three transports totaling 38,999 tons were sunk. Two other destroyers, one transport and one tanker were severely damaged."

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Vitiav Strait: Our light naval units on night patrol sank five barges loaded with 200 troops and artillery. Another barge was sunk off Walingai. . .

Sio: The enemy barge base and supply dumps and Nambariwa were fired with 49 tons of bombs.

(The use of poison gas "on a large scale" by the Japanese during the attacks on Changteh and the fighting along the Hunan-Hupeh border was charged by both American and Chinese military leaders. The charges followed closely upon the news that Formosa, Jap island 650 miles from Tokyo, had been bombed.—Ed.)

28 NOVEMBER

ALLIED HEADQUARTERS, ALGIERS: It has just been learned that during daylight last Tuesday enemy positions north of the Garigliano River in the Gulf of Gaeta were successfully bombed by British destroyers. The return fire was ineffective.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—New Ireland: One of our patrolling heavy units scored a 1,000-pound bomb hit on a light cruiser in the St. George Channel. A heavy internal explosion followed the hit. . . New Guinea: Five barges were destroyed off Wewak. . . *Empress Augusta Bay*: A barge and fuel dump were destroyed at Soraken.

29 NOVEMBER

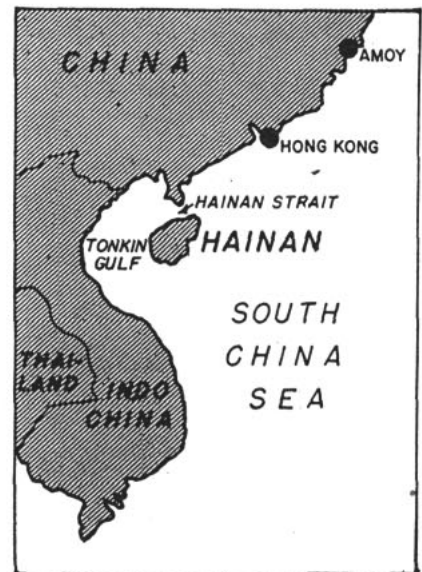
ALLIED HEADQUARTERS, ALGIERS: During the night of 25-26 November British destroyers operating in the Adriatic carried out a short bombardment of the port of Civitanova, 20 miles south of Ancona.

On the west coast of Italy, 27 November, enemy positions in the Minturno area were successfully bombed by a British cruiser and destroyers.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—New Britain: A destroyer was probably damaged in bombing of shipping near Talasea. . . Solomons: Four barges were attacked off Green Island. . . *Kieta*: Six barges were strafed and damaged.

CHUNGKING, 14TH U. S. AIR FORCE: Mitchell bombers on 24 November severely damaged and probably sank a 5,000-ton armed Japanese freighter in the harbor at Amoy on the East China coast. All our aircraft returned safely.

Moscow, Russian broadcast: "In the Barents Sea a German transport of 10,000 tons was sunk. In addition a 3,000-ton minelayer, a mine sweeper and an enemy motor patrol boat were sunk."



Map shows area of attacks on Jap shipping by China-based U. S. bombers as reported in communiques of 22, 29 and 30 Nov.



30 NOVEMBER

CAIRO, MIDDLE EAST: A formation of enemy bombers attempting to attack a convoy was broken up by our fighters and two JU-88's were destroyed. During the past week enemy shipping in the Aegean has been attacked despite bad weather which continues to hinder offensive operations.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—New Guinea: Our light naval forces at night bombarded the harbor and supply areas at Sio . . . **Solomons:** Our light naval forces destroyed a loaded barge at Moila Point and our air units strafed barges in Tonolei harbor . . . **Dutch New Guinea:** Shipping and shore installations at Manokwari were bombed and strafed.

CHUNGKING, 14TH U. S. AIR FORCE: Mitchell bombers, on a sea sweep over the Gulf of Tonkin, attacked and sank a coastwise freighter.

1 DECEMBER

Pacific Fleet Communique

1. Preliminary reports of the Gilbert operations indicate that our landing forces suffered the following approximate casualties:

- At Tarawa: Killed in action, 1,026; wounded in action, 2,557.
- At Makin: Killed in action, 65; wounded in action, 121.
- At Abemama: Killed in action, 1; wounded in action, 2.

ALLIED HEADQUARTERS, ALGIERS: During the night of 28-29 November, British destroyers and light naval coastal forces operated in support of the Eighth Army's attack across the Sangro River.

LONDON, AIR MINISTRY: RCAF Beaufighters attacked an enemy convoy off the Norwegian coast. Hits were seen on two merchant vessels.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Gasmata: Our light naval units effectively bombarded shore establishments . . . **Madang:** Our light naval units effectively shelled shore installations and sank an enemy vessel in Dallman Passage.

(Germany continued to claim extensive damage to Allied shipping. The Nazis announced warship toll for November was: 14 destroyers, 1 frigate, 3 submarines, and 6 speedboats. They also claimed 38 troop transports and merchantmen totaling 306,900 gross tons, with another 176,000 tons of Allied shipping so damaged as to be probably sunk—Ed.)

2 DECEMBER

Navy Department Communique No. 487. Central Pacific

- The USS *Liscome Bay* (an escort carrier) was sunk as the result of being torpedoed by a submarine on 24 November 1943 in the Gilbert Islands area. This is the only ship lost in the Gilbert Islands operations.
- The next of kin of the casualties aboard the *Liscome Bay* will be notified as soon as possible.

Navy Department Communique No. 488.

- The U. S. submarine *Wahoo* is overdue and must be presumed to be lost.
- The next of kin of personnel aboard the *Wahoo* have been so informed.

Pacific Fleet Press Release

Our aircraft continue raids and search operations in the Marshalls.

On the morning of 30 November (west longitude date) Seventh Army Air Force Liberators, which bombed the Taroa airdrome, were intercepted by 35 Zeros. Seven or more Zeros were shot down; at least four others were damaged. All of our planes returned but several were damaged. Two men were injured.

A Navy Liberator of Fleet Air Wing 2, which was attacked by six Zeros near Mill on 30 November while on a search mission, shot down one Zero, probably destroyed another and probably damaged two others.

On the evening of 29 November two of our destroyers in the Gilberts area repelled a prolonged attack by enemy torpedo planes. Three enemy planes were destroyed, two others probably shot down. Neither destroyer was damaged.

ALLIED HEADQUARTERS, ALGIERS: During the night of 29-30 November, PT boats of the U. S. Navy engaged a number of enemy E-boats near Bastia, Corsica. One enemy E-boat was known to be damaged and others were probably damaged during a short action.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—New Ireland: Our night reconnaissance units scored direct hits on two enemy destroyers, a large tanker which burst into flames visible 50 miles, and a 10,000-ton loaded transport, causing a heavy explosion and enveloping fire on the latter. The vessel was abandoned and sank.

New Britain: In Borgen Bay, 54 tons of bombs were dropped on enemy barges and shore installations. A coastal steamer and barges were attacked off Cape Hoskins . . . **New Guinea:** Surface craft and installations were strafed at Rooke Island.

3 DECEMBER

ALLIED HEADQUARTERS, ALGIERS: During the night of 30 November-1 December Durazzo was bombarded by destroyers. A large fire was started and the return fire was ineffective.

ALGIERS, 15TH U. S. AIR FORCE: Submarine pens and shipping in Marseilles harbor were attacked by long-range fighters. Good coverage of the target was obtained.

LONDON, ADMIRALTY: The Board of Admiralty regrets to announce the loss of the destroyer HMS *Huruwha*.

5 DECEMBER

Pacific Fleet Press Release

Nine enemy planes bombed the Tarawa airdrome on the night of 3 December (west longitude date) causing minor damage. Three men were slightly wounded.

On the morning of 4 December an enemy plane dropped four small bombs on Makin, causing no damage.

A Navy search Liberator, Fleet Air Wing 2, was attacked near Mille 3 December by several Zeros. Our plane destroyed one Zero, damaged two others.

Pacific Fleet Press Release

A force of Seventh Army Air Force Liberators bombed Mille atoll 4 December (west longitude date). Fifty tons of bombs were dropped, starting several fires and destroy-



Arrows indicate Italian coastal points bombarded by British warships as reported in communique of 28 and 29 Nov. and 1 and 5 Dec.



Arrows indicate Jap-held shores shelled by U. S. light naval forces as reported in communique of 1 Dec.

ing one medium bomber on the ground. No enemy air interception was encountered. All our planes returned, although they were slightly damaged by antiaircraft fire. Three men were slightly wounded.

Another group of Liberators of the Seventh AAF raided Nauru on 4 December. An oil dump was set afire. There was no interception, although three enemy planes departed the area as our planes arrived. All our planes returned. One was slightly damaged by antiaircraft fire.

ALLIED HEADQUARTERS, ALGIERS: During the night of 1-2 December British destroyers bombarded the enemy in the Minturno area, in support of the Fifth Army. The return fire from the shore was ineffective.

LONDON, AIR MINISTRY: Aircraft of the Coastal Command and of the U. S. Navy inflicted severe loss on U-boat packs which recently attacked three Atlantic convoys. Covering a period of eight days, six of fifteen U-boats attacked are known to have been sunk.

On the first day, aircraft sweeping from Iceland attacked three U-boats near the convoys. Soon after dawn of the second day another U-boat was attacked but bad weather made it impossible to observe results. Later a Navy Ventura sighted another U-boat and straddled it with bombs. It lost way, settled and sank, leaving about 30 survivors in the water. Two hours later a Liberator attacked another submarine. When depth charges exploded beneath it it sank stern first, leaving about 25 survivors in the water.

Another Liberator signaled that it was attacking a U-boat but no further reports were received and this aircraft and crew are missing.

Early on the third day a Hudson attacked a U-boat which sank, leaving an oil slick and debris.

Later, a third convoy was threatened by a concentration of U-boats and on the sixth day a Liberator attacked a surfaced U-boat near this convoy. An hour afterward the Liberator renewed the attack and the submarine, which had resurfaced, went down stern first, leaving bodies and wreckage in the water.

The Liberator then sighted another U-boat. A second Liberator of the same squadron was brought to the scene and the sub was attacked, but it crash-dived and the results were not observed. An hour and a half later at the same position the second Liberator joined a third Liberator attacking a surfaced sub, probably the same one. Both attacked with depth charges and the U-boat crew came out on deck and inflated their dinghies. A fourth Liberator arrived in time to see the sub destroyed, leaving 20 survivors.

Still later on the sixth day a Sunderland of the RCAF attacked a U-boat and saw it sink, leaving debris and 15 survivors.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Bismarck Sea: An 8,000-ton enemy transport south of Cape Matanalem was bombed and damaged . . . **New Guinea:** A 1,500-ton enemy vessel was hit by our planes off Hermit Island, silencing deck guns and leaving it out of control . . . **Hansa Bay:** Barges and luggers were strafed and burned . . . **Bougainville:** Barges and installations were attacked and destroyed by our medium units.

CAIRO, MIDDLE EAST AIR: During the last week our aircraft made a number of sweeps against enemy shipping in the Aegean. Yesterday a large sailing vessel was

hit and there were several successful attacks on coastal shipping. Previously, two supply ships were left smoking and the crews were seen to abandon ship.

From these and other operations one of our aircraft is missing.

(On 6 December the Russians accused the Nazi "scoundrels" of shelling noncombatants in Leningrad purely out of spite for military failures against the city. The Russians asserted that it is "well known" that there are now no military objectives at Leningrad.—ED.)

6 DECEMBER

Navy Department Communique

No. 489

Pacific and Far East

1. U.S. submarines have reported the sinking of 11 enemy vessels in operations against the enemy in waters of these areas, as follows:

Sunk: One large tanker, nine medium freighters, one small freighter.

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

Pacific Fleet Communique

1. Strong carrier task forces attacked the Marshall Islands on 4 December (west longitude date).

2. Due to the necessity for radio silence details are not yet available.

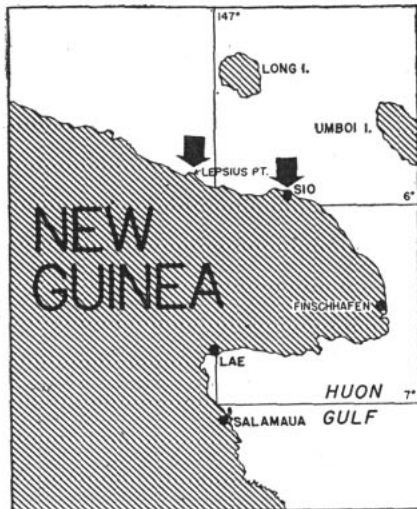
LONDON, ADMIRALTY: His Majesty's submarines continue the offensive against German shipping in the Mediterranean. An escorted supply vessel was sunk off Samos and another torpedoed while in harbor in Monemvasia Bay. . . 14 small supply ships, most of which were carrying ammunition, were sunk elsewhere in the Aegean. . . A submarine successfully bombarded warehouses and stores on the island of Naxos and sank a floating dock being towed in that area. . . Off Toulon a tanker was hit by a torpedo. . . A large landing craft laden with motor transport was torpedoed and sunk in the Gulf of Genoa.

ALLIED HEADQUARTERS, ALGIERS: On the afternoon of 2 December two British destroyers bombarded the coastal road between Pescara and Guilianova. . . On the night of 2-3 December two destroyers shelled Ancona and Benedetto. Three coastal craft were sunk in the same area and three others damaged. . . In the early hours of 3 December other destroyers sank an enemy merchant vessel in the Central Adriatic.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Rabaul*: Torpedo bombers scored a hit on a 6,000-ton freighter which burned fiercely. . . *Cape Hoskins*: Five loaded barges and a boat were strafed and destroyed west of Open Bay. . . *Huon Peninsula*: Our light naval craft at night sank one and probably two enemy barges and destroyed two others at Lepsius Point.

7 DECEMBER

CAIRO, MIDDLE EAST AIR: A large refueling launch at Santorin Island in the Eastern Aegean was attacked by our fighters



Arrows locate night attacks by Allied light naval forces as reported in communiques of 30 Nov. and 6 Dec.

yesterday. A flash was followed by a sheet of flame and the oiler was burning fiercely when our aircraft left.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Dutch New Guinea*: A 1,500-ton vessel was bombed in Sekar Bay. . . A coastal vessel loaded with fuel was bombed off Kaimana. It exploded and burned. *New Guinea*: Off Huon Peninsula our light naval units destroyed eight large rafts loaded with supplies.

8 DECEMBER

Pacific Fleet Communique

1. Our carrier task forces which attacked enemy installations on Kwajalein and Wotje atolls on 4 December 1943 (west longitude date) destroyed 72 planes in the air, strafed and burned an undetermined number of medium bombers on the ground and destroyed or damaged various ground installations on Kwajalein, Ebeye, Roi and Wotje Islands.

2. At Kwajalein they sank two light cruisers, one oiler and three cargo transports and damaged one troop transport and two cargo transports.

3. At Wotje one cargo transport was damaged.

4. Our forces, under Rear Admiral Charles A. Pownall, USN, successfully fought off vigorous, prolonged aerial and torpedo bombing attacks. Of one group of seven torpedo planes, six were destroyed by anti-aircraft fire.

5. One of our ships suffered minor damage. Our aircraft losses were light.

(A Japanese broadcast for home consumption 8 December made further ridiculous claims as to American losses. Deaths were put at more than twice the total of all American casualties in all theaters of war. Navy officials also laughed at the Jap claim of 31 U.S. battleships sunk or put out of action. Latest figures place our battleship strength at 22 with the USS *Arizona* the only one admittedly lost.—ED.)

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Gasmata*: Our long-range fighters strafed the jetty at Waitavalo in Wide Bay. . . *Arawe*: Our medium units again attacked barge hideouts and targets of opportunity at sea and along the coast. . . *Buin*: Night patrols bombed and strafed Kahili airdrome.

LONDON, ADMIRALTY: The Board of Admiralty regrets to announce the loss of the destroyer HMS *Dulverton*.

9 DECEMBER

Navy Department Press Release

Navy search planes of Fleet Air Wing 2 made the following raid in the Southern Marshalls 8 December 1943:

A Ventura bomber strafed installations at Mille in the face of heavy automatic weapon fire without damage to our plane.

Three Zeros attacked one of our Liberators near Mille with no damage; another Liberator raided and strafed facilities at Jaluit, sinking a patrol boat and probably sinking a medium freighter and two small cargo boats.

Pacific Fleet Communique

1. Strong forces of the Pacific Fleet attacked Nauru Island with carrier aircraft and ship bombardment on 8 December (west longitude date). Further details are not yet available.

2. Liberators of the Seventh Army Force, which raided Taroa airdrome installations on the morning of 7 December, were intercepted over Maloelap by eight enemy fighters. One fighter was shot down. Our planes suffered only slight damage.

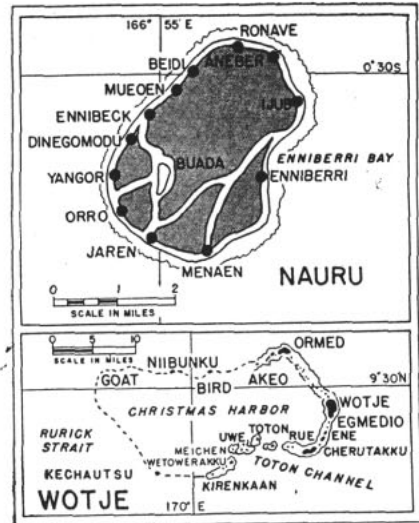
3. A Liberator of this same force also bombed Mille during the same sortie.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Kavieng*: Three loaded barges were destroyed off Cape Clemens and three more probably were sunk. . . *Cape Gloucester*: Our light naval units sank an enemy torpedo boat off Arawe. . . *Uligan Harbor*: Our pair patrol strafed and damaged six enemy barges. . . *Huon Peninsula*: Our light naval units destroyed four barges at Singor. . . *Kieta*: Our light naval craft effectively attacked four loaded barges in Torau Bay.

10 DECEMBER

Pacific Fleet Press Release

Liberators of the Seventh AAF made late afternoon raids on Jaluit and Mille on 8 December. More than 40 tons of bombs were dropped in the target area at Jaluit.



Two targets of the carrier task force attacks reported in communiques of 6, 8, 9 and 12 Dec.

There was no enemy aircraft interception and none of our planes was damaged by anti-aircraft fire.

At Mille our planes were intercepted by ten Zeros, two of which were probably shot down. Several of our planes received minor damage. One man was wounded.

LONDON, ADMIRALTY: During an offensive sweep off Ijmuidin, Holland, our light naval forces encountered an enemy convoy of four merchant ships escorted by four E-boats and armed trawlers. His Majesty's ships scored hits with torpedoes on one supply ship. When last seen its bow was protruding from the sea and the escorts were picking up survivors. . . The Admiralty regrets to announce the loss of the minesweeper HMS *Hebe* in another operation.

CAIRO, RAF: Fighters and bombers carried out extensive sweeps against enemy shipping and supply lines in the Eastern Aegean. A small vessel was left burning at Porto Largo. Strikes were scored on two E-boats south of Samos. A number of sailing vessels were attacked and left sinking.

11 DECEMBER

Pacific Fleet Press Release

Liberator bombers of the Seventh Army Air Forces which dropped more than 15 tons of bombs on Mille on 9 December (west longitude date) were attacked by approximately 20 Zeros. Four Zeros were shot down, three were probably shot down and one was damaged. We suffered only slight material damage with a few men wounded. Two Zeros dropped six aerial bombs at our planes without damage.

12 DECEMBER

Pacific Fleet Press Release

Our battleships and carriers which bombarded Nauru Island on 8 December (west longitude date) started large fires throughout the target areas and destroyed nine planes on the ground and one in the air.

We lost two aircraft. One of our destroyers received one hit from shore batteries, suffering minor damage.

A Navy search Liberator of Fleet Air Wing 2 strafed a medium cargo transport and its escorting patrol vessel near Jaluit 10 December.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Huon Peninsula*: Our fighters destroyed two barges and a launch off Lepsius Point. Our light naval forces sank two barges and damaged three others off Blucher Point. . . *Kavieng*: Our night reconnaissance units sank an 8,000-ton enemy freighter near Dyaul Island with three direct hits. . . *Sio*: Our naval craft on patrol destroyed 10 enemy barges near Reiss Point. Our heavy bombers dropped 42 tons of bombs on the barge and supply base at Namabariwa.

LONDON, AIR MINISTRY AND ADMIRALTY: Strong concentrations of U-boats which gathered in the North Atlantic recently to make a major attack on Allied shipping were decisively defeated by forces of His

Majesty's ships and aircraft in the Coastal Command working in closest cooperation (see Communique of 3 December).

13 DECEMBER

Pacific Fleet Press Release

Heavy bombers of the Seventh Army Air Force attacked Emidj Island, Jaluit atoll, on 12 December (west longitude time) dropping approximately 50 tons of bombs on shore installations and on a cargo transport in the lagoon. Damage to our planes from anti-aircraft fire was negligible. None of our personnel was wounded.

14 DECEMBER

CAIRO, MIDDLE EAST AIR: At Santorin harbor in daylight yesterday a sailing vessel was hit by U. S. medium bombers and a large coastal vessel was left sinking at Stampalia. A direct hit on a small motor ship was also scored in the same area of the Aegean Sea.

During the night of 13 December, RAF heavy bombers attacked harbor installations at Suda Bay, Crete.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—*New Guinea*: In the Huon Peninsula area our light naval units sank three enemy barges near the Sanga River and destroyed nine more off Reiss Point . . . *Bougainville*: At Empress Augusta Bay one of our naval units bombarded targets in the Java-Mawaraka area . . . *New Ireland*: One of our night reconnaissance units sank a 4,000-ton enemy cargo vessel off Cape Maragu.

15 DECEMBER

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—*New Ireland*: Off Kavieng one of our night reconnaissance units scored two hits with 1,000-pound bombs on the stern of an enemy heavy cruiser . . . another unit set fire to an enemy barge.

New Guinea: Our light naval craft on patrol in Vitiaz Strait sank an enemy barge . . . *Solomon Islands*: Off Lulual Point our light naval units sank an enemy barge and damaged two more in Torau Bay . . . in the Buka area a troop barge was sunk off Sorum.

16 DECEMBER

Pacific Fleet Press Release

Heavy bombers of the Seventh American Air Force struck Taroa and Wotje in the Marshalls 15 December (west longitude time) dropping more than 40 tons of bombs and damaging installations on both islands.

At Taroa, where damage was inflicted on buildings and storage spaces, our bombers were attacked by 30 enemy fighters. Two Zeros were shot down, eight probably were shot down and eight others were damaged. One of our planes was lost and several others suffered damage. One crew member of another of our planes was killed. At Wotje, where fires were observed as a result of the bombings, none of our planes was damaged.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—*New Britain*: We have seized a coastal section of South New Britain. In a combined operation of land, sea and air forces, our ground forces landed at Arawe. The enemy's surprise was complete and his resistance quickly overcome. The landing was preceded and covered by successful naval and air bombardment. Later, enemy fighters and bombers attacked our naval craft and beachheads but were driven off with the loss of two planes. We lost no shipping or planes and our ground losses were extremely light. The operation insures the surface command of Vitiaz Strait and its contiguous waters.

Timor: Two 5,000-ton enemy transports were strafed and bombed together with an escorting destroyer, all loaded with troops and ammunition. The transports were left stationary and burning. The destroyer probably was damaged. A small merchant vessel was sunk at Vila de Liquica.

Huon Peninsula: An air patrol strafed 10 enemy barges between Sidor and Sio. . . *Dutch New Guinea*: A coastal vessel and several barges in Macluer Gulf were strafed. . . *Empress Augusta Bay*: Our light naval units off Cape Moltke were ineffectively attacked by enemy aircraft.



Small arrows locate actions by Allied light naval forces reported in communique of 9 and 12 Dec.

17 DECEMBER

Navy Department Communique

No. 490

Pacific and Far East

1. U.S. submarines have reported the sinking of eight enemy vessels in operations against the enemy in waters of these areas as follows:

Two large transports, two large tankers, three medium freighters, one small freighter.

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

Pacific Fleet Press Release

Army Liberators of the Seventh Air Force raided Wotje at dusk on 15 December (west longitude date) scoring numerous hits on airdrome installations.

LONDON ADMIRALTY AND AIR MINISTRY: U-boats which were operating . . . in the vicinity of the North Atlantic recently were subjected to such relentless assaults by an escort group of the Royal Navy and by aircraft of the Coastal Command that the enemy was prevented from launching even one attack against valuable west-bound convoys.

ALGIERS, UNITED NATIONS: On the night of 14-15 December British destroyers in the Eastern Adriatic attacked an enemy tug and lighter off Catara. The tug is believed sunk and the lighter damaged. . . A small enemy vessel was sunk off Civitanova. . . Light aircraft hit a number of enemy ships off the coast of Italy.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—*New Britain*: At Banbua Bay our long-range fighters sank two barges and destroyed three more at Cape Hoskins. . . Our light naval units destroyed a four-engined flying boat off the coast of Gasmata. . . *Timor*: Off Lautem our long-range fighters scored eight direct bomb hits on a 4,000-ton transport, destroying it. A supply laden barge also was sunk. . . *New Guinea*: Near the Hermit Islands our air patrols bombed and sank a 2,000-ton enemy tanker. . . Five barges were destroyed and 12 more damaged between Sio and Lepsius Point.

18 DECEMBER

ALLIED HEADQUARTERS IN NEW GUINEA—*New Ireland*: Our heavy units bombed Namatani airdrome and sank a troop-laden barge off Porpop. . . In the Vittu Islands our heavy units sank a 2,000-ton enemy tanker west of Mundua. . . A fighter patrol destroyed four enemy barges at Kelanao harbor and four others at Reiss Point.

LONDON, ADMIRALTY: The admiralty regrets to announce that HMS trawler *Rysa* has been lost.

TOKYO, *Japanese broadcast*: "Our garrison intercepted and is presently continuing heavy fighting against the enemy which landed in the vicinity of Cape Merkus, New Britain. The Imperial Naval Air Force intercepted an enemy convoy at dawn 15 December off Cape Merkus with the following results:

"Sank one large transport and three small transports and more than 30 landing barges; damaged one large cruiser, which probably sank, and one small transport. These transports were all sunk with full loads of troops. Our losses consisted of

three planes not yet returned to base.

"The Imperial Naval Air Force intercepted and shot down 18 of approximately 40 planes which attempted to bomb Rabaul 17 December. Our losses consisted of two planes not yet returned."

19 DECEMBER

Pacific Fleet Press Release

Army fighters and light bombers of the Seventh Air Force which attacked Mille during the morning of 18 December (west longitude time) destroyed six Zeros on the ground and damaged two others. Our planes encountered no air opposition. Two of our planes suffered minor damage from anti-aircraft opposition.

On 16 December Navy search Liberators of Fleet Air Wing 2 strafed a small vessel southeast of Kwajalein and attacked a ship and shore installations at Ebon atoll.

On 17 December a Navy Liberator while on a search mission bombed three small transports near Jaluit, two of which were possibly sunk.

Moscow, *Russian broadcast*: In the Barents Sea an enemy transport of 7,000 tons displacement was sunk.

During the morning of 19 December Army fighters bombed and strafed Mille and destroyed one medium bomber and two Zeros on the ground. Eight Zeros attacked our formation. One was shot down. Heavy machine-gun fire was encountered. We lost two planes. Army heavy bombers again raided Mille at noon on 19 December, dropping about 30 tons of bombs. An intercepting fighter slightly damaged one of our aircraft.

During the night of 18 December a Catalina search plane of Fleet Air Wing 2 bombed and set afire a large transport at Kwajalein. Enemy planes dropped three bombs at Tarawa before dawn, causing no damage.

CHUNGKING, *14th Army Air Force communique*: Mitchell bombers of the Chinese-American Wing on a sea sweep over the South China Sea attacked a 4,000-ton freighter. Five direct hits left the ship listing badly. The bombers also severely damaged a 1,700-ton tanker. Other Mitchells sweeping the Tonkin Gulf damaged a 1,500-ton schooner.

20 DECEMBER

ALLIED HEADQUARTERS, ALGIERS: A variety of harbor and shipping targets, both in the Adriatic and off the west coast of Italy, were attacked. They included Pasman Island, Split and Civitavecchia.

ALLIED HEADQUARTERS IN NEW GUINEA—*Huon Peninsula*: Our fighters, in a series of patrols, destroyed two enemy barges at Kelana, three at Vincke Point and strafed targets of opportunity. . . Our light naval units destroyed nine enemy barges off Reiss Point and one off Wallingai. . . *Duka area*: Our light naval units at night sank two enemy barges off the coast. . . *Kieta*: Our fighter patrols strafed and damaged five barges at Dumanuma.

Pacific Fleet Press Release

On the afternoon of 18 December (west longitude date) Army planes of the Seventh Air Force attacked airdrome installations at Mille atoll and were intercepted by four Japanese fighters. One enemy fighter was shot down, another possibly destroyed. Several of our planes were damaged.

The Salute

(Continued from page 23)

Vehicles. Enlisted men and officers salute all senior officers riding past in vehicles. While passengers in a vehicle, naval personnel both render and return salutes, as may be required. As driver of a vehicle, one is obligated to salute if the vehicle is at a halt, but it is not necessary for him to salute while the vehicle is in motion if to do so would endanger the safety of the occupants.

When in doubt. As a matter of fact, in practically every case where uncertainty exists, regardless of grade, the only rule to follow is to render the salute. It is far better to salute, even if in doubt as to the necessity for so doing, than to be thought ignorant of the rules of one of the most essential and elementary requirements of your profession.

When NOT to salute

When uncovered.

In ranks, when addressed (come to attention only).

On work detail (however, man in charge of detail salutes).

When engaged in athletics.

Assembled for recreation or entertainment.

When carrying articles with both hands (or otherwise so occupied as to make saluting impracticable).

In action or under simulated combat conditions.

When a member of the guard engaged in the performance of a duty which prevents saluting.

In public conveyances.

In public places where inappropriate.

At mess. (If addressed, sit at attention).

When working on the ship's side.

As troops on service of security.

At oars in a pulling boat.

HOW do you salute?

Since attention is the proper position of a military man, you should always be at attention when saluting, except of course when walking.



—Flight (NAS, Grosse Ile, Mich.).

"Well, Mac, start explaining."



—Ford Islander (NAS, Pearl Harbor, T. H.).

"My gawd! There's a woman in the barracks!"

The right hand is raised smartly until the tip of the forefinger touches the lower part of the headgear or forehead above and slightly to the right of the right eye.

Thumb and fingers are extended and joined.

The palm is turned slightly inward until you can just see its surface from the corner of your right eye.

The upper arm is parallel to the ground, the elbow slightly in front of the body.

The forearm is inclined at 45°.

The hand and wrist are in a straight line.

Head and eyes are turned toward the person saluted.

You complete the salute (after it is returned) by dropping the arm to its normal position in one sharp, clean motion, at the same time turning the head and eyes to the front.

Execute the first position of the hand salute when six paces from the person saluted, or at the nearest point of approach, if more than six paces. (30 paces is generally regarded as maximum saluting distance.)

Hold the first position until the person saluted has passed or the salute is returned.

Then execute the second movement of the hand salute.

Never salute in a casual, perfunctory manner.

Never salute at double time. Slow down to a walk for the salute.

Types of salute

The main types of salute are four: (1) the hand salute, (2) the rifle salute, at order arms; (3) the rifle salute, at right shoulder arms, and (4) the rifle salute, at present arms. Other types of salute are the pistol salute, and "eyes right" (done by men in ranks, when passing in review).

The hand salute, under naval custom, is accompanied by a word of greeting: "Good morning," "Good afternoon," "Good evening," according to the time of day. Juniors add a "sir" to the greeting.

Common errors in saluting

Most of the errors observed salutes are attributable to the attitude of the saluter, although others are caused either by ignorance, inadequate training or carelessness. The desire to give a crisp, good salute will generally result in one. Faults to watch for are these:

Casual or perfunctory salute.

Generally sloppy salute.

Saluting on the double.

Holding the arm awkwardly high.

Letting it sag too low.

Avoiding the gaze of the person saluted.

Attempting to avoid salute altogether.

Saluting with pipe, cigar or cigarette in the mouth or in the hand.

Waiting too long to begin the salute (point of the six-pace minimum is to give the person saluted time to recognize it and to return it).

Bowing the head as the salute is given.

Dropping the salute before it has been returned.

(For a look at how others appear in THEIR non-military salutes, see pages 22-23.)

Some differences between Army and Navy customs

In general there is little difference between the customs of the two services, but a couple of points do stand out.

Naval personnel never salute when uncovered; Army personnel do.

Naval custom permits saluting with the left hand when a salute cannot be rendered readily with the right hand; Army custom holds to the use of the right hand.

The use of the word of greeting to accompany the salute is a Navy custom, although some Army personnel also follow it.

In almost all other respects, the two services have pretty much the same

How Did It Start?

In the olden days, the aide-de-camp of a knight carried on his shoulder



ropes and pegs for tethering the knight's horse. Thus aiguillettes, the gold shoulder braid worn today by senior naval officers' aides, came into being. Another tradition has it, that the aiguillette was originally the rope carried on a provost marshal's shoulder and used for hanging the condemned. [If your version differs, send it in.—ED.]

regulations covering all customary situations.

Answers to saluting questions

The following are the answers to the questions printed on pages 18-19:

1. When awarding him a decoration or citation.
 - a) Staff. Line has precedence.
 - b) Unless she is staff, he salutes first, being a gentleman. As a gentleman, he *may* salute first, even though she *is* staff.
 - c) Nurse. She is staff (see above).
 - d) Ashore Navy salutes first; afloat, Army. This is an exchange of courtesy, rather than a regulation.
 - e) As in (d) above.
 - f) Nurse.
 - g) Marine. Line has precedence.
 - h) Marine, as in (g) above.
 - i) Simultaneously if both are line. In wartime, the two services are one.
 - j) As in (b) above.
3. If he is in formation, he does not salute at all, but just comes to attention. If not in formation, he salutes at beginning and end of conversation.
4. When engaged in the performance of a duty which prevents saluting.
5. Lieutenant commander. The lieutenant cannot salute first as he must wait upon the pleasure of his senior officer. Therefore the lieutenant commander, upon approaching, renders the salute to the commander. The commander returns the salute, and the lieutenant also salutes at the same time.
6. Yes, for men in ranks passing in review.
7. They salute mutually, but in any case there should be no hesitation on the part of either, or delay in rendering the salute.
8. When overtaking a senior.
9. The national anthem and the national ensign.
10. They wait upon the senior, and salute with him.
11. No.
12. Yes, as in question 1, if the junior is receiving a decoration.
13. No.
14. Officially no, but yes by courtesy under proper circumstances.
15. A few are: Hand; rifle (order arms); rifle (right shoulder arms); rifle (present arms); pistol salute; "eyes right".
16. Yes.
17. The naval officer may, the Army officer does not.
18. Yes.
19. No. He should uncover before reporting.
20. The warrant officer salutes all the others; the midshipman and aviation cadet return his salute, salute each other mutually, and each render a salute to the commissioned warrant officer. The latter returns the salutes of all.

Guadalcanal Veteran Sorry He Wasn't In Better Condition

"I wish to God they had been twice as tough in conditioning me. . . ."

So writes a naval doctor who had once "crabbed and griped" when he was put through a rigorous physical-fitness program before being assigned abroad. Why did a *doctor* need all that conditioning?

But he didn't gripe about his physical condition after he got over, and found himself with the Marine group which invaded Guadalcanal. In an article forwarded to the director of training, First Naval District, he describes the necessity for a toughened, hardened physical constitution for anyone engaged in modern warfare:

"Only men who had been well-conditioned and were in good physical shape could stand up under the gruelling conditions which existed at the time of the landing and the following days.

"The tropical diseases were rampant and those in *poor physical condition* picked these up more rapidly, necessitating evacuation, in some cases, out of the area.

"A few men from time to time broke under the strain. It was always those who were in poorer physical shape.

"It finally came my turn to be evacuated and then it was that I wished I, personally, had been a *tougher, better physically conditioned officer* than I was. . . . I am firmly convinced that an even more strenuous program of physical toughening and hardening will pay dividends in fewer men being evacuated. . . .

"Throughout days and nights we were subjected to repeated bombings and attacks. This meant long hours of work and lack of sleep. . . . We had an improvised surgery in a tent on the shore. . . . All our work was done in the light from flaming ammunition and gasoline. Even if we had had electric lights we wouldn't have turned them on as the Japs were still over us. . . . My chief pharmacist's mate was wounded. . . . My corpsmen did not flinch once although under fire for the first time.

"Two corpsmen circulated among the fighting men, taking their pulses and looking for signs of shock. . . . Plasma in infusions were given. Some of the boys had three and four during the first 24 hours.

"During the trip to New Caledonia the less toughened and hardened individuals began to show signs of weariness and neurotic symptoms. . . . With men sleeping in three-tier pipe berths down to the third and bottom holds, disease would have been rampant if they had already not been in good physical condition. . . . Under these trying conditions personal hygiene is an absolute necessity, although twice as difficult to accomplish.

"If I had my training period to live over again, now that I have come back from the Solomons, I would spend all available time in strengthening and conditioning myself.

"To you officers and men who would better serve your country at home and on foreign soil, prepare yourselves to be physically able to do so! Regardless of hardships involved, the end justifies the means!"

Conferences

(Continued from Page 33)

sons—only 75,000,000 of whom are Japanese.

Japan now holds 604,456 square miles—only 148,000 of which are Japanese.

Therefore, to be won and restored (see map) are:

Formosa and the Pescadores, ceded to the Japs after the 1894 war with China; Korea and Sakhalin, annexed following the 1905 defeat of Russia; the Marshall, Caroline and Marianna Islands, totaling 623, grabbed from Germany at the start of World War 1 and ceded to Japan at Versailles; the Manchuria territory, overrun in the 1931 attack on China; the coastal and inland sections of China, occupied since

the "incident" which started in 1937; the Philippines, French Indo-China, Thailand, Malaya and the Indies, which fell to advancing Jap hordes after Pearl Harbor.

That the blows which will break apart this empire must come from many directions is acknowledged by all United Nations military leaders. No one can say at this point how many segments of this empire will have to be taken piecemeal before Japan itself will fall and shatter loose its conquests.

However, the Cairo conference made one thing even clearer than it has been: we have to get to Tokyo the fastest and best way. We've got business there—remembering Pearl Harbor by dismembering Japan.

And the American Navy, with that kind of business, can be counted upon to do more than its part.

U-Boats

(Continued from Page 28)

Crockett's bombs landed off the port quarter of the sub, shaking it so severely that all antiaircraft fire ceased momentarily.

As the plane started its second run, a shell from the sub ruptured a gas line between the hull and the wing tank. Fire broke out inside the starboard wing and smoke poured through the plane. While two crewmen were still fighting the fire, Lieutenant Crockett pressed home his bombing attack. There was a tremendous explosion about 50 feet from the stern of the U-boat, which began to settle by the stern even more than formerly, until its bow pointed out of the water.

In the meantime, the fire in the wing had been brought under control, and Lieutenant Crockett decided to circle the disabled sub while waiting for a chance to use his one remaining bomb. He had radioed his base for help soon after sighting the sub.

A Navy blimp, returning to its base from an antisub patrol, had heard Lieutenant Crockett's message and headed for the scene, even though it was short of fuel. Lt. (jg) Wallace A. Wydeen, USNR, pilot of the blimp, hoped to be of some assistance in making a further attack, directing additional planes to the area, and in searching for possible survivors from Lieutenant Matuski's plane.

While proceeding to the area, the blimp was overtaken by a shore-based Ventura, piloted by Lt. (jg) Theodore M. Holmes, USNR, who warned Lieutenant Wydeen of the heavy antiaircraft fire he could expect.

When the Ventura arrived at the scene about an hour later, Lieutenant Crockett assumed command of the battle. Ordering the Ventura to deliver a bomb attack from astern while he machine-gunned the sub's forward deck, the planes started simultaneous approaches. The antiaircraft fire abruptly ceased as the two planes swept down. The Ventura's bombs seemed to have straddled the sub, which was knocked beneath the surface. Fifteen seconds later it bobbed up like a cork.

For the next 2½ hours both planes circled the sub while awaiting reinforcements. The Ventura had expended all its bombs. By this time the blimp had arrived and Lieutenant Wydeen was anxious to deliver an attack. However, Lieutenant Crockett believed the U-boat's firepower was too lethal to risk the blimp, and he directed it to serve as observer, watch for disabled planes, and direct other aircraft to the scene. After assisting for several hours, its fuel supply virtually exhausted, the blimp departed for its base. En route it made a forced landing and the ship was lost, although the crew was saved.



—Beelines (NCTC, Williamsburg, Va.)

Nearly five hours after the initial attack, Lt. (jg) John W. Dresbach, USNR, arrived in another Mariner. It was arranged that Lieutenant Crockett would strafe the sub from the port bow, Lieutenant Holmes from the starboard bow, while Lieutenant Dresbach made a bombing run from astern. Despite the hail of lead, U-boat gun crews kept their fire on Lieutenant Dresbach and as he reached the bomb release point he was shot through the chest and shoulder. Before losing consciousness Lieutenant Dresbach released his bombs. As Lt. (jg) Oren R. Christian, USNR, second pilot, took over the controls he looked back and saw the bombs explode 30 feet astern of the U-boat. (In reporting the attack, the Squadron Commander praised Lieutenant Dresbach's action in completing the execution of his bombing run as his last conscious act as being "in the highest tradition of the naval service.")

Lieutenant Christian made another bombing run from high altitude that went wide of the mark. Then, his pilot mortally wounded, the instrument panel shot up and 14 holes in the plane, Lieutenant Christian started for his base.

During this attack another Mariner had arrived, piloted by Lt. Comdr. Robert S. Null, USNR, and another attack similar to the previous one was arranged by Lieutenant Crockett. He and Lieutenant Holmes swept the port and starboard bows of the sub, while Lieutenant Commander Null came in from astern. His bombs were dropped prematurely and did no damage. A second bombing run likewise was ineffective.

Running short of fuel, Lieutenant Holmes left for his base but his place on the team was filled by an Army B-18, piloted by 1st Lt. Milton L. Wiederhold, USAAF. Darkness prevented the B-18 from making bombing attacks, although four flares were dropped in an attempt to locate the sub.

Soon afterward another Mariner, piloted by Lt. Comdr. Ross R. Jester, USNR, arrived to relieve Lieutenant Crockett.

At about 2300 the U-boat was located again, dead in the water. Lieutenant Wiederhold attacked and observers on the Mariner saw large

explosions close aboard the port beam of the sub.

A destroyer which arrived on the scene at dawn found a number of submarine crewmen floating on the water. More than 40 of the Germans were rescued and are now prisoners.

The survivors said the first attack, by Lieutenant Matuski, had so damaged their ship that it was unable to submerge. Subsequent attacks had opened various seams, and for ten hours the Germans had been fighting desperately with their deck guns, knowing that escape was impossible, that the sub was out of control and gradually flooding. About midnight their battered U-boat had flooded completely and had sunk.

Gilberts

(Continued from Page 11)

That we are losing little time in processing the atolls for an air armada of our own became evident while the bloody Tarawa battle was still raging. Navy Seabees were put ashore and set to work on the battered airfields. One of these fields was used by our planes even before the atoll actually was wrested from the enemy. An Army officer, watching the Seabees, was moved to exclaim:

"Those fellows are the best thing developed in this war. They're all working in their own specialties and the things they do are just short of miraculous."

The Gilberts were the first coral atolls which the synchronized, combined forces of Army, Navy and Marines had attempted to capture. The physical differences between invasion of such atolls and the invasion of Guadalcanal were many. A new technique had to be developed on the spot. Yet never, not even in the successful Sicily and Italy landings, have the three branches of America's armed might worked so smoothly and efficiently as a unit. Said Gen. Julian Smith:

"The marines couldn't have done it without the Navy bombardment."

There was one point in the battle, naval leaders later admitted, when the sinking of one transport might have turned the tide of the entire campaign. As it was, Marine and Army reinforcements were successfully landed. And the marines, once landed, had only one objective. They would take and they would hold.

Even when, at one point, the bodies of 105 marines could be counted in a space covering 20 yards, there was no retreat.

The grizzled Gen. Holland Smith, surveying this carnage, was asked by correspondents for a comment on the battle.

"Gentlemen," he said slowly, "it was our will to die. That will was stronger than steel or flame."

A Navy Bibliography

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—The Amphibian (Amphibious Training Command)

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Winter

(Continued from Page 30)

clean, well-constructed insulative clothing; (3) wind and water protection when required.

Protection of the hands and feet is more difficult than protection of other parts of the body, yet adequate provision must be made for them if your body is to be kept comfortable and if you are to carry out your duties. Here are some practical tips that Arctic explorers have found helpful:

THE FEET

1. Keep the feet dry. Foot coverings for use in temperatures above 0° F. and under wet conditions should be snug-fitting and waterproof. One or more pairs of woolen socks, preferably ribbed for greater elasticity, will take care of the little bit of perspiration that will come. Socks should be thoroughly dry before they are put on. As an outer foot cover the standard Navy arctic is satisfactory.

2. Under extremely cold, dry conditions (below 0° F. with a slight breeze) the job is not to keep moisture from entering the footgear but is rather to conduct moisture outside or facilitate the absorption of perspiration inside. Polar explorers and the Russians, Canadians, Eskimos and other northern peoples use dry-tanned leather, felt, burlap and similar materials. Most successful is the Eskimo mukluk. The sole and toe of the mukluk are made of a dry-tanned leather which remains flexible in the coldest weather; the upper, about twelve inches long, is of burlap. This is worn over two or more pairs of woolen socks, and between each pair is a felt inner-sole. You can get about the same results with G.I. high shoes and several pairs of woolen socks with felt inner soles.

3. Footwear should be large and roomy. Any tightness will cause a decrease in the blood circulation, and circulation, of course, is the principal means of maintaining body heat in the feet.

4. Feet freeze easily. As long as they can be moved easily and the sensation of cold is acute, freezing has not set in. If cramping prevents moving the toes, and if pain of great intensity lets up without good reason, the feet should be examined at once. Blood circulation can be restored by placing the frost-bitten or frozen parts next to warm flesh. *Never treat by rapidly heating near a stove, by placing in cold water, rubbing with snow, or any brisk, abrasive rubbing.* Such treatment tends to aggravate the condition and to injure the skin, thereby making it very easy for infection to set in. Frozen toes should be cupped in warm hands, and alternating gentle pressure and release of pressure should be ap-

plied after a normal circulation has been restored.

THE HANDS

Hands and fingers are sometimes more difficult to protect than any other parts of the body. Airplane pilots and gunners, for example, must have a high degree of flexibility in their fingers. A few minutes of exposure while taking an astral sight a -20° F. is sufficient to cause frostbite. Basic principles for protecting the hands are similar to those for the feet:

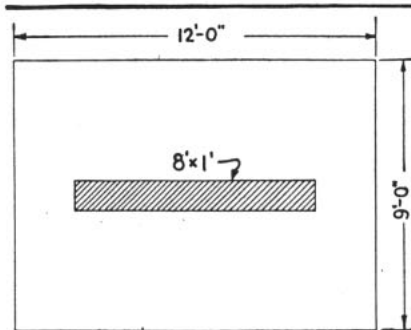
1. Avoid long exposure. Do not touch metal, snow or ice. Keep the wrists, palms and backs of the hands covered as much as possible.

2. Wear loose-fitting woolen mittens, with separate windproof coverings. Do not wear gloves that separate the fingers because radiation between the fingers is an important source of heat.

3. Chilled hands often are the result of overheating the rest of the body, or they may be caused by constriction which prevents proper circulation of the blood. Avoid garments that fit tightly around the upper arms or under the armpits where large blood vessels come near the surface.

4. Treat frostbitten or frozen hands as prescribed for the feet—that is, gently massage with warm hands to stimulate circulation, or place the hands on warm flesh under the armpits, between the thighs or on the abdomen.

5. Keep the hands and mittens as dry as possible because moisture increases heat loss. Changing to dry mittens when hands are wet and cold will immediately produce a feeling of warmth.



A Problem for the Ship's Carpenter

The linoleum in the officer's mess, measuring 9x12 feet, became badly worn in the center. Wishing to salvage as much as possible, the ship's carpenter cut from the center of the entire piece the worn portion, one foot wide and eight feet long, as shown in the diagram above. This he discarded. He then cut the remaining linoleum into two pieces which, when put together, formed a single floor-covering measuring 10x10 feet. How did he accomplish this without having any material left over and without leaving holes? (For solution, see p. 66.)

THE HEAD

1. Ears freeze quickly. Even in moderately cold weather, ear muffs should be worn even though the rest of head may be uncovered.

2. The back of the neck should be protected because of the vital sensory nerve cords and tendons which lie close to the surface. The temples, forehead and throat also must be protected.

3. The top of the head, when a normal amount of hair is present, will be safe without covering in temperatures as low as 0° F., provided the wind is not blowing. A light head covering, however, is always a good idea.

4. The chin will withstand a considerable range of temperatures, but if the wind is strong the chin requires protection just as do the nose and cheeks. The mouth and eyes are more difficult to protect. A complete face mask should be used in severe weather. The Navy winter helmet will protect practically all parts of the head.

5. You've got only one set of eyes, so treat them kindly. No matter how strong you think your eyes are, they are subject to snow blindness and perhaps permanent injuries unless you take care. Snow blindness is caused by glare on snow and ice, not only from light reflected directly by the sun but also from the diffused light when the sky is dark and overcast. Though actual blindness does not result, the condition is painful and very serious. Rubbing the eyes will increase the burning and stinging sensation. The only treatment is complete rest by wearing dark glasses, or, in severe cases, by bandaging the eyes.

To prevent snow blindness, dark glasses should be worn at all times. They should have shields to prevent glare from entering at the sides. The rims should not be made of metal as they might stick to the skin. Polaroid glass does not help because light is reflected from many different planes. The goggles that are issued with Navy winter clothing will do very well. If goggles or dark glasses are not at hand, you can make goggles of pieces of canvas or other heavy cloth, cardboard or even pieces of wood, with narrow slits for the eyes. Blackening the cheeks and nose with soot is helpful.

6. Freezing of the flesh about the face or head may happen so quickly that you won't notice it. At the moment of freezing a sharp pain shoots through the affected part and it suddenly turns white. There is an unwritten law in cold countries that each man will call attention to his companion's face whenever he sees these characteristic white areas.

Old Man Winter—with salt in his hair from the high seas or with snow in his beard from the Russian steppes—either can be your enemy or your ally. It's very much up to you.

MALAY: Short List of Words and Phrases

The following list, seventh in a series setting forth some useful words and phrases in languages common to areas in which the Navy is operating, is presented 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, and in October, German. The attention of naval personnel interested in the Navy language program is invited to the article, "Language Program Expanded," in the 15 March 1943 issue of the TraDiv Letter, p. 35.

Useful Words and Phrases

ENGLISH	MALAY	HOW TO SAY IT
All right	baik	bike
Be careful, boy	ati-ati djongos	ah-tee ah-tee jong-os
Be quiet	diam	dee-yahm
Be quick	lekas	luh-kas
Bring it here	bawah disini	bah-wah dee-see-nee
Bring me to the American consul	pigi kantor Konsol Amerika	pee-gee kah-n-tor konsol Ah-may-rec-kah
Don't	djangan	jahng-an
Don't do that	djangan bikin itoe	jahng-an bee-kin ee-too
Don't forget	djangan loepa	jahng-an loo-pah
Drive on	djalan teroes	jah-lan tuh-roos
Drive faster	djalan lebih lekas	jah-lan luh-bee luh-kas
Drive slowly	djalan pelahan-pelahan	jah-lan plahn-plahn
Get me tea	minta té	min-tah tay
Get me coffee	minta koppi	min-tah kop-pee
Get me fruit	minta boewah	min-tah boo-a
Get me a blanket	minta selmoet	min-tah suh-lee-moot
Get me a whisky and soda	minta split	min-tah suh-plit
Get me a bottle of beer	minta satoe botol bier	min-tah sah-too bot-tol bir
Get me something to eat	minta makan	min-tah mah-kahn
Give it to me	kasi sama saja	kas-see sah-mah sah-yah
Give me some more	kasi lagi	kas-see lah-gee
Go back to . . .	kembali di . . .	kombah-lee dee . . .
Go home	poelang	poo-lahng
Go on	teroes	tuh-roos
Good morning	slamat pagi	slah-maht pah-gee
Good evening.	tabeh	tah-bay
Good day.		
Goodbye.		
Have you a match?	ada korek api?	ah-dah kor-rek ah-pee?
How are you?	apa kabar?	ah-pah kah-bar?
How long will it take?	berapa lama bisa klar?	buh-rah-pah lah-mah bee-sa klar?
I don't understand	saja tida mengerti	sah-yah tee-dah meng-air-tee
I don't want any more.	saja tida maoe lagi	sah-yah tee-dah mow lah-gee
I want:	saja minta:	sah-yah min-tah:
writing paper	kertas toelis	ker-tas too-lis
ink	tinta	tin-tah
a pen	pen	pen
A match	korek api	kor-rek ah-pee
I want to go	saja maoe pigi	sah-yah mow pee-gee
Let go!	lepas!	lah-pas
Look out!	ati-ati!	ah-tee ah-tee!
Make haste!	lekas sedikit!	luh-kas suh-di-kit!
Man	orang	o-rahng
Never mind	tida apa apa	tee-dah ah-pah ah-pah
No	tida	tee-dah
Not so fast	pelahan-pelahan	plahn-plahn
Open the door	boeka pintoe	boo-kah pin-too
Open the window	boeka djendela	boo-kah juhn-del-lah
Thank you	terima kasi	tuh-ree-mah kas-see
That is enough	itoe tjoekoop	ee-too choo-koop
There is no more left	tida ada lagi	tee-dah ah-dah lah-ghee
Wait a moment	toenggoe sebentar	tung-goo suh-ben-tahr
Wait for an answer	toenggoe kabar	tung-goo kah-bahr
Wake me tomorrow at 6 o'clock	kasi bangoen besok pagi poekoel anam	kas-see bang-un besok pah-gee poo-kool ah-nam
What do you call that in Malay?	kaloe orang Malajoe bilang apa?	ka-loo o-rang Mah-lah-yoo bee-lang ah-pah
What is that?	apa itoe?	ah-pah ee-too?
What is this?	apa ini?	ah-pah ee-nee?
What is the price?	harga berapa?	har-ga buh-rah-pah?
	saja	sah-yah

Note on Pronunciation

The column indicating how to say the Malayan expression is an approximation. Nevertheless, a person who pays close attention to the pronunciation here should have no trouble in being understood on the Malay Peninsula, in parts of Sumatra or along the coasts of the entire Malayan Archipelago. The Malay "j" is pronounced *y* as in *yet*; "dj" as the *j* or the *dg* in *judge*, and "tj" as the *ch* in *church*.

Illnesses, Accidents, Wounds

I have a stomach ache	Saja ada sakit peroe	Sah-yah ah-dah sah-kit puh-root
I am sick	Saja sakit	Sah-yah sah-kit
Medicine	obat	o-baht
Fever	demam	duh-mahm
Bone fracture	patah toelang	pah-tah too-lang
Toothache	sakit gigi	sah-kit ghee-ghee
Wound	loeka	loo-kah
Malaria	demam	duh-mahm
What's the matter?	apa kena?	ah-pah kuh-nah?

Places to Go

Barber	toekang tjoekeer	too-kang choo-kur
Bathroom	kamar mandi	kah-mar mahn-dee
Beach	pinggir laoet	ping-gir lowt
Bed	tempat tidoe	tahm-pat tee-dur
Bedroom	kamar tidoe	kah-mar tee-dur
Book shop	toko boekoe boekoe	to-ko boo-koo boo-koo
Breakfast	makan pagi	mah-kahn pah-gee
Church	gereджа	guh-ray-jah
Custom house	kantor doeane	kahn-tor doo-ah-nay
Dinner	makan malam	mah-kan mah-lam
Doctor	toean doktor	too-an dok-tor
Garden	kebun	kuh-bon
Hospital	roemah sakit	roo-mah sah-kit
Hotel	roemah makan	roo-mah mah-kan
House	roemah	roo-mah
Market	pasar	pah-sar
Movies	bioscop	bee-os-cop
Office	kantor	kahn-tor
Outside	diloe-ar	dee-loo-ar
Police station	kantor pelisie	kahn-tor puh-tee-see
Post office	kantor pos	kahn-tor pos
Pharmacy	roemah obat	roo-mah o-baht
Railway	kereta api	kray-tah ah-pee
Shoe store	toko sepatoe	to-ko suh-pah-too
Tailor	toekang pakean	too-kang pah-kay-an
Telegraph office	kantor kawat	kahn-tor kah-wat
Theatre	komedi	kuh-may-dee
To bathe	mandi	mahn-dee
To sleep	tidoe	tee-dur
Town, city	kota	koh-tah
Train	kereta api	kray-tah ah-pee
Village	kampong	kahn-pong

Nautical

Below	dibawah	dee-bah-wan
Boat (ship)	kapal	kah-pahl
Boat (small craft)	sampan prahoe	sahm-pahn prow
Boat (native row-boat)	tambangan	tahm-bahng-ahn
Bridge	djembatan	jem-bah-tahn
Chain	rante	rahn-tay
First class	klas satoe	klahs sah-too
Flag	bandera	bahn-day-rah
Island	poelaoe	poo-low
Map	klas negeri	kar-too nay-guh-ree
To repair	bikin betoeal	bee-kin buh-fool
Sea	laet	lowt
Ship	kapal	kah-pahl
Shore	pinggir laoet	ping-gir lowt
Steamer	kapal api	kah-pal ah-pee
Second class	klas doewa	klas doo-wah
Third class	klas tiga	klas tee-gah
Wheel	roda	ro-dah
Wind	angin	ahng-gin
Deep	dalam	dah-lahm
Shallow	tohor	toh-hore
Shore	pantai	pahn-tie
Sailor	anak kapal	ah-nahk kah-pahl
Harbor	pelaboean	puh-lah-boo-ahn
Cape	tandjong	tahn-jong
Reef	karang	kahn-rahng

Food

Bad (of food)	boesoek
Banana	pisang
Bread	roti
Butter	mentega
Cake	koeweh
Cheese	kedjoe
Chicken	ajam
Chili	tjابه
Coconut	kelapa
Crab	kepiting
Cucumber	ketimoen
Egg	telor
Ham and eggs	telor mata sapi pake ham
Fish	ikan
Food	makanan
Fruit	boeah
Meat	daging
Milk	soesoe
Orange	djerok manis
Pineapple	nanas
Potato	kentang
Rice	nasi
Salt	garam
Soup	sop
Sugar	goela
Tea	teh
Water	ajer

boo-sook	pee-sahng
roh-tee	muhn-tay-gah
kway	kway
kay-joo	ah-yam
chah-bay	kuh-lah-pah
kuh-lah-pah	kuh-pee-ting
kuh-tee-mun	tuh-lor
tuh-lor	tuh-lor mah-tah sah-pee pah-kay hahm ee-kahn
ee-kahn	mah-kah-nan
mah-kah-nan	boo-ah
boo-ah	dah-ging
dah-ging	suh-soo
suh-soo	joh-rook mah-nis
joh-rook mah-nis	nahn-nahs
nahn-nahs	kuhn-tahng
kuhn-tahng	nah-see
nah-see	gah-rahm
gah-rahm	sop
sop	goolah
goolah	tay
tay	ah-yair

Location

Go away!	ajo pigi!
Go at once	pigi lekas
Go back	balik
Go there	pigi sana
Return	kembali
Stop! I want to get out here	Brenti! saja maoe toeroen disini
To the left	kiri
To the right	kanan
Turn to the left	djalan kiri
Turn to the right	djalan kanan
Do you know where it is?	taoe dimana?
Is it far away?	apa djaoeh?

ah-yo pee-gee!	ah-pah jow?
pee-gee luh-kas	
bah-lik	
pee-gee sah-nah	
kombali	
bren-tee! sah-yah	
mow too-roon dee-see-nee	
kee-ree	
kah-nahn	
jah-lahn kee-ree	
jah-lahn kah-nahn	
tow dee-mah-nah?	

Parts of Body

Arm	lengan
Back	belakang
Bone	toelang
Chest	dada
Ear	koeping
Eye	moeka
Face	djari
Finger	kaki
Foot	ramboet
Hair	tangan
Hand	kepala
Head	kaki
Leg	koelit
Skin	bahoe
Shoulder	peroet
Stomach	gigi
Tooth	

leng-ahn	leng-ahn
buh-lah-kang	leng-ahn
too-lang	leng-ahn
dah-dah	leng-ahn
koo-ping	leng-ahn
mah-tah	leng-ahn
moo-kah	leng-ahn
jari-ree	leng-ahn
kah-kee	leng-ahn
ram-boet	leng-ahn
tahng-ahn	leng-ahn
kuh-pah-lah	leng-ahn
kah-kee	leng-ahn
koo-lit	leng-ahn
bow	leng-ahn
puh-root	leng-ahn
gee-gee	leng-ahn

Days of Week, Months of Year

Day	hari
Sunday	hari minggoe
Monday	hari senen
Tuesday	hari selasa
Wednesday	hari rebo
Thursday	hari kemis
Friday	hari djoemahat
Saturday	hari saptoe
Today	ini hari
This morning	tadi pagl
Noon	tengah hari
Afternoon	soré
Yesterday	kemaren
The day before yesterday	kemaren doeloeh
Tomorrow	bessok
The day after tomorrow	hari loesa
Night	malam
Tonight	nanti malam
January	boelan januari
February	boelan kedoewa
March	boelan ketiga
April	boelan.keempat
May	boelan kelima
June	boelan keanam
July	boelan ketoedjoe
August	boelan kedelapan
September	boelan kesembilan
October	boelan kesepoeloe
November	boelan kesebelas
December	boelan kedoeabelas

hah-ree	hah-ree
hah-ree ming-goo	hah-ree
hah-ree suh-nen	hah-ree
hah-ree suh-lah-sah	hah-ree
hah-ree ruh-bo	hah-ree
hah-ree kuh-mis	hah-ree
hah-ree joo-mah-hat	hah-ree
hah-ree sap-too	hah-ree
ee-nee hah-ree	hah-ree
tah-dee pah-gee	hah-ree
teng-ah hah-ree	hah-ree
so-ray	hah-ree
kuh-mah-ren	hah-ree
kuh-mah-ren doo-loo	hah-ree
bes-sok	hah-ree
hah-ree loo-sah	hah-ree
mah-lam	hah-ree
nahn-tee mah-lam	hah-ree
boo-lahn yahnoo-ah-ree	hah-ree
boo-lahn kuh-doo-wah	hah-ree
boo-lahn kuh-tee-gah	hah-ree
boo-lahn kuh-ahm-paht	hah-ree
boo-lahn kuh-lee-mah	hah-ree
boo-lahn kuh-ahn-nahm	hah-ree
boo-lahn kuh-too-joo	hah-ree
boo-lahn kuh-duh-lah-pahn	hah-ree
boo-lahn kuh-sem-bee-lahn	hah-ree
boo-lahn kuh-suh-poo-loo	hah-ree
boo-lahn kuh-suh-buh-las	hah-ree
boo-lahn kuh-doo-wah-buh-las	hah-ree

Time

O'clock	poekoel ("it strikes")	poo-kool
What time is it?	poekoel berapa?	poo-kool buh-ran-pah?
One o'clock	poekoel satoe	poo-kool sah-too
Two o'clock	poekoel doewa	poo-kool doo-wah
Half	satenga	suh-teng-ah
Half past 12*	poekoel satenga satoe	poo-kool suh-teng-ah sah-too
Half past three	poekoel satenga ampat	poo-kool suh-teng-ah ahm-paht
Hour	djam	jahm
Half an hour	satenga djam	suh-teng-ah jahm
Minute	menit	muh-nit
A quarter of an hour	saprapat djam	suh-prah-paht jahm
Quarter past eight	poekoel delapan liwat saprapat	poo-kool duh-lah-pahn lee-waht suh-prah-paht
Quarter to eight	poekoel delapan koe-rang saprapat	poo-kool duh-lah-pahn koo-rang suh-prah-paht

* Phrases indicating the half-hour time in Malay are different from the usual English way of saying them, being influenced by the Dutch language, which refers to the *next* hour. For instance:
 Half past four satengah lima (half before five)
 Half past six satengah toedjoe (half before seven)
 Half past eleven satengah doewa belas (half before twelve)

Numbers

There are only 13 words to be learned to count in Malay:

one*	satoe	sah-too
two	doewa	doo-wah
three	tiga	tee-gah
four	ampat	ahm-paht
five	lima	lee-mah
six	anam	ah-nahm
seven	toedjoe	too-joo
eight	delapan	duh-lah-pahn
nine	sembilan	sem-bee-lahn

Multiples of 10 (under 100) end in the suffix "poeloeh" (*poo-loo*). The *teens* end in the suffix "-belas" (*buh-las*). The *hundreds* end in the suffix "-ratoes" (*rah-toos*). The *thousands* end in the suffix "-riboe" (*ree-boo*).

* The compound forms of one such as 10, 100, and 1,000 use the prefix "sa-". (100=sa-ratoes.)

Examples:		suh-poo-loo
10	sapoeloeh	suh-buh-las
11	sabelas	ahm-paht-buh-las
14	ampatbelas	doo-wah poo-loo
20	doewapoeloeh	too-juh poo-loo duh-lah-pahn
78	toedjoe poeloeh	tee-gah-rah-toos
	delapan	lee-mah-rah-toos sem-bee-lan buh-las
300	tigaratoes	lee-mah-rah-toos sem-bee-lan buh-las
519	limaratoes sembilan belas	suh-ree-boo
1,000	sariboe	suh-ree-boo sem-bee-lahn rah-toos tee-gah poo-loo duh-lah-pahn
1938	sariboe sembilan ratus tiga poeloeh delapan	suh-poo-loo ree-boo suh-rah-toos ree-boo
10,000	sapoeloeh riboe	
100,000	saratoes riboe	

Adjectives

Long (size)	pandjang	pahn-jahng
Long (of time)	lama	lah-mah
Long (of distance)	djaoe	jow
Short	pendek	pen-dek
Red	merah	may-rah
Blue	biroe	bee-roo
Green	idjo	ee-jo
White	poetih	poo-tee
Black	itam	ee-tahm
Good	baik	bike
Bad (in general)	djelek	juh-lek
Bad (of a person)	djahat	jah-haht
Large	besar	buh-sar
Small (narrow)	sempit	sem-pit
Small (size)	ketjil	kuh-chil
Old	toewa	too-wah
New	baeroe	bah-roo
Young	moeda	moo-dah
Cold	dingin	ding-in
Hot	panas	pah-nas

Conjunctions

And	dan	dahn
But	tetapi	tuh-tah-pee
If	kalau	kah-low
Or	atawa	ah-tah-wah

Prepositions

From	dari	dah-ree
In	didalem	dee-dah-lem
Inside	didalem	dee-dah-lem
To	di	dee

Pronouns

He, she	dia	dee-ah
They	dija	dee-yah
I, me	saja	sah-yah
you*	kway	kway
We, us	kita	kee-ta

* Very few pronouns are used in Malay. The word "you" (*kweh*) is generally left out, the noun being used instead. The possessive form is indicated by "*poenja*" (*poon-yah*) following the pronoun.



Insurance

(Continued from Page 27)

a longer time before you can start collecting butterflies.

In the box on this page you can see how all three of these policies line up for a typical seagoing policy-lubber, aged 25; showing the year-by-year cash values for each type, the amount of paid-up insurance they would provide if you stopped paying premiums, and how long your insurance would still go on in case you decided to take the coverage instead of the cash value.

As far as the mechanics of conversion are concerned, at any time after your term policy is a year old, you need simply see your insurance officer and make out an application blank "for change of National Service Life Insurance from Five-Year Level Premium Term Policy to (type wanted)." Or, you can, if you prefer, just write him a letter outlining the facts.

Incidentally, in the matter of all forms, you can always apply for the insurance, change it, or make any of the changes legally provided for, by contacting or writing your insurance officer.

Intermission

All those with questions form a line on the right.

Q. Are any of the policies still good if I leave the Navy?

A. Yes. All of them, providing you keep up your monthly premiums.

Q. Since I won't have any allotment system then, how do I pay my premiums?

A. Send the money to the Veterans Administration, Washington, D. C., at monthly, quarterly, semiannual, or annual intervals.

Q. That's fine. But, supposing I get mixed up in a game of civilian cribbage and can't pay my premiums?

A. You get 31 days of grace (no, not that Grace, Mac). If this slips by, you can get your insurance reinstated by paying up the back premiums from the day of default, plus 5% interest. While in the service and for six months after discharge you are required to pay up back premiums, plus 5% interest, and submit a signed statement of comparable good health. After that period you must be in good health and submit evidence thereof satis-

factory to the Veterans Administration.

Q. If I convert, does my new policy have to be for \$10,000, too, or can I take less?

A. You can take as little as \$1,000.

Q. How will my beneficiaries be paid?

A. If your primary beneficiary is less than 30 years old when you die, the government pays 240 equal monthly instalments (20 years) at the rate of \$5.51 per month for each \$1,000 of insurance in force. (On a \$10,000 policy, \$55.10 per month.) If the beneficiary in 30 years or over, he or she will get equal monthly installments for the rest of his or her life.

At least 120 payments have to be paid in any case, and they will continue to be paid as long as there are any eligible beneficiaries. On the basis that you hold \$10,000 of insurance:

If under 30 years of age, a monthly income for 20 years of \$55.10
 If 30 years of age, a monthly income for life of \$39.70
 If 40 years of age, a monthly income for life of \$45.00
 If 50 years of age, a monthly income for life of \$53.90
 If 60 years of age, a monthly income for life of \$68.10

Increased benefits for higher ages.

Q. Whom may I name as beneficiary?

A. Only members of your immediate family. That is, your parents, brothers, sisters (including those of half blood), wife, child or a person in



loco parentis (this is not a disease, it means one who has raised you or stood "in the place of a parent" for at least one year prior to your entry into the Navy).

Q. May I change my beneficiary later?

A. Yes. You may change your beneficiary anytime you desire. See the insurance officer, who will supply you with the correct form.

However, when it comes to filling out of forms, beware the procedure of one young recruit at a training center: at the end of a lecture, the men were asked to fill out application forms if they wanted insurance. This generous but simpleminded heart, addled by the form blank, decided to play safe and do just what the man next to him was doing. Result was he copied verbatim the other man's form, and then signed it, bequeathing \$10,000 to the other man's relatives! Fortunately, the eagle-eyed insurance officer caught it, which may account for the stiff vision requirements of officer candidates.

ORDINARY LIFE									
End of policy year	Cash value	Paid-up insurance	Extension		End of policy year	Cash value	Paid-up insurance	Extension	
			Years	Days				Years	Days
1	\$8.60	\$23.78	1	34	13	\$134.77	\$304.26	15	355
2	17.47	47.55	2	87	14	247.39	326.76	16	297
3	26.61	71.28	3	158	15	160.36	349.05	17	190
4	36.04	94.99	4	249	16	173.67	371.09	18	41
5	45.76	118.66	5	354	17	187.34	392.91	18	215
6	55.77	142.24	7	111	18	201.37	414.49	18	352
7	66.09	165.75	8	240	19	215.77	435.81	19	91
8	76.72	189.16	10	6	20	230.50	458.92	19	165
9	87.67	212.47	11	133	25	309.14	556.79	19	197
10	98.94	235.64	12	244	30	394.11	646.17	18	220
11	110.55	258.68	13	325	35	482.33	723.44	17	52
12	122.49	281.56	14	364	40	570.12	788.29	15	145

20-PAYMENT LIFE									
End of policy year	Cash value	Paid-up insurance	Extension		End of policy year	Cash value	Paid-up insurance	Extension	
			Years	Days				Years	Days
1	\$17.81	\$49.24	2	110	13	\$287.07	\$648.09	31	51
2	36.24	98.63	4	204	14	314.97	698.27	32	126
3	55.31	148.16	7	193	15	343.86	748.47	33	188
4	75.06	197.84	10	166	16	373.77	798.65	34	263
5	95.49	247.61	13	195	17	404.76	848.91	36	27
6	116.64	297.48	16	241	18	436.85	899.18	37	269
7	138.54	347.45	19	236	19	470.12	949.55	40	40
8	161.21	397.48	22	121	20	504.58	1,000.00		
9	184.66	447.52	24	237	25	555.22			
10	208.95	497.64	26	232	30	609.92			
11	234.09	547.76	28	124	35	666.72			
12	260.12	597.92	29	300	40	723.24			

30-PAYMENT LIFE									
End of policy year	Cash value	Paid-up insurance	Extension		End of policy year	Cash value	Paid-up insurance	Extension	
			Years	Days				Years	Days
1	\$12.30	\$34.00	1	210	13	\$195.94	\$442.35	22	227
2	25.01	68.07	3	91	14	214.70	475.98	23	210
3	38.14	102.16	5	9	15	234.06	509.47	24	139
4	51.71	136.30	6	329	16	254.04	542.82	25	24
5	65.73	170.44	8	321	17	274.67	576.07	25	234
6	80.22	204.60	10	333	18	295.96	609.18	26	50
7	95.19	238.73	12	356	19	317.93	642.15	26	206
8	110.66	272.84	15	4	20	340.59	675.00	26	343
9	126.63	306.89	16	340	25	464.99	837.49	28	286
10	143.13	340.88	18	242	30	609.92	1,000.00		
11	160.17	374.79	20	68	35	666.72			
12	177.77	408.63	21	183	40	723.24			

Letters to the Editor

(Continued from Page 36)

paired. In order at least to salvage the yeoman's reputation for omniscience, I have appended the following comments:

Construct the following diagram:

From the known hazards of the problem, it is apparent that the figure $A'CB'D$ is a perfect square, each side of which is equal to 20 feet, and each angle of which is a right angle of 90° . Construct the diagonal CD , which will, of course, bisect the angles $A'CB'$

and $A'DB'$. Applying the Pythagorean theorem (the square of the hypotenuse of a right triangle is equal to the sum of the squares of the other two sides) it is found that the hypotenuse CD is equal to 28.28 feet.

Lay off AB perpendicular to DC and with termini on $A'C$ and $B'C$. The diagonal CD bisected the right angle $A'CB'$, thus setting up two 45-degree angles, $A'CD$ and $B'CD$. Since AB has been constructed perpendicular to CD , two right triangles are created— AOC and BOC . As noted above, the angles ACO and BCO are each equal to 45 degrees. Therefore, the angles OAC and OBC must each be equal to 45 degrees, because the sum of the angles of a triangle equals 180 degrees. The trigonometric formula called the Law of Sines and several geometric theorems prove that the sides of a triangle opposite equal angles are themselves equal. Since OA equals OC , and OB equals OC , OA equals OB .

If AB is considered as representing the 18-foot board, then OC equals nine feet and OD equals 19.28 feet; if AB is considered as representing the 15-foot board, then OC equals 7.5 feet and OD equals 20.78 feet. In either case the sailors must have been disappointed.

Nor would the sailors have been any happier if the island had been a circular spot surrounded by a 20-foot moat. Construct a circle with a 20-foot radius, and assume the island as the center without spatial dimensions and designated as O .

Lay off the chord AB . From the termini of the subtended arc AB , construct two radii, OA and OB . Erect OC perpendicular to AB and bisecting the angle AOB . We have two right triangles OCA and OCB with hypotenuses equal to the radius of the circle. Since the square of OA less the square of AC equals the square of OC ; and the square of OB

less the square of BC equals the square of OC , then AC equals BC .

If the chord AB is considered as representing the 18-foot board, OC will equal 17.85 feet, too great a distance for the 15-foot board to span. If the chord AB is considered as representing the 15-foot board, OC will equal 18.54, approximately six inches longer than the available 18-foot board.

It may be that there is a solution, but it is not apparent to me.—J. J. C., Y1c, USNR.

• Yeoman S's concern was justified; the feature editor of the INFORMATION BULLETIN stands abashed. If dependent upon the solution given, the sailors would still be trying to get to their receiving ship. However, for a possible solution (which we didn't think of) see letter below.—ED.

TO THE EDITOR:

Referring to your puzzle. . . I must say I am still quite puzzled as to how a group of sober sailors could stretch a 15-foot board to 22 feet.

According to our best mathematicians, the square of the hypotenuse still equals the square of the other two sides and it just can't be done with 15-foot and 18-foot boards.

However, knowing the ingenuity of sailors, there is a way that it could be done, using the principle of leverage,



with one board overlapping the other to make a bridge and reversing the process on the other side.

Our yeomen find the monthly BULLETIN very interesting.—E. M. P., CY, USNR.

TO THE EDITOR:

An argument has come up over "hash marks." "A" claims that you don't have to serve four years in order to rate one; you are entitled to one at each enlistment. "B" claims you have to serve four years before you are entitled to one. Also, how about reserves? Are they entitled to service stripes?—S. J., AM2c, USNR.

• "B" is right. Navy regs say: "There shall be one service stripe (worn) for each four years of active service in the Navy or the Naval Reserve." A full four years on active duty must be served for each service stripe worn. Men who served for the "duration" in World War I are allowed to wear one "hash mark" for this period of service, even though less than four years. Also, minority enlistments and regular enlistments terminated within three months of expiration of the term of enlistment by special order of SecNav are considered as four years' service.—ED.



TO THE EDITOR:

Have added a pair of goggles to your cover picture (INFORMATION BULLETIN, November 1943) to save the sailor's eyes. (See cut above.)

Yours for better sight.—O. N. M., leadingman electrician, Mare Island, Calif.

• Good. For the proper care of the eyes, see "Guarding the Navy's Eyes," INFORMATION BULLETIN, April 1943, pp. 9-11.—ED.

TO THE EDITOR:

Under BuPers policies covering rotation of duty and enlisted personnel leave . . . do personnel granted a few days' leave during their ship's overhaul period lose their time for entitlement to rehabilitation leave? Numerous cases exist, especially in small-type ships, where personnel receive only one-third or one-half of their entitled leave.—E. C. H., Y1c, USNR.

• No, they do not lose time for rehabilitation leave under these conditions. Only where full, annual 30-day leave is granted will enlisted men lose time for entitlement to rehabilitation leave. It should be remembered that this leave is an entitlement only and local conditions will govern all cases. [Fleet commanders are authorized to carry out the Bureau's policy regarding rotation of leave, as outlined in BuPers letter Pers-630-Nd-8 over P16-3/MM and in the Navy Department Bulletin (semi-monthly, R-1329, dated 15 Aug. 1943). (Also see the INFORMATION BULLETIN, July 1943, p. 67, and September 1943, p. 71).]—ED.

TO THE EDITOR:

Information is respectfully requested as to the requirements for enrollment in the Navy School of Military Government and Administration, Columbia University. Further information is requested on the courses available, language qualifications, length of courses and previous required administrative

background. . . . Also what types of assignments may be expected upon completion of course? Application forms will be appreciated.—S. I. C., Lieut., USNR.

• *Lack of space prohibits outlining here the information requested, but BuPers Procurement Directive No. 53-43, sets forth qualifications, etc. No application forms are necessary. Address official request, through regular channels, to the Chief of Naval Personnel, outlining your qualifications and experience. No billets are open at present, but if you feel you are well qualified it is advisable to submit an application in the event of future openings.—ED.*

TO THE EDITOR:

May ribbons and medals of the War Shipping Administration's Seamen's Service Award Committee, awarded to midshipmen and commissioned officers of the Merchant Marine Reserve on inactive duty with the Navy, be worn on the Navy uniform after recipients are ordered to active Navy duty?—C. H. McL., Cadet-Midshipman, USMCC.

• Yes.—ED.

TO THE EDITOR:

I reenlisted in the Naval Reserve class O-1 on 22 March 1938 as a chief petty officer, and was allowed to draw \$100 worth of clothing. I wore this clothing at weekly drills and on summer cruises. On 16 June 1941, I was recalled to active duty and allowed an additional amount of \$18.75 for clothing. Men promoted to chief petty officer (and men appointed from civilian life) receive a \$250 clothing allowance. Why the difference?—J. S., CY (PA), O-1, USNR.

See p. 68 for an article on clothing allowances for enlisted men.—ED.

TO THE EDITOR:

I recently made chief steward (AA). What regulations govern my appointment to permanent chief?—R. E., CST, USN.

Regulations governing appointments to permanent chief are contained in BuPers Circular Letters 110-43 and 110-42, and are also covered in BuPers Manual Article D-511 and D-512. As to service requirements, a minimum of 24 months continuous service with acting appointment is required to establish eligibility for permanent appointment as CPO, chief cook or chief steward. If you are serving at sea at the end of the 12-month period, or if later transferred to sea, you are then eligible for permanent appointment insofar as service requirements are concerned; 24 months with acting appointment is required of men serving ashore. However, the 24-month period may be reduced to not less than 12 months by deducting the number of months served at sea as first class petty officer or acting chief.—ED.

TO THE EDITOR:

Does the Navy have the rating of mortician for enlisted men who are licensed funeral directors (not men who are merely registered with a state board)?—B. C. H., PhM2c, USNR.

• There is no such rating. Men with mortician's qualifications are rated pharmacist's mates.—ED.

TO THE EDITOR:

I am 31 years of age and a petty officer, second class, with 12 months' foreign service in the Navy. Under what directive may I apply for a commission in the Navy?—J. W. C., EM2c, USNR.

• You may apply under BuPers Circular Letter 159-42 while in your present pay grade (or lower pay grades). If you should be advanced to petty officer, first class, or chief petty officer, you could apply under BuPers Circular Letter 152-43. Your age prohibits your

qualifying for the Naval Academy, the V-5 program (Circular Letter 149-43), the V-7 program (Circular Letter 246-43), or the V-12 program (Circular Letter 226-43).—ED.

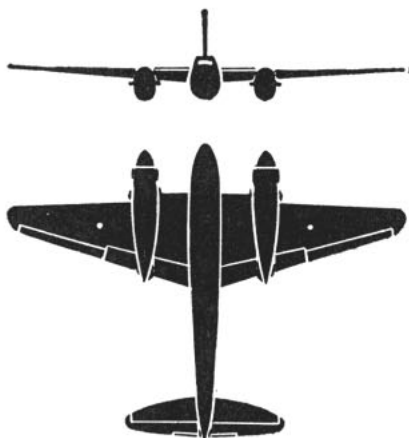
TO THE EDITOR:

I would like to find out exactly the requirements as to education, length of service, etc., a man must have in order to qualify for V-12 examinations. I have had two years' study at the University of Alabama, majoring in mathematics, chemistry and physics.—K. W. C., S2c, USN.

• Space limitations prohibit outlining here complete qualifications and other information regarding the V-12 program (set forth in BuPers Circular Letter 226-43), or other programs where the information is obtainable locally. (See note at head of column.) Contact the educational officer at your base. He will be glad to advise you.

What Is Your Naval I. Q.?

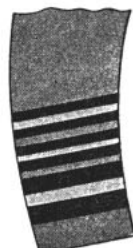
1. By Navy Regulation, officers below the rank of commander shall be addressed as "Mr." in oral official communications. True or false?
2. What is the magnetic circle?
3. Can you identify this plane?



4. What type U. S. ships are named after Indian tribes?
5. Where—or what—is "fiddler's green"?
6. Navy Relief Society emergency aid is available to: (a) officers only? (b) enlisted men only and their dependents? (c) dependents only? (d) all members of the Navy and their dependents?
7. Would you sail farther south to round the Cape of Good Hope, or Cape Horn?
8. If you were to fly from Dutch Harbor to Tokyo, the shortest distance you could travel would be: (a) 2,840 nautical miles? (b) 2,640 nautical miles? (c) 3,185 nautical miles? (d) 1,900.24 nautical miles?
9. Has the Navy an official song?
10. Where are: (a) Korosten, (b)

Fossacesia, (c) Soligen, (d) Gomel, (e) Bonga, (f) Huon peninsula?

11. What is a "tabernacle"?
12. Do U. S. sailors ever wear Army uniforms?
13. Who is "Jimmy Squarefoot"?
14. What colors appear on the American area campaign ribbon? What do they represent?
15. What is the difference between "free balloons" and "dirigible balloons"?
16. When a newly commissioned officer receives his first salute does he traditionally: (a) initiate an additional salute? (b) fail to return the salute? (c) pay out a dollar? (d) buy a drink?
17. The Medal of Honor is never issued to enlisted men. True or false?
18. The stripes on the sleeve shown at left in this drawing are easily recognizable as those of a vice admiral of the U. S. Navy. Right are the sleeve stripes worn by an officer of comparable rank in the RAF. Can you give his title?



19. By the end of 1944, how many ships will the U. S. Navy have: (a) 53,179? (b) 8,965? (c) 27,542? (d) 41,179? (e) 13,799?
 20. Which rating in the Navy is equivalent to the Army staff sergeant: (a) second class petty officer? (b) seaman first class? (c) third class petty officer? (d) seaman second class?
- (Answers on Page 66)

DECORATIONS AND CITATIONS

GOLD STAR IN LIEU OF THIRD



NAVY CROSS

★ Comdr. Dudley W. Morton, USN, Miami, Fla. (missing in action): As commanding officer of a submarine, he delivered aggressive torpedo attacks against hostile vessels and damaged a considerable quantity of enemy shipping.

★ Comdr. Edward N. Parker, USN, Bellefonte, Pa.: Commanding the USS *Cushing* in a night action, Commander Parker prevented superior enemy forces from accomplishing their purpose; engaged them at close quarters and contributed materially to their defeat.

GOLD STAR IN LIEU OF SECOND



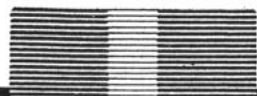
NAVY CROSS

★ Capt. Thomas J. Ryan, Jr., USN, of New Rochelle, N. Y., commanding a destroyer division in the Solomon Islands area: the Navy Cross and a Gold Star in lieu of a second Navy Cross awarded within a month of each other.

Leading a destroyer squadron in the initial assault on Rendova Island on 30 June 1943, he covered landing-troop movements and, despite repeated attacks by hostile aircraft, directed his ships so as to avoid any damage either to them or to the transports he covered.

Less than two weeks later, at Kula Gulf, he directed a torpedo attack on a Japanese formation, and contributed materially to the destruction of four and possibly five enemy ships.

Again during the same month, in a night action at Vella Lavella, Captain Ryans destroyer division launched another torpedo and gunfire attack which destroyed one and damaged another Japanese destroyer, and sank four large and several smaller barges.



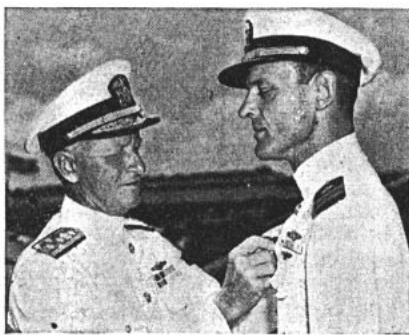
NAVY CROSS

★ Comdr. Morton C. Mumma, Jr., USN, Berryville, Va.: Guiding his submarine into striking position, Commander Mumma, despite enemy depth-charge counter measures, directed operations and fire to score a torpedo hit on an enemy destroyer.

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described, either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

★ Comdr. William L. Wright, USN, Corpus Christie, Tex.: While commanding a submarine, he discovered a large force of enemy destroyers escorting a capital vessel. Maneuvering his ship through numerous screening destroyers, he launched a torpedo attack on the capital vessel, probably sinking it. On another occasion he attacked and destroyed a large, escorted tanker.

★ Lt. Comdr. Robert W. Skinner III, (MC), USNR, North Wales, Pa.: During the Battle of Tulagi, Lieutenant Commander Skinner distinguished himself, often exposed to enemy fire, in administering aid to the wounded and in supervising the evacuation of casualties. Later, when his battalion was fighting on Lunga Ridge, he made at least three trips from the forward to the rear dressing station, a space of several hundred yards of exposed terrain swept frequently by hostile fire. He subsequently accompanied our forces, moving forward with the battalion in the second and third Matanikau River battles, despite a badly injured knee.



Official U. S. Navy photograph

HIS SUB RAIDED CONVOY: Lt. Comdr. William N. Wylie, USN, Hendersonville, N. C., receives the Navy Cross from Admiral Chester W. Nimitz, Jr., USN, Commander-in-Chief, Pacific Fleet. While commanding a submarine, Lieutenant Commander Wylie attacked a strongly escorted convoy and sank a Japanese freighter, besides damaging other vessels.

GOLD STAR IN LIEU OF SECOND



LEGION OF MERIT

★ Comdr. William K. Romoser, USN, Baltimore, Md.: As commanding officer of the USS *Radford*, on convoy duty, he contacted a large hostile submarine on the surface. He closed the target in a complete surprise attack, illuminated the enemy and struck fiercely with torpedoes and gunfire, destroying the submarine by two full-pattern depth-charge attacks after she sank.



LEGION OF MERIT

★ Rear Admiral Olaf M. Hustvedt, USN, Decorah, Iowa.: As chief of staff to the Commander-in-Chief, United States Atlantic Fleet, he assisted in organizing the fleet and its bases, and in establishing sound command relationship in the early months of the war (25 October 1941 to 4 May 1943).

★ Capt. Charles L. Andrews, Jr., USN, Flushing, N. Y.: During a night raid by hostile bombing planes on the harbor of Oran, Algeria, causing explosion aboard a bombed merchant vessel loaded with gasoline, Captain Andrews boarded the flaming ship and assisted in towing her from the harbor.

★ Capt. Oswald S. Colclough, USN, Bangor, Pa.: As commander of submarines operating in the North Pacific, and later as chief of staff to the Commander, North Pacific Force, he led forces which inflicted serious damage on the enemy. He helped plan and execute the occupation of the Western Aleutians.

★ Capt. William A. Corn, USN, Ogden, Utah: Commanding a battleship which acted as control ship during landing operations at Attu, he directed effective fire support for the northern landing force, although, on one occasion, attacked by a Jap undersea craft.

★ Capt. Roy T. Cowdrey, USN, Oregon, Wis.: While acting as assistant force maintenance officer on the staff of Commander Service Squadron, South Pacific Force, Captain Cowdrey planned and directed the salvage of numerous battle-damaged ships, despite adverse conditions.

★ Capt. Willard A. Kitts, III, USN, San Francisco, Calif.: Commanding officer in a battleship attached to a fire support group during seizure of Attu, he repeatedly took his ship into dangerous and uncharted waters and directed supporting fire to augment that of the southern landing force.

★ Capt. John H. Leppert, USN, Chicago, Ill.: As commander of a craft flotilla during the amphibious invasion of Sicily, he was responsible for the

development of an inexperienced group of officers and men into an effective and thoroughly disciplined fighting force.

★ Capt. Andrew G. Shepard, USN, Rochester, N. Y.: On the staff of Commander Amphibious Force, Atlantic Fleet, he assisted in the planning of the Algeria-Morocco occupation. Previously, he had served with distinction as operations officer on the staff of Commander-in-Chief, Atlantic Fleet.

★ Capt. Francis T. Spellman, USN, Jamaica Plain, Mass.: During a bombing raid on Oran, Algeria, when a merchant vessel loaded with gasoline was bombed and set afire, Captain Spellman immediately boarded the blazing vessel and directed her towing from the harbor.

★ Capt. Paul S. Theiss, USN, Indiana, Pa.: After personally directing the first landings of American forces on New Georgia Island, as officer in charge of the assault flotilla, he conducted extensive reconnaissance missions for further landings and future beachheads, frequently in the face of enemy fire.

★ Comdr. Lee A. Ellis, USN, Portland, Me.: As radio officer on the staff of Commander Destroyers, Atlantic Fleet, Commander (then Lt. Comdr.) Ellis was largely responsible for the increase in efficiency, battle readiness and effectiveness of destroyers of the Atlantic Fleet in the protection of shipping.

★ Comdr. Thomas U. Sisson, USN, Winona, Miss.: As aviation officer on the staff of Commander-in-Chief, Atlantic Fleet, he aided materially in the development of successful carrier escort operations and tactics, and in the development, strategical disposition and tactical employment of the Atlantic Fleet air force.

★ Comdr. Richard C. Webb, Jr., USN, Greenwich, Conn.: After outfitting and commissioning a group of new-type ships, he developed a doctrine for their use and trained the officers and men assigned to them. He and his men then took part in the occupation of the Western Aleutians and contributed in large measure to the success of our operations.

★ Lt. Comdr. John D. Burns, USNR, Woodside, N. Y.: When a merchant vessel, loaded with gasoline, was struck by a bomb and set aflame, Lieutenant Commander Burns went aboard and directed a firefighting unit until the blaze finally was brought under control.

★ Lt. Comdr. Samuel A. Isquith (MC), USNR, Brooklyn, N. Y.: Surmounting all the obstacles of battle conditions, he, as medical officer of the USS *Vincennes*, provided medical care to the injured and remained at his dressing station until his sinking warship had been almost abandoned. He continued administering to the wounded on a life raft in the open sea; aboard a rescuing destroyer and, later, in a transport until he was ordered to rest.

★ Lt. Comdr. Carl E. Jones, USNR, Century, Fla.: His carrier-based Composite Squadron 1 launched attacks on a considerable number of enemy submarines, sinking or damaging all but one of the hostile vessels. A superb



Official U. S. Navy photograph

VICE ADMIRAL ANDREWS DECORATED: Secretary of the Navy Frank Knox congratulates Vice Admiral Adolphus Andrews, USN (Ret.), who was awarded the Distinguished Service Medal recently for planning and initiating the antisubmarine organization while Commander, Eastern Sea Frontier. Admiral Andrews' leadership and judgment proved highly effective in driving German subs from our coastal waters and his plan became the model for antisub organizations of other sea frontiers.

flier himself, he was remarkably successful in communicating his own broad flying experience to his pilots.

★ Lieut. William E. Judge, Jr., USNR, W. Roxbury, Mass.: Cargo officer during the occupation of Rendova Island, under extremely hazardous conditions, he succeeded in unloading supplies, ammunition and equipment at the unusual rate of 157 tons per hour. When his ship was torpedoed and dead in the water, he supervised the shoring of all bulkheads aft of the damage; directed the manning of antiaircraft defenses by members of the damage control parties after all regular gunnery personnel had left the vessel, and repelled a dive-bombing attack.

★ Lieut. Don M. Mattox (MC), USNR, Terre Haute, Ind.: During the occupation of French Morocco, as medical officer of the beach party from a transport, Lieutenant Mattox succored the wounded and administered surgical aid to members of the landing party amid vicious bombing and strafing attacks on the medical unit.

★ Lieut. Benny C. Modin, USNR, Brooklyn, N. Y.: In landing operations at Guadalcanal, and during the occupation of Rendova Island, as boat commander of the USS *McCawley*, he was largely responsible for the record-breaking time of these landings against heavy enemy opposition.

★ Lieut. Alton L. C. Waldron, USN, New York, N. Y.: Directing the fire of his ship's battery during one of the major enemy air attacks on Guadal-

canal, as executive officer of a warship, he directly contributed to the destruction of one enemy plane, while saving his own ship from any damage.

★ Lt. (jg) Edward F. Hores, USNR, Arlington, Va.: In the assault on and occupation of French Morocco, Lieutenant (then Ensign) Hores commanded a boat wave of assault troops from a transport and directed the hazardous landing operations, despite the darkness of the beach and the intensity of hostile opposition. Later, as assistant to the beachmaster, he carried out his duties in the face of persistent bombing and strafing attacks by enemy aircraft.

★ Lt. (jg) Caydar E. Swenson, USN, Portsmouth, Va.: On a dark beach, lighted only by intense enemy fire, Lieutenant Swenson, commanding the leading boat wave of assault troops, effected the landing. By accomplishing this mission, subsequent landings were made expeditiously. He then assumed the duties of beachmaster and maintained a steady flow of supplies, although subjected to numerous bombings and strafing attacks.

★ Ens. Charles W. Baldock, USN, Shreveport, La.: As navigator of a scout boat preceding assault troops from a transport, Ensign Baldock, then chief quartermaster, guided the landing party to the beach, despite darkness and unknown dangers.

★ Chief Ship's Clerk John A. McGinnis, USN, San Diego, Calif.: As the only assistant to the assistant



Official U. S. Marine Corps photograph

COMMANDANT HONORS MARINE OFFICERS: *Two veterans of the Solomons and Guadalcanal campaigns were decorated recently by Lt. Gen. Thomas Holcomb, then commandant of the Marine Corps. At the left is Brig. Gen. DeWitt Peck, USMC, Clayton, N. Y., who received the Legion of Merit for meritorious conduct as assistant chief of staff for war plans to the Commander, South Pacific. Lt. Col. Frank G. Dailey (center), USMC, of Coronado, Calif., received the Navy and Marine Corps Medal for heroic conduct as a flying officer at Guadalcanal from 24 September to 9 November 1942.*

naval attache stationed in north Russia, he aided in establishing this post and was distinctly successful in assisting crews of merchant vessels and survivors of ships lost enroute to Russian ports.

★ To two motor machinist mates, first class, Edward L. Bernie, USN, Fayetteville, Mass.; and Charles E. Neff, USNR, Cisne, Ill., for their skill and efficiency following a night engagement with Japanese forces, 29 July 1943. After their motor torpedo boat, with the help of another, had succeeded in sinking six heavily loaded enemy landing barges, they repaired both wing engines which had been disabled by hostile gunfire.

★ Fred V. Alvis, BM2c, USN, Richmond, Va.: As coxswain of a landing boat from a warship, he distinguished himself by his skill in transporting troops, equipment and supplies to the assigned beach, in spite of a heavy surf and intense enemy opposition.

★ Stephen J. Horvat, MoMM2c, USN, Cleveland, Ohio: Although suffering from a serious injury to his right hand and harassed by weather conditions and hostile opposition, he remained at his post as engineer of a tank lighter of a warship, until ordered to leave his station for medical attention (8-11 November 1942, Fedala, French Morocco).

★ James D. Collins, Slc, USNR, Gibsonville, N. C.: When members of his support boat, landing northeast of Fedala, French Morocco, were attacked

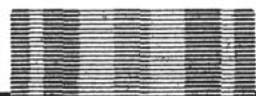
by hostile planes and ground forces and cut off from the other landing groups, he volunteered to man a rubber boat and, with the aid of a shipmate, effected a daring escape. Under heavy hostile fire, he reached his objective the same evening to furnish the attack force commander with the first information regarding the beleaguered group.

GOLD STAR IN LIEU OF SECOND



SILVER STAR MEDAL

★ Capt. Bromfield B. Nichol, USN, Nashville, Tenn.: While serving on the staff of a task-force commander during the battle for the Eastern Solomons, Captain (then Commander) Nichol was subjected to numerous heavy air attacks while directing operations. His courage and determination contributed to the success of the campaign.



SILVER STAR MEDAL

★ Capt. Carl A. Broaddus (MC), USN, Newton, Va.: Landing with the assault

troops on Attu Island, as medical officer on the staff of the commander of the attack force, Captain Broaddus frequently visited the front lines and, despite enemy fire, personally supervised the evacuation of casualties.

★ Capt. Willis E. Cleaves, USN, Chebeague Island, Me.: When his ship was torpedoed by an enemy submarine, Captain (then Commander) Cleaves directed the gunfire of his vessel with such skill that the attacker was driven off. Without additional damage or loss of life, he beached his ship and supervised salvage operations.

★ Capt. Harry D. Power, USN, Palo Alto, Calif.: While participating in the initial occupation of Guadalcanal, and on four later trips in waters adjacent to the island, Captain Power brought his ship through Jap dive-bombing and torpedo attacks to land vitally needed supplies and reinforcements.

★ Comdr. John Krebb, USNR, Brooklyn, N. Y.: During landing operations on the Solomons, Commander Krebb, as engineering officer in the USS *McCawley*, kept the engineering plant in operation at 25% increase above designed speed. When his ship was torpedoed, he attempted to descend to the operating plant from the dynamo flats in an effort to control further damage.

★ Lt. Comdr. Richard H. O'Kane, USN, San Rafael, Calif.: When his submarine, the USS *Wahoo*, was attacked by a hostile destroyer, he withheld fire until minimum range had been obtained, then discharged torpedoes which destroyed the enemy craft. Later, he was of great service to his commanding officer in the attack on and destruction of an entire Japanese convoy of four important vessels.

★ Lt. Comdr. Maurice W. Shea, USN, Cleveland, Ohio: While executive officer and navigator of a submarine, Lieutenant Commander Shea rendered valuable assistance to his commanding officer in sinking or damaging six hostile vessels, totaling 35,551 tons. On one occasion he led an approach party in an attack on an escorted convoy in which his ship sank two enemy cargo vessels and damaged a third.

★ Lt. Comdr. Frances D. Walker, Jr., USN, Wyoming, Ohio: As navigator and executive officer in a submarine, Lieutenant Commander Walker assisted in evacuating a party of aviators from an enemy-occupied island.

★ Lieut. Leonard Kenny, USNR, Long Island, N. Y.: As navigator in the USS *McCawley*, Lieutenant Kenny, having previously secured valuable information on a scouting expedition to Rendova Island, conducted the approach. Following the torpedoing of his ship, he went below to the engine room and the flooded compartments and tried to keep the vessel afloat as long as possible.

★ Lt. (jg) William F. Chamberlain, USNR, Aberdeen, Wash.: As pilot of a plane in combat against a German submarine, Lieutenant Chamberlain attacked in the face of concentrated anti-aircraft fire, straddled the enemy ship with his first depth charges. He followed immediately with a second attack and scored a direct hit, destroying the sub.

★ James M. Boone, CBM, USN, San

Diego, Calif.: While serving aboard a warship participating in a night engagement with the Japanese, as a member of the deck repair party he was responsible for extinguishing most of the fires occurring topside during the battle. He put out several fires unaided.

★ To four enlisted men attached to the USS *McCawley*: John F. Neff, CM, USN, Memphis, Tenn.; Jesse D. Cannon, SF1c, USN, Amite, La.; Frances L. Krull, SF1c, USN, North East, Pa.; and Richard William Lynch, SF2c, USN, Pittsburgh, Pa. When their ship had been torpedoed, they entered flooded compartments, assisted in shoring bulkheads, and labored in the steering engine room to free the jammed rudder.

★ James C. Ogden, CGM, USN, Mare Island, Calif.: As chief of the boat in a submarine, he operated a deck gun in a night action and was responsible for silencing the 37-mm. twin mount of an enemy sub chaser. As a result of his action, he and his shipmates, although strongly opposed, made a successful attack on a large enemy tanker.

★ Donald L. Stillson, CSM, USN, Constantine, Mich.: As quartermaster of the watch in a submarine, he sighted a large enemy tanker. Furnishing accurate bearings to the approach party during the attack he contributed materially to the destruction of the ship. In a subsequent night surface action, despite heavy Jap gunfire, he silenced the 37-mm. twin mount in a hostile craft, and, throughout the remaining patrol, rendered valuable assistance in sinking or damaging six enemy vessels totaling 35,551 tons.

★ To six enlisted men in the damaged USS *McCawley* who, during an engagement with Japanese aircraft in the Solomons, formed voluntary fire- and



Official U. S. Navy photograph

HONORED FOR SALVAGING SHIPS: Four naval officers received the Legion of Merit from Admiral William F. Halsey, USN, Commander, South Pacific Force, for outstanding service in salvaging damaged ships. Admiral Halsey here is pinning the ribbon on Capt. Roy T. Cowdrey, USN, Oregon, Wis. At the right is Capt. Homer N. Wallin, USN, Portland, Oreg., who had previously won the Distinguished Service Medal for salvaging ships damaged at Pearl Harbor. In the background are Comdr. Myron E. Thomas, USN, San Francisco, Calif., and Capt. William E. Sullivan, USN, Honolulu, T. H.

damage-control parties and entered the flooded compartments below, shored bulkheads, released pressure on the boilers, and freed a jammed rudder: Harper L. Wolverton, CMM, USN, Ferguson, Mo.; Frederick D. Van Rheaden, CM1c, USN, Urbana, Ill.; Robert E. Turnbull, CM1c, USN, Springfield, Ill.; Irving M. Palmer, WT1c, USNR, Norfolk, Va.; Buell F. Russell, Jr., Flc, USNR, Shelton, Wash.; and Denver R. Sellers, MM1c, USN, Mt. Vernon, Ala.

★ Berlyn M. Kimbrel, T1c, USN, Red-rock, Okla. (posthumously): When the USS *Hammann* was struck by enemy torpedoes, he stayed aboard to check all depth-charges and report them "safe." Still refusing to abandon ship, he supplied life jackets to his shipmates and assisted injured personnel until the deck beneath him was completely awash. Too late to secure a life jacket for himself, he went down into the sea, floated clear of the submerged ship, but was killed as the result of an underwater explosion.

★ Elbert H. Oliver, StM1c USN, North Little Rock, Ark.: When his ship was attacked by 25 Jap torpedo planes, and although he was bleeding profusely from a wound, he took over the station of an injured gunner and maintained accurate fire on attacking planes until compelled to give way to a relief gunner (30 June 1943, Solomon Islands).

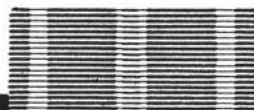
★ Paul M. DeLaney, MM2c, USNR, East Liverpool, Ohio: Aboard a destroyer engaged in rescue work and suffering from a wounded arm, he assisted in extinguishing a blaze on his ship and then, in the face of enemy

fire, aided in rescuing survivors from the water. Following first-aid treatment, he returned to save more survivors (4-5 July 1943, Kula Gulf).

★ Joe T. Guthrie, PhM2c, USN, Davis, Okla.: A member of "A" Medical Company, attached to the Second Marine Division and in direct line of Japanese fire, he administered aid to a wounded marine and rescued him from the hazardous position.

★ Lowell P. Newman, PhM2c, USN, Westwood, Calif.: In a dangerous causeway between Gavutu and Tanambogo Islands in the Solomons swept by hostile machine-guns, serving with the First Parachute Battalion in a medical company attached to the Second Marine Division, he crossed the passage to assist and relieve wounded men and to evacuate them to dressing stations (7 August 1942).

★ Frederick W. Polinske, S1c, USN, St. Joseph, Mich.: While the USS *Vincennes* was being subjected to bombardment by hostile torpedoes and shellfire, as a member of the forward repair party he fought to extinguish raging fires in the vicinity of the sick bay. Although wounded he carried on in the intense heat and suffocating fumes until compelled to leave the burning compartment and abandon ship.



DISTINGUISHED FLYING CROSS

★ Comdr. Carroll B. Jones, USN, Devil's Lake, N. Dak.: Leading his



Official U. S. Coast Guard photograph

COAST GUARD CAPTAIN HONORED: For outstanding service as commander of a task force during the assault on Sicily, Capt. Charles W. Harwood, USCG, here receives the Legion of Merit from Vice Admiral R. R. Waesche, USCG, commandant of the Coast Guard.



Official U. S. Navy photographs

Task Unit CO's Decorated for Antisub Operations

Three commanding officers in the task unit that recently won the Presidential Unit Citation for antisub operations in the Atlantic (INFORMATION BULLETIN, Dec. 1943, p. 48) here receive the Legion of Merit from Admiral Royal E. Ingersoll, USN, Commander-in-Chief, Atlantic Fleet. From left to right are Lt. Comdr. Herbert D. Hill, USNR, commander of the USS Barry; Lt. Comdr. Hinton I. Smith, USNR, commander of the USS Goff; and Lt. Comdr. Howard M. Avery, USN, commander of Composite Squadron 9.

patrol squadron over the Aleutian Islands, without the benefit of fighter escort, he directed perilous, low-altitude bombing attacks on enemy ships in Kiska harbor. At less than 1,000 feet, he released his bombs, probably sinking two hostile vessels and destroying two planes despite fierce machine-gun opposition from six hostile fighters.

★ Lt. Comdr. Howard S. Roberts, USNR, St. Louis, Mo.: Ordered to relieve another plane attacking a hostile submarine, he located the damaged enemy ship in the act of surfacing and attacked with depth charges, which straddled the craft halfway between the stern and the conning tower. He prevented the crew of the disabled

vessel from manning their guns and effected their capture.

★ Lt. Comdr. Richard S. Rogers, USN, Berkeley, Calif.: In combat with a German submarine, by his accurate strafing of the sub he silenced their fire and eventually helped destroy the ship without damage to the attacking planes.

★ Lieut. Gerard Bradford, Jr., USNR, Port Henry, N. Y.: Sent out in a patrol plane to attack a damaged German submarine in the Atlantic area, he spotted the sub and launched repeated runs in the face of intense anti-aircraft fire, raking the decks of the enemy and releasing depth charge. The sub settled by the stern and sank.

★ Lieut. Howland S. Davis, USNR, Baltimore, Md.: When his plane made contact with a hostile submarine, he delivered successive and accurate depth charges forcing the undersea craft to the surface. Later, with the help of another plane, he left the sub in a sinking condition, abandoned by her crew and at the mercy of our surface vessels.

★ To five officers of Composite Squadron 9 who delivered repeated strafings on a U-boat, effectively silenced anti-aircraft fire, and finished the destruction with depth-charge attacks: Lieut. Robert J. Johnson, USN, Jamestown, N. Dak.; Lt. (jg) Raymond J. Tennant, USNR, Kansas City, Kans.; Lt. (jg) Elbert S. Heim, USNR, Bossier, La.; Lt. (jg) Wilma S. Fowler, USNR, Eastland, Tex.; Lt. (jg) Harry E. Fryatt, USNR, Waukesha, Wis.

★ Lieut. James L. Naftzger, USNR, Wilder, Idaho: Piloting an observation plane during the occupation of Attu Island, he executed repeated antisubmarine patrols and gunnery spotting mission for both Army and naval gunfire. On one occasion, faced with the possible need of parachuting to safety because of severe damage to his plane, he made a high-speed, cross-wind landing in order to obtain medical treatment for a crew member.

★ Lt. (jg) Harold C. Carey, USN,

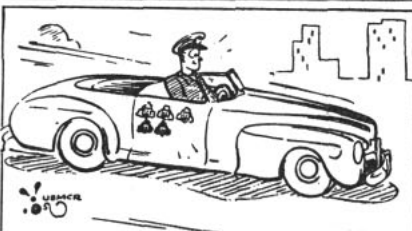
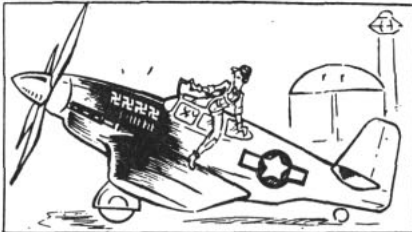
Norfolk, Va. (posthumously): Taking part in an aerial search for a hostile undersea craft known to be in the area, he contacted the ship and forced it to the surface. Despite anti-aircraft opposition, he made accurate diving attacks and spotted the craft for gunfire from our surface vessels which sent the U-boat to the bottom.

★ Lt. (jg) William F. Chamberlain, USNR, Aberdeen, Wash.: While engaged in an aerial search, he sighted a hostile submarine on the surface. He attacked with depth charges, damaged it so severely that it could not submerge, and then pressed home an attack which sank the sub.

★ Lt. (jg) Teddy L. Hull, USNR, Winslow, Ark. (missing in action): Returning from an escort mission, he sighted 25 Zeros and immediately pulled up to attack from above. Starting his dive at 25,000 feet, he engaged the enemy with deadly fire and, although attacked by another enemy group of 20 fighters during the ensuing action, he was able to destroy two of the Jap planes.

★ Lt. (jg) Robert E. Pellissier, USNR, Whittier, Calif.: Piloting a scout bomber off Guadalcanal, Lieutenant (then Ensign) Pellissier sought out and destroyed assigned hostile anti-aircraft positions by bombing and strafing attacks which resulted in loss of life and equipment to the Japanese. He helped make it possible for our forces to occupy the area (7 August 1942).

★ Lt. (jg) Thurmond E. Robertson, USN, Ninety Six, S. C.: During an attack on a submarine, he maneuvered his patrol plane into position and attacked with depth charges and machine-gun fire. Although covered by anti-aircraft fire, he seriously damaged the sub, forced it to the surface and,



—Habit (Reserve Air Base, Hutchison, Kan.).



Official U. S. Navy photograph

SUB SOUNDMAN CITED: Donald L. Stillson, CSM, USN, of Constantine, Mich., won the Silver Star Medal for silencing the gunmount of an enemy ship while he was sightsetter of the gun crew of a submarine.

with the help of another plane, completed its destruction.

★ Lt. (jg) Robert L. Stearns, USNR, Santa Rosa, Calif.: While carrying out a submarine patrol in company with another plane, he sighted a surfaced sub, and, coordinating his actions with the other plane, delivered accurate depth-charge and strafing attacks just as the U-boat began to submerge. Forced back to the surface, the sub was then destroyed.



NAVY AND MARINE CORPS MEDAL

★ Comdr. Philip D. Quirk, USN, Union, N. J.: During a period of intense activity, Commander (then Lieutenant Commander) Quirk, by skillfully maneuvering his submarine into striking position and accurately directing torpedoes and gunfire, attacked and sank 16,435 tons of hostile shipping.

★ To two officers in charge of a construction party: Lt. Comdr. Guy B. Cornell (CEC), USNR, Fresno, Calif., and Lieut. Wilfred L. Keene, USNR, Sunnyville, Calif. They supervised the building of an emergency airplane landing strip in the Aleutians, and, despite the threat of attack and adverse weather conditions, supervised the unloading of personnel and heavy equipment.

★ Lieut. Richard D. Mahan, USNR, Delaware, Pa.: Setting out in a single landing craft on a voluntary reconnaissance mission, Lieutenant Mahan entered Tulagi harbor; passed between hostile islands amid darkness and the uncertainty of enemy positions. He obtained information which enabled flotilla forces to land supplies and vital equipment.

★ Lieut. Lincoln Marcy, USN, Shrews-

bury, Mass.: During night action on a submarine patrol, Lieutenant Marcy, as torpedo officer, rendered valuable assistance in sinking a hostile destroyer.

★ Lieut. William L. McRaven, USN, West Los Angeles, Calif.: Under constant threat of attack by enemy submarines and aircraft, Lieutenant McRaven, as aviation advisor, assisted in the landing of personnel on an emergency airplane landing strip in the Aleutian Islands, despite an unprotected beach and bad flying weather.

★ Lieut. George H. Rood, USNR, New Smyrna Beach, Fla.: As boat officer during rescue operations, Lieutenant Rood boarded a tank barge and directed the rescue of survivors struggling in the heavy surf. He made repeated trips and picked up 30 or 40 survivors, some so exhausted they had to be pulled over the lowered ramp of the barge.

★ Lieut. Thomas B. Stafford, USNR, Rutland, Vt.: While serving as officer of the deck in a submarine during two night attacks, Lieutenant Stafford took such skillful action in maneuvering his ship that she was able to approach and attack the enemy without delay.

★ Lieut. Lars Wanggaard, Jr., USN, Racine, Wis.: While serving aboard a destroyer escorting an aircraft carrier which had been torpedoed, Lieutenant Wanggaard, as ship's boat officer, approached the burning ship to effect rescue of personnel. Despite explosions from the carrier, he dived into the water, saving survivors when they appeared too weak to swim (South Pacific Area, 15 September 1942).

★ Ens. Paul C. Teachey, USN, Newport, R. I.: Helmsman in a submarine during five war patrols, Ensign Teachey maneuvered his ship in numerous engagements with hostile surface units, contributing materially to the damage of enemy craft.



—Dope Sheet (NAS, Norfolk).

"Give me a hand will you, mate—we've got a flat."

★ Machinist Anthony S. Creider, USN, San Diego, Calif.: Undeterred by the danger of bursting ammunition from a crashed plane, and the possibility of explosion of fuel and depth charges aboard, he entered the blazing plane, made his way through heavy smoke to the pilot's compartment and turned off the ignition switches.

★ Electrician Duane W. Curry, USN, Kaukauna, Wis.: In enemy-controlled waters, he carried out his duties in a submarine war patrol skillfully and efficiently, contributing in large measure to the safety of his ship.

★ Electrician William B. Hamilton, USN, Deerfield, Mo.: Throughout five war patrols and in numerous encounters with hostile craft, Hamilton, serving in the switchboard in the after battery of a submarine, labored tirelessly to maintain his equipment in perfect efficiency.

★ Carpenter Jesse H. Wheless, Jr. (CEC), USNR, Galveston, Tex.: Assisting the officer in charge of building an emergency landing strip in the Aleutians, he facilitated the landing of troops and equipment on an unprotected beach, despite extremely unfavorable weather and the threat of enemy submarine and air attack.

★ William V. Itzin, CWT, USN, San Diego, Calif.: Knowing that his ship, the USS *Nicholas*, rescuing survivors from a torpedoed cruiser, might be forced to leave him stranded, he jumped into an oil-covered, shark-infested sea to assist survivors who were too weak to hold to the line and life preservers. He continued the rescue work until an enemy attack forced him to return to his ship (6 July 1943, Kolombangara Island).

★ Devereaux Michell, CMoMM, USN, Louisville, Ky.: Serving at the air manifold in the control room of a submarine during five war patrols, contributed to the success with which his ship damaged enemy shipping.

★ Roy Rickart, CEM, USN, San Diego, Calif.: When damage occurred in his submarine, as senior controllerman he made repairs. His skill and courage contributed in a large measure to the safety of the ship.

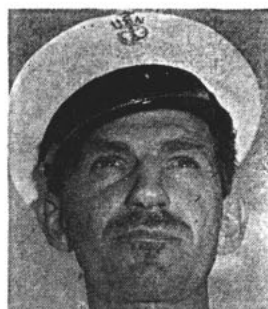
★ Edward Arthur Russell, CTM, USN, San Diego, Calif.: Serving as chief



Official U. S. Navy photographs

Submariners Decorated by Admiral Nimitz

The commanding officer and a chief gunner's mate of a submarine receive the Silver Star Medal from Admiral Chester W. Nimitz, Jr., USN, Commander-in-Chief, Pacific Fleet. Comdr. George H. Wales, USN, (left) of New London, Conn., commanded a sub which sank or damaged many enemy vessels, including a destroyer. James C. Ogden, CGM, USN, Mare Island, Calif., operated the deck gun of his submarine during a night surface engagement and is credited with silencing the gunmount of an enemy ship.



Official U. S. Navy photographs

THREE CPO'S CITED: *Three chief petty officers have received the Navy and Marine Corps Medal for outstanding leadership and performance of duty on submarines in the Pacific. From left to right are Ray J. McKenna, CTM, USN, Hardy, Iowa, who received a gold star in lieu of a second medal; J. D. Ellis, CEM, USN, Wynnewood, Okla.; and Walter C. Lange, CEM, USN, Manchester, N. H.*

of the watch in the control room of a submarine throughout five war patrols he skillfully carried out his duties in numerous engagements with hostile surface units and contributed to the success of his vessel in inflicting damage on the enemy.

★ Milton Wilcoxon, CCS, USNR, Havana, Ill.: In numerous engagements with hostile surface units in the North Pacific area, he carried out his duties as a member of the ammunition crew in the face of grave danger, and contributed materially to the damaging of much enemy shipping.

★ Erwin E. Wood, CEM, USN, New Canaan, Conn.: His submarine's equipment endangered during a war patrol through enemy-infested waters, he carried out repairs which assured the safety of the ship.

★ James M. Jenkins, EM1c, USN, Ashland, Ala.: Serving in a submarine, his heroic actions saved considerable equipment during a war patrol in enemy waters.

★ Albert E. Kemp, Jr., MM1c, USN, San Diego, Calif.: In the face of great danger as engineer of a motor whaleboat during the rescue of survivors from a destroyer, he remained at his post and carried out his duties while the boat was maneuvered into heavy seas and among threatening rocks.

★ Frank H. Medley, TM1c, USN, Senecaville, Ohio: Serving as a lookout in night action in a submarine, and, later in the forward torpedo room, he assisted in the sinking of an enemy destroyer.

★ Tom B. Neill, GM1c, USN, Guion, Tex.: As the USS *Sturtevant* was going down he was in the after part, cut off from communication from the bridge. Realizing that the order to abandon ship would not be heard, he proceeded to set all depth-charges on "safe". Since the charges were set for a shallow barrage and his ship was listing in water only 60 feet deep, his action was instrumental in preventing great loss of life to men on rafts and swimming in the vicinity.

★ To two enlisted men: William C. Hartgrove, CM2c, USNR, Austin, Tex.; and Robert H. Folstadt, MM1c, USNR, Garland, Tex.; they took part in

valorous and effective rescue work during a dive-bombing raid on an advanced naval base in the Solomons. When a landing craft was bombed and set afire, they swam out to the craft, while it was being beached, to rescue a wounded man hanging by a line forward. Returning to the shore, they boarded a lighter rigged with a fire pump and brought it out to the burning vessel. Despite the intense heat and suffocating fumes, Folstadt remained aboard, fighting to bring the blaze under control, while Hartgrove jettisoned live ammunition from turrets and assisted in removing two injured men to a small rescue boat.

★ Raymond G. Alexander, MM2c, USN, South Nashville, Tenn.: Although severely wounded by a shell explosion while aboard a destroyer, he refused medical attention and administered first aid to others, continuing his efforts until all had been attended. As a result, he suffered additional shock and had to be removed from his ship on a stretcher.

★ Charles E. Cooper, Cox, USNR, Wellington, Ohio: Following an explosion aboard his ship, the USS *Ingraham*, which collided and sank while in convoy, he landed near a life raft. In spite of the danger, he paddled back to the sinking ship, then on her side, and rescued seven of his comrades.

★ Elmer C. Wolf, S1c, USNR, Newark, N. J.: Observing that a man was in danger of drowning or of being crushed between a buoy and a barge, he dived into the water, despite a rough stretch of sea, passed a line about the drowning man's body and brought him back safely to shore (11 May 1943, Arzew harbor).

GOLD STAR IN LIEU OF SECOND



AIR MEDAL

★ Lieut. James H. Davies, USN, San Diego, Calif.: First pilot and control bombardier in the command plane during an attack on enemy ships, he ably assisted his commander in locating targets and, with accuracy and de-

termination, released his bombs at less than 1,000 feet, severely damaging two vessels and probably destroying two planes (8 August 1942, Aleutian Islands).

★ Lieut. Richard L. Summers, USN, Bellflower, Calif.: Volunteering his services as patrol-plane commander in a night-bombing sortie, he located his objectives, determined the most effective attack procedure and, despite intense anti-aircraft opposition, distributed his bombs with deadly accuracy (18 June 1943, Nauru Island).

★ Lt. (jg) Thomas A. Ruth, USNR, Jackson, Minn. (missing in action): Taking part with his fighter division in a mission to intercept a Japanese attack on our shipping, he in spite of overwhelming odds, destroyed a Zero.

★ To William L. Dunn, CAP, USN, Lynn, Mass., and Howard K. Chandler, ARM1c, USNR, of Rockford, Ill.: Participating in aerial action against the Japs in the Aleutians, they assisted in pressing home a vigorous assault in which two vessels were damaged and two fighters probably were destroyed (8 August 1942).



AIR MEDAL

★ Lt. Comdr. Gerald R. Pearson, USNR, Rich Hill, Mo.: As navigator and waist gunner of a patrol plane in the Aleutians, he participated in a vigorous assault on the enemy and, against superior odds, severely damaged two hostile vessels and probably destroyed two planes.

★ Lt. Comdr. Frank J. Peterson, USNR, Lykens, Pa.: Piloting a spotting plane from a heavy cruiser during the bombardment of enemy shore batteries on Kiska Island, he held to an altitude of 500 feet in order to observe the objective until the bombardment was completed, although fired on continually by enemy guns.

★ Lieut. James W. Anderson, USNR, Belleview, Fla.: During a period of intense activity as commander of a patrol plane, he bombed hostile shore installations; sought out and attacked strongly protected task forces; and made a daring daylight rescue of a Marine pilot who had been shot down on an enemy-controlled island.

★ Lieut. Kenneth G. Crusoe, USNR, Concord, Mich.: In a glide-bombing attack on enemy installations, he, piloting an observation plane, assisted out ground troops in the Holtz Bay area of Attu Island. In the face of hostile anti-aircraft fire, he held his spotting station to direct the fire of both army and naval forces.

★ Lieut. John W. Erhard, USNR, Wrentham, Mass.: Throughout 15 hazardous night missions in the Solomons, as commander of a PBY5A patrol plane, he damaged five enemy landing barges attempting to land troop reinforcements at Munda Point; was responsible for the rescue of nine pilots and a radioman forced down at Rennell Island; and, under adverse weather con-

ions, illuminated targets for further bombing by other planes.

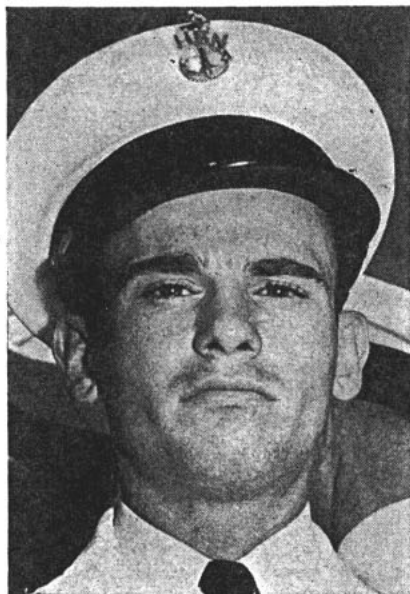
Lieut. Robert C. Evins, USN, Hartselle, S. C.: Piloting an observation plane on numerous antisubmarine patrols, he participated in two glide-bombing attacks in the face of enemy fire, and obtained hits in the target area on Attu Island, thereby contributing to advance of ground troops. On another occasion, despite antiaircraft fire, he maintained his spotting station in order to direct the attack of his parent vessel which was engaged in silencing the fire of an enemy battery.

To four officers on patrol in the Solomons who participated in a low-altitude daylight bombing attack, in the face of heated antiaircraft fire and continuous attack by six enemy fighters: Lieut. Emil B. Hanson, USNR, Seattle, Wash.; Lieut. William J. Becker, USNR, St. Louis, Mo.; Lieut. James C. Clark, Jr., USNR, North Hollywood, Calif.; and Lieut. Robert Calrow, USNR, of St. Paul, Minn. Flying to less than 1,000 feet before releasing their bombs, they severely damaged two enemy vessels and probably destroyed two planes at Kiska.

Lieut. Robert L. Hayden, USNR, Bellingham, Wash.: First pilot of a patrol seaplane, he took command of the ship when his plane commander was seriously wounded and piloted it back to the base, in spite of the extreme darkness, distance and adverse weather conditions.

Lieut. Harold T. Johnson, USNR, Hayward, Calif.: Commanding a BY5A patrol plane during a period of intense activity in the Solomons, he engaged in twelve night missions deep within enemy territory. On one mission he searched out and successfully bombed a hostile submarine; on another, circling above a large and strongly protected enemy task force, he guided our heavy bombers to the enemy by radio while his plane withstood a withering barrage of antiaircraft fire.

Lieut. Claude R. Phillips, Jr., USNR, Upper Darby, Pa.: As a fighter pilot of the USS *Hornet*, he located enemy



Official U. S. Navy photograph

DETECTED ENEMY SHIP:
Charles E. Loveland, CRM, USN, of Irvington, N. J., received the Navy and Marine Corps Medal for detecting the presence of an attacking escort vessel close aboard his submarine, thereby saving his ship from damage.

forces and, with the help of another pilot, shot down a Jap seaplane. Later, despite vicious opposition fire, he made successive strafing attacks on enemy destroyers at anchor (5 October 1942).

★ Lieut. David H. Pope, USN, Washington, D. C. (missing in action): Leading his flight of eight fighters as escort covering our bombing attacks on enemy shipping, he pressed home his attack and aided in disrupting an attempted interception of our forces by Jap planes. Later, he destroyed one plane before his own craft was forced down.

★ Lieut. Edward K. Prewitt, USNR, Concord, N. C.: Two hours after taking off on a convoy flight, as pilot of a patrol plane, Lieutenant Prewitt observed vapor throughout the plane. When gasoline was discovered rising rapidly in the bilges, and an explosion imminent, he effected a perfect full-stall landing on the water 150 miles from land. The leak located, he cleared the plane of gasoline and directed a take-off.

★ To four officers commanding seaplane patrols against Japanese forces in the Solomons: Lieut. Hubert T. Skelly, USNR, of North Miami Beach, Fla.; Lieut. Carroll G. Conrad, USNR, Greensboro, N. C.; Lieut. Henry S. Noon, Jr., USNR, Seattle, Wash.; and Lieut. George W. Hanthorn, USNR, of Superior, Nebr. Volunteering their services in a hazardous night bombing attack on Nauru Island, they dropped all bombs on selected objectives despite the intensity of antiaircraft opposition and numerous other difficulties.

★ Lt. (jg) Edwin M. Koos, USNR, California, Pa.: Carrying out a routine antisubmarine patrol, he

sighted an enemy undersea craft on the surface. Although wounded in the leg by vicious antiaircraft fire, he dived down and released his depth-charge attack, which struck the water very close to the sub.

★ To an officer and three enlisted men who took part in a low-altitude bombing attack in Kiska harbor, destroying two Japanese vessels and two fighter planes: Lt. (jg) Charles E. McKinley, USN, Cooksville, Ill.; Roy N. Huppert, AMM1c, USN, Murphysboro, Ill.; Patrick J. Carty, ARM1c, USNR, Spray, Oreg.; Harold L. Defenbaugh, ARM2c, USNR, El Reno, Okla.

★ Lt. (jg) James U. Mitchusson, Jr., USNR, Goodwell, Okla.: Taking part in 16 dive-bombing missions against heavily defended shore installations and shipping, he scored a direct bomb hit on a Jap destroyer. In other attacks his squadron inflicted serious damage on the enemy (10 March to 22 July 1943, Solomons area).

★ Lt. (jg) Jonathan Oster, USNR, Monango, S. Dak.: Approaching over the clouds, Lieutenant Oster swept down out of the sun and attacked an enemy submarine. First strafing it in the face of heavy antiaircraft opposition, he then dropped depth charges. Attacking until he exhausted his ammunition, he damaged the sub.

★ Lt. (jg) Louis F. Reeder, USNR, Seattle, Wash.: As command pilot of a naval airship, Lieutenant Reeder discovered that the envelope had lost sufficient helium to make further flight hazardous. Under difficult conditions, he landed his craft with a minimum of damage.

★ Lt. (jg) Hubert Smolsnik, USN, Cle Elum, Wash.: During an attack on an enemy submarine, Lieutenant (then Ensign) Smolsnik, piloting a patrol plane, assisted in delivering an aggressive and accurate depth-charge and machine-gun attack which sank the enemy craft.

★ Lt. (jg) William R. Taylor, USNR, Huntington, W. Va.: Ordered to search for a submarine attacked earlier that day, Lieutenant Taylor proceeded out over the clouds and located the U-boat cruising on the surface at high speed. Making a glide-bombing attack from 4,000 feet into a barrage of antiaircraft fire, he scored a near miss with a depth charge. Then, using a bomb fused to



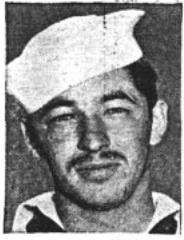
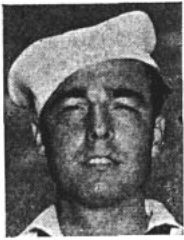
—Condenser (NTS, Chicago).

see the helmsman's got bic-cups again."



—Bethian (V-12, Bethany College, Bethany, Va.).

"And that's not one of the Four Freedoms!"



Official U. S. Navy photographs.

Four Enlisted Men Cited for Heroism on Submarines

Navy and Marine Corps Medals have been awarded four enlisted men who rendered great assistance to their commanding officers and displayed great courage and expert seamanship during submarine patrols in the Pacific. From left to right are (top) Harold G. Lee, RM1c, USN, San Francisco, Calif. and Albert F. Brocklesby, SoM2c, USN, Delaware, Ohio; (bottom) Joseph Styer, Jr., GM3c, USN, Wellington, Ohio, and Thomas F. McGowan, Jr., TM3c, USNR, Los Angeles, Calif.

detonate on contact, he attacked a second time, causing damage.

★ Ens. Edgar A. Bevis, USNR, Newton Highland, Mass.: Taking part in eight dive-bombing missions against heavily defended hostile shore installations and shipping, he pressed home his attacks despite severe fighter opposition and seriously damaged enemy ships.

★ Earle E. Brown, ACMM, USN, Orland, Calif.: Making three hazardous trips to rescue members of an army plane forced down on the Greenland ice cap, he rendered invaluable service to his pilot while flying over dangerous terrain in the most rigorous Arctic weather.

★ Alfred L. Myles, CAP, USN, Everton, Ark.: In an emergency landing at sea, although nearly overcome by fumes he assisted in the hazardous landing as co-pilot. After the fuel line had been repaired and the plane cleared of free gasoline, he assisted in getting the plane off the water, and later, in making a safe anchorage.

★ Eugene L. Richoz, CAP, USN, New Orleans, La.: As member of a patrol plane crew during the successful attack on an enemy submarine in the Atlantic area, 17 May 1943, Richoz assisted his pilot in delivering an aggressive and accurate depth-charge and machine-gun attack, forcing it to the surface.

★ To three radiomen and gunners of a plane during the assault on French Morocco: William T. Jones, ARM1c, USNR, Huntington, W. Va.; George R. Stearns, Y1c, USNR, Frazee, Minn.; and Clyde L. Weber, ARM1c, USNR, Clarksburg, W. Va.

They took part in a glide bombing on forces in Casablanca Harbor in the face of heavy anti-aircraft fire, and rendered valuable assistance during the bombing and sinking of an enemy submarine.

★ William L. Maris, Jr., AMM1c, USN, Anacortes, Wash.: As a waist gunner, in the face of hostile anti-aircraft and continuous fire from six enemy fighter planes, he was largely responsible for downing one of the attacking aircraft (8 August 1942, Kiska harbor).

★ George Palko, Jr., AMM1c, USN, Donna, Tex.: In severe Alaskan weather and with a low ceiling forcing his plane to fly through clouds to carry out its attack mission against Jap ships in Kiska harbor, he assisted in determined low-altitude dive-bombing and strafing attacks, although his plane was pierced by shrapnel and anti-aircraft fire.

★ Marc A. Pursell, AMM1c, USN, Pasadena, Calif.: Braving severe Alaskan weather as captain of a patrol plane, he forced his plane through clouds at a low ceiling to carry out its attack mission. He assisted in determined dive-bombing and strafing attacks. Pulling out in the clear at a very low altitude, his plane was subjected to anti-aircraft fire from enemy ships and shore batteries, and pierced by shrapnel.

★ Alex Sabo, AMM1c, USN, Rita, W. Va.: As flight engineer in a Navy patrol plane during rescue operations on the Greenland ice cap, he rendered invaluable assistance to the pilot during the first successful wheels-up landings and take-offs on snow by a PBY-5A plane. Afterwards, when the starboard engine caught fire and was damaged, he helped extinguish the fire and complete the repairs.

★ Charles H. Paske, Jr., AP1c, USN, Medford, Oreg.: When his plane was forced to crash-land on a remote island, during an engagement with eight Zeros, he quickly explored resources, cared for wounded comrades, and continued to administer aid for seven days until their rescue (26 August 1942, Solomon Islands).

★ Delmer D. Wiley, ARM2c, USN, Glenwood, Iowa: Seriously wounded when

his plane from the *uss Enterprise* was shot down during an attack on a Japanese cruiser, Wiley succeeded in inflating his life raft. After a voyage of 15 days he landed on an island where he joined the survivors of a crashed Army plane. His resourcefulness in procuring an outrigger canoe was instrumental in bringing the stranded survivors into friendly waters.

★ Edward S. Zdroykowski, ARM2c, USN, Easthampton, Mass.: Braving intense anti-aircraft fire in a low-altitude daylight bombing assault, he assisted materially in the severe damaging of two enemy vessels and probable destruction of two fighter planes.

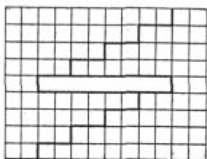
★ To Jack Carter, AOM3c, USNR, Floral City, Fla.; and Walter S. Gorka, AOM3c, USNR, Windsor Locks, Conn. (both posthumously): As bomber-gunners of a plane during the assault on French Morocco on 8 November 1942, they participated in the brilliantly-executed bombing attack on an enemy submarine.

★ Nathan V. L. Siebel, ARM3c, USNR, Carmine, Texas: As radioman and gunner of a plane during the occupation of French Morocco on 11 November 1942, Siebel performed his duties with courage and skill during the bombing and sinking of an enemy submarine.

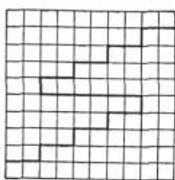
Answers to Quiz on Page 57

- False. Navy Regulations says "may," not "shall."
- The space (approximately a sphere) around a magnetic compass, which should be kept free of all magnetic bodies. The radius of this sphere varies with the type of ship, but is generally not less than five feet. Encroachments may lead to unsatisfactory performance.
- A British "Mosquito," a light bomber-fighter.
- Fleet tugs.
- A sailor's imaginative paradise of dance halls and kindred amusements.
- (d).
- Cape Horn.
- (b).
- No. "Anchor's Aweigh," often referred to as such, was written as a football and rally song and has never been officially recognized as other than that.
- (a) Russia; (b) Italy; (c) Germany. (d) Russia; (e) New Guinea; (f) New Guinea.
- An attachment to the mast of a river boat by which the mast can be lowered when the boat is passing under a bridge.
- Yes. Navy enlisted men serving with Army detachments in areas where naval uniforms would be inappropriate are authorized to wear regulation Army uniforms with appropriate naval insignia.
- A mythical character at the bottom of the sea, similar to Davey Jones.
- Red, white, blue and black. The blue background represents the American theater. The blue, white and red pin stripes in the center are a continuation of the American Defense Service. On the outer edges the black and white stripes represent the German colors (Atlantic) and the red and white stripes the Japanese colors (Pacific).
- "Free balloons" have no power and their flight is controlled by the wind; "dirigible balloons" are powered and steerable.
- (c).
- False.
- Air marshal.
- (d) [estimated].
- (a).

Solution to Puzzle on Page 52



Cutting the Linoleum



Pieced Together

BULLETIN BOARD

Enlisted Jumpers To Be Shortened

The Navy last month decided to eliminate the traditional "blouse" from enlisted men's blue jumpers. This will be done by manufacturing dress jumpers six inches shorter, undress four inches shorter and eliminating the draw string.

Until such time as U. S. Navy Uniform Regulations are amended the change will not affect jumpers now worn or now in stock. It is expected that new regulations will provide that jumpers "will fully cover the top of the trousers," as at present.

A two and one-half inch hem on

the new jumper will provide material for lengthening, if necessary.

The change in design was approved following a suggestion by an enlisted man on duty in the BuSandA Clothing Division—B. F. Sanders, Jr., SKIc, USNR, of Carthage, Tenn.

The Naval Clothing Depot, Brooklyn, N. Y., which has cognizance over uniform manufacture, has estimated the annual saving at over \$2,000,000 (\$1,393,600, wool melton; \$706,000 wool flannel, and \$54,000, braid).

Ten Days Allowed In Detaching Officers

Orders to officers which read: "When directed by your commanding

officer, you will regard yourself detached . . .," should ordinarily be endorsed to detach the officer within 10 days after the arrival of the orders, unless special circumstances indicate otherwise. (Details in N. D. Bul. [semi-monthly], of 15 December 1943, R-1694.)

Eligibility Changed For Class V-7

New regulations governing the eligibility of enlisted men for enlistment or transfer to Class V-7, USNR, for reserve midshipman training, have been issued by BuPers. They cancel existing regulations.

HOW AND WHEN YOU MAY VOTE (II)

Action on the proposals for placing absentee voting by members of the armed forces under federal jurisdiction has been suspended, leaving the burden of responsibility for absentee voting by members of the armed forces on the various states, (Ramsay Act, Public Law 712, 77th Congress, 16 September 1942).

Personnel desiring to take advantage of their privilege of voting absentee should review BuPers Circler No. 95-43 and the article "How and When You May Vote" on page 71 of the December 1943 INFORMATION BULLETIN and carry out the various steps required.

The laws of some states do not recognize the postal card application for an official war ballot as an application for an absentee ballot in connection with elections for state and local offices, but rather consider it as an application for registration. Therefore, this form should be submitted at once by those desiring to vote absentee at state primaries for state and local offices, with the additional request that an absentee ballot for such elections be forwarded as soon as available. Personnel again are cautioned to keep state officials informed of any change in their address.

Subsequent issues of the Bulletin will contain complete available information concerning offices to be voted on, whether or not absentee voting for state and local offices is permitted in each state, earliest date application for ballot may be made, latest date application for ballot may be received by state officials, and date completed ballot must be received by state officials in order to be counted.

Here is a complete list of dates of primary and general elections to be

held in the several states during the calendar year 1944:

STATE	DATE OF PRIMARY ELECTION	DATE OF GENERAL ELECTION
Alabama	2 May	7 November
Arizona	12 September	7 November
Arkansas	25 July	7 November
California	29 August	7 November
Colorado	12 September	7 November
Connecticut	No Primary	7 November
Delaware	August or early September	7 November
Florida	2 May	7 November
Georgia	Early September	7 November
Idaho	8 August	7 November
Illinois	11 April	7 November
Indiana	2 May	7 November
Iowa	5 June	7 November
Kansas	1 August	7 November
Kentucky	5 August	7 November
Louisiana	18 Jan. (state and local)	18 April (state and local)
	12 Sept. (federal)	7 Nov. (federal)
Maine	19 June	11 Sept. (state and federal)
		7 Nov. (Pres. and V.-Pres.)
Maryland	1 May	7 November
Massachusetts	19 September	7 November
Michigan	12 September	7 November
Minnesota	12 September	7 November
Mississippi	22 August	7 November
Missouri	1 August	7 November
Montana	18 July	7 November
Nebraska	11 April	7 November
Nevada	5 September	7 November
New Hampshire	12 September	7 November
New Jersey	16 May	7 November
New Mexico	6 June	7 November
New York	19 September	7 November
North Carolina	27 May	7 November
North Dakota	27 June	7 November
Ohio	9 May	7 November
Oklahoma	11 July	7 November
Oregon	19 May	7 November
Pennsylvania	25 April	7 November
Rhode Island	No Primary	7 November
South Carolina	29 August	7 November
South Dakota	2 May	7 November
Tennessee	3 August	7 November
Texas	22 July	7 November
Utah	5 September	7 November
Vermont	12 September	7 November
Virginia	1 August	7 November
Washington	12 September	7 November
West Virginia	9 May	7 November
Wisconsin	19 September	7 November
Wyoming	22 August	7 November

Secretary of State of Date
 Being on active duty in the armed forces of the United States and desiring to vote in the coming election, I hereby apply for an official war ballot.
 My home address is
 in the city, town, or village of
 in the county of
 in the state of; and my voting district or precinct to the best of my knowledge is
 I desire that the ballot be sent to me at the following address:

(Signature here)
 (Print or type here)
 Signature certified by:
 (To be signed by any commissioned officer)

The text of the postcard.

F R E E
 (Official War Ballot)
 Secretary of State of

 (City)

 (State)

Address side of postcard.

BUPers BULLETIN BOARD

Men now are eligible for consideration for this training if they:

- (1) Are citizens of the United States at least 20 years of age and less than 30;
- (2) are recommended by their commanding officers as possessing outstanding leadership and officerlike qualities;
- (3) meet the physical requirements for appointment as ensign, D-V(G), USNR;
- (4) have completed successfully eight semesters in an accredited university or college, or have completed successfully six semesters of work toward a degree and have been on active duty four months, or have completed successfully four semesters and have been on active duty eight months;
- (5) have completed two one-semester courses of mathematics while in college, or, in lieu thereof, have their commanding officer's recommendation include a statement that the candidate has been examined in mathematics and is considered to have sufficient mathematical aptitude to complete reserve midshipman training satisfactorily.

Applicants who do not meet the physical requirements for ensign, D-V(G), USNR, but who meet the age requirements, have their commanding officer's recommendation, and have successfully completed eight semesters in college may submit their application for reserve midshipman training provided their major in college was mathematics, physics, electronics, naval architecture, or engineering, and provided they can meet the following physical requirements:

Height—minimum, 5 feet, 4 inches; maximum, 6 feet, 4 inches; vision—12/20 each eye correctable to 20/20, and be able to read one plate of each of the following groups of A.O.C. color charts: 1-4, 7-14, 17-22; weight—in proportion to height; teeth—18 sound, vital teeth, with at least two molars in functional occlusion, and not more than four missing incisors which are satisfactorily replaced. Other physical requirements as prescribed by the Manual of the Medical Department for candidates for commission.

Applications of qualified college graduates or men who have completed successfully eight semesters may be forwarded at any time. Applications of other candidates may be forwarded two months prior to completion of the required active duty.

Report of physical examination on NMS Form Y (in duplicate) must accompany the application, which should be forwarded to BuPers via BuM&S.

Men who are performing sea duty or short duty outside the continental limits of the United States are not required to submit transcripts of their

educational record or birth certificates but must submit the name of the college attended and the date and place of birth. Men on shore duty within the continental limits of the United States must furnish transcripts of their educational record and birth certificates with their applications.

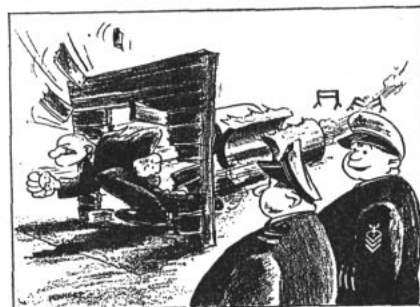
Selected candidates will be ordered to a Naval Reserve midshipman's school, where they will be transferred to, or enlisted in, the rating of apprentice seaman, Class V-7, and given an academic review course. At the end of the review period, tests will be given to ascertain whether the candidates have adequate educational background to undertake the reserve midshipman course. Candidates found deficient either educationally or in officerlike qualities will be returned to general detail in the rating formerly held. Successful candidates will be appointed reserve midshipmen (temporary), and given the reserve midshipman course leading to appointment as ensign in the Naval Reserve. Candidates who, as midshipmen (temporary), fail to qualify for appointment as ensigns, will have their appointments revoked and will revert to enlisted status. (Details in N. D. Bul. [semi-monthly], of 30 November 1943, R-1645.)

CPO Clothing Allowance Explained

Because many questions apparently have arisen within the naval service regarding cash clothing allowances for chief petty officers, the following has been prepared by BuSandA:

There was no authority for the payment of a cash clothing allowance to enlisted men, including chief petty officers of the Navy or Naval Reserve, prior to promulgation of Executive Order 9226, 19 August 1942, which was effective 1 June 1942.

There is no provision of law or regulation authorizing the payment of a cash clothing allowance prior to that date.



—Hoist (NTS, San Diego, Cal.).
"He seems determined to set a new obstacle course record, sir."

Chief petty officers of the Navy, upon first enlistment or upon re-enlistment subsequent to the expiration of three months from date of last discharge, and chief petty officers of the Naval Reserve upon first reporting for active duty or upon recall to active duty subsequent to the expiration of three months from date of last release therefrom, are entitled to cash clothing allowance of \$300 providing such enlistment or reporting for active duty was on or after 1 June 1942.

Enlisted men (except band members) upon advancement in rating to chief petty officer on or after 1 June 1942, and subsequent to 30 days from date of enlistment or reporting for active duty are entitled to a cash clothing allowance of \$250.

Chief petty officers (and other enlisted men) of the Naval Reserve upon reporting for active duty prior to 1 June 1942 were entitled to a clothing outfit in value equal to a full bag with a deduction for the value of clothing previously issued.

In accordance with the provisions of Executive Order 9226, chief petty officers on active duty on 30 June 1942, if not furnished a clothing outfit during the fiscal year 1942 and not entitled to a cash clothing allowance in June 1942, were entitled to quarterly cash maintenance allowance at the rate of \$18.75 on and subsequent to 1 July 1942.

In the case of a chief petty officer who was furnished a clothing outfit during the fiscal year 1942 or a cash clothing allowance in June 1942, quarterly cash maintenance allowance at the rate of \$18.75 accrues on and subsequent to the first day of the quarter following the first anniversary of the date on which last entitled to a clothing outfit or cash clothing allowance.

(Details in Appendix A, BuSandA Manual and Article 2143-4 BuSandA Memo.)

Chief petty officers and petty officers, first class, on first temporary appointment to warrant or commissioned rank in the regular Navy or Naval Reserve are entitled to a \$250 uniform gratuity. It should be noted that an enlisted man who is temporarily appointed to warrant or commissioned rank on a date prior to date of advancement to chief petty officer is entitled to uniform gratuity but is not entitled to \$250 cash clothing allowance upon advancement to chief petty officer even though notification of appointment to warrant or commissioned rank is not received until after advancement to chief petty officer (details in article 2142-6, BuSandA memo).

BU PERS BULLETIN BOARD

Enlisted men appointed to permanent warrant or commissioned rank in the Naval Reserve, however, do not come under the provisions cited above but are considered in the same category with officers who are appointed from civilian life and receive uniform gratuity upon first reporting for active duty in accordance with provisions of article 2140-10(e), BuSandA Manual. (This gratuity is made in two payments of \$150 and \$100, respectively.)

Qualifications Published For Specialist (I), (T)

Qualifications for Specialist (I), (punched card accounting machine operator), and Specialist (T), (Link trainer instructor), have been approved. They appear in the Navy Department Bulletin (semi-monthly), of 30 November 1943, R-1640 and R-1642.

Gift Cigarette Sales Prohibited

Commanding officers have been directed by BuPers to take appropriate steps to prevent the unauthorized sale of gift cigarettes to naval personnel.

The most common occurrence of unauthorized sale is reported as taking place through exchange, at ship's service stores, of gift cigarettes of one brand for stocked cigarettes of another brand, with subsequent sale of the gift cigarettes in the regular course of business.

(Details in N. D. Bul. [semi-monthly], of 30 November 1943, R-1644.)

Technical Storekeeper Rating Announced

Storekeeper T, (SKT), signifying technical storekeeper, has been added as a new subdivision of the storekeeper's rating in keeping with the recent comprehensive revision of the entire enlisted rating structure, (INFORMATION BULLETIN, November 1943, p. 72). The new subdivision applies to pay grades 1 through 4.

The definition of Specialist (Q) was changed from "Communication Security" to "Communication Specialist". (Details in N. D. Bul. [semi-monthly], of 30 November 1943, R-1650.)

Correspondence Authorized To Local Draft Boards

The following types of correspondence between naval personnel and selective service local boards may be sent direct to the board concerned and need not be sent via the state headquarters for the State in which

the local board is situated (INFORMATION BULLETIN, December 1943, p. 66):

(1) Forms which are required by the Selective Service System to be submitted direct to local boards; (2) correspondence between officers of Naval Officer Procurement and local boards, concerning clearance of applicants for commission, as covered by joint agreement of the Secretary of the Navy and the Secretary of War dated 22

June 1943; (3) notices of enlistment of registrants forwarded to local boards by recruiting agencies; (4) notices of separation or discharge of naval personnel forwarded to local boards by discharging authorities, and (5) answers to requests from local boards for information concerning facts within the knowledge of the person replying. (Details in N. D. Bul. [semi-monthly], of 30 November 1943, R-1655.)

Service Requirements for Longevity Pay

Certain prior service in the armed forces of the United States may be credited for longevity pay for men now on active duty in the Navy.

Statements of service can be obtained by making official requests to BuPers. Requests should include information as to when and where prior service occurred. BuPers will forward statements of service to commanding officers for pay purposes.

Commissioned officers may execute their own certificates of service, subject to later checking by BuPers. (See Article 2142-2 BuSandA Memo.)

The following service may be credited as indicated:

For Commissioned Officers (Except Commissioned Warrants)

All service, active and inactive, while in commissioned, warrant or enlisted status, or while on the retired list, applies.

Navy, Naval Reserve, Naval Reserve Force, National Naval Volunteers and Naval Militia.

Army, Regular Army Reserve, organized militia prior to 1 July 1916, Active National Guard, National Guard Reserve, National Guard of the United States, Enlisted Reserve Corps, Officer Reserve Corps, Philippine Scouts and Philippine Constabulary.

Marine Corps, Marine Corps Reserve and Marine Corps Reserve Force.

Coast Guard and Coast Guard Reserve.

Coast and Geodetic Survey. (Commissioned service and service in excess of one year as deck officer or junior engineer.)

Public Health Service and Reserve Corps of the Public Health Service.

For Commissioned Warrant Officers

Only commissioned service, active and inactive, applies. However,

warrant officers promoted to commissioned warrant officers may elect to continue to draw warrant officers pay and to receive commissioned warrant officers allowances.

Navy, Naval Reserve, Naval Reserve Force, National Naval Volunteers and Naval Militia.

Army, Officers Reserve Corps, Active National Guard and National Guard of the United States.

Marine Corps, Marine Corps Reserve and Marine Corps Reserve Force.

Coast Guard and Coast Guard Reserve.

Coast and Geodetic Survey.

Public Health Service and Reserve Corps of the Public Health Service.

For Warrant Officers and Enlisted Men

Active federal service in the Army, Navy, Marine Corps, Coast Guard and, as commissioned officers only, in the Coast and Geodetic Survey and Public Health Service, and in the reserve components of such services.

Active and inactive in the following:

Active National Guard of the several states, territories and the District of Columbia.

Naval Reserve and Naval Reserve Force.

Marine Corps Reserve and Marine Corps Reserve Force.

Coast Guard Reserve.

In addition, enlisted men (but not warrant officers) may count active or inactive service in the Enlisted Reserve Corps of the Army.

(Details may be found in Public Law 607 approved 16 June 1942 as amended by Public Law 785 approved 2 December 1942; Alnavs 123-42, 129-42, 268-42 and 22-43, and Articles 2142-2, 2143-2 and 2144-2, BuSandA Manual.)

BUPERS BULLETIN BOARD

Tickets Should Be Purchased Before Boarding Trains

The rail carriers of the United States advise that considerable difficulty is being experienced in transportation of personnel traveling on leave due to failure of the personnel to purchase tickets prior to boarding trains. The carriers urge that every effort be made by personnel to purchase their tickets before boarding trains in order to avoid confusion and delay in the payment of cash fares after boarding trains. The carriers also point out that in some cases a saving will be involved by purchasing tickets prior to boarding train.

BuPers has also been informed by the carriers that considerable difficulty is being experienced because some naval personnel obtain Red Cap service at rail terminals to handle their hand baggage between trains and the terminals without paying for such service. The impression is thus created that payment for such service will be made by the government.

Personnel desiring Red Cap service to handle their baggage on and off trains must pay for the service at the time it is rendered as there is no authority for payment of such services by the Navy. The expenses of such service must be borne by the individual.

ALNAV LISTING

The following Alnavs were issued in the period 20 November 1943 to 20 December 1943:

No. 188—Regarding establishment of universal Navy expeditionary force messages.

No. 189—Regarding expeditionary force Christmas message privileges.

No. 190—Regarding issuance of War Ration Book No. 3.

No. 191—Requesting recommendations of aviation pilots, first and second pay grades, for temporary appointment to commissioned rank (Refer BuPers Circler 152-43).

No. 192—Requesting additional applications for one-year course in applied communications (as requested in BuPers dispatch 281924 of August).

No. 193—Regarding Navy Mutual Aid Association's reduction of extra war risk rate, effective January 1944.

No. 194—Regarding requirements for NavMed Form 4 and forwarding of.

No. 195—Regarding requests for communication officer replacements.

No. 196—December 7 War Bond sales totaled \$22,232,518.

No. 197—Regarding ration allowances for vessels and shore activities rendering quarterly ration records (BuSandA Form 45).

No. 198—Requesting additional applications for one-year course in aerological engineering convening 6 March 1944 (Refer BuPers Circler 189-43).

3 More Magazines Issue Overseas Editions

Special overseas editions of *Flying*, *Popular Photography* and *Radio News* magazines, printed on lightweight paper, were announced as available for shipment to service personnel afloat and overseas, beginning with the January issues.

As in the cases of other overseas editions (INFORMATION BULLETIN, September 1943, p. 74; November 1943, p. 73), these three magazines contain generally the same editorial matter as editions distributed within the United States, but carry no advertising.

Seabees In Seaman Branch Wear Rating Badge on Right Sleeve

BuPers had directed that all petty officers of the seaman branch in Construction Battalions shall wear their rating badges on the right sleeve and that all petty officers of other branches in the Seabees shall wear their rating badges on the left sleeve. Previous instructions provided that rated men should wear rating badges on their left sleeves. The distinguishing mark "C. B." will continue to be worn on the left sleeve, halfway between the elbow and the wrist. (Details in N. D. Bul. [semi-monthly], of 15 December 1943, R-1699.)

WR Officer Applicants Given Rank Commitment

Officer applicants for the Women's Reserve may now be informed, at the time of enlistment, of the rank in which the applicant will be commissioned upon successful completion of indoctrinal training. The same applies, in some cases, to assignments to special types of duty, such as Supply Corps, Hospital Corps, aerology, air navigation instruction, radio electronics.

Under new regulations, issued in the procurement directive of 25 November 1943, these commitments, similar to those made to men officers, will be based on the age and civilian experience of the applicant.

Sporting News Withdraws Free Subscription Offer

The publishers of *The Sporting News* have advised BuPers that additional free subscriptions to *The Sporting News*, as announced in the INFORMATION BULLETIN, March 1943 and March 1942, are no longer available, because of paper priorities and other



—Maritime Service News (MSTS, St. Petersburg, Fla.).

"Anchors aweigh, my lad, anchors aweigh!"

BU PERS BULLETIN BOARD

considerations. Subscriptions already entered will not be discontinued. Commanding officers may enter subscriptions in the same manner as for other publications by utilizing local unofficial funds or by requisition charged against the appropriation "Welfare and Recreation". The rates for the special service edition are \$2 annually and for the regular edition, \$3.75 annually. Officers and men may enter individual subscriptions at the same rates.

Qualifications Announced For Specialist (S)

Qualifications for Specialist (S) (shore patrol and security) appear in the Navy Department Bulletin (semi-monthly) of 15 December 1943, R-1691. This rating is not open to V-10 personnel. Instructions governing advancement of V-10 Specialist (S) personnel (Personnel Supervisors) were issued separately by BuPers ltr. Pers-67-BT QR8/P17 of 25 Nov. 1943.

Training Courses

The Bureau of Naval Personnel receives many letters direct from enlisted personnel requesting Navy training courses, and the Superintendent of Documents forwards to this Bureau for reply all requests he receives from Navy Personnel for these courses. It is suggested that Commanding Officers inform all personnel as to the proper procedure for obtaining Navy training courses, as outlined in "Instructions for Enlisted Training," and also advise personnel of the provision of Navy Regulations, Article 2010. In reply to all such requests, a form letter and a copy of "Instructions for Enlisted Training" are forwarded together with the original letter to the Commanding Officer of the activity where the enlisted man or woman is on duty. Official requests received from Commanding Officers for nonexistent courses are also answered by a form letter or memorandum. The latter is returned with the receipt copy of Navpers 676 order form.

To minimize delayed and misdirected shipments of enlisted training courses, all units requesting the publications are asked to furnish a complete delivery address. When only an officer's signature appears on Navpers 676, it is necessary to locate his duty station and assume the material is needed at that activity. Requests are frequently received which lack both an address and signature; it is impossible to prepare any reply to these requisitions. To ex-

pedite delivery of training material, and reduce the number of separate shipments to a given activity, it is suggested that large orders be submitted approximately once a month, whenever feasible, instead of frequent small orders.

Inasmuch as Navy Training Schools frequently lose enlisted training manuals for study, and may or may not use the progress test and examination books, it is suggested that all requests from Navy Training Schools specify the number of each type of book they require. The usual procedure is to supply three times as many progress tests and examinations as courses in order that the course book may be used consecutively by at least three persons.

The following information is furnished on course material now being distributed. All copies of the A-N Manual and Apprentice Seaman Course and progress test and examination books are to be destroyed when their present users have completed the study course, since these books have been replaced by the new course, "General Training Course for Nonrated Men." Signalman 3c course and progress test and examination have been revised to bring the contents in line with present communications procedure, and all requests are now being filled with copies of this new edition. The new Enlisted Training Course and progress test and examination for Stewards and Cooks has automatically been substituted for the older

edition of Officers' Cooks and Stewards. Parachute Rigger 3c and 2c Training Course is available. However, there is no accompanying progress test and examination booklet in preparation at present. The new training course and progress test and examination for motor machinist's mate 2c are now available for distribution.

The Artificer's Manual is obsolete and no longer available. Until the enlisted training courses for the artificer's ratings now in preparation are published, a partial substitute, "The Shipfitter's Manual" by A. Crivelli, Pitman Publishing Co., is being stocked at enlisted training course distribution points and copies are obtainable in limited amounts upon request.

Enlisted training course material is available from: (a) Bureau of Naval Personnel [Training Division], Washington, D.C. (b) The Educational Officer, 11th Naval District, San Diego, California. (c) The Educational Officer, 14th Naval District, Pearl Harbor, T. H.

Instructions for Enlisted Training, 1944 edition, should be ready about 1 February 1944, at which time it will be mailed to all ships and stations together with the order forms Navpers 676, revised October 1943. The 1944 edition will contain a complete list of courses now available, and those new courses now in various stages of preparation. Additional copies will be furnished upon request.

DISTRIBUTION of the INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

Normally copies are distributed only to activities on the Standard Navy Distribution List in the expectation that these activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

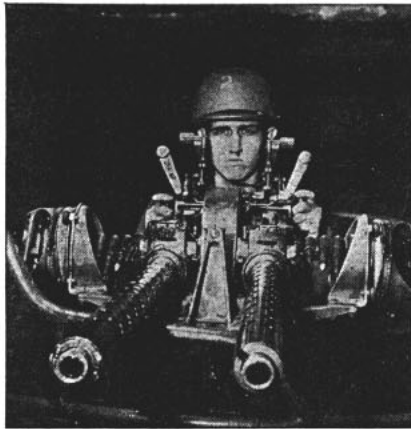
It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.

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THIS MONTH'S COVERS



A PT-boat marksman gets ready to spell out a businesslike New Year's greeting for the Japs as he draws a bead with his 'twin fifties'. Sharp thorns in the sides of the Japanese, the Navy's PT boats have taken a noble part in the Allied campaign to cut off and seize enemy strongholds in the South Pacific. **INSIDE FRONT COVER:** You're looking through the porthole of a U. S. Coast Guard manned combat transport in the Pacific as landing craft circle in the water just after dawn. Awaiting orders, the craft will soon come alongside to pick up troops and equipment to be ferried to the invasion shore. **OPPOSITE PAGE:** You can get some idea of the tremendous amount of gasoline needed to keep Uncle Sam flying as this Naval Air Transport plane, a giant R4D, stands poised for flight beyond row on row of fuel drums at a Brazilian airport. (Inside front cover picture official U. S. Coast Guard photograph; other two, official U. S. Navy photographs.

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THE INFORMATION BULLETIN IS FOR

ALL HANDS

PASS THIS COPY ALONG AFTER YOU HAVE READ IT



Overleave?

TUT, TUT,
think nothing of it!

*it doesn't hurt anyone
but you, your family,
your buddies, your Navy
and your country.**

**and what's that compared with
those few extra hours of liberty?*

etcham
USNR