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MARCH 1944

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BATTLESHIP-CARRIER TEAM

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

MARCH 1944

NUMBER 324

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The Chief of Naval Personnel

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NAVY ATTACKS TRUK

Bags 19 Jap Ships and 201 Planes in "Partial Payment" on Pearl Harbor; Eniwetok Taken

In one of the boldest and most sensational operations of the Pacific war, powerful carrier task forces of the Navy attacked Japan's great secret naval base at Truk at dawn Wednesday, 16 February (West Longitude date).

The history-making two-day attack cost the Japs 19 ships definitely sunk, seven more probably sunk, 201 planes destroyed in air combat and on the ground, and 50 more planes damaged.

"The Pacific Fleet," reported Commander-in-Chief Admiral Chester W.

Nimitz, USN, "has returned at Truk the visit paid by the Japanese Fleet on December 7, 1941, and effected a partial settlement of the debt."

Admiral Nimitz listed the following Japanese ships as sunk: two light cruisers, three destroyers, one ammunition ship, one seaplane tender, two oilers, two gunboats, eight cargo ships.

Listed as hit and probably sunk were: one cruiser or large destroyer, two oilers and four cargo ships. The total American losses were 17 planes and moderate damage to one ship. (For full text of communique, see page 46).

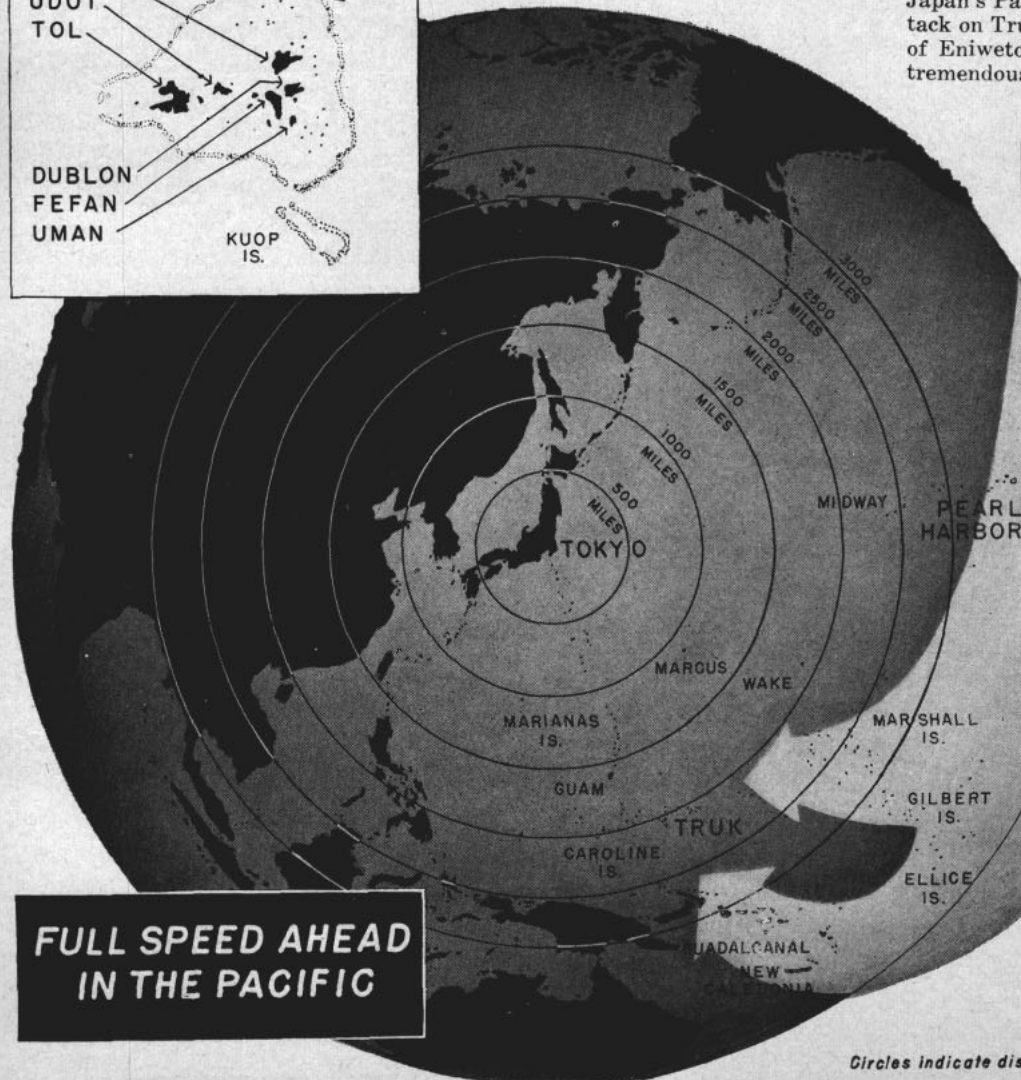
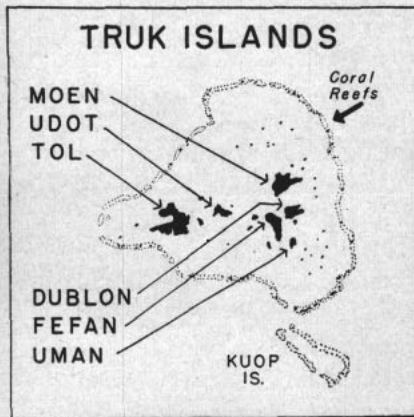
On the second day of the attack, U.S. assault troops more than 700 miles

away invaded Eniwetok Atoll, westernmost of the Marshall Islands. Its capture meant giving the U.S. a base almost 300 miles nearer to Truk than that of Kwajalein.

Infantry and marine troops landed on Eniwetok Island, captured the western half, seized Engebi Island with its airfield, and soon held most of the atoll.

The attack on Truk came with stunning swiftness, only two weeks after the successful invasion of the Marshalls and the reduction of Kwajalein, at a cost of 8,122 Japs killed (see page 5). Only three months had elapsed since the march to Tokyo had taken on new and grim speed with the move into the Gilberts and the taking of Tarawa (INFORMATION BULLETIN, Jan. 1944).

Now, in hitting at the very heart of Japan's Pacific empire, the slashing attack on Truk, coupled with the invasion of Eniwetok, demonstrated vividly the tremendous power at the disposal of



PEARL HARBOR

From here U.S. Navy task forces began striking back in Central Pacific 2 months after Jap raid on 7 Dec. 1941.

MARSHALLS

First conquest of pre-war Japanese territory, following occupation of Gilberts, opens way for blow at Truk.

SOUTHWEST PACIFIC

Campaigns in Solomons, New Guinea a puncture southern arc of Jap defense.

**FULL SPEED AHEAD
IN THE PACIFIC**

Circles indicate distances from Tokyo in statute miles.



THIS IS TRUK as photographed on 4 February from one of two Marine reconnaissance planes that penetrated the air defenses of the enemy's powerful Central Pacific base less than two weeks before it was attacked by U. S. Navy task forces. Several Japanese

warships are shown at anchor off Dublon Island (left), a major supply and repair base for the Japanese fleet; Eten Island (center), large air base guarding the harbor, and Fefan Island (lower right).

Official U. S. Marine Corps photograph via A.P. Wirephoto

our forces in the East and the overwhelming concentration of warships and planes that could be thrown at the enemy.

First word of the new move came in a terse communique from Admiral Nimitz: "At daylight yesterday morning, February 16, West Longitude time, powerful task forces of the United States Pacific Fleet commenced an attack on the Japanese naval base at Truk with several hundred of our planes participating. No further details are available."

Commander of the forces attacking Truk was Admiral Raymond A. Spruance, USN, who was also in charge of operations against the Gilbert and Marshall Islands. Carrier air attack was directed by Rear Admiral Marc A. Mitscher, USN, former commanding officer of the Hornet, from which Maj. Gen. James H. Doolittle's bombers took off for Tokyo in April 1942.

The assault on Eniwetok was under the command of Rear Admiral Richmond K. Turner, USN, with Rear Admiral H. W. Hill, USN, in charge of the amphibious forces. Admiral Turner directed the Navy amphibious forces in the campaign against the Gilberts and Kwajalein.

The attack on Truk followed a daring photographic raid carried out on 4 February by Marine aviators. Flying two giant Liberator bombers, Marine Corps photographic reconnaissance units scouted the secret Jap base, stayed over their target 20 minutes despite intense

antiaircraft fire, avoided interception by Zeros and brought back pictures of the harbor and its installations, including Jap ships there.

Counting these through a break in the clouds, one marine spotted 25 ships at one anchorage and said, "It looked as if the whole Jap fleet was down there." Although neither plane carried a bomb load, the crews each tossed a three-pound fragmentation bomb over the side, as a sample of what was to come twelve days later.

Most legendary of all Japan's bastions in the Pacific, the heavily fortified Truk is the key to defense of the mandated Caroline Islands, and a center of Japanese power in the Pacific. It is 1,316 miles from Tarawa in the Gilbert Islands, which gives some idea of how far American striking power has ranged in three short months in the Pacific. It is 947 miles west of Kwajalein Island, which fell two weeks before, and 383 miles from Ponape, another prominent Jap base which was hit by Army Liberator bombers a few days before the attack on Truk.

Coming two years and two months after Pearl Harbor, the blow at Japan's own "Pearl Harbor" cast ominous shadows for the Japs of things to come. The Tokyo radio, which first ignored the affair, took to the air to warn the Japanese people of "fierce fighting" and to tell them it was all part of a plan whose ultimate aim was an assault on Tokyo.

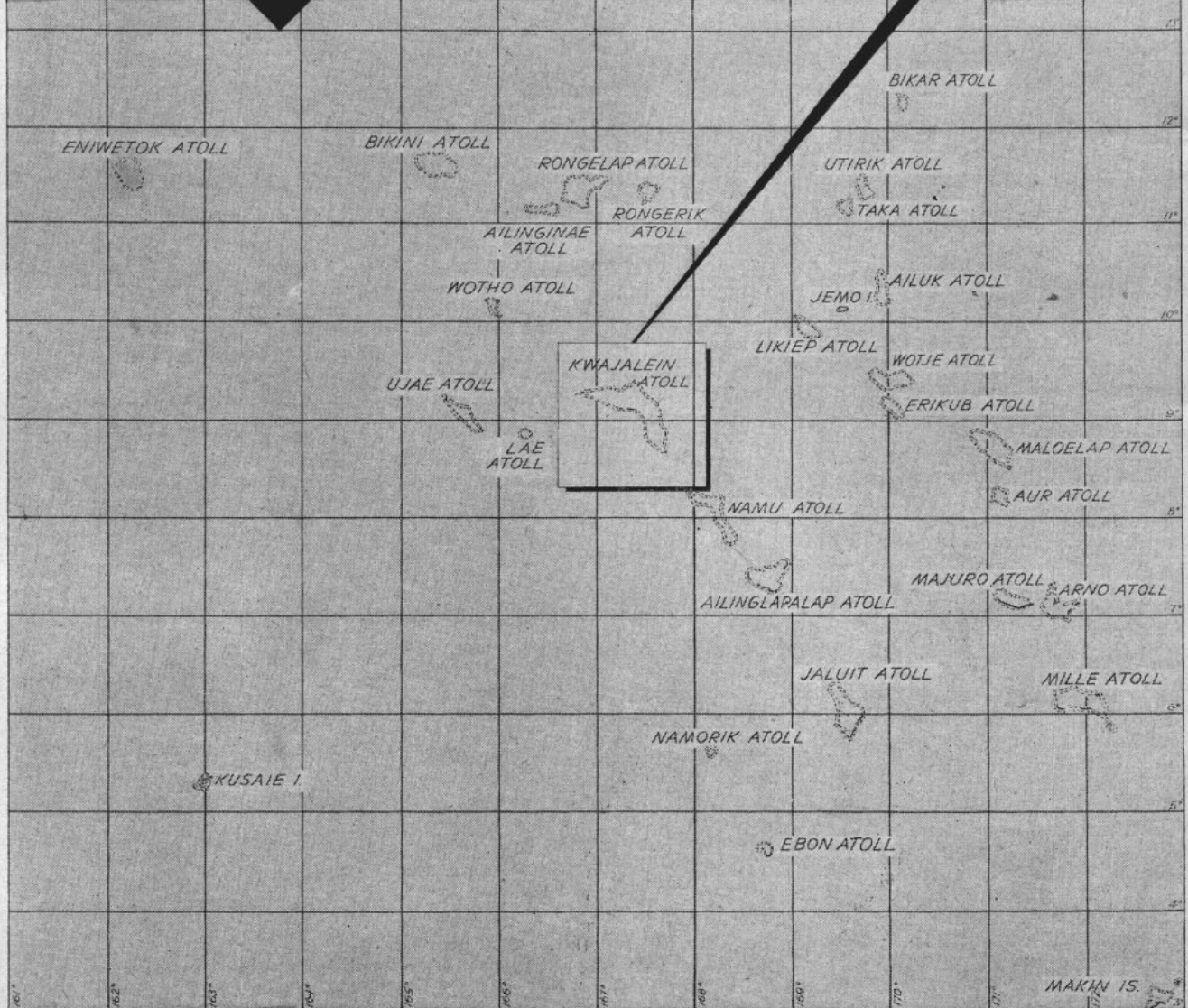
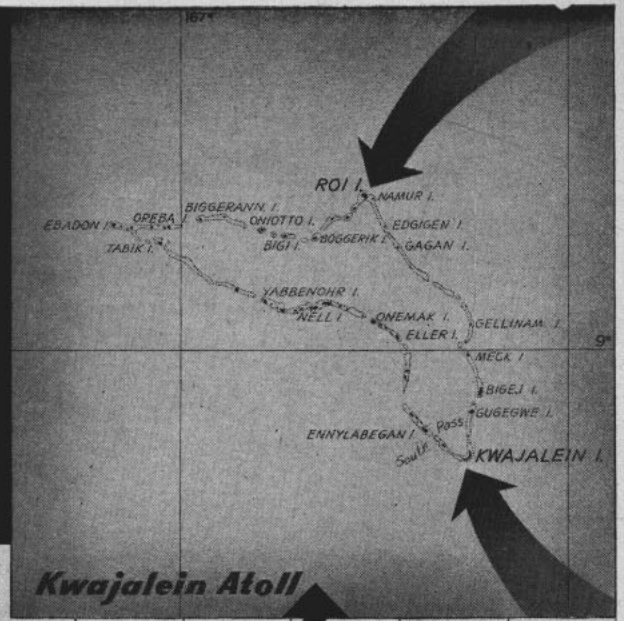
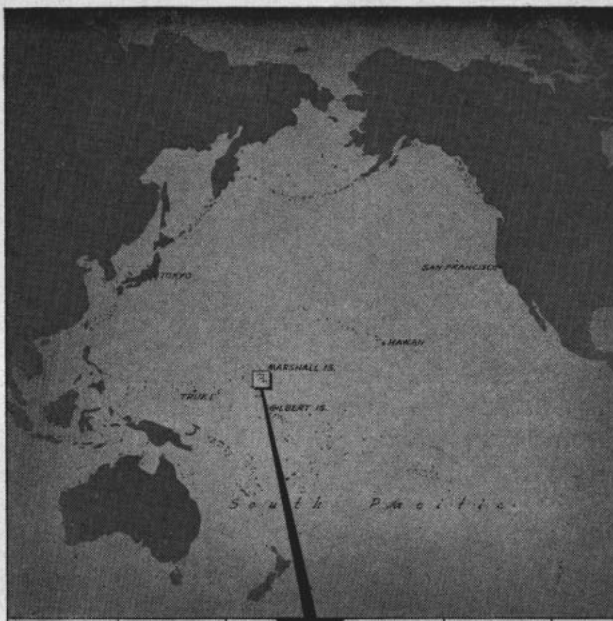
"The enemy's new offensive," said Tokyo, "is pressing close to our Japan proper, and fighting is already in progress within our territorial possessions. Against the enemy America's war objective, which is to deny existence to Japan, we must wipe the United States from the face of the earth."

Some doubt of the enemy's ability to achieve this aim was expressed in various quarters. At a press conference in which he discussed the situation in the Pacific area, Vice Admiral John S. McCain, USN, Deputy Chief of Naval Operations (Air), stated: "They don't want to fight us. They'll delay it as long as they can, but in the end they'll have to do it. They've been licked in every department. Why should they fight us? They've been licked at night; they've been licked by lesser vessels; they've been licked all over the ocean."

Evidence that the successful attack on Truk had other meaningful overtones for the Japs came also from Maj. Gen. Claire L. Chennault, head of the 14th Army Air Force in China, who indicated that the assault would speed the process of cracking Japan's Pacific defenses and carrying on the war from China.

Secretary of the Navy Knox called the attack an important American victory and indicated that the Navy was now prepared to strike the enemy suddenly in almost any part of the Pacific area.

"Now that we've started," he said, "we aren't going to stop."



The Marshalls

ANOTHER STEP TOWARD TOKYO

Gigantic Fleet Blasts Path for Conquest of World's Biggest Atoll

Take an area about the size of Brooklyn, break it up into small pieces, and scatter the pieces over an area about the size of Texas. There, in effect, you have the hundreds of crooked coral islands called the Marshalls. Sprawled in the mid-Pacific, they form the diffused target upon which the Navy last month turned loose its mightiest onslaught of the war and seized as stepping stones to Tokyo.

"The largest fleet the world has ever seen" closed upon the Marshalls with overpowering strength. The Japs had held the islands since 1914. Their defenses had been planned and installed with complete secrecy. It was logical to assume that these island bastions might withstand a siege of weeks. And that their conquest, while vitally necessary, might take a heavy toll of men and ships.

For two months the principal atolls had been smashed and softened from the air. For weeks before the actual assault, swarms of carrier based planes slashed and tore at the island defenses. Days before the landings, guns of the vast armada joined in the shelling.

The targets tumbled like tenpins. Their defenders were first outwitted and then overpowered. Kwajalein—largest of the Marshalls atolls, in fact the largest in the world—was ours in a week. We didn't lose a ship.

The cost to us: 286 dead, 1,148 injured, 82 missing; for the Japs: 8,122 dead, 264 captured. The prize: the highest stake yet in Pacific strategy; air and sea bases which fit into our sea pattern, a flank to the Japanese positions in the Carolines.

The Marshalls are a strange, watery battleground. Actually, they are merely two groups of exposed tops of coral reefs which, when they bend around to almost complete closure, are called atolls. There are 32 such atolls in the Marshalls. Kwajalein lies in the western, called Sunset, group. The sons of the Rising Sun weren't expecting us to hit them there.

The two chains of islands, about 700 miles long and 100 miles apart, rise at their highest point only 33 feet above sea level. Although they number in the hundreds, most are so small that the Marshalls total only 160 square miles of land in 70,000 square miles of ocean.

The invasion of Kwajalein came in the form of a tremendous two-pronged attack from north and south (see map on opposite page). Carriers, the larg-



Official U. S. Marine Corps photograph

OLD GLORY GOES UP on Roi, the first pre-war Japanese territory conquered during this war. Ruins in the background was three-story concrete block-house.

est and newest battleships, cruisers, destroyers, transport ships, cargo vessels, tankers and all the new amphibious machines and weapons which were conceived and designed for just such an assignment, converged for the assault.

How many of each, or how many in all, still has not been revealed. But the

Navy allowed observers to place the total tonnage as of least 2,000,000. Never in history had a fleet reached such proportions. More ships attacked the Marshalls than made up the entire Navy at the time of Pearl Harbor.

Two days before the 4th Marine Division and troops of the 7th Infantry Division clambered over the sides of the transports for the actual invasion, the pounding of the islands was stepped up to unprecedented volume. In 53 hours preceding the main landings, 5,000 tons of shells and 200 tons of bombs fell on Roi and Namur alone.

A total of 15,000 tons of bombs and shells had smashed Kwajalein, Roi and Namur by the time the landings were actually accomplished.

A coral atoll is by all odds the most difficult objective to attack by amphibious operation. It offers no cover. There is little soil into which landing forces can be swept with withering fire. The first assault waves must be concentrated on one small strip, just above the water line, and even to reach their precarious foothold must first navigate dangerous reef formations and exposed approaches.

Shelling and bombing on an incredible scale were the answers to these problems. For hours, the explosions sounded almost like a symphony of giant kettledrums. Japanese artillery was blasted out of existence. The air-

5 Generals' Sons Fight In Marshalls, 1 Killed

Fighting sons of five U. S. Marine Corps generals took part in the Marshalls campaign:

Capt. James L. Denig, a tank officer and son of Brig. Gen. Robert L. Denig, director of the Marine division of public relations, was killed in the action. Other generals' sons in the invasion were Lt. Col. Alexander A. Vandegrift Jr., son of the Marine Corps commandant; Maj. Richard K. Schmidt, tank officer, son of Maj. Gen. Harry Schmidt, commanding officer of the Fourth Division; 1st Lt. Joseph C. Fegan Jr., son of the commanding officer of Camp Pendleton, and 2d Lt. David A. Brewster, son of Brig. Gen. David L. S. Brewster, now with the 1st Marine Amphibious Corps in the Pacific.



Marines on Namur Island rest in shellhole while equipment is unloaded.



Communications men set up equipment as light tank moves forward.



Official U. S. Marine Corps photographs

Marines inspect shattered Jap coast defense gun on Roi Island.

fields were turned into rubble. Gun emplacements, underground shelters, log-and-concrete pillboxes—all were pulverized by the barrage.

When the landing forces swept ashore, they encountered stiff resistance at some points. But, indicatively, it was limited to small-arms fire. Not one enemy plane or big gun spoke in the defense.

Added to incredibly lethal power of the bombardment was the element of tactical surprise. The Japanese may well have expected us to attack from the south or east, on the outer fringes of the Marshalls. The blows struck at the most important base, well in the center of the atolls, apparently came as a complete surprise. And victory at the center virtually neutralized the enemy strongholds on the fringe. They could be left to wither on the vine, or could be subjected to individual assaults or sieges.

The islands flanking Roi and Namur were captured 31 January as, close inshore, the great fleet continued to pound the main targets. Landings on Namur had been scheduled for 1100 1 February. Ten minutes before this time, great clouds of smoke hid the islands and a heavy rain was falling. Despite these handicaps, the landings were made exactly on schedule.

The marines hit Roi beach at 1157 and poured out of the varied landing craft. They drew light machine-gun fire and rifle opposition from the smashed and shattered pillboxes. Sniping was at a minimum. On all of Roi, only six palm trees remained standing and stillbearing fronds.

The going was tougher on Namur. Marines crossed over from Roi in the afternoon and, later another landing was made on Namur on the ocean side. There was a pocket of stiff resistance and isolated machine-gun positions and snipers' nests. The marines advanced behind air bombing, strafing and coordinated field artillery support from adjacent islands. Assault engineers with flame throwers and demolition devices cleaned out the pillboxes.

The Japanese destroyed their own ammunition dumps and there were the usual instances of mass and individual suicide by grenades and rifles. By 1300, 2 February, Namur was secured. The rest of the islands, big and small, went down like dominoes. By 6 February, the Navy announced that all resistance on Kwajalein and its adjacent atolls had ended.

Ten days later a similar operation was underway against Eniwetok, still farther west (story on page 2).

Kwajalein pointed up and underlined the strength and striking power of our new Pacific Fleet. Two years and two months after the Pearl Harbor disaster, major units of the U. S. fleet were boldly moored in the 66-mile Kwajalein lagoon, only 375 miles from

Jap-held Kusaie. The Navy, with its new carrier and anti-aircraft weapons, no longer was nervous about land-based aircraft.

In a sense, the Navy showed the Jap how he should have done things at Midway had he been so allowed. Even as the great armada neared the Marshalls, the Jap could not be sure whether the Marshall attack was an invasion or a feint. Navy planes from the Aleutian bases hit at Paramushiru and, as the Marshalls campaign was in progress, a U. S. surface force slipped in and shelled Paramushiru.

Invading the Marshalls, the Navy struck for the highest stake yet in Pacific strategy. Japan, holding the islands since 1914, had fitted them shrewdly into her war scheme. They flank the sea lanes between Hawaii and the Southwest Pacific and are believed to have been the rendezvous for the fleet which attacked Pearl Harbor.

In seizing the biggest and farthest west atolls and neutralizing the rest, the Allies have pushed back the Japanese perimeter once more just as it has been squeezed back in the Solomons and Aleutians and, more recently, in the Gilberts. The war is moving closer and closer to the Japanese homeland.

Commanding the great fleet which blasted into the Marshalls was Vice Admiral Raymond A. Spruance, USN, hero of Midway and the Gilberts and commander of the Central Pacific

Force. In command of the amphibious operations was Rear Admiral Richmond K. Turner, USN, veteran of the South Pacific and the Gilberts. Shortly after the Marshalls operation, Admiral Spruance was promoted to full admiral and Admiral Turner



Admiral Spruance

was nominated for advancement to vice admiral.

The Navy, Army and Marine Corps fought the Marshalls campaign as a team operation, as it did successfully in the Gilberts. Maj. Gen. Charles H. Corlett commanded the 7th Infantry Division—tough, battle-wise veterans of Attu. Maj. Gen. Harry Schmidt, USMC, headed the newly-formed 4th Marine Division, which landed first on the Kwajalein flank. Maj. Gen. Holland M. Smith, USMC, granddaddy of Marine amphibious operations, repeated this Tarawa role.

All three units—Navy, Army and Marine Corps—worked together as smoothly as a well-drilled football team. From Washington, when the campaign was over, cabled Admiral King: "To all hands concerned with the Marshall Islands operation, well and smartly done. Carry on."

Meet the Marshalls

Although there are thousands of Americans there now, it isn't likely that the Marshall Islands will ever replace Florida or Sun Valley as a popular vacation resort. Here's a brief Cook's tour of the Marshall:

The natives think that beauty means expanding the earlobes with wooden discs. Until discouraged, their favorite sport was a game called "murder the mariner."

The Marshalls form an archipelago which coral polyps (tentacles) built out of the sea. The islands are named after an Englishman, Captain Marshall, who put ashore there in 1788. However, they were noted 50 years previously by the Spanish navigator, Alvara de Saavedra. Saavedra thought they were just plain dull.

The natives are mostly Kanakas. They're dark-brown, straight-haired folk that you read about in South Sea novels. What they can't do with an outrigger canoe isn't worth mentioning.

The biggest islands are so low—33 feet above sea level is the high point—that waves sometimes wash right over them during storms. Since there isn't much to be washed away, this is no great hardship.

Most well-to-do Kanakas have gold fillings or even gold teeth. From studying the Japs, they got the idea that gold molars are the badge of the socially prominent.

There are no mosquitoes on the islands and the climate, while moist, is temperate. The lack of mosquitoes is offset by an abundance of beetles and rats.

Plenty of coconut palms, yams, bananas and breadfruit grow there—or did before the Navy started sending in metal messages which more or less ruined the crops.

The Spaniards were furious when the Germans took over the islands in 1885. The Germans weren't exactly happy about things when the Japs moved in during 1914. Nobody bothered to ask the Japs what they thought when they moved out last month.

If you had a barrel of mollusk shells you'd be a rich man out there.

Gifts are considered revocable. Anytime there's a difference of opinion everybody takes back his presents.

Since 1874, the native population of the Marshalls has remained around 10,000—probably because, if you're a native of one Marshall atoll, there isn't any place to go except another Marshall atoll.

Wooden beaters are used in washing clothes. This is pretty ruinous to

the clothes, so very little washing is done. Consequently, imported perfumes are much in demand.

In the past men tattooed themselves on back and chest, women on their arms and shoulders. The method was to dip a comb in pigment and then hammer the points into the flesh with a wooden mallet. It hurt the Japanese even to watch this operation, so they outlawed the art.

If you want to marry a girl, you send an intermediary to her family's intermediary. If there are no objections her family will talk things over with yours. Then you're married and move in with her family.

There are no animals native to the Marshalls, although there is a breed of native dog in the Carolines which is not only the native's best friend but also one of his favorite meals.

There are all sorts of religious, Japanese and civil laws against drinking alcoholic beverages. As a matter of fact, there isn't anything much to drink except rainwater.

The principal foods, aside from fish, are arrowroot, breadfruit, coconuts, pandanus, taro and bananas. Breadfruit is like squash, taro like potatoes, pandanus a sort of kernel fruit.

It's exceedingly bad manners to stand above or pass behind a superior. Only a native goon would enter anybody's house by the back door. If you touched a native's head or tried to give one a friendly kiss, he'd be aghast at your ignorance.

The title to land and most wealth is handed down through a matriarchy. The chiefs of the clans, nominal rulers, own only what they can actually move.

One of the principal sports, among the young bucks, is wrestling, or grappling. It is engaged in at night and the winner ties the loser hand and foot. In the morning everybody laughs at the trussed-up loser.

Madeline Handley, adopted daughter of an Australian trading fleet pilot, is believed the only white woman voluntarily in the Marshalls.

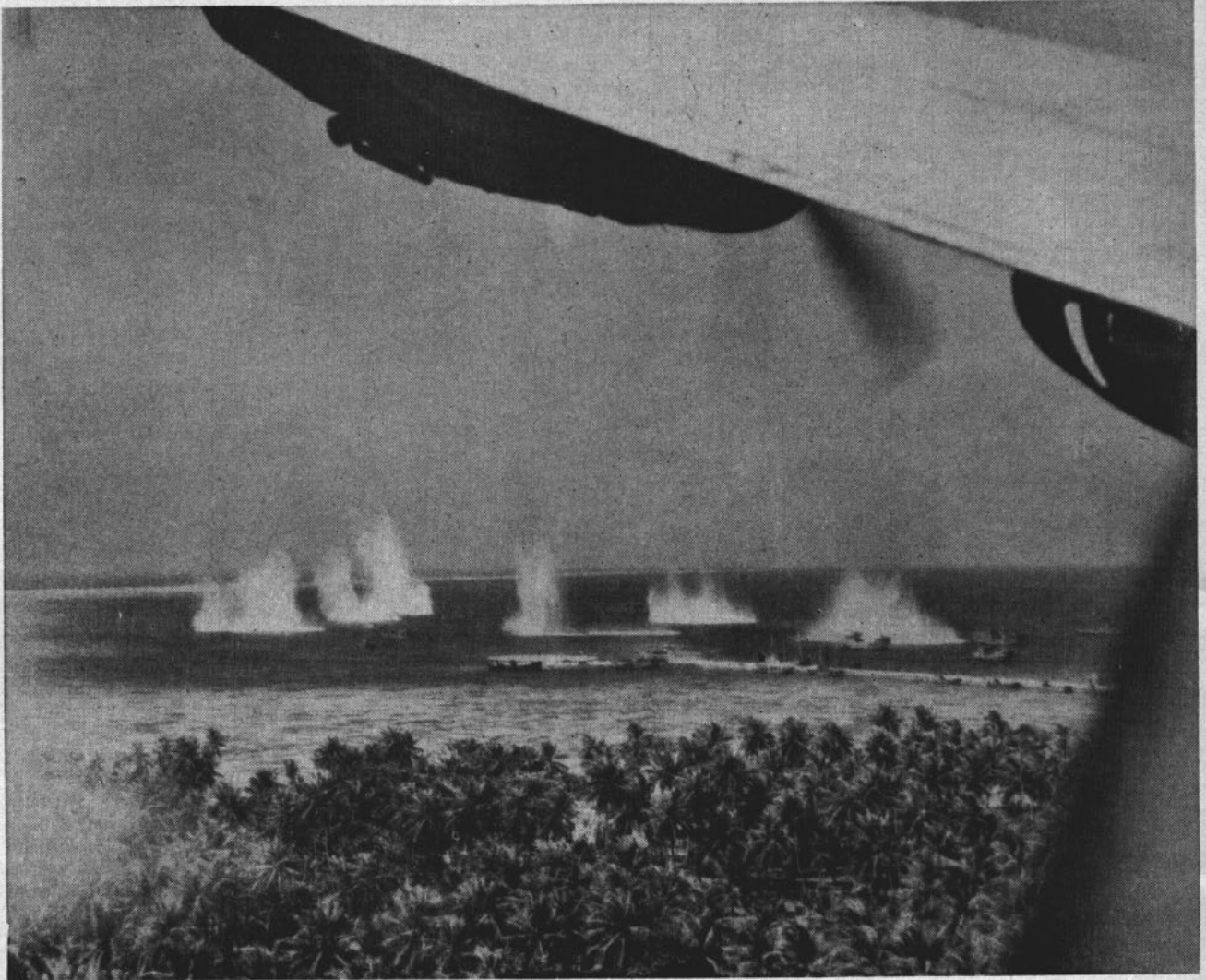
The fish dinners there are something. You eat them in the moonlight in a palm-roofed open hut and look out over the starlit waters.

The nearest thing to a native hat is a straw mat folded and held like an umbrella when it rains. There is nothing that resembles shoes.

When the natives get wet they don't change their clothes. They probably has a reason but nobody has discovered it.

On the death of a chief, his wives are taken by a brother or relative.

KWAJALEIN: Japanese Bastion, Softened by Bombs and Shells, Falls Quickly Under Surprise Amphibious Attack



Official U. S. Navy photograph
Navy bomber helps frame this view of Kwajalein as bombs burst among Jap vessels in pre-invasion raid.



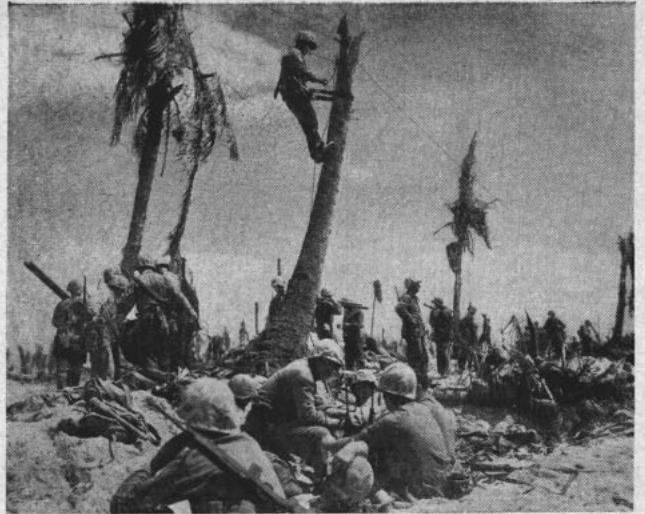
Marine invaders of Namur occupy a captured trench.



Official U. S. Marine Corps photographs
Machine gunners relax as the fighting draws to a close.



Signal unit rushes gear ashore from landing craft.



Splintered palms serve the invaders as telephone poles.



Official U. S. Marine Corps photographs

This was the enemy: Soldier at center killed himself with his own rifle by depressing trigger with his toe.



'The March of Death'

Official Army-Navy Report on Japanese Torture and Murder of American and Filipino Prisoners of War

The factual and official story of how the Japanese tortured, starved to death and sometimes wantonly murdered American and Filipino soldiers who had been taken prisoner on Bataan and Corregidor has been jointly released by the Army and Navy.

The facts were taken from reports made by Comdr. Melvyn H. McCoy, USN, of 1126 LaSalle Street, Indianapolis, Ind.; Lt. Col. S. M. Mellnik (CAC), USA, of Dunmore, Pa., and Lt. Col. (then Captain) William E. Dyess (AC), USA, of Albany, Tex., all of whom escaped from the Philippines after almost a year as Japanese prisoners. Their sworn statements included no hearsay whatever, but only facts which the officers related from their own personal experience and observations. The statements have been verified from other sources. After he made his statement to the War Department, Colonel Dyess was killed in a crash of his fighter plane at Burbank, Calif., while he was preparing to go back and fight the Japanese who had tortured him. Colonel Mellnik is now on duty with General MacArthur, Commander McCoy is on duty in this country.

The three officers stated that several times as many American prisoners of war have died, mostly of starvation, forced hard labor, and general brutality, as the Japanese have ever reported. At one prison camp, Camp O'Donnell, about 2,200 American prisoners died in April and May, 1942. In the camp at Cabanatuan, about 3,000 Americans had died up to the end of October, 1942. Still heavier mortality occurred among the Filipino prisoners of war at Camp O'Donnell.

While this report deals exclusively with the records of Commander McCoy, Colonel Mellnik and Colonel Dyess, other Americans known to have escaped from Japanese prison camps in the Philippines include Maj. Michiel Dobervitch of Ironton, Minn., Maj. Austin C. Shofner of Shelbyville, Tenn., Maj. Jack Hawkins of Roxton, Tex., and Corp. Reid Carlos Chamberlain of El Cajone, Calif., all of the U. S. Marine Corps.

The calculated Japanese campaign of brutality against the battle-spent, hungry American and Filipino soldiers on Bataan began as soon as they surrendered, with what was always thereafter known among its survivors as "The March of Death." Commander McCoy and Colonel Mellnik, who were taken prisoners at Corregidor, did not take part in this, but Colonel Dyess, who did so, said:

"Though beaten, hungry and tired from the terrible last days of combat on Bataan, though further resistance was hopeless, our American soldiers and their Filipino comrades in arms would not have surrendered had they known the fate in store for them."

"The March of Death" began when thousands of prisoners were herded together at Mariveles air field on Bataan at daylight on 10 April 1942, after their surrender. Though some had food, neither Americans nor Filipinos were permitted to eat any of it by their guards. They were searched and their personal belongings taken from them. Those who had Japanese tokens or money in their possession were beheaded.

In groups of 500 to 1,000 men, the prisoners were marched along the na-

tional road off Bataan toward San Fernando, in Pampanga Province. Those marchers who still had personal belongings were stripped of them; the Japanese slapped and beat them with sticks, as they marched along without food or water on a scorchingly hot day. Colonel Dyess, in a middle group, gave this description of "The March of Death":

"A Japanese soldier took my canteen, gave the water to a horse, and threw the canteen away. We passed a Filipino prisoner of war who had been bayoneted. Men recently killed were lying along the roadside, many had been run over and flattened by Japanese trucks. Many American prisoners were forced to act as porters for military equipment. Such treatment caused the death of a sergeant in my squadron, the 21st Pursuit. Patients bombed out of a nearby hospital, half dazed and wandering about in pajamas and slippers, were thrown into our marching column of prisoners. What their fate was I do not know. At 10 o'clock that night we were forced to retrace our march for two hours, for no apparent reason.

"At midnight we were crowded into an enclosure too narrow to lie down. An officer asked permission to get water and a Japanese guard beat him with a rifle butt. Finally, a Japanese officer permitted us to drink water from a nearby carabao wallow.

"Before daylight the next morning, the 11th, we were awakened and marched down the road. Japanese trucks speeded by. A Japanese soldier swung his rifle from one of them in passing, and knocked an American prisoner unconscious beside the road.



"Through the dust clouds and blistering heat, we marched that entire day without food. We were allowed to drink dirty water from a roadside stream at noon. Some time later three officers were taken from our marching column, thrown into an automobile and driven off. I never learned what became of them. They never arrived at any of the prison camps.

"Our guards repeatedly promised us food, but never produced it. The night of the 11th, we again were searched and then the march resumed. Totally done in, American and Filipino prisoners fell out frequently, and threw themselves moaning beside the roadside. The stronger were not permitted to help the weaker. We then would hear shots behind us.

"At 3 o'clock on the morning of April 12, they shooed us into a barbed-wire bull pen big enough to accommodate 200. We were 1,200 inside the pen—no room to lie down, human filth and maggots were everywhere.

"Throughout the 12th, we were introduced to a form of torture which came to be known as the sun treatment. We were made to sit in the boiling sun all day long without cover. We had very little water; our thirst was intense. Many of us went crazy and several died. The Japanese dragged out the sick and delirious. Three Filipino and three American soldiers were buried while still alive.

"On the 13th, each of those who survived was given a mess kit of rice. We were given another full day of the sun treatment. At nightfall, we were forced to resume our march. We marched without water until dawn of April 14, with one two-hour interval when we were permitted to sit beside the roadside.

"The very pace of our march itself was a torture. Sometimes we had to go very fast, with the Japanese pacing us on bicycles. At other times, we were forced to shuffle along very slowly. The muscles of my legs began to draw and each step was an agony.

"Filipino civilians tried to help both

Filipino and American soldiers by tossing us food and cigarettes from windows or from behind houses. Those who were caught were beaten. The Japanese had food stores along the roadside. A United States Army colonel pointed to some of the cans of salmon and asked for food for his men. A Japanese officer picked up a can and hit the colonel in the face with it, cutting his cheek wide open. Another colo-

nel and a brave Filipino picked up three American soldiers who had collapsed before the Japs could get to them. They placed them on a cart and started down the road toward San Fernando. The Japanese seized them as well as the soldiers, who were in a coma, and horse-whipped them fiercely.

"Along the road in the province of Pampanga there are many wells. Half-crazed with thirst, six Filipino soldiers made a dash for one of the wells. All six were killed. As we passed Lubao we marched by a Filipino soldier gutted and hanging over a barbed-wire fence. Late that night of the 14th we were jammed into another bull pen at San Fernando with again no room to lie down. During the night Japanese soldiers with fixed bayonets charged into the compound to terrorize the prisoners.

"Before daylight on April 15 we were marched out and 115 of us were packed into a small, narrow-gauge box car. The doors were closed and locked. Movement was impossible. Many of the prisoners were suffering from diarrhea and dysentery. The heat and stench were unbearable. We all wondered if we would get out of the box car alive. At Capaz, Tarlac, we were taken out and given the sun treatment for three hours. Then we were marched to Camp O'Donnell, a prison camp under construction, surrounded with barbed wire and high towers, with separate inner compounds of wire. On this last leg of the journey the Japanese permitted the stronger to carry the weaker.

"I made that march of about 85 miles in six days on one mess kit of rice. Other Americans made 'The March of Death' in 12 days, without any food whatever. Much of the time, of course, they were given the sun treatment along the way."

The prisoners taken at Corregidor, among whom were Commander McCoy and Colonel Mellnik, had no experience quite like the death march. But after the surrender, the 7,000 Americans and 5,000 Filipinos were concentrated in a

Atrocities Kept Secret From Japanese People

Joseph C. Grew, former U. S. Ambassador to Japan and now special assistant to Secretary of State Hull, in commenting on the report of Japanese atrocities against prisoners of war, said in part:

"We must realize that the Japanese public will not be allowed to know the facts through their own authorities or controlled radio or press, and they will have no opportunity to learn the facts from abroad, since they are allowed no short-wave radio sets and no access to foreign newspapers. . . .

"Strange as it may seem, the Japanese, even the military leaders, do not like to be regarded by the rest of the world as uncivilized. . . . I doubt whether the perpetrators themselves will have any feeling whatever of repentance. But others, including perhaps some of the highest leaders, may and probably will feel a sense of shame or, at the very least, a desire to offset in future this record of barbarism.

"The Japanese people as a whole would, if they knew the facts, be utterly ashamed. . . . It is conceivable, and I hope possible, that the higher military leaders may gradually if not immediately take steps to ensure better treatment of our compatriots who are still prisoners in their hands."

former balloon station known as the Kindley Field Garage area—by that time only a square of concrete about 100 yards to the side, with one side extending into the water of the bay. The 12,000 prisoners, including all the wounded who were able to walk, were kept on this concrete floor without food for a week. There was only one water spigot for the 12,000 men and a 12-hour wait to fill a canteen was the usual rule. After seven days the men received their first rations—one mess kit of rice and a can of sardines.

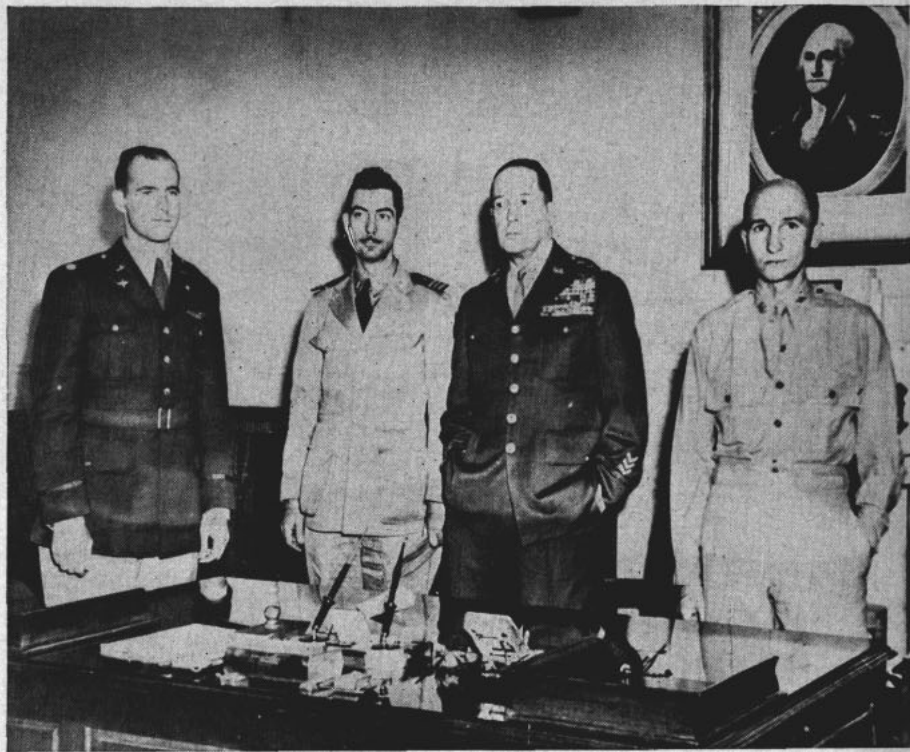
The Corregidor prisoners were forced to march through Manila on May 23, 1942, having previously been forced to jump out of the barges which brought them over from the island while they were still a hundred yards from the beach. Thus, said Colonel Mellnik, "we were marched through Manila presenting the worst appearance possible—wet, bedraggled, hungry, thirsty, and many so weak from illness they could hardly stand." Commander McCoy added, however, that the Japanese purpose of making this a triumphal victory parade was frustrated by the friendliness of Filipino civilians.

"All during the march through Manila," said Commander McCoy, "the heat was terrific. The weaker ones in our ranks began to stumble during the first mile. These were cuffed back into the line and made to march until they dropped. If no guards were in the immediate vicinity, the Filipinos along the route tried to revive the prisoners with ices, water and fruit. These Filipinos were severely beaten if caught by the guards."

Colonel Dyess' sworn statement declared that the Japanese officer commanding Camp O'Donnell, where the survivors of the Bataan death march were imprisoned, delivered a speech to the American and Filipino soldiers telling them that they were not prisoners of war and would not be treated as such, but were captives without rights and privileges.

There were virtually no water facilities at Camp O'Donnell. Prisoners stood in line for six to 10 hours to get a drink. They wore the same clothing without change for a month and a half. Colonel Dyess waited 35 days for his first bath, and then had one gallon of water for it.

The principal food at Camp O'Donnell was rice. The prisoners received meat twice in two months, and then not enough to give as many as a quarter of them a piece an inch square. A few times the prisoners had camotes, an inferior type of sweet potato. Many were rotten and had to be thrown away. Prisoners themselves had to post guards to prevent the starving from eating the rotten potatoes. The intermittent ration of potato was one spoonful per man. Once or twice the prisoners received a few mango beans,



U. S. Signal Corps photograph

THE OFFICERS on whose reports this article is based are shown in Australia with Gen. Douglas MacArthur, Allied commander in the Southwest Pacific area, following their escape from the Philippines. Left to right: Colonel Dyess, Commander McCoy, General MacArthur, Colonel Mellnik.

a type of cow pea, a little flour to make a paste gravy for the rice, and a spoonful each of coconut lard. Colonel Dyess' diet for the entire 361 days he was a prisoner of the Japanese, with the exception of some American and British Red Cross food he received, was a sort of watery juice with a little paste and rice. Some Japanese operated a black market and sold those prisoners who had money a small can of fish for \$5.

After the prisoners had been at Camp O'Donnell for one week, the death rate among American soldiers was 20 a day, and among Filipino soldiers 150 a day. After two weeks the death rate had increased to 50 a day among Americans and 500 a day among Filipinos. To find men strong enough to dig graves was a problem. Shallow trenches were dug to hold 10 bodies each.

"The actual conditions I find impossible to describe," Colonel Dyess' statement reads. "It is impossible from a description to visualize how horrible they really were."

One dilapidated building was set aside and called a hospital. Hundreds of men lay naked on the bare floor without covering of any kind. There was no medicine of any kind. The doctors had not even water to wash human waste from their patients. Some afflicted with dysentery remained out in the weather near the latrines until they died.

Men shrank from 200 pounds to 90. They had no buttocks. They were human skeletons.

"It was plain and simple starvation," Colonel Dyess' statement reads. "It was difficult to look at a man lying still and determine whether he was dead or alive."

The Japanese promised medicines, but never produced them. Once the Japanese allowed the Red Cross at Manila to bring in quinine. How much, the prisoners never found out. The Japanese did not issue enough to cure 10 cases of malaria and there were thousands.

The sick as well as those merely starving were forced into labor details by the Japanese. Many times men did not return from work. By May 1, 1942, only about 20 out of every company of 200 were able to go on work details. Many died in the barracks overnight. Frequently, for no apparent reason, the prisoners were forced to line up and stand in the sun for hours.

Around June 1, the American prisoners at Camp O'Donnell were separated from their Filipino comrades in arms and moved to Cabanatuan Concentration Camp in Luzon. There Colonel Dyess joined Colonel Mellnik and Commander McCoy.

Conditions at Cabanatuan were slightly improved—there was adequate drinking water and muddy seepage wells provided water for bathing. Japanese brutality continued, however:

"I had been at Cabanatuan one day," Colonel Dyess' statement reads, "when a Jap came through the barracks looting. He found a watch hidden in some equipment of a man not present. As I was sitting nearby, he punched me severely to show his feeling at the idea of a prisoner still having a watch."

Rice remained the principal diet at Cabanatuan. On one occasion the Japanese gave the American prisoners three chickens for 500 men, and on another occasion 50 eggs for 500 men. As a result, their propaganda later told the world that American prisoners in the Philippines were being fed on chickens and eggs.

Officers were not forced to work at Cabanatuan, but could volunteer to take out work details. Colonel Dyess so volunteered.

"The Japs frequently mistreated Americans working for them," his statement reads. "Once when a frail American private was not digging a ditch to suit his guard, the guard grabbed the shovel from him and beat

him across the back with it. The boy had to be sent to the hospital. One Jap carried a golf club and beat the men working for him the way one wouldn't beat a horse. When two Americans were caught getting food from a Filipino, they were beaten unmercifully on the face and body. After a doctor dressed their wounds, the Japs took sticks and beat them again."

Men were literally worked to death. It was not unusual for 20% of a work detail to be worked to death. In one instance, 75% were killed that way.

Commander McCoy reported that two American Army officers and a Navy officer attempted to escape from Cabanatuan, which was thickly ringed with barbed wire, and had machine-gun emplacements and towers outside the wire. The officers were caught moving down a drain ditch to get under the wire.

Their Japanese captors beat them about the feet and legs till they could no longer stand, then kicked the officers and jumped on them. The next morning the three Americans, stripped to their shorts, were taken out on the road in full view of the camp, their hands were tied behind them, and they were pulled up by ropes from an overhead purchase, so that they had to remain standing, but bent forward to ease the pressure on their arms.

They were kept in this position in the blazing sun for two full days. Periodically the Japanese beat them with a two-by-four, and any Filipino unlucky enough to pass that way was compelled to beat them too. If he failed to beat them hard enough, the Japanese beat him. After two days of this, one of the officers was beheaded and the other two were shot.

The Japanese made every effort to humiliate their prisoners of war. They would force them to stand and call them vile names. When one older American colonel turned away from a Japanese reviling him, he was knocked unconscious with a blackjack. American flags were habitually and designedly used as rags in the Japanese kitchens.

The death rate at Cabanatuan for June and July, 1942, was 30 Americans a day, according to the sworn statements of the three officers. The rate for August, 1942, was more than 20 a day. The rate for September, 15 a day—because by that time most of the weaker men were already dead. During October, 1942, the rate ranged upward from 16 a day to 19 a day and was increasing when Colonel Dyess, Colonel Mellnik, and Commander McCoy left on 26 October 1942.

By that date, 3,000 of the 12,200 Army, Navy and Marine Corps prisoners at Cabanatuan had died. There were 2,500 in the hospitals, and the American doctors doubted that any of them would live.

The chief cause of death was starva-

tion. This was definitely established by autopsies performed by both American and Japanese doctors. After it was determined that the men were starving to death, the Japanese answer was that there was no food available. There was a great abundance of food available in the Philippines at the time.

Other diseases caused indirectly by starvation were wet beri beri (in which the feet, ankles and head swell to twice their size), dry beri beri, dysentery, diarrhea, malaria, scurvy, blindness, diphtheria, yellow jaundice, and dengue fever. Several men went completely blind.

The Japanese eventually permitted the Red Cross in Manila to send medical supplies, but after they arrived they were not unpacked for many days and during this period many died. Colonel Dyess had dengue fever, yellow jaundice and later scurvy sores. His weight shrank from 175 to 130 pounds, and he was given no medicine. At 130 pounds, he was considered a fat man in the camp.

High Japanese officers regularly inspected the camp and knew of conditions. During inspections, prisoners were forced to wear their best clothes, which were rags—some men had no shirts, only trousers, and many had no shoes.

One inspection, said Colonel Mellnik, was conducted by a Japanese general. An American lieutenant colonel was called out to accompany the general's group. He pointed out that many officers and enlisted men were too weak to stand in the ranks.

"We have many sick here," he said courageously. The Japanese general, who spoke excellent English, asked:

"Why?"

The mess barracks was nearby. The American lieutenant colonel pointed to a meal of white rice and thin carrot-top coup.

"Here is why," he said. "We are all starving."

"That will be enough," snapped the Japanese general. "Your men are not starving. They need more exercise."

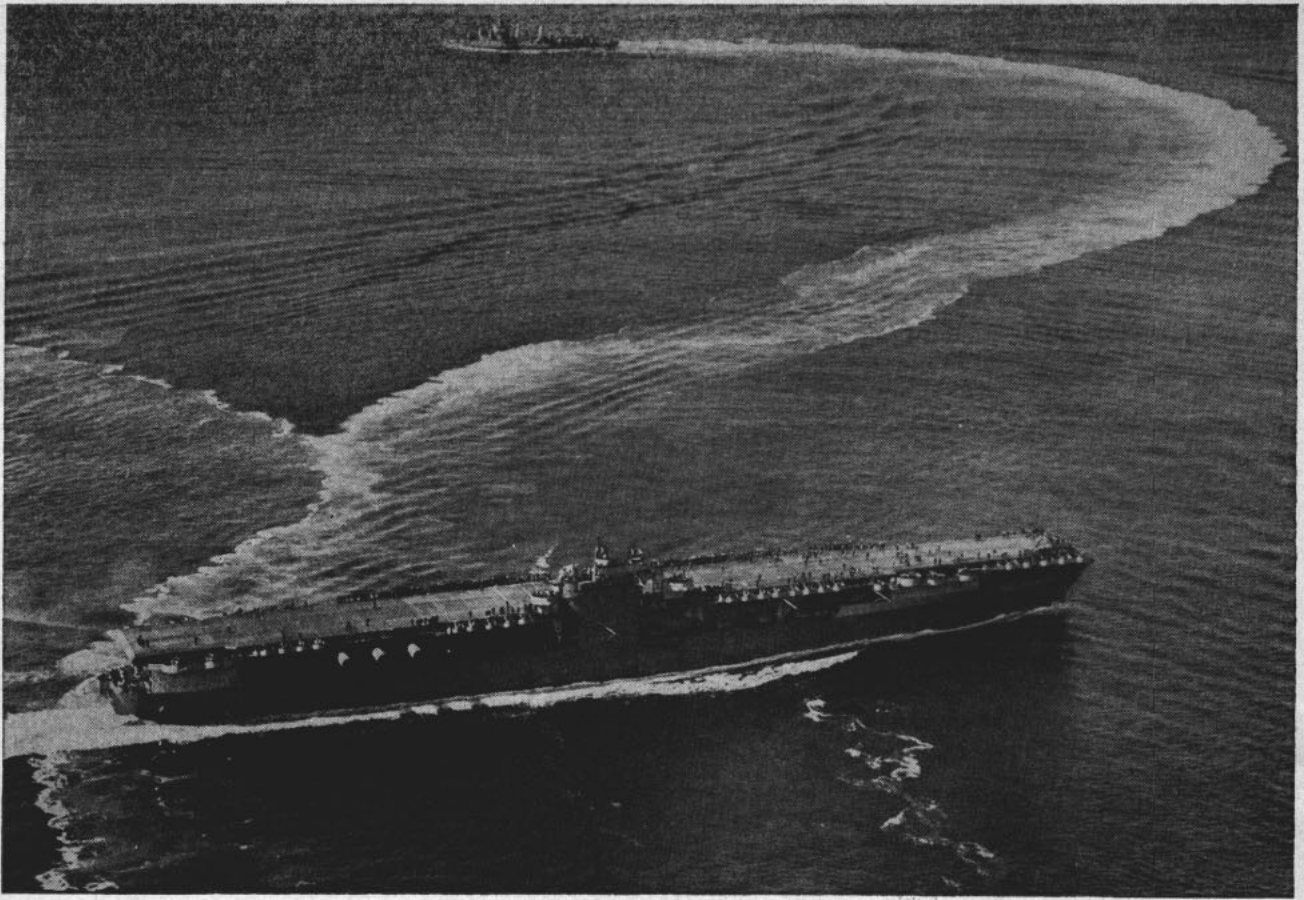
The lieutenant colonel tried to say more, but Japanese guards quickly stepped in and restrained him. The Japanese general curtly turned on his heel and continued his inspection with an air of boredom and indifference.

The Japanese took 400 prisoners who were technical men, gave them a physical examination, issued clothes to them, and sent them to Japan to work in factories. Another shipment of 1,000 technical men for Japan was being arranged when Colonel Dyess, Colonel Mellnik, and Commander McCoy left Cabanatuan on October 26, 1942. These three officers and 966 other American officers and enlisted men had been crowded into the hold of a 7,000-ton British-built freighter at Manila for

(Continued on Page 47)



ROUTE from Bataan to prison camp. "I made that march of about 85 miles in six days on one mess kit of rice," Colonel Dyess reported. "Other Americans made 'The March of Death' in 12 days, without any food whatever."



An aerial view of the USS *Ranger* with her speedy destroyer "bodyguard."

'Sunken' Carrier Carries On

USS *Ranger* Sank 40,000 Tons of Nazi Shipping
After Hitler Announced She Had Been Destroyed

Last April, Hitler announced triumphantly that a German U-boat had sunk the USS *Ranger*, and he conferred the Oak Leaves to the Knight's insignia of the Iron Cross upon Lieut. Otto von Bulow, the submarine commander credited with the feat.

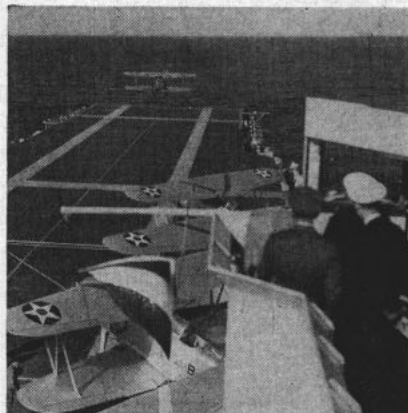
Unfortunately for the Nazis, the report of the *Ranger's* sinking was grossly exaggerated. Instead of being at the bottom of the North Atlantic, the *Ranger* was busily engaged in ferrying U. S. Army fighter planes across the Atlantic. From British bases, these fighter planes were knocking Nazi airmen out of European skies and shepherding the bombers engaged in softening German defenses preparatory to the invasion of the continent.

And last October, six months after the *Ranger* was supposedly in Davey Jones' locker, she made a daring foray into Norwegian waters as her planes bombed and blasted 40,000 tons of German shipping to the bottom. That was her answer to Hitler's bombastic announcement of her demise.

The 14-500-ton *Ranger*, first vessel

of the Navy ever designed and constructed as a carrier, was built by the Newport News Shipbuilding & Drydock Co. and commissioned 4 June 1934. She has a 770-foot flight deck and can carry more than 80 planes.

Eighteen days after she was put in-



Official U. S. Navy photographs
BIPLANE takes off from the
Ranger's flight deck in 1937.

to commission the first regular plane landing aboard the new carrier was made by Admiral Ernest J. King, USN, now Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, as the ship maneuvered off Lynnhaven Roads, Va. Admiral King then was Chief of the Bureau of Aeronautics, with the rank of rear admiral.

Since that day, seven officers who are now rear or vice admirals have commanded the *Ranger*. Among these are Vice Admiral John S. McCain, USN, now Deputy Chief of Naval Operations (Air), and Vice Admiral P. N. L. Bellinger, USN, now Commander, Air Force Atlantic.

After the war started the *Ranger* made many trips across the Atlantic, transporting Army fighter planes to the European theatre of war. Time after time she slipped through submarine-infested waters, her flight and hangar decks packed with planes.

The first such trip was made on 10 May 1942 when the *Ranger* transported sorely-needed Army Warhawks to within 40 miles of Africa and then

sent them winging to friendly fields.

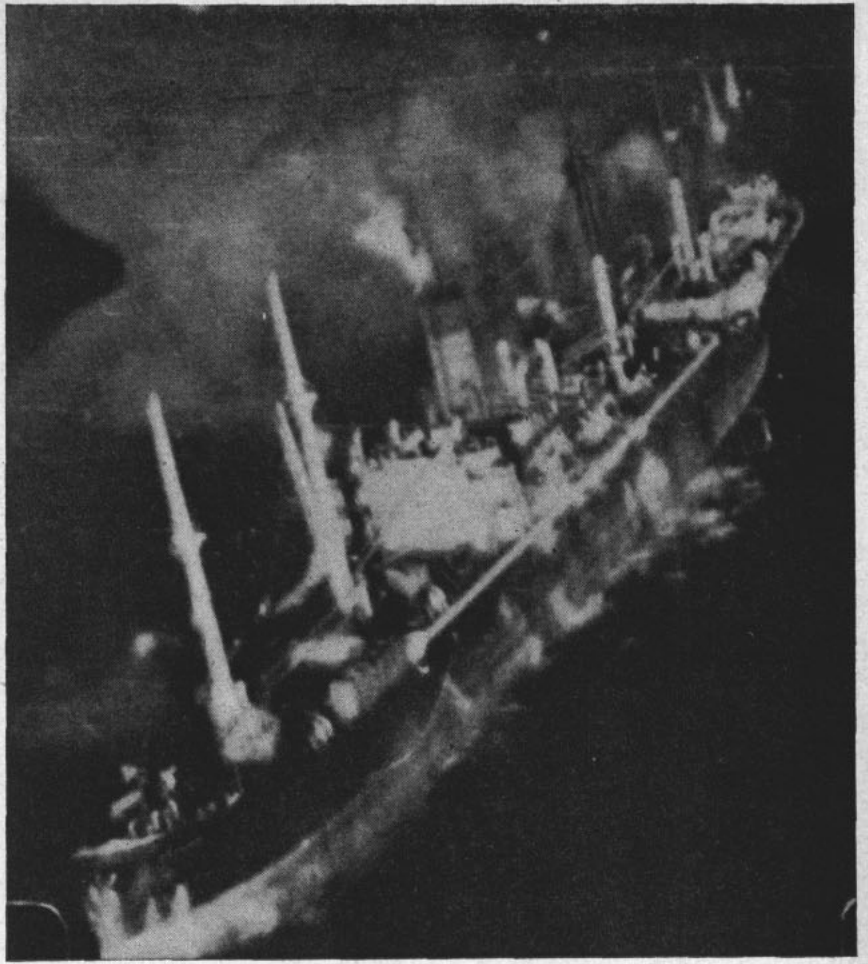
In October, 1943, the *Ranger*, while operating with a British task force, carried out a daring raid on German shipping in Norwegian waters well within reach of heavy concentrations of Nazi land-based bombers. Planes from the carrier destroyed four merchantmen, a tanker and an oil barge; damaged other ships, and shot down a Junkers '88 and a Messerschmitt 115. The cost to the *Ranger* was three planes.

The raid was carried out in two phases with 16,000 pounds of bombs being dropped in the first attack, and 15,000 pounds in the second assault. It was the first combat action for 60% of the carrier's airmen. Nevertheless, they carried out their assignments like veterans.

"It was a very fine attack, and many German troops were killed," declared Capt. Gordon Rowe, USN, the *Ranger's* commanding officer at the time. "My pilots drove home their attacks in the face of strong German antiaircraft fire. The only thing that saved us from serious losses was the element of surprise. We struck quickly and departed before the Germans knew what hit them."

The *Ranger's* most crushing blow against the Axis probably was during the North African occupation, when she served as the flagship of Commander, Carriers Atlantic. She was one of five carriers which gave the invasion force air superiority. Commanded then by Capt. (now Rear Admiral) Calvin T. Durgin, USN, the *Ranger's* aviators dropped more than 48 tons of bombs and fired more than 20,000 rounds of machine-gun ammunition during the 60 missions to which they were assigned.

Backbone of resistance was broken on the first day of the invasion—8 November—and the 200 flights made that day by *Ranger* airmen contributed greatly to neutralizing hostile naval units and shore batteries in the Casablanca area. On 10 November, final day of fighting, two *Ranger* raids were



Official U. S. Navy photographs

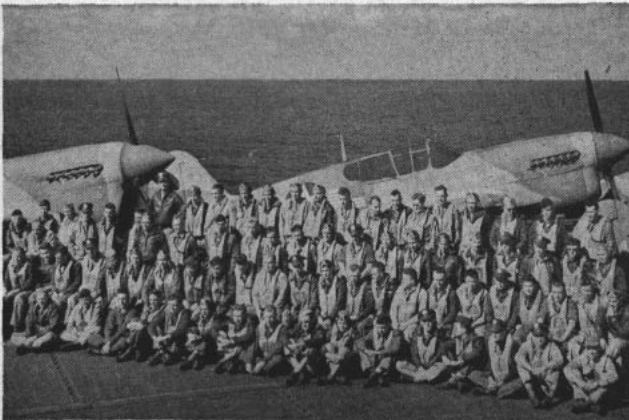
NAZI MERCHANTMAN lies dead in the water, crippled and ready for the coup de grace, during the *Ranger's* raid off Bodo, Norway.

credited with speeding the capitulation of enemy forces.

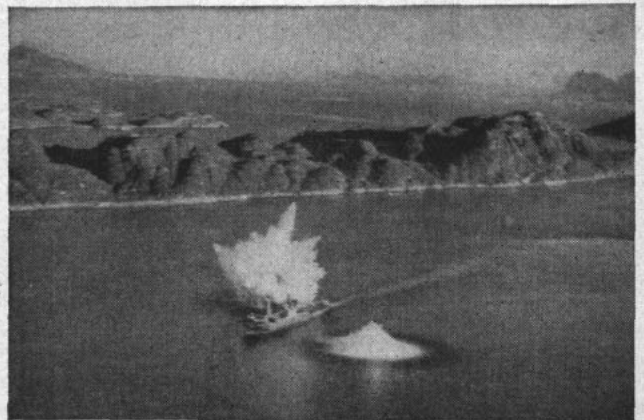
In the first of these a bombing raid was made on the *Jean Bart*, French battleship which was persistently shelling United Nations warships from her berth in Casablanca harbor. Nine planes armed with 1,000-pound bombs attacked the battlegon, and she ceased firing after the fierce bombing.

In the second raid nine *Ranger* planes, also armed with 1,000-pound bombs, attacked and neutralized coastal defense guns and antiaircraft batteries located on Point El Hank and protecting Casablanca harbor.

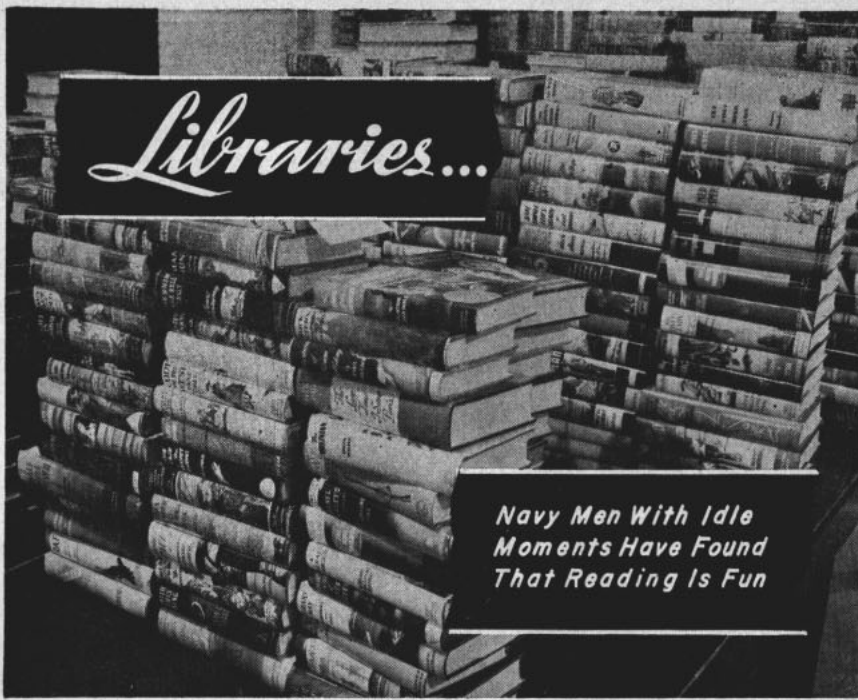
In every action the *Ranger* has upheld the traditions of her namesake, the flagship of Commodore John Paul Jones.



ARMY AVIATORS pose on the deck of the *Ranger* near the close of a "ferry" ride to North Africa.



NEAR-HIT on a German merchantman was made by a plane from the *Ranger* during raid on Norway.



New books await shipment to the fleet from the supply depot at Norfolk.

Reading for recreation, a habit abandoned by most people in the high pressure days of civilian life before the war, is coming back into its own.

Men who fight and men who work behind the lines don't fight and work all the time. The farther from home, the greater the problem of recreation, of what to do with leisure time. One answer has been found in books, good books and entertaining books, fiction and non-fiction, selected on a basis of the greatest interest to the greatest number of men.

To meet this growing need, in two years the Navy has increased its libraries from a peacetime level of 500 to more than 5,000 ashore and afloat. Each library is a unit in itself, supplying the needs of a specific station or ship. No two libraries are alike.

Supplying these Navy libraries throughout the world is the job of the Library Section, Welfare Division, Bureau of Naval Personnel, in Washington, D. C. This section selects and orders the books and has them sent out to the men who are waiting for more reading matter.

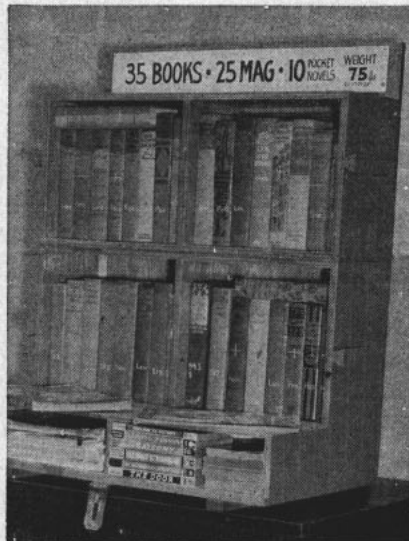
Letters and requisition sheets from these naval libraries keep the Library Section informed of what the men—and ashore, the women—of the Navy like to read. Publishers submit books to the section each month—best sellers, reprints, pocket-size books, fiction and non-fiction. After reading and reviewing hundreds of books, the section's staff compiles a list of about 50 current new ones for distribution to the naval service.

To be selected, the books must be suitable for a naval library. They must meet the general definition of "good reading," because money spent

for dull books would be money wasted. If technical, they must be authoritative.

The element of censorship is absent from the selection routine, because the books go only to adults.

Once selections are completed, the Library Section buys varying numbers of each book, as many as 10,000 of some, perhaps as few as 12 of others. Field librarians in book supply depots at Norfolk, Va., and Oakland, Calif., then are notified just what books are coming from the publishers, how many



Official U. S. Navy photographs
COMBINATION book case and shipping crate was designed for circulating books and magazines among small activities near Pearl Harbor.

and where they are to be forwarded. Progress reports from the Bureau of Ships, distribution lists and daily correspondence keep the section advised of the places where books are needed. The field libraries finally assemble and package the books for distribution.

Books for delivery to ships are distributed according to the size of the craft. Only battleships, cruisers and carriers get all books on the monthly selection list. Smaller ships get correspondingly smaller shipments, one third or one-fifth as the case may be for destroyers, tenders, submarines LSTs, PLs and so on.

All books on the monthly lists are sent to training centers and large stations ashore. Stations with smaller complements receive about half.

The Library Section purchased nearly 2,000,000 books in the first quarter of the current fiscal year. From an appropriation of Congress, called "Libraries, Navy," the section spends approximately 65 cents a year on each man for books alone. Last year's total appropriation, covering books and salaries of the civilian librarians at shore stations was \$2,710,840.

Welfare funds of ships and stations frequently are expended for books. Profits from ship's service stores are available for supplementary buying. In some activities, the contribution of the welfare fund to the book fund runs as much as \$500 a month.

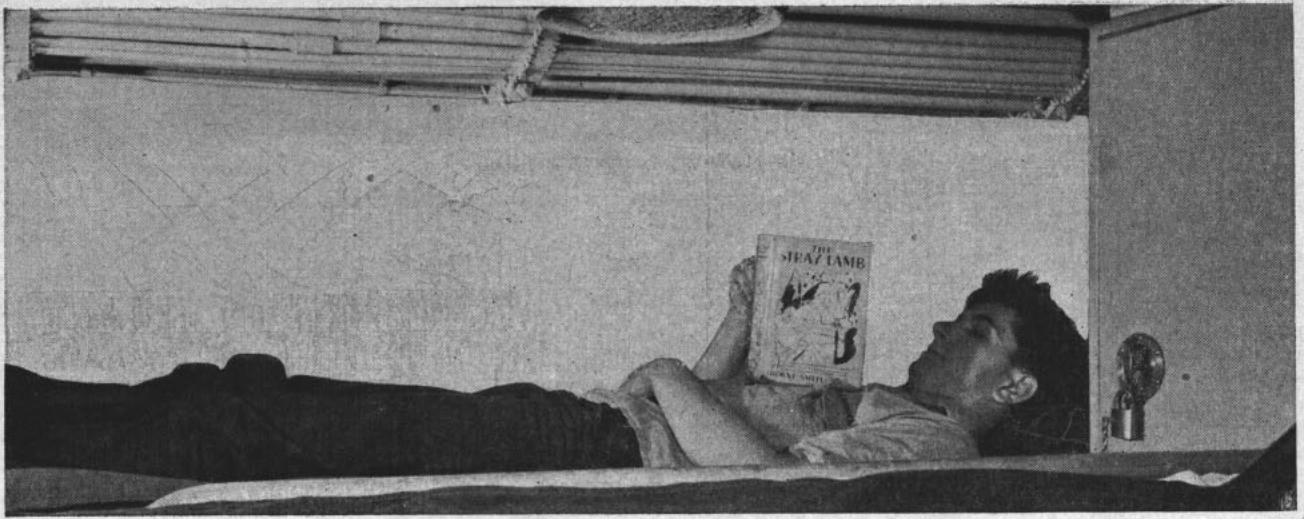
With this money, librarians may purchase new books or in the case of libraries ashore, fixtures and decorations. Often it is the latter, because attractive surroundings enhance the value of a library as a place for rest and relaxation that go with enjoyable reading. Paneled walls, attractive draperies and curtains, big easy chairs and clever posters and decorations feature the interior of many station libraries.

All this presents a contrast, of course, to libraries of the overseas outposts where bookshelves sometimes are boarded up in back to prevent rats from attacking the books.

The library of the Naval Training Station, San Diego, Calif., cost \$76,856. It is 200 feet in length and one side opens into an outdoor garden which is used for reading. In the garden are chairs, bookcases and tables amid flower beds and tropical plants.

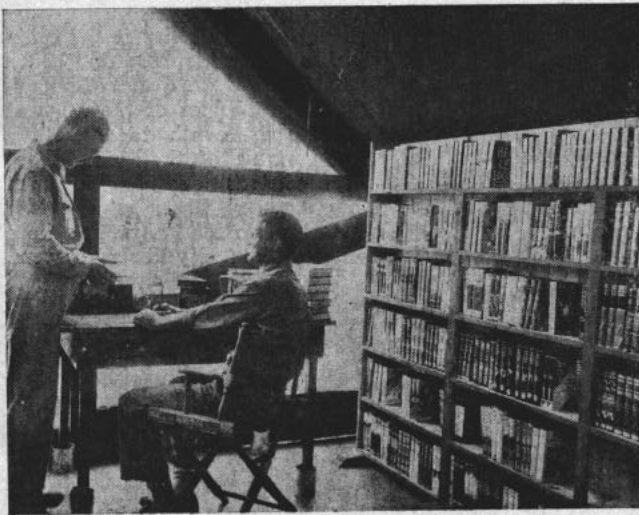
In Brooklyn, a smaller room, furnished like a comfortable living room, has been turned over to Armed Guard crews.

Typical of fine, well-designed naval libraries is that at Puget Sound Navy Yard, Bremerton, Wash. (see drawings accompanying this article). Designed by C. F. Ryan, Y1c, it provides an ideal background for study and concentration. Hospitable and inviting, with no stigma of the ivory tower, it



THE NAVY READS . . . TYPICAL SCENES AFLOAT AND ASHORE

Cramped quarters seem not to distract this off-duty student of the modern American novel aboard a submarine at its base in New London, Conn.



This book-lined tent served as the library for a pioneer Seabee outfit on Guadalcanal. Those tin cans on the table legs were to keep insects from climbing up.



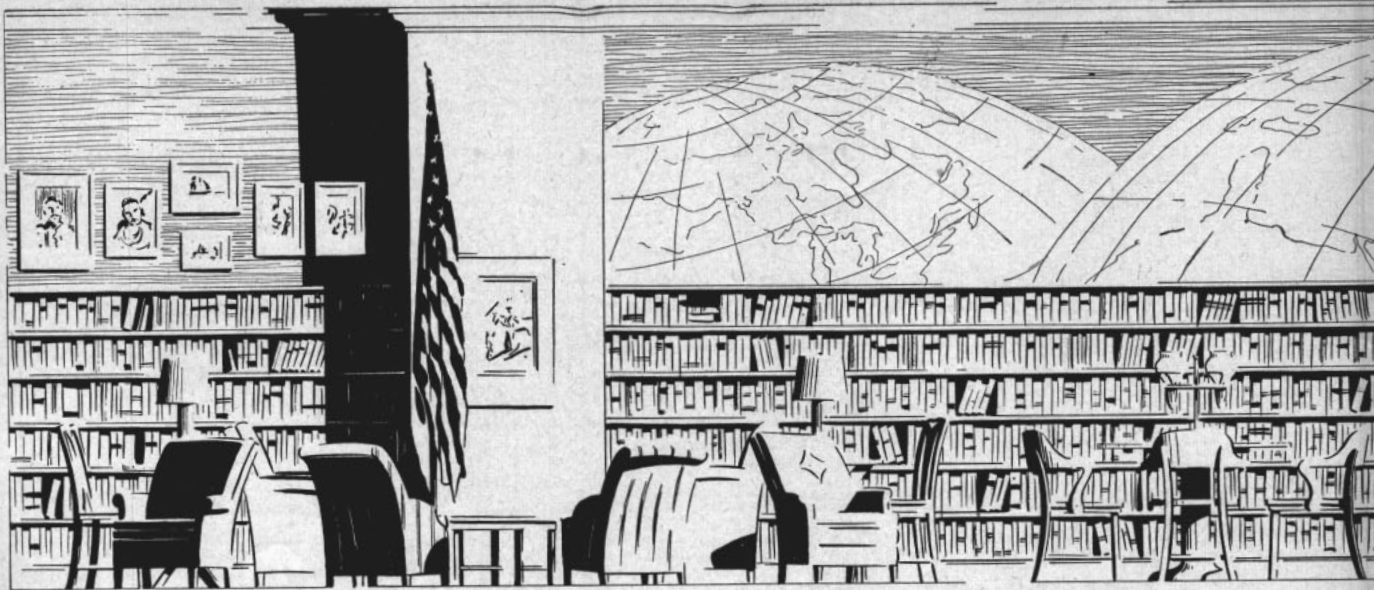
Patients and pharmacist's mates share the library at the U. S. Naval Hospital, Corona, Calif. Until drafted for war service, the room was a hotel bar.



A librarian and an enlisted assistant install a hand-lettered sign to advertise choice wares in Camp Dewey library, Naval Training Station, Great Lakes, Ill.



*Official U. S. Navy photographs
In the well stocked, comfortably furnished library of an aircraft carrier enlisted men of the crew read books or current magazines and write letters home.*



resembles a men's club more than a library. Decorations in rose and green, and murals and pictures give a comfortable atmosphere to the furnishings which include plenty of easy chairs.

Men serving at sea and overseas receive special editions of books printed exclusively for Army-Navy distribution. These books are paper-backed and pocket-size. They are selected by

the Army and Navy from recommendations of an advisory committee composed of well-known critics and publishers, who contribute their time to the project.

Thirty titles have been released each month since the project began. They include every type, from Mark Twain's *A Connecticut Yankee* to a late novel such as *A Tree Grows in Brooklyn*.

Here again, readability is the main standard for selection. The dull books are automatically ruled out. Approximately 450,000 copies of the selected books go each month to the Navy alone. By virtue of their size, these "overseas editions" are ideal for men on the move.

The large station library ashore is conducted like a city library system.



How the Library Got to Guadalcanal: Cafeteria Style

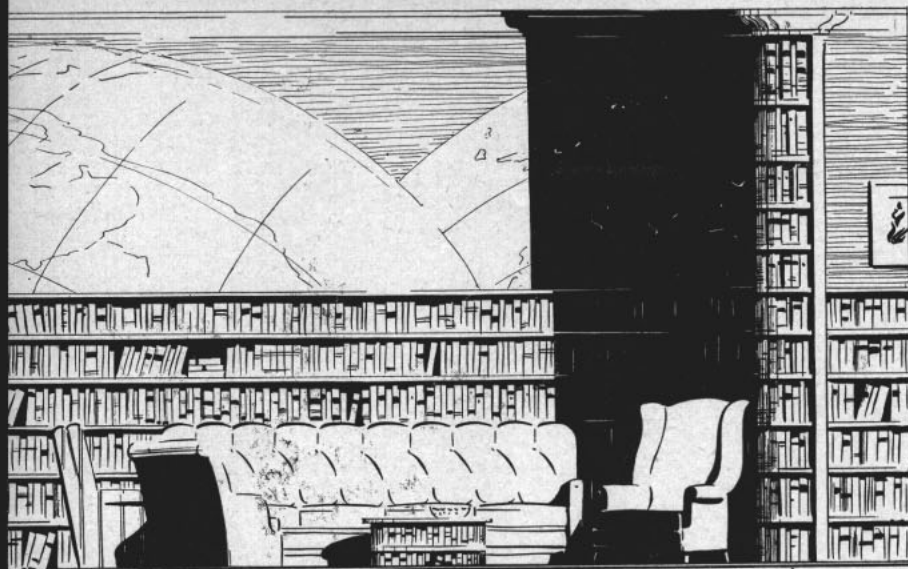
A great Navy transport was loaded with men and materials at a West Coast port. Her destination was Guadalcanal. The transport was about ready to sail when the commanding officer received a message that scores of boxes of books, allotted to those men bound for Guadalcanal, were still on the docks.

Although the transport was loaded, with absolutely no room for the boxes of books, the commander knew quite

well that the men would want something to read, on the way to Guadalcanal, and after they had arrived there.

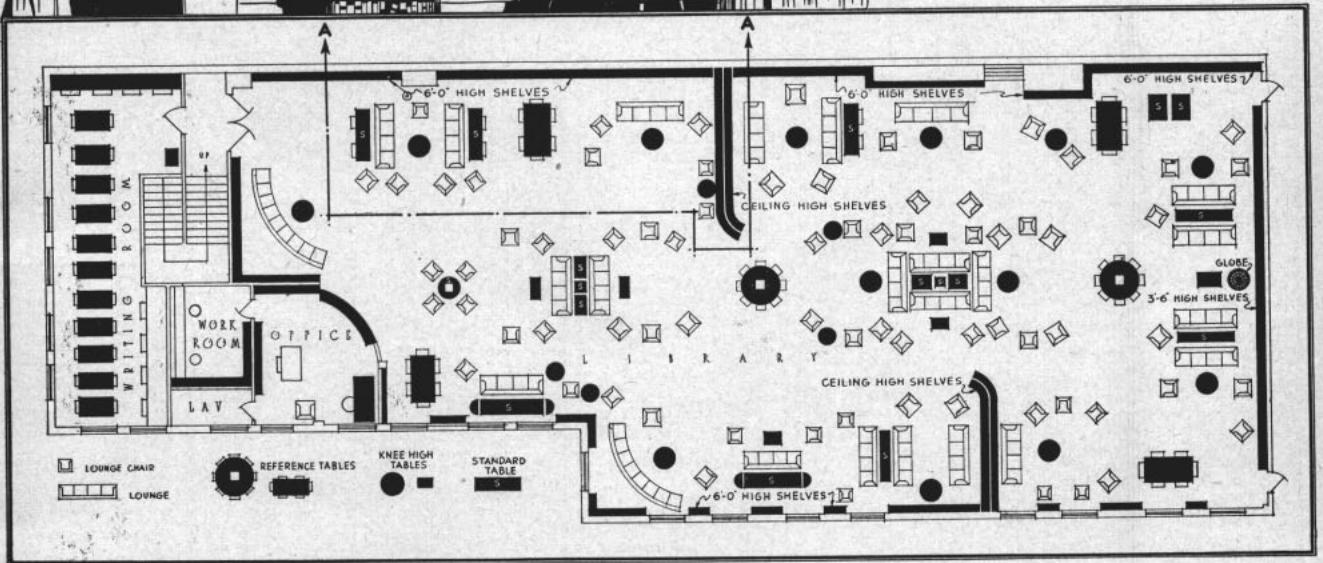
Without hesitation, he ordered the boxes opened. Each man marched down the gangplank past an open book box, helped himself to a book, and then filed back aboard the vessel.

The boxes that could not be taken aboard did not matter. The library was safely on its way to Guadalcanal.



Model Library

The sketch at left and floor plan below show the interior of the library at Puget Sound Navy Yard, Bremerton, Wash. Designed by C. F. Ryan, Y1c, it affords space not only for thousands of books but for privacy and comfort in reading them. The decorations are done in an eye-soothing color scheme of green and rose.



One central library of a station may average 20,000 to 30,000 books, with as many as 10 branch libraries. The goal is a total collection of two books per person on the station. With larger libraries serving thousands of regular readers, enlisted personnel often serve as part-time assistant librarians.

Although necessarily smaller than shore facilities, ship's libraries are made as attractive as possible. Usually the chaplain or navigation officer is in charge. Battleships, as a rule, stock about 2,000 books in their libraries, submarines only 150. An Armed Guard crew will have from 30 to 40 volumes.

Flotillas and squadrons of smaller naval craft swap books wherever possible, furnishing their men a greater variety of reading matter.

The Bureau of Naval Personnel has no really good pictures of the use of libraries on board ship. If you have any or can make any, please send them to BuPers.

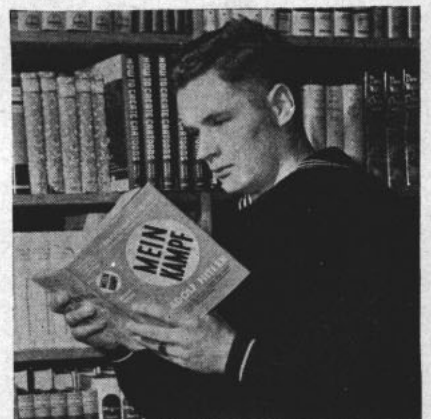
Valuable as it is when men are able to use it, a ship's library in time of battle may share the fate of other expendables. When a commanding officer sends a despatch requesting "authority to issue the USS *Blank* 600 books" and the records show the *Blank* has been well stocked with books, there is only one answer. The *Blank* jettisoned its library when all decks were cleared for action.

Fortunately, however, even jettisoned books can be replaced in reasonably short order. War cannot long down the need for books.

As a matter of fact, war may even prove in the days of peace to come to have been a sizable factor in stimulating the desire for books. The men who have discovered—by the accident of having nothing better to do when they are off duty—that reading is enjoyable will continue enjoying books after the war. At least that is the way it looks to the Navy.

Meanwhile, Navy Librarians have

work to do. Navy men want more and more books—to read just for what fun they can find amidst the woes of war.



Official U. S. Navy photograph

PROOF that there's no censorship of reading matter for the Navy is this scene in the library at NTS, Sampson, N. Y.



Official U. S. Navy photograph

Surgery at sea: Aboard an aircraft carrier headed for a war theater, Navy doctors perform an appendectomy.

NAVY MEDICINE

Its Aim is 'To Keep
As Many Men at As
Many Guns As Many
Days As Possible'

Modern total war is fought with weapons of overwhelming lethal power. It is waged in a variety of climates, many of them perilous and disease-ridden for the white man. The Navy's major part in it is fought far from the homeland and home bases. Multiple new and unfamiliar hazards might have been expected to raise the Navy death rate and casualty lists to catastrophic levels. Actually, they are at the lowest in history.

From foxhole dressing stations to science laboratories, the Navy Medical Corps continues to score victories as

real and important as those on any battlefield.

For the war year of 1943, the Navy and Marine Corps death rate was .3% of entire personnel. Although not actually comparable, it can be noted that the last figures of the U. S. Census Bureau placed the peacetime American death rate at 1.79% annually.

Even more heartening are figures which apply directly to Navy wounded. The mortality rate for wounded men in this most ruthless of all wars has been kept at approximately 3%. In the last war, 7% of all wounded men

died. Of all Navy wounded since Pearl Harbor, 55% have been returned to duty. And of all these wounded, only 2% were disabled to a degree which made a medical discharge imperative.

Diseases and illnesses which ravaged the Allied fighting forces in the last war are nonexistent or tightly controlled today. New medical and surgical methods have developed almost as fast as the death-dealing weapons which make them necessary. The test tube and the field kit have so far proved potent defenses against the diseases which are unseen dangers on many battlefronts. On the basis of casualty figures so far, the Navy fighting man today has a better chance of coming through with sound mind and body than ever in military history.

The preservation of the lives and health of the Navy is the responsibility of more than 100,000 members of the Navy's medical department. They form a chain which reaches from the front lines to the home hospitals—doctors, nurses, dentists, scientists, research workers and hospital corpsmen—and they work toward one aim:

"To keep as many men at as many guns as many days as possible."

Several wartime innovations in front-line medicine have revolutionized the treatment of wounded. One is the airplane ambulance. Another is the mobile hospital. Still others are new medicines themselves such as the "wonder" drugs of sulfa derivatives and penicillin.

Together, the air ambulance and the mobile hospital have accelerated the speed of treatment for wounded. The airplane ambulance, an experiment launched with some trepidation, has written an exciting chapter in the new history of battlefield medicine.

These former transport planes were equipped with removable litter racks designed to carry 18 patients. Upward of 30 patients can be carried when ambulatory and litter cases are combined. Each plane also carries a doctor, nurse or corpsman, and all necessary medical supplies and equipment.

Operating from Guadalcanal, these planes flew wounded to the nearest base hospital 619 statute miles of water flight away. The rear base terminal was 980 miles distant. Flight time varied from four and a half to eight hours. The planes flew at altitudes varying from 500 to 10,000 feet.

Thousands of wounded were delivered to hospitals by the air ambulances. Although figures have not been made public, a Bureau of Medicine and Surgery spokesman recently said that the number of men who died en route "can be counted on the fingers of both hands."

The systematic and fast evacuation of wounded by air ambulance is a far cry from the scenes of agonized waiting and painful death which prevailed in No Man's Land and at field and rear-line hospitals of World War I.

Navy doctors estimate today that many, if not most, of the 14,014 soldiers, sailors and marines who died of wounds in the last war would have been saved if immediate evacuation and quick treatment could have been given.

The mobile hospital is another innovation which has contributed materially to the salvation of thousands of men who might otherwise have died on the field. These MOB's, as the men call them, are prefabricated units which are broken down and shipped to fields of action as a part of fleet commands. Each has everything a doctor could want—portable X-rays, drugs, beds, instruments, laboratory equipment; is designed for 1,000 or more patients.

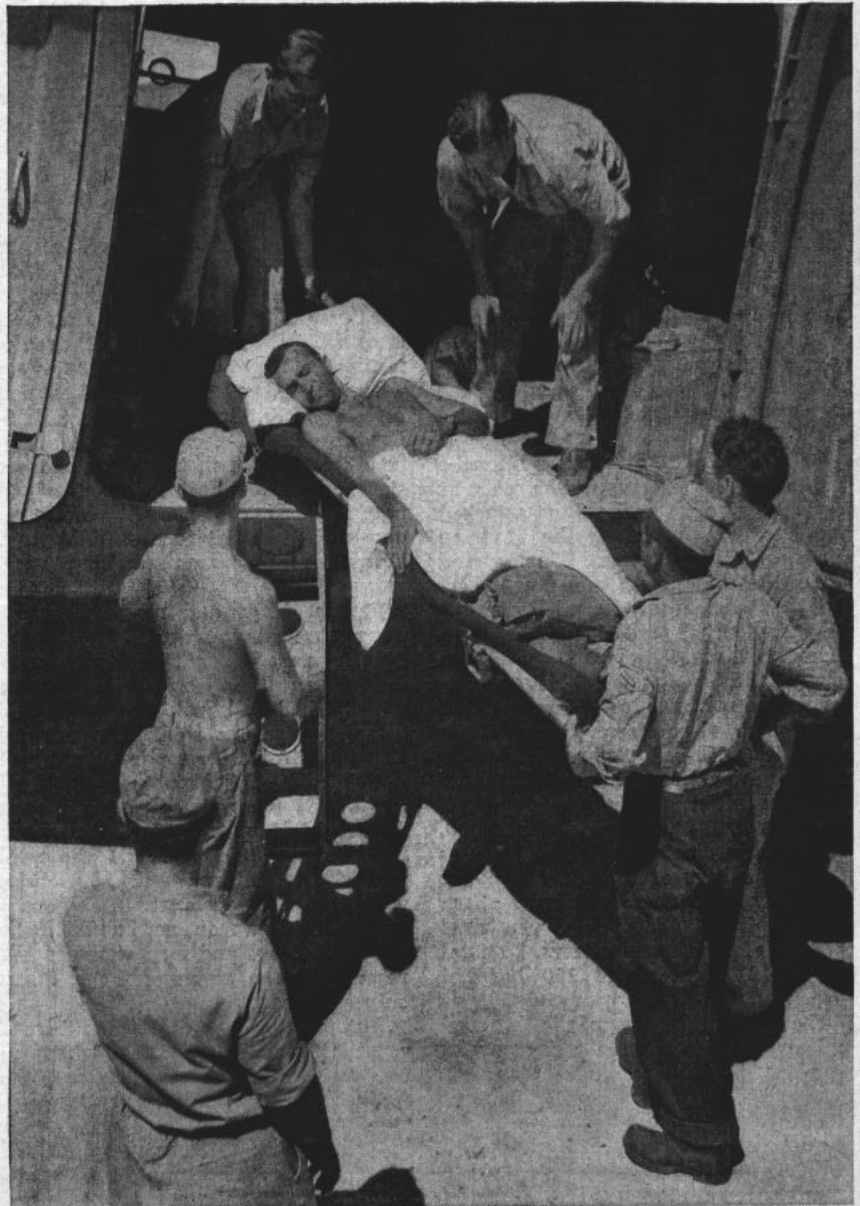
Sometimes these mobile and advance base hospitals must be thrown together with great speed and under consider-

able difficulty. The story of one of the busiest, in the Solomons, is typical.

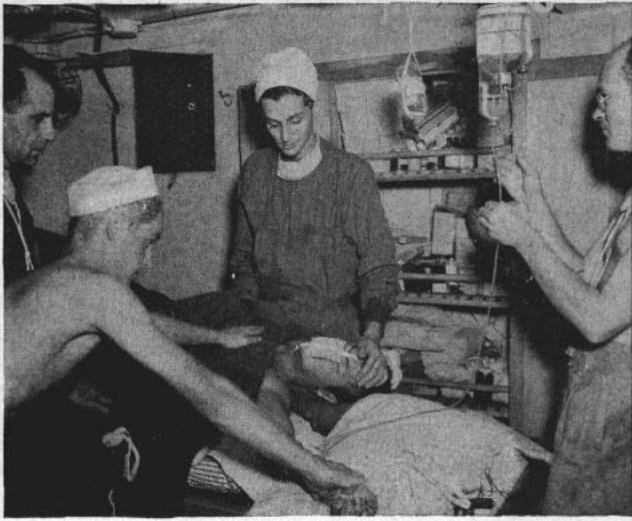
This prefabricated mercy center was unloaded from transports to the beach and, apparently, was going to stay there awhile. The Seabees who were to erect it were off finishing a badly needed airfield. Meanwhile, sick and wounded would soon need attention.

The doctors and corpsmen set to work themselves. A surgeon bossed a labor gang. A dentist cut and hauled lumber. An eye, ear, nose and throat specialist supervised construction. Everybody took a hand with picks and shovels. Within two months the first patients were installed.

Today the doctors, nurses and hospital corpsmen of this hospital are equipped to handle everything from mumps and measles—surprisingly common in all military camps—to in-



Official U. S. Navy photograph
Navy Air Ambulance: This wounded man may have traveled eight hours by air to a base hospital behind the South Pacific front.



Official U. S. Coast Guard photograph

BLOOD PLASMA is administered to a wounded marine in wardroom of an LST off New Britain.



Official U. S. Marine Corps photograph

SURGICAL WARD of Navy rear-base hospital in South Pacific provides clean comfort for wounded.

tricate X-ray and surgical work. Here, in the jungles of the South Pacific, research is being carried on which may furnish preventive measures against the strange diseases and dangers of an unfamiliar climate and terrain.

Like the mobile and advance base hospital, the hospital ship also is contributing to the efficiency of Navy wartime medicine. The Navy's two hospital ships, *USS Solace* and *USS Relief*, will soon be joined by three more, bigger and even better equipped. These are *USS Refuge*, *USS Bountiful* and *USS Samaritan*.

Of them all, the *Solace* has been the workhorse of the sea. She was at Pearl Harbor when the Japs attacked and has been in among the bursting shells of other battles. During and after the Battle of the Coral Sea, thousands of injured and survivors were hauled to her decks and into the surgical wards. In her 2½ years of service, the *Solace* has set some marks for future mercy ships to emulate.

A converted passenger liner built in 1927, the 450-bed *Solace* cared for 10,000 patients, of which 7,500 were war casualties, during a 16-month period in 1942-43. Of the entire 10,000, only 16 men died.

The facilities of this ship compare favorably with those of any modern city hospital. The medical personnel consists of 17 medical officers, 2 dental officers, 21 nurses and 160 hospital corpsmen.

The hospital ship, mobile hospital and airplane ambulance are, however, rear-line links in the chain of medical rescue and rehabilitation. Medicine and surgery actually start even before the first battle skirmishes.

When the paratroops start to pour from their transports, the doctors and corpsmen jump right along with them and float to earth burdened down like animated sick bays. The modern flight surgeon often is a pilot himself and

knows, from personal experience, what ailments and nervous damage threaten the fighting flyer. On shipboard, the doctors and hospital corpsmen must plan ahead for the potential results of battle as well as the actual ones.

The disruption which can occur when a big fighting ship is seriously damaged in battle was described recently by Comdr. (now Captain) Bartholomew W. Hogan, (MC), USN, senior medical officer aboard the *USS Wasp* when Jap torpedoes sank that carrier.

"Torpedoes hit at the water line," Captain Hogan recalled, "and a terrific flame which shot up the starboard side immediately destroyed four of our battle dressing stations. We moved our equipment aft on the flight deck. There were 400 men awaiting treatment there.

"Sulfa drugs and morphine injections were administered. Splints and dressings were applied to those needing them. Then the badly wounded were lashed to kapok mattresses and lowered over the side. Others were tied into lifejackets.

"The water all about us was aflame and debris was flying through the air. I was picked up by a destroyer which had rescued 730 men. Of these, 40 were badly injured and 150 others were less seriously hurt.

"Of all these men, not one died! Of the 516 officers and men wounded and rescued in the sinking of the *Wasp*, only six died."

But casualties, Captain Hogan pointed out, are not mere statistics and figures. They are shipmates of flesh and blood, friends known and loved. And the wounded are not the only sufferers. Before the American surrender in the Philippines, for instance, more men were felled by malaria, dysentery, malnutrition, beri-beri and other diseases than were killed by the Japs. And there are the injuries to nerves and brain which are just as

real as shattered arms or legs. Against these and other dangers, naval medicine fights a never-ending battle.

Today the new sulfa drugs and the newer penicillin have curbed the danger of infection, most feared and deadly aftermath of war wounds. Plasma and serum albumin, easily administered even by those unfamiliar with first aid, have similarly lessened the danger of shock. Tetanus (lock-jaw), yellow fever, smallpox, typhus and cholera have been practically eliminated. Pneumonia, once one of the most feared infections, has been placed under control by chemotherapy.

These problems have occupied Navy specialists in preventive medicine. Specialized diets and special clothing have been devised for specific climates. Ordinarily, the diseases of war are the diseases of peace magnified by mass living, battle strain and the inability to control properly sanitation and living conditions. But tropical war brought new disease dangers.

Dengue—the mosquito-borne "break-bone" fever—has struck in the South Pacific and now occupies the Navy scientists. But so far such dread tropical ailments as yaws, African sleeping sickness and oriental sores have been held at bay by preventive medical measures.

Preventive measures are even carried directly into battle. Every sailor and marine entering combat is equipped with sulfadiazene tablets to chew and swallow and sulfanilamide crystals to sprinkle on wounds. These battle drugs, combined with quick and frequent injections of blood substitutes, are credited with a major part in minimizing our front-line losses.

The advances in reconstructive surgery and medical rehabilitation keep pace with other medical innovations. Fractured bones and torn flesh are, naturally, among the most common of battle wounds. Although final figures

are not yet available, new methods of setting and treating mangled arms and legs have brought astonishing results. It has been estimated that permanently disabled fracture cases will reach only 10% and deaths from this cause probably will be held to 1%.

In the days of Napoleon's army, the common treatment for compound fracture was amputation. Baron Larrey, Napoleon's chief surgeon, performed 200 amputations in 24 hours following the battle of Borodino in 1812.

Burns, always a serious menace in the Navy, were a growing danger in a highly mechanized war. In recent months, new methods of treatment and dressing have been devised. One recent innovation has been a grey "anti-flashburn cream" which is now undergoing battle trial in the fleet.

Serious burns, even when completely healed, leave crippling contractures and scar tissue. Plastic and reconstructive surgery, however, now make complete healing possible in the majority of cases. A new medical cutting device permits the grafting of healthy skin on burned areas. From 90 to 95% of these graftings have been successful within two weeks.

Mechanized warfare has given Navy doctors new problems of psychotic and nerve disorders, too. The strain of long confinement in submarines, planes and tanks takes its toll of the human nervous system. But the Navy medical scientists have found that proper rest, vacations and preventive measures can be utilized to keep the fighting pilot, tank gunner or submariner at his post and in keen physical shape.

One of the most interesting reconstructive centers is at Mare Island Naval Hospital, Vallejo, Calif., where experiments with new types of artificial limbs have achieved astonishing results. Men have arrived there on stretchers from the South Pacific and walked on artificial legs within 11 days. Many will remain in the Navy. Others will be able to fill civilian jobs with scarcely any handicap. A similar program is being inaugurated at an East Coast naval hospital.

This hospital and other centers—as well as the hospital ships, mobile units,

This Is Front-Line Medicine . . .

A marine with his intestines full of shrapnel gave one front-line surgeon a busy session. The surgeon took out all intestines and went through them inch by inch, found the shrapnel fragments and sewed up 15 holes. Patient reported doing nicely.

* * *

Navy doctors in the South Pacific operated successfully on a "human bomb." He had an unexpended anti-aircraft shell in his left hip. Two doctors, working behind steel plates, dug it out without exploding it.

* * *

It was a good story when a pharmacist's mate operated on a shipmate

for appendicitis in a submarine deep in Japanese waters. It was an even better story when the patient was back on duty in eight days.

* * *

A "pillbox hospital" in the Gilberts operated for one full night by the light of four flashlights. This tiny station treated over 100 men in 36 hours.

* * *

"It would be nice," said a surgeon in the Solomons, "if we could only work without so many interruptions." He pointed to the results of the interruptions—Jap bullet holes which riddled the walls of the station.

front-line dressing stations and air ambulances—are operated, staffed and controlled by the Navy's Bureau of Medicine and Surgery. Headed by Vice Admiral Ross McIntire (MC), USN, as chief, and Rear Admiral Luther Sheldon, Jr., (MC), USN, as assistant chief, the bureau integrates 13 divisions. They are administration, planning, materiel, finance, personnel, dentistry, research, inspections, aviation medicine, physical qualifications and medical records, preventive medicine, publications, and the Red Cross naval activities. There is also a Post War Planning Board, a Naval Medical Materiel Board and the Rehabilitation Office.

From these divisions stem a network of hospitals, laboratories, training schools and the medical lines which stretch to the front lines. The bureau's doctors and surgeons total 11,042. There are 4,718 dentists and 7,312 nurses. Hospital corpsmen, both men and women, total 94,265. Together they form a chain reaching from home to the most far-flung battle line.

Last August, reserve commissions in Naval Reserve Medical Corps were opened to women doctors, who are accepted under the same status as men. The bureau is seeking 600 women doctors to take over duties on the home front that are now being handled by physicians and surgeons.

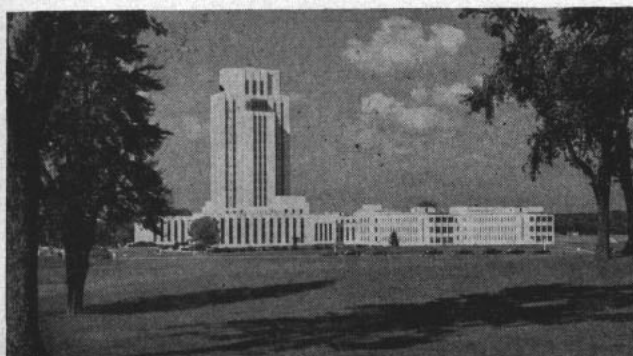
The heroism of Navy doctors, nurses and hospital corpsmen is best attested by the monthly lists of citations for bravery and service above and beyond the call of duty. Scores of medical and dental officers and pharmacist's mates have been awarded the Navy Cross, Silver Star and other decorations for gallantly risking—and often losing—their lives under fire in ministering to their shipmates.

Last month Lieut. William Ward Evans (MC), USNR, became the first naval medical officer to be awarded the Air Medal.

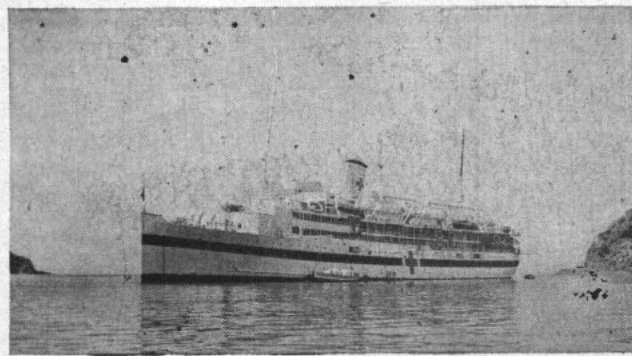
Such flight surgeons as Lieutenant Evans are carrying on a naval tradition for bravery and service which has its roots in the earliest history of the nation. For the naval surgeon is older than the Union itself. The first one, Dr. Lawrence Brooks, served with John Paul Jones aboard the *Bon Homme Richard* in 1779. Another, Dr. William Longshaw, Jr., was twice eulogized from every quarterdeck of the fleet for his bravery and service to the Union cause during the Civil War.

It was a Navy surgeon, in fact, who carried the terse message which still symbolizes Navy spirit. This surgeon was Dr. Richard C. Edgar, serving aboard the USS *Chesapeake*, who carried the dying captain's last order to his officer of the deck. It was:

"Don't give up the ship."



HUB of naval medicine is the National Naval Medical Center, Bethesda, Md. Above: hospital building.



Official U. S. Navy photographs
OUTPOST of naval medicine: the hospital ship USS Solace, veteran of Pearl Harbor and other battles.

See Your Ration Board

Naval Personnel May Obtain Extra Gasoline, Food or Shoes Under Certain Conditions

Naval personnel stationed in the United States or back on leave are bound by the same rationing regulations as civilians, yet they may obtain special concessions if necessary to the performance of their duty while traveling under orders, or when on leave. The following is a compilation of ration rules as they affect naval personnel and the suggested procedure for obtaining food, shoes or gasoline.

FOOD

War Ration Books 3 and 4, containing stamps for rationed food, may be obtained by naval personnel residing in the U. S. for a period of 60 days or more, *except* (1) those who are authorized to be subsisted in kind; (2) those who are members of an officers' or a contract school mess; or (3) those who, although not subsisted in kind and not members of an officers' or contract mess, eat at least 14 meals a week at such a mess.

Those eligible to receive ration books may obtain them by applying to the ration board at the place where they are stationed. The application must be made in person either by the applicant himself or by someone acting for him; it cannot be mailed to the board.

Temporary food rations may be obtained by naval personnel on leave in the U. S. if they are not entitled to Ration Books 3 and 4. Their leave must be for a period of 72 hours or more and they must eat at least one meal at their host's home. Even though not on leave, service personnel who are messed in a general mess or an officers' organized mess may obtain temporary food rations if they eat nine or more meals a month at their host's home. Also, those residing in the U. S. for less than 60 days on detached or temporary duty may obtain temporary food rations if they eat at least nine meals a month at a private home.

Application for temporary food rations should be made on S & A Form 570, which may be obtained from commanding officers. If this form is used, either the applicant or his host may present the application to the local ration board. However, if the applicant shows good cause for failure to have this form, the board may permit him to apply on OPA Form R-315. His host cannot use this form, however.

Naval personnel who have ration books and find that their health requires more rationed foods than they can get with their allotted points may apply to their local board for additional points. This application must contain a doctor's statement showing why additional rationed foods are needed, the amount, and why unrationed foods cannot be substituted.

For those who live an unusually long distance from their market and who are unable to use their stamps while they are valid, the local ration board may issue a certificate in exchange for some or all of their stamps. This certificate will enable them to purchase rationed foods which could not have been obtained with their valid stamps.

Naval personnel who live in a place where they cannot get enough fresh fruits, vegetables, fish, fresh milk, poultry or eggs to meet their nutritional requirements, or have no facilities for storing such foods long enough, may apply to local ration board for additional processed food ration points.

SHOES

Shoes may be purchased by naval personnel, without ration stamps, from ship's service stores afloat and ship's service stores ashore, outside the 48 states and the District of Columbia, or from naval small stores. These shoes must not be sold or given anyone else.

Shoe stamps are required in buying shoes from a ship's service store ashore within the 48 states and the District of Columbia or in any retail store. Nearly all naval activities have an officer who is detailed to issue shoe purchase certificates. These must bear the name and rank or rating of the persons to whom issued, and the signature and rank of the issuing officer. The certificates expire 30 days after issuance and must not be altered. If the certificate is not used during the 30-day period, it should be returned to the issuing officer who will issue another if the applicant still is eligible.

The Secretary of the Navy has directed naval personnel not to apply for the certificates unless they actually need shoes. Certificates may be used only by or for persons to whom issued.

GASOLINE

For private vehicle travel, naval personnel are subject to the same gasoline rationing regulations as civilians. When traveling under orders, and transportation by private automobile is specifically authorized, OPA Form R-544 for additional gasoline must be obtained from cognizant issuing officers in the Navy. These officers will compute the mileage involved and endorse the orders to show the number of forms and gallonage issued. The issuing officer is responsible for signing and filling out Form R-544, including the name and rank or rating of the recipient, the number of gallons for which each form is valid and the license number of the automobile to be driven. These forms are non-transferable and may be used only by the person to whom issued.

Naval personnel assigned to shore

duty in the U. S. and not quartered at their station may apply to their local board for supplemental gasoline coupons to cover driving between residence and station if a car-sharing plan has been organized, or if alternate means of transportation are not available.

Those who must do in-course-of-duty driving, and have no official travel orders authorizing transportation by private automobile, may apply to the local ration board for additional gasoline. In the case of necessary driving due to change of duty, when the travel orders lack authorization for transportation by private automobile, application may be made to local boards.

Naval personnel on leave for 72 hours or longer with access to an automobile may obtain up to a maximum of five gallons of gasoline by applying to the local board for special furlough rations. Leave papers must be shown.

Personnel convalescing from illness or injury acquired while on active duty are eligible for supplementary gasoline coupons to cover travel to and from home or resort to other place of recuperation if the cognizant medical officer certifies that travel by private automobile instead of other means of transportation would materially aid in recovery. Leave papers and the medical officer's certificate must be displayed when applying to a ration board.

CHECK-LIST FOR NAVAL PERSONNEL

DO YOUR DEPENDENTS KNOW

Where to find your:

- birth certificate?
- marriage certificate?
- insurance policies?
- Social Security number?
- will? tax records?
- income tax records?
- other valuable papers?

Your arrangements for:

- family allowance?
- allotments from pay?
- war bonds?
- government insurance?
- private insurance?

What to do if:

- they change their address?
- checks are not received?
- amount of check is wrong?

What happens if you are:

- wounded? captured?
- missing? killed?

What to do if they:

- can't meet insurance premiums?
- need money or a loan?
- want to move back home?
- need medical attention?
- are unable to pay tax you owe?

Where to get:

- help from Navy sources?
- aid for dependents?
- legal advice and assistance?

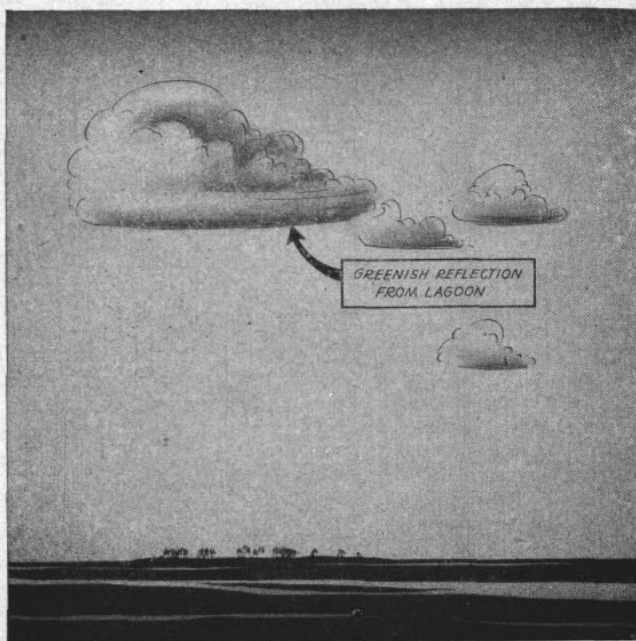
SEE PAGE 26

TRAINING
TIP
OF THE
MONTH

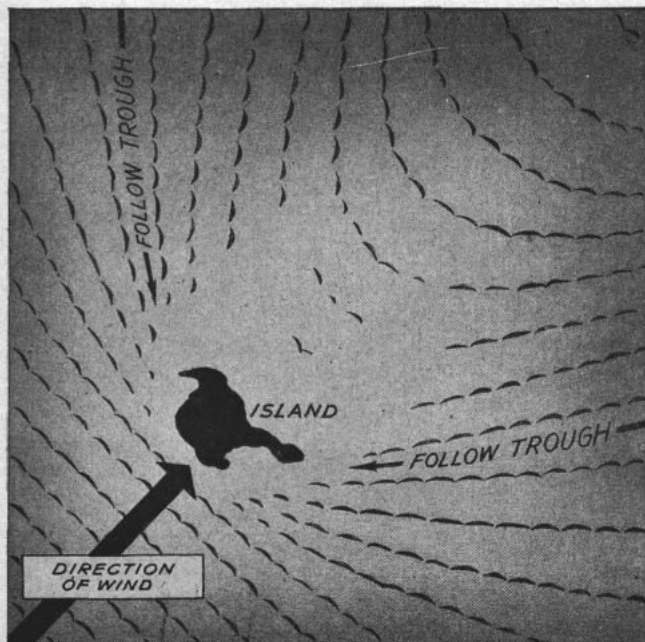
Finding Land When You Can't See It



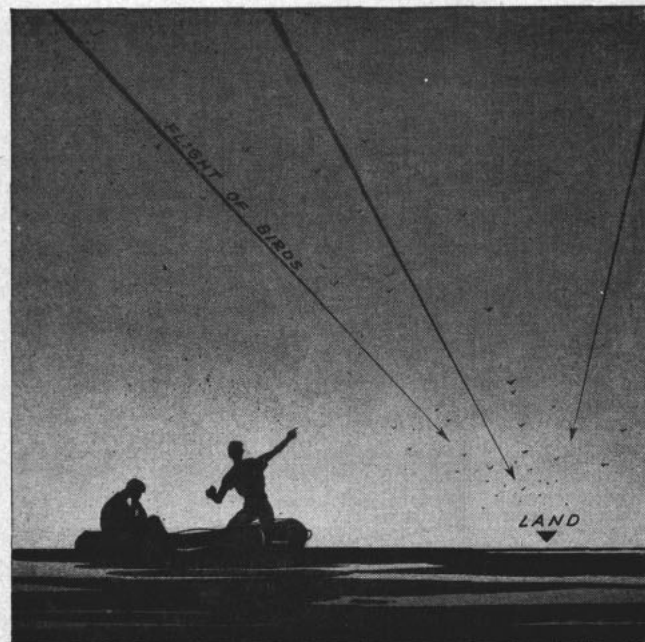
WATCH THE CLOUDS: Due to temperature difference of land and water, air currents rise over land. When the moisture-laden warm air reaches any real altitude, it condenses to form clouds, which tend to remain over the land and are visible far out at sea. True particularly of mountainous islands, this holds also for atolls, where a contrast in temperature is caused by warm waters in lagoon, cold outside.



WATCH THE REFLECTIONS: In addition to the cloud formation just mentioned, there is another way of spotting the presence of an atoll: watch for any green reflection on the under-belly of the clouds. In a lagoon, the water is not only warmer but shallower than outside the reef, and its color more green than blue. Reflecting upwards, green waters color clouds above. That green light is your Go signal.



WATCH THE WAVES: When wind blows constantly from one direction, as in South Pacific, it sets up a swell at right angles. But when rollers hit an island, they form a V around it. If you find rollers not at right angles to wind, odds are that (barring local squalls) land is near. Follow trough to windward.



WATCH THE BIRDS: Except for a very few species, most sea birds sleep ashore. During the daytime they fly all over in search of food, but when evening comes they return to land. If the flight of birds in the late afternoon is observed, and their line of bearing is followed, it will probably lead ashore.

Information Your Dependents Should Have

Here Are Some of the Things They Ought to Know—and an Easy Way to Make Sure They Do

Do your dependents have *all* the information they need in order to benefit from the various forms of protection and assistance that are available to them while you're in the Navy? (A quick look over the check-list on page 24 will show if you bat 4.0 on this.)

If not, it's a good idea to get "squared away" at home as well as at sea, and the material on these two pages will help you. This material, in brief form, is similar to that contained in the booklet *Personal Affairs of Naval Personnel and Aid for Their Dependents*, which is available on your ship or station, and which was mailed to your dependents.

However, there have been many cases where these booklets were returned to the Bureau because an incorrect or inadequate address was supplied. If your dependents don't have a copy, advise them that they can get one by simply writing the Bureau of Naval Personnel and it will be mailed to them.

A practical device for informing one's dependents was made available earlier this year to naval personnel of the Sixth Naval District, when their welfare and recreation office drafted a sample form letter and had copies printed for distribution to shore stations of the district and to ships in port.

A similar letter, incorporating changes and suggestions by BuPers, is reproduced on the opposite page. This may be used "as is," or modified by the individual to suit his own requirements; it may also be reproduced locally by commanding officers who may wish to make it available for their personnel.

For further information concerning the numbered portions of the letter, see the paragraphs which follow.

1. Family allowances (INFORMATION BULLETIN, November 1943) are now payable as follows: To a wife, \$50; wife and 1 child, \$80; wife and 2 children, \$100; each additional child, \$20; child but no wife, \$42; additional children (no wife), \$20; divorced wife, one child, \$72 (maximum); each additional child (divorced wife), \$20.

2. Any allotment of pay for support of your dependents should preferably be made to an individual, but you may, if you wish, make it to a bank, indicating that it is for that person's support. Allotments may also be made to most banks for the credit of a joint account. Note, however, that in case you are declared missing, become a prisoner of war, etc., such allotments may be continued *only* if they are for the support of dependents, and are so designated.

3. War Bond allotments are on the bond-a-month or bond-a-quarter basis, with monthly allotments of \$6.25,

\$12.50, \$18.75, \$25.00, \$37.50, or \$75. A co-owner may cash the bonds with or without your consent; a beneficiary may cash the bonds only after your death. Bonds may be cashed at any time after 60 days from date of issue; they are not transferable, may not be used as collateral. The Treasury Department or the Navy will hold the bonds for you for safekeeping if so desired.

4. If you applied for government insurance before 8 October 1940, the insurance you hold is called U. S. Government Life Insurance. If so, change entry in letter accordingly.

5. Allotment method is recommended, as it will continue automatically, even if you are captured or missing, and by the allotment method there is no danger of your insurance lapsing through nonpayment of premiums.

6. Under the Soldiers' and Sailors' Civil Relief Act, payment of premiums on your private company life insurance may in most cases be postponed until two years after you leave the service (but not more than two years after the end of the war). However, back premiums have to be made up, together with interest, within that two-year period. So the well-advised Navy man will, wherever possible, continue to pay his premiums as before or register an allotment to pay all or part of them while he's still in service.

7. Suggested for listing: birth certificate, marriage certificate, insurance policies, any divorce decrees, power of attorney (see 13 below), will (see 14 below), savings bank books, Social Security card, War Bonds, safe deposit box and key, income tax records, valuables, personal effects, etc.

8. Where desired, a brief picture of finances may also be listed on the back of the letter, for the guidance of dependents. A simple form might include: "current assets"—cash in checking account, cash in savings accounts, War Bonds, stocks, bonds, or other investments; plus "deferred assets"—life insurance, amounts due you or expected in future; minus "liabilities"—debts, owing on notes, insurance premiums, back taxes, etc.

9. There is nothing in the Soldiers' and Sailors' Civil Relief Act which relieves you from the actual payment of debts or other obligations incurred prior to your service. However, when your ability to meet such obligations has been impaired because of such service, relief may be afforded by the courts, which may stay proceedings for not more than 6 months after termination of service.

10. Enter here the monthly sum you could spare to repay a loan for your dependents, if needed. You may want to arrange your bank account as a joint account (if you haven't already) so that your dependents can check against it without your signature, and so that if anything happened to you the account would pass to their control. In that case, the account should read "John Doe and Mary Doe jointly with rights of survivorship and not as tenants in common" (or similar wording by your bank).

11. Assuming you hold \$10,000 worth of National Service Life Insurance, your beneficiary would receive (if then under 30 years of age) a monthly income for 20 years of \$55.10. If beneficiary is then 30 years of age or over, a monthly income would continue for life, as follows:

If age 30.....	\$39.70
If age 40.....	\$45.00
If age 50.....	\$53.90
If age 60.....	\$68.10

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. Amounts for insurance less than \$10,000 would be proportionately lower. (Provisions for settlement of U. S. Government Life Insurance are different. For details, see your insurance officer.)

12. If you should die from disease or injury incurred in line of duty, and without misconduct, your dependents may be entitled to monthly pension:

Widow but no child.....	\$50
Widow, one child.....	\$65
Each additional child.....	\$13
No widow but one child.....	\$25
No widow but two children....	\$38

(equally divided)
Dependent mother or father...\$45
Or both, each.....\$25
As to widow, child or children, total monthly amount shall not exceed \$100.

13. See Chapter X, "Power of Attorney," in the booklet *Personal Affairs of Naval Personnel and Aid for Their Dependents*.

14. See Chapter XI, on "Wills," in the same booklet.

15. To provide necessary legal counsel without charge for service personnel who could not reasonably be expected to employ their own counsel, the American Bar Association, in cooperation with State Bar Associations, has established committees in each state. Legal advice is also available to you and your dependents at most shore stations within the continental United States; ask for the Legal Assistance officer.

Dear

Hold on to this letter; it will tell you a lot of things you may need to know while I'm away. The Navy wants you to have this information so that you will know about, and be prepared to benefit from, the assistance and protection to which you are entitled.

First, there's my service number: Always use it when writing the Navy Department or other official organizations on service matters concerning me. Give them my name, rating (or rank) and service number, like this:

I've applied for family allowance and you should receive each month \$..... In addition, I've allotted directly out of my pay \$..... each month to If you change your address, the check is not received, or a mistake is made in the amount, write to the Field Branch, Bureau of Supplies and Accounts (Family Allowance Division), Navy Department, Cleveland, Ohio.

I have authorized an allotment of \$..... per month for War Bonds, which are being mailed to I have taken out \$..... worth of National Service Life Insurance, policy No. (if known)..... The premiums are being paid by (allotment from my pay) (direct payment to Veterans' Administration).

I also have \$..... worth of private company life insurance issued by policy No. The premiums are being (paid by allotment from my pay) (paid directly to the company) (postponed under the provisions of the Soldiers' and Sailors' Civil Relief Act).

On the back of this letter is a list of my valuable papers and where to find them. You may be asked to furnish certified or photostatic copies of my birth certificate and (in the case of wives) our marriage certificate, so be sure to have them available.

Now for all the "ifs" that might come up:

If you need advice on medical problems or hospital treatment, talk to your local Red Cross chapter.

If you can't meet any of our debts, or pay our commercial life insurance premiums when they are due, see our lawyer,, the Legal Assistance officer at any naval establishment, the Chairman of your State Bar Association, the American Red Cross, or a veterans' organization, about the Soldiers' and Sailors' Civil Relief Act.

If you have urgent need for money and need financial aid, go to the Navy Relief Society, if there is an auxiliary of the Society near you; otherwise, to the American Red Cross. I would be able to repay a loan by allotment from my service account, at the rate of (up to) \$..... a month.

If you want to move back to our permanent home (if not there now), get information from the supply officer at any naval station, for reimbursement by the Navy for transportation of my family and household goods to our permanent home.

If you are unable to pay any federal income tax I may owe when it is due, go to any office of Collector of Internal Revenue and fill out their form explaining the reason you can't pay, and requesting that payment be deferred until six months after my naval service ends.

If I am wounded, you may be notified, although of course I will probably be writing you myself. If I am disabled, and entitled to disability benefits after my discharge, these will be arranged through the U.S. Veterans' Administration, Washington 25, D.C.

If I am reported missing, missing in action, or captured by the enemy, my pay and allowances will go right on. My insurance allotments will continue, and so will any allotment for the support of a dependent, if designated as such. If the allotment should prove insufficient for your reasonable support, write to the Bureau of Naval Personnel, Navy Department, Washington 25, D.C., requesting that it be increased. If there is any change in my status, the Bureau will notify you as soon as possible. If my commercial life insurance premiums are not paid by allotment, notify the Bureau immediately, giving them the name and address of the insurance company, the policy number, and the amount of the premium.

If I should die while on active duty, you are entitled to six months' pay in a lump sum. Claim blanks for this will be sent to you. If you do not receive them, write the Bureau of Naval Personnel, Navy Department, Washington 25, D.C. Settlement will also be made of any pay remaining due me, and any savings on deposit with the Paymaster. Claims are paid by the Claims Division, General Accounting Office, Washington 25, D.C., but the proper forms will be sent by the Bureau of Naval Personnel without request.

My National Service Life Insurance would be paid to the designated beneficiary in monthly installments. If my beneficiary were aged at that time, the monthly payments would probably be about \$..... In the event of my death, the Navy Department would notify the Veterans' Administration, which maintains the insurance records. They would forward you the necessary blanks on which to file demand for payment. Address U.S. Veterans' Administration, Washington 25, D.C.

To see if you are entitled to a pension, go to the local American Red Cross or Veterans' Administration office, and make your application to Dependents' Claims Service, U.S. Veterans' Administration, Washington 25, D.C. The pension is in addition to my government insurance, and would probably be, in your case, about \$..... a month. (Also, pension of \$45 a month is payable to a dependent parent, \$25 each if there are two).

I have (have not) executed a power of attorney, naming You will find it (enclosed in this letter) (among my valuable papers). A copy of my will is (enclosed in this letter) (among my valuable papers).

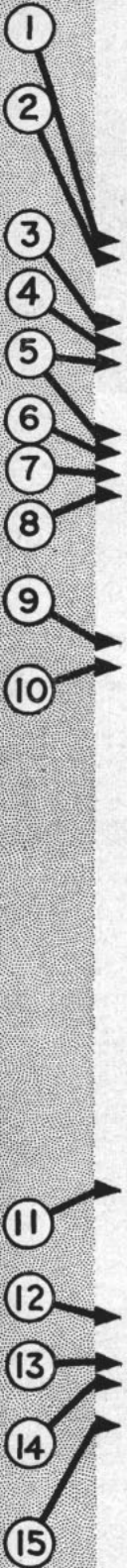
If you need legal advice or assistance, see one of the following: our own attorney,, the Legal Assistance officer at any naval establishment, a civilian attorney, a member of the Selective Service Advisory Board who is an attorney, a member of the local Bar Committee on War Work (an activity of the American Bar Association), or a member of the armed forces who is a licensed attorney.

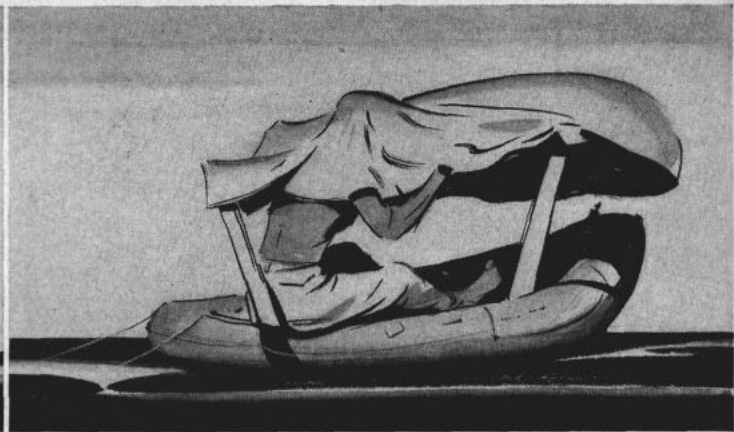
Remember the agencies that can help you -- the Bureau of Naval Personnel, the Navy Relief Society, the American Red Cross, the Veterans' Administration, and the welfare and recreation officer and chaplains at any naval station, ready at all times to guide and assist you.

Signature.....

Rank or rate.....

Service No.





Keep cool by exposing lightly clothed body to breeze. Rig an awning to keep sun off but let breeze through.

Don't Drink Sea Water!

Research Expert Explains How Survivors
Can Conserve Water, Exist on Pint Daily

By P. H. Futcher, Lt. (MC), USNR
Staff Member, Naval Medical
Research Institute

Since the start of the war, several experiments have been conducted by scientists in England and in this country to determine whether survivors of shipwreck can derive any benefit from drinking sea water, either "straight" or diluted with fresh water. For several days at a stretch volunteers have drunk sea water diluted and undiluted, in small quantities and in quantities considerably greater than those taken by Lieutenant Smith. Simultaneously, observations have been made on their weight and their output of urine, and detailed notes have been made on such points as the question of whether the sea water increased or decreased thirst.

As a result, there is general agreement on the following points:

1. Drinking undiluted sea water is very likely to cause vomiting and diarrhea, both of which cause net loss of valuable water from the body.
2. When the salt in sea water is absorbed into the body from the digestive tract, it must be washed out again through the kidneys. Sea water contains 3 to 3½% salt. In order to wash this salt out of the body, the kidneys must use a volume of water equal to or greater than that of the sea water which was drunk in the first place. So the body gains nothing, and, indeed, may stand to lose.
3. The drinking of straight sea water increases thirst.
4. No benefit is to be gained from attempting to increase one's supply of drinking water by diluting one's fresh water with small or large proportions of sea water.

It should be noted that Lieutenant Smith drank his daily pint of sea water

This article is a sequel to the report by Lt. (jg) G. H. Smith, USNR, in the February BULLETIN, in which he described his voyage of 20 days in a one-man life raft in the Solomons area. His resourcefulness was most evident from the report and contributed in large part to the fortunate termination of his cruise.

During the course of his voyage, Lt. Smith drank about a pint of sea water a day for five days without serious consequences. The article which follows explains why such an action is considered to be potentially harmful and is, indeed, strongly advised against. In addition, the whole problem of the supply of water and food on rafts is reviewed and recommendations are made as to the technique of rationing.

in several small doses. As a result, he was not subject to vomiting and diarrhea. It is further important to note that after sea water was used for three days, there was a period when adequate amounts of rain water were used before he resumed consumption of sea water. It is quite likely that the drinking of sea water contributed in part to a wasting of water through the kidneys; he commented that the volume of his urine amounted to three times that of the water he drank. All that may be concluded from Lieutenant Smith's observations is that in his particular case the drinking of sea water did him no very serious harm.

Careful experiments by physicians on human volunteers make it clear that it can have done him no good and that usually the drinking of sea water is a dangerous procedure and should be forbidden. (Nor should sea water be injected into the rectum.)

The bird fat which Lieutenant Smith

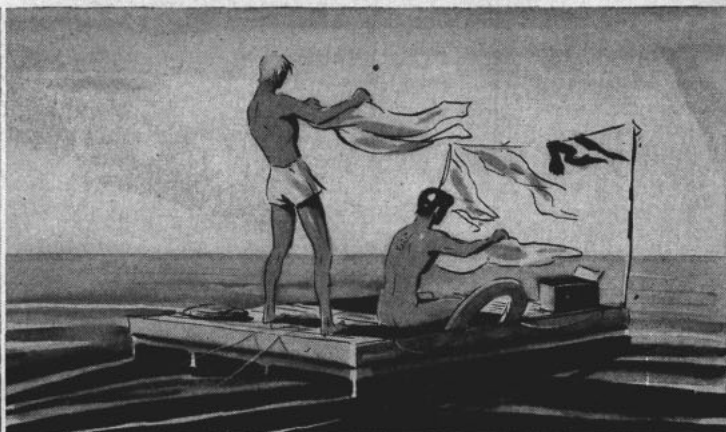
used to coat his mouth when drinking sea water probably served merely to disguise the salty, unpleasant taste of the water.

There are, however, several useful procedures which act to decrease the amount of water required by survivors and which, therefore, conserve the supply of water and prolong life. These procedures have been recently developed with the aid of volunteers who have spent many days sitting in life rafts.

Since water may be lost by vomiting due to seasickness, it is important to use properly the tablets preventing seasickness which are to be found in the new first-aid kits of Bureau of Ships life floats and Bureau of Aeronautics pneumatic life rafts. If the sea is at all rough, take one of these tablets as soon as you reach your raft. Thereafter do not take them more often than every six hours. At the end of 24 to 48 hours you will probably have become used to the rapid motions of these small craft and will no longer need the tablets. If morphine has been administered, do not take the seasickness-preventive until 24 hours have passed.

Slightly less than a pint of water will be lost as urine every day, and you cannot prevent this loss. However, if you eat foods containing concentrated protein, such as the dried flesh of fish or birds, your body will have to waste extra water in order to eliminate the by-products of protein in the urine.

Survivors on rubber life rafts or life boats in warm climates will tend to lose unnecessarily large quantities of water when the sun's rays heat their bodies during the daytime. In order to prevent the temperature of the body from rising, sweat is formed by the skin; the sweat evaporates and cools the body. One or two quarts of water may be unnecessarily lost in this manner in one day. The insidious thing is



Keep clothes soaked with sea water during the day. Dry them in late afternoon to keep warm at night.

that the sweat often evaporates so fast from your skin that you don't see it, and, as this "unseen sweating" occurs when you are merely comfortably warm and before you feel really hot, you are not aware that the loss is taking place. Survivors on the wooden doughnut floats, since they are constantly immersed in water, never become so warm that they need worry about water loss by unseen sweating.

The following procedures are recommended to cool the body and prevent water loss by survivors on rubber life rafts, drum-type floats, and lifeboats in warm climates. They should be carried out in the order in which they are listed. The sign that you have carried out the procedures long enough is the appearance of a chilly sensation. Unless it is obvious that the procedures will make you cold, try them from time to time daily.

1. Remove all clothing save the headgear, shirt, trousers, and socks and shoes necessary for protection from sunburn. Unbutton your shirt.
2. Expose your lightly clothed body to the breeze as much as possible to obtain maximum cooling.
3. Rig an awning, if possible, protecting you from the sun but not interfering with the passage of the breeze over your body. If you have no awning, you will expose less of your body to the heat of the sun at noontime if you sit upright instead of lying down.
4. Keep your clothes constantly soaked with sea water; you will thus be cooled by evaporation of this sea water and won't have to lose body water as sweat. You can apply the salt water with a bucket, bailing cup, or the like. Rinse accumulations of salt from your clothing so that your skin will not be harmed. In the late afternoon allow your clothing to dry, if possible; otherwise, you may be cold at night, even in the tropics. This technique is the only way you can prevent excessive water loss from the body in warm, bright, or partially overcast days when there is no breeze. It is particularly important to carry it out

on lifeboats and drum-type rafts where your clothes are not as likely to be wet automatically by shipped water as they are on life rafts.

Lieutenant Smith, in his story, stated that his clothes were continuously wet during his voyage, which doubtless acted to prevent loss of water from his body by sweating and thereby contributed to his survival. Otherwise he might not have lived for 20 days on his initial supply of three pints of water and the proceeds of a rainstorm which occurred on the twelfth day.

During cool weather, and also during warm weather, if you follow these instructions, some of you will need to drink a minimum of only one pint (16 ounces) of water a day to keep a normal amount of water in your bodies. A minimum of a pint and one-half (24 ounces) a day will cover the needs of practically all survivors who are eating little solid food and who take pains to reduce sweat loss to a minimum. The water "balance sheet" may be roughly outlined as follows:

Available to body, 24 ounces as drinking water, and 10 ounces as water from your own tissues which you are consuming to supply your energy; lost from body, 15 ounces as urine, and 25 ounces as water unavoidably evaporated from lungs and skin. It is not harmful that the balance is slightly "in the red," since the body is consuming its tissue and can dispense with the water formerly incorporated in that tissue.

Of course, the drinking of amounts less than the recommended 16 to 24 ounce volume, while not preventing slow drying of the body, will be much better for you than no water at all. If you have no means of measuring water on your craft, remember that for comparison, a coffee cup contains about eight ounces, or half a pint, and that a quart equals 32 ounces.

The following suggestions as to the rationing of water may be helpful:

1. If, just before you abandoned ship or departed on an aircraft mission, you had a good drink of water, you usually need not drink any water for the first 24 hours of shipwreck.

Take a drink if you get thirsty, however.

2. On the second day, ration out your water at a rate of one pint (16 ounces) per man each day; if you have abundant water from rain and one pint does not satisfy your thirst, drink a pint and one-half (24 ounces) daily, or more if necessary. Drink your ration in small amounts.
3. If your supply dwindles to a total of 10 ounces per man, use the remaining water merely to wet your mouth and throat from time to time until rain falls.

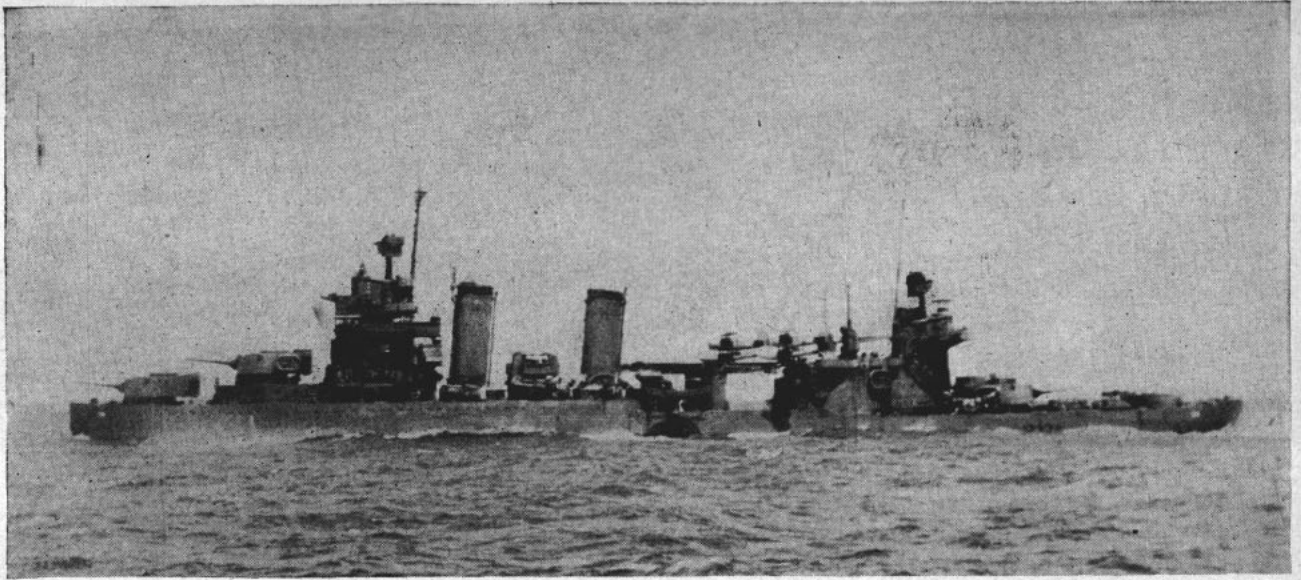
Since it makes little difference how you ration out your water when you have only small amounts, the methods suggested by various authorities vary considerably. The suggestions offered in the last two paragraphs are based on the opinion that it is best to drink your minimum requirement of one pint daily till your water is practically all gone, with the object of maintaining peak strength as long as possible.

4. If rain falls when you have been drinking only small amounts of water (one pint or less daily), drink your fill slowly over the course of about one hour. Your kidneys will not waste this water under such circumstances. On the next day return to your one-pint allotment.
5. If your rain water tastes salty from sea water which has contaminated it, drink it unless it causes you to vomit or gives you diarrhea when you take it slowly. (Even pure fresh water will sometimes give you diarrhea if you drink it too fast when you are "dry.")

Do not drink urine; your kidneys will immediately remove its fluid from your body, and you will not have gained anything, but will have put back into the body waste materials which it must eliminate.

Finally, a word as to the eating of any fish, birds, or turtles which you may catch. The flesh and entrails of these creatures should be eaten in abundance only if you have large quantities of water, in which case they are valuable foods. If you are drinking

(Continued on Page 46)



Official U. S. Navy photograph

The snub-nosed Minneapolis, temporarily patched up after battle, heads through the Pacific for Pearl Harbor.

The Repair Line Comes Through

Cruisers *Minneapolis* and *New Orleans*, Battered And Torpedoed in South Pacific, Ready for Action

Navy communiques tell each day the story of United States victories over the Japanese, victories won on three lines—the battle line, the supply line and the assembly line.

Add to these a fourth line—the repair line. Recently reported victories there, scored with typical American ingenuity and energy, have returned two cruisers—damaged almost fatally—to action against the enemy.

The cruisers are the USS *Minneapolis* and the USS *New Orleans*, battered but glorious survivors of the Battle of Tassafroonga, in which nine Jap ships were sunk on the night of 30 November 1942 off Lunga Point, Guadalcanal.

The *Minneapolis* was engulfed by flames, smoke and fumes as Japanese torpedoes struck and exploded. Water was a foot deep on the bridge. The *Minneapolis* appeared doomed. Yet she lives today and fights again.

Equally phenomenal is the story of the *New Orleans*. This cruiser lost her bow in the battle but got back and was repaired to return to the war.

Japanese communiques previously had "sunk" the *Minneapolis* several times. Thanks to the naval and civilian personnel who repair ships, those communiques are still untrue.

At midnight 29 November 1942 an American task force, commanded by Rear Admiral Carleton H. Wright, USN, left harbor to steam against a Japanese force attempting to reinforce the enemy garrison on Guadalcanal.

The *Minneapolis*, commanded by Capt. (now Rear Admiral) Charles E. Rosendahl, USN, was flagship of the task force. Secretary of the Navy

Knox subsequently presented the Navy Cross to the *Minneapolis*' captain.

At 2305 the next night, the cruiser sighted six Japanese ships. The American force closed in. "Stand by to commence firing," commanded Admiral Wright. A minute later the *Minneapolis* opened fire with her eight-inch battery.

The cruiser's first salvo was near a large transport. The second was a direct hit. The third and fourth straddled the Jap, and she disappeared. Two minutes had elapsed here, in this one engagement. The *Minneapolis* and another cruiser then combined to sink a Jap destroyer. The bow and stern rose above the water as the destroyer split.

A large Jap destroyer or cruiser began firing at the *Minneapolis* but was missing. Another U. S. cruiser straddled the Jap ship, and it disappeared beneath the waves.

Around Cape Esperance had come a second group of Japanese warships, identified as two cruisers and two or more destroyers. They had been waiting for the transports to disembark their troops. These ships joined the battle, coming between the two firing forces. When the *Minneapolis* fired her first salvo, the Japs answered with a spread of torpedoes. The entire Jap group opened fire with its main batteries and then attempted to retire.

The *Minneapolis* reeled under the blows. The flood of water, however, had the effect of diminishing the fires, and due to the efficient fire-fighting parties, all fires were extinguished.

Officers and men of the *Minneapolis* rose to the occasion with courage and

heroism. The main battery continued firing. All available hands were put to pumping and jettisoning heavy gear to reduce the *Minneapolis*' list. For a brief period steering control was lost.

Captain Rosendahl ordered the *Minneapolis* to proceed to the secluded harbor of Tulagi, 18 miles away. En route to Tulagi the jettisoning of heavy gear was continued. At 1445 the cruiser wormed her way into the tropical harbor, met by a minesweeper whose salvage pumps were set to work on the *Minneapolis*. The cruiser was moored to coconut trees and stumps.

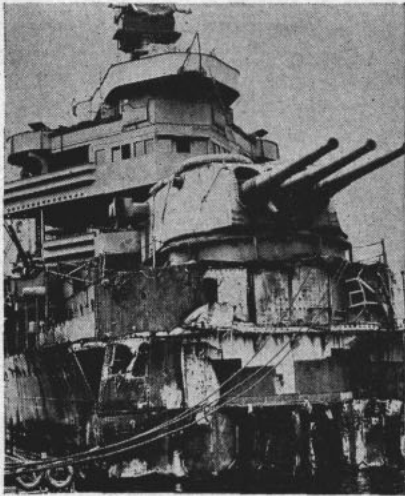
Salvage operations went full speed ahead, despite frequent air raid alerts, with a Seabee unit assisting. Soon the *Minneapolis* was ready to begin her long journey home, under escort.

At Pearl Harbor, she had to wait until new boiler tubes were installed. Final repairs were made at Mare Island. Captain Rosendahl and his men wondered how the cruiser had survived, but survive she did.

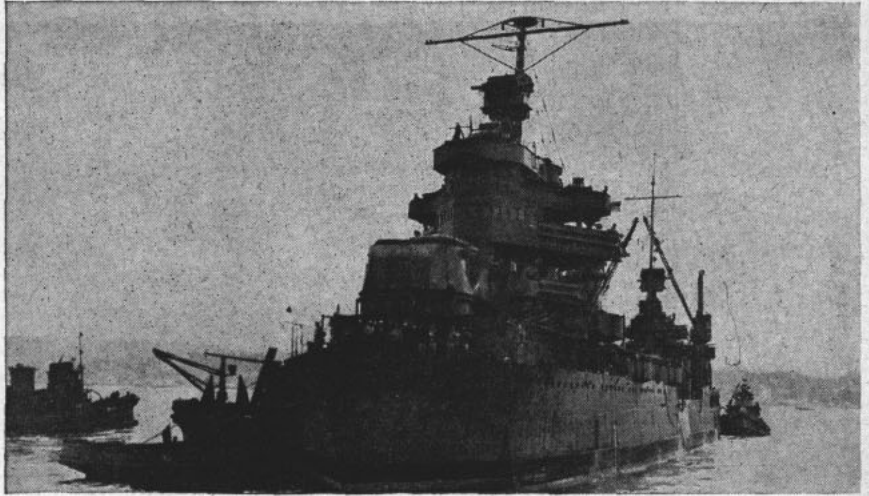
The *New Orleans* was damaged in the early stages of the Tassafroonga action. Hit by an enemy torpedo, a forward magazine and thousands of gallons of gasoline exploded. The entire forward section of the hull was cut away as far aft as No. 2 turret. This section floated aft along the port side, damaging one of the propellers.

When the cruiser settled approximately 12 feet by the head, only heroic work by her officers and men made salvage possible. Capt. Clifford H. Roper, USN, the commanding officer, reported that he had seen the bow sink off the port quarter, with the guns of

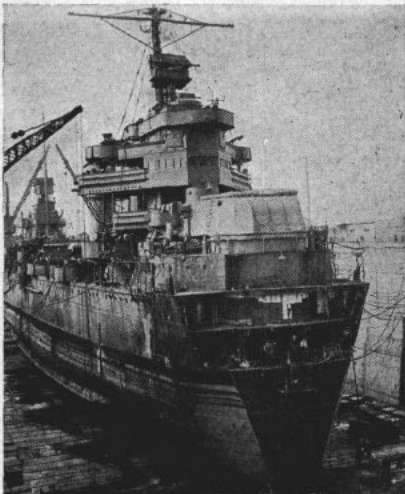
'Ship Surgery' Saves a Gravely Wounded Cruiser



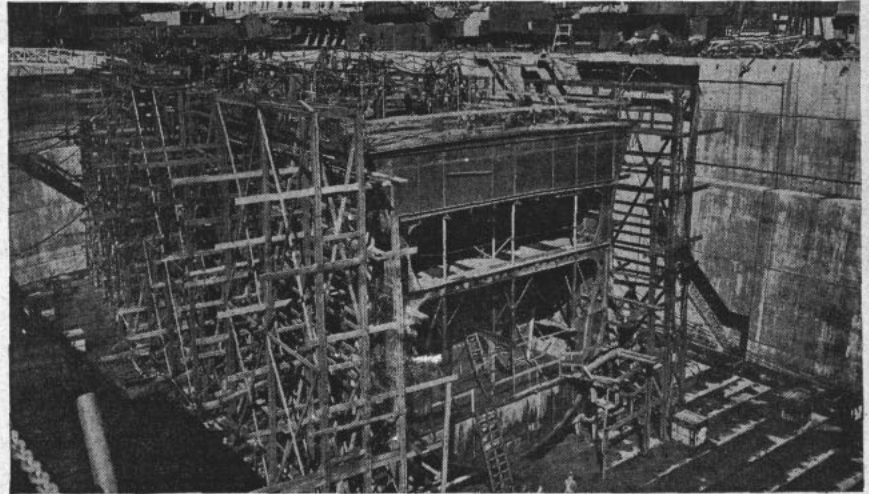
1. Her bow shot away, *New Orleans* is shown here before temporary bow was put on for cruise home.



2. With a snub-nose, temporary bow, the *New Orleans* pushes her way into Puget Sound Navy Yard, Bremerton, Wash., for repairs of battle damage. Note that guns have been removed from the No. 2 turret.



3. Temporary bow removed, *New Orleans* is shown almost ready for the joining of her new bow.



4. This bow, built in a drydock at Puget Sound, was ready and waiting for the *New Orleans* when she came in from a slow Pacific crossing after engagement with the Japanese in Battle of Tassafongga.

No. 1 turret pointing skyward. The *New Orleans* headed for Tulagi harbor, her communications system disrupted, torn pieces of the hull projecting forward and making the ship almost unmanageable. Only the forward bulkheads prevented her from sinking. Aided by a destroyer, she finally reached the harbor.

It was determined there that the *New Orleans* would have to go to a West Coast shipyard for a new bow, a new No. 1 turret and replacement of all auxiliary machinery originally in the bow.

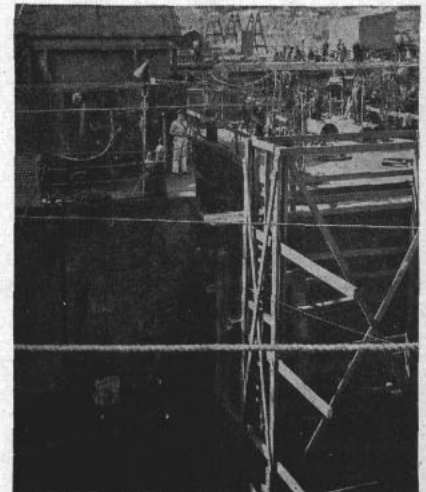
To make repairs possible, the *New Orleans* first had to be taken to Australia, 1,700 miles away, where a temporary bow was to be fitted. American ingenuity met the test. Large trees were chopped down and floated to the vessel. Logs were used to shore up bulkheads, limbs and leaves for cam-

ouflage from Jap planes flying overhead. Twelve days of tireless work fitted the *New Orleans* for the trip to Australia. Two destroyers took her slowly southward. At one time the cruiser had to head stern first for 30 hours because a narrow channel forced a course directly into wind and sea.

In Australia the temporary bow was fitted. Several weeks later, the *New Orleans* reached Puget Sound Navy Yard, covering almost 10,000 miles.

Plans had been made to expedite repairs. Ninety per cent of the new bow had been prefabricated. New auxiliary machinery was ready or on the way. A No. 1 turret was lifted from a sister ship coming in for repairs.

The Puget Sound Navy Yard, in addition to repair work, had to give the *New Orleans* a thorough overhaul. This was done in record time. The *New Orleans* went out to fight again.



Official U. S. Navy photographs
5. With repairs almost finished, a new bow is joined to cruiser.



NATS transport, bound for Attu, rides above clouds pierced by snow-capped Carolio volcano in the Aleutians.

NATS Delivers the Goods

Expanded Naval Air Transport Service Carries
8,300,000 Pounds of Cargo and Mail Monthly

An American submarine, thousands of miles from a repair base, was out of action because of battle damage. Ordinarily the sub would have been useless for weeks—until it had been towed to a naval base and repairs made, or parts had been shipped by surface craft. In this case, Naval Air Transport Service flew replacement parts 10,000 miles in 72 hours. The submarine was repaired and had resumed its hunt for Japanese shipping in a few days.

An urgent request for detachable fuel tanks to give Grumman Wildcat fighters greater cruising range was radioed from a South Pacific base. Naval Air Transport planes rushed the tanks across the continent and thousands of miles over the Pacific. They arrived and were installed in time for the Wildcats to surprise and trounce Jap raiding formations far out at sea from the base.

These are just two instances of the hundreds of chores performed by Naval Air Transport Service, which has grown in 25 months from the operation of a

single flying boat to 10 full transport squadrons, several ferry units and large contract operations by Pan American Airways System and American Export Airlines.

NATS now carries on scheduled military transport services over a network

of more than 65,000 miles, in addition to special and emergency missions which run into tens of thousands of miles monthly. It is carrying about 22,500 priority passengers a month on trips averaging more than 1,200 miles per passenger.

Annually it brings in hundreds of thousands of pounds of urgently needed war materials, such as mica, tantalite and natural rubber. Approximately 8,300,000 pounds of cargo and mail are carried monthly. NATS craft are flying some 3,600,000 plane-miles each month.

During the last half of 1943, NATS increased operations by 70% over the first six months of the year. Further increases are expected in 1944 as more aircraft are assigned NATS squadrons and as the Navy's needs become centered farther from the States.

Although our naval surface units have for years used some utility transport aircraft attached to major fleet commands, NATS is the first regularly scheduled service between the United States and the fleet, wherever it may



Official U. S. Navy photographs

NATS INSIGNIA: *The background is blue, the bordered rope blue and white, the anchor gray, the wings white with blue border, the lettering blue.*

go. Its planes fly to the fringes of battle zones, operate through tropical storms and arctic blizzards and fogs. They must fly a majority of the routes without radio navigation aids, whose use would betray them to the enemy. In spite of the difficulties and hazards of wartime flight, NATS has achieved an efficiency and dependability equal to that of the pre-war civil airlines.

At present NATS operates under three wing commanders, one in each of the three main areas of naval activity: the Atlantic, the West Coast and the Pacific. The recently established Naval Air Ferry Command is under a fourth wing commander.

The Atlantic wing commander has charge of flights on the East Coast and to the British Isles, Iceland, South America and Africa.

The West Coast wing commander is in charge of transcontinental flights from the East Coast to San Francisco and from the West Coast to Alaska and the Aleutians.

The Pacific wing commander operates flights from the West Coast to Hawaii; from Hawaii to Central, South and Southwest Pacific war theatres and to Australia and New Zealand. From this area comes the greatest demand for NATS—and the demand is increasing.

The wing commander of the Ferry Command controls the deliveries of new combat and other aircraft from the factories, and some shifts of warplanes from one zone to another.

Flying boats are operated from Alameda, Calif., to Pearl Harbor and the Southwest Pacific to Australia. This trip is made in three days.

Land planes are operated up the West Coast to Alaska and the Aleutians. Douglas R4D and R5D craft, specially equipped and winterized, are flown between Seattle and Kodiak, and more advanced Aleutian bases. Land planes also are used between naval air stations at Oakland, Alameda, San Diego, Calif., Patuxent River, Md., and New York.

Along the East Coast, land plane schedules are maintained between Newfoundland, Boston, New York, Philadelphia, Washington, D. C., Norfolk, Charleston, Jacksonville, Pensacola, New Orleans and Corpus Christi. A summer NATS service goes to Greenland and Iceland.

Another route from the East Coast leads south from Norfolk to naval establishments at Guantanamo, Cuba; San Juan, P. R.; Trinidad, and along the east coast of South America to Natal and Rio de Janeiro. From New York, Patuxent River and Miami, NATS flying boats run on schedule to Great Exuma, Bahamas; Guantanamo, Cuba; Portland Bight, Jamaica; Coco Solo, C. Z., and San Juan, P. R. A newer route includes service from the U. S. to Africa, by way of South America and across the South Atlantic.

Capt. D. F. Smith, USN, is in charge of all NATS operations under the Chief of Naval Operations. He and his staff are



Official U. S. Navy photographs

MERCHANDISE AND MERCY: NATS handles with equal rapidity a new engine for a crippled fighting plane on some distant front (above), or a rush case for the doctor (below), with vital Brazilian quartz forming part of the cargo.





Ingenious mechanical devices to speed handling of cargo, efficient methods of packing and loading

concerned primarily with planning and coordinating the activities of the squadrons with the requirements of the Navy as a whole, rather than direction of actual operations. A high degree of autonomy is given wing commanders in the field. Theirs is an almost complete control over and responsibility for their squadrons and for the employment of contract carriers to meet the Navy's needs in their areas.

The NATS fleet is composed of both seaplanes and landplanes in almost equal proportion. With large landplanes now flying overseas extensively, about two out of every three NATS aircraft are in transoceanic service. The remainder are used within the continental U. S., connecting naval centers with plants. In spite of the growing use of landplanes on over-water routes, certain tasks can be accomplished by flying boat only. On several fronts, particularly on small South Pacific islands, there are no airfields that can accommodate large transport landplanes.

At present NATS is using the following aircraft types: the R3D-1, R4D-1, and R5D-1, which are the Army's C-47 and C-53; the four-engined Consolidated Coronado PB2Y-3R, converted for use as a transport; the four-engined Sikorsky S-44, known in the Navy as the JR2S-1; the twin-engined gull-wing Martin PBM-3R, converted for transport use; the Boeing 314 Clipper; the Curtiss-Wright Commando, the giant Martin Mars, and several miscellaneous types acquired from the airlines. In addition, some Consolidated Liberators and new stainless steel Budd transports, the RB-125, are soon to be acquired.

The majority of the aircraft available are not the most efficient transport types. Conversion of combat patrol bombers to transports has not been entirely satisfactory. Since production facilities of the country are quite properly devoted almost exclusively to combat types, NATS will continue to

carry loads in any equipment available.

Although NATS' record for airborne cargo is impressive, the true measure of its value lies in the time saved. Every naval undertaking in the South Pacific has benefited by its supply and maintenance operations. For example, a shipment of airplane tires, flown to Guadalcanal, enabled a fighter squadron to remain on duty through a crucial period. Hundreds of similar instances are on record. Blood plasma, and a multiplicity of supplies and equipment required on short notice, has gone to the South Pacific by NATS planes.

Special flights which may depart entirely from established routes are made whenever necessary. They vary from carrying mental cases and wounded to hospitals, to rescue missions and rush jobs of transporting war materials.

When four survivors of a ship sunk off the Newfoundland coast were rescued after days of exposure to intense cold, they were transferred to a hospital at Sidney, Cape Breton Island. Two men developed gangrene. Treatment was unavailable at the hospital, so NATS was notified and within an hour

a plane was on its way to the hospital. Most of the trip was through a raging snow-storm that took away the plane's antenna and put the radio out of commission. However, the flight was completed and the men taken aboard on stretchers. Returning, the NATS plane again flew through the blizzard, with visibility zero-zero, but it arrived safely at Boston and delivered the patients.

Control and administration of the air priority system is shared by the Navy and the Army. The Navy controls priority on operations across the Atlantic, Pacific and Caribbean, to South America and on domestic lines. The Army controls all priorities of the domestic civil lines as well as those of Pan American in the Caribbean and South America. All other operations of Pan American and the trans-Atlantic service of American Export Lines are under naval priority.

NATS priorities, space control and direction of general policy channel through the Naval Air Priorities Office. Actual certification of priorities is delegated, where feasible, to bureaus of the Navy Department and to field commands in areas through which the air transport system operates. All NATS passengers must have priority and are largely naval personnel. Most of them fly at least 1,200 miles per trip. Each ton of priority cargo averages about 1,300 miles per trip.

Transports return from overseas flights with cargoes of strategic material for American war industry. Among these are industrial diamonds, mica, beryl ore, rubber, quartz crystals, platinum, quinine and totaquine, block talc—without which we would be unable to manufacture radio equipment, camera lenses, precision instruments, and much medical, electrical and chemical war material.

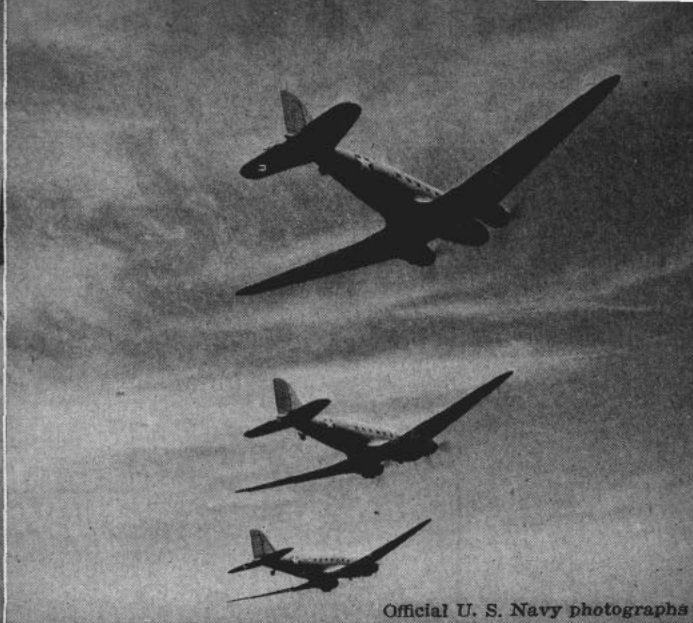
Such cargo during 1943 moved six times faster and 20 times more safely than by surface carrier, it is estimated

Even Transport Planes Have Trouble With Barnacles

High-flying cargo planes of NATS have the same troubles as ships of the fleet if they stay long in port.

Barnacles the size of silver dollars fixed themselves to the hull of a PB2Y3R while it was in a North African port for installation of a new engine. The problem was solved by lifting the huge seaplane clear of the water with a 90-ton boom so the underwater portion could be scraped.

Another seaplane which spent 26 days in port for repairs likewise acquired a coating of barnacles and had to be scraped.



and highly trained personnel are factors in the achievements of NATS' thundering sky freighters.

by the Air Cargo Priorities Section of the War Production Board.

New techniques and improved methods of packing developed by NATS are saving American taxpayers more than two billion dollars annually, it is estimated. The wingtip of a Martin bomber, when shipped crated to NATS, weighed 825 pounds. Uncrated and stowed aboard a NATS transport with nets, it tipped the scales at only 175 pounds. Another example of weight saved by repacking was a stabilizer for a Helldiver which, with the box in which it was shipped from the factory, weighed 1,060 pounds. NATS uncrated the stabilizer and stowed it aboard a transport at a weight of 160 pounds.

Naval packing experts, in trying to reduce weight of packing material, had two goals in mind. First, they wanted to increase the payload; second, they were anxious to save packing material, which was becoming scarce.

Since cargo shipped, for example, from Detroit to Honolulu might go part of the way by air and part by surface vessel, NATS established offices at certain ports of embarkation to repack cargo shifted from surface transport to aircraft for overseas shipment.

When Goodyear bullet proof 200-gallon gasoline tanks for patrol bombers were first being delivered to the Navy, they came from Akron in heavy wooden boxes weighing 110 pounds each. Thus boxed, nine of the tanks could be shipped on a Douglas transport. NATS uncrated the tanks, repacked them in corrugated cardboard, eliminating 107 pounds of packaging per tank and increasing the payload by three extra tanks per shipment. In addition, scarce wooden crating was saved, enabling Goodyear to use the same boxes over and over.

Trained pilots, navigators, flight engineers, mechanics and other technical personnel, many of them with thousands of hours of airline experience,

were plentiful two years ago when NATS was inaugurated. As the organization expanded it became obvious that a training program would have to be set up. This was solved through the Aviation Training Division, then under BuAer. A transitional training school was established at Fort Worth, Tex., operated by American Airlines. A similar school was set up later at Roanoke, Va., where prospective NATS pilots were instructed by Pennsylvania-Central Airlines captains.

Graduates are sent to NATS squadrons as co-pilots, and undergo many more months of intensive instruction before they can qualify as plane commanders. After hundreds of hours of experience in command of domestic and coastal services, pilots are transferred to squadrons operating the long, over-ocean routes with four-engine planes.

Flight engineers are instructed at the Naval Training School (Flight Mechanics), LaGuardia Field, New York, by competent Pan American engineers.

Ground mechanics learn by practice and experience at the Navy-United Airlines Training Center, Oakland, Calif. Operation and maintenance of various types of radio equipment used in NATS planes is taught at the Air Transport Radiomen's School, Naval Air Station, Jacksonville, Fla. As in the case of pilots, training of other technical personnel is continuous after assignment to squadrons.

The flight orderly, an enlisted man assigned to each plane in transit, is trained to load properly and tie down cargo; to handle the paper work necessary in manifesting cargo and passengers for each flight; and to act as steward throughout the flight.

Besides rendering a vital service in the prosecution of the war, NATS will pass on to commercial airlines after the war the technical knowledge gained in millions of miles of operation. It has compiled operating manuals for both land and seaplanes, incorporating its findings.

I - WITNESS

Distrust of Jap trickery, plus some inherent caution, probably saved the lives of three Marine telephone trouble-shooters at Bougainville. They were sent out to repair a line from the front lines to an artillery unit's firing position. This is the way Corp. Byron J. Griffith of Lisbon, Ohio, tells it:

The lines led smack through the jungle. We started moving up the wire trail we'd cut through the brush. It was dark, but just ahead of us there was a small clearing. We figured the "short" on the line was a little ahead of us. Suddenly, we got a notion that the "conked out" wire might be a trap.

So instead of going to the

"short," we brought the "short" to us. Sure enough, the wire had been snipped by the Japs, the insulation torn, and the bare ends twisted together to create a "short."

Just then, we heard a noise in the trees about 30 yards ahead. We looked in time to see a Jap sniper tumbling to the ground. He got away because we weren't carrying grenades. You can't see more than a few yards ahead of you on the ground. The smart Jap had cut the wire and put the ends in the clearing, lining us up for a sweet target when we came to repair it. When we didn't fall for it, he fell out of the tree trying to shift so he could get us. We fooled him.

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

LETTERS TO THE EDITOR

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.

MARCH 1944

NAVPERS-0

NUMBER 324

More Reason for Winning the War

There is no need to add editorial comment to the official report, printed on page 10, of the atrocities perpetrated by the Japanese against American prisoners of war. The facts can stand alone, and each reader will have his own reaction to them.

But, in light of these atrocities, there is a little more to be said on another subject, one which should be on our minds constantly: *winning the war*.

We have known all along that winning the war with Japan meant really *winning* it—decisively defeating the Japanese navy, carrying the battle to the Japanese mainland, achieving an unconditional surrender, taking from Japan all the territory it has been taking from others and plundering for decades, and moving in to guarantee that a Japanese threat will not arise again.

We have known all that because of Pearl Harbor, even if we didn't know it earlier—when Japan took Korea, for instance, or Manchuria, or when it brutally and ruthlessly attacked China, or even when it bombed the *USS Panay*.

We knew it very strongly right after Pearl Harbor—but it has been a long, hard struggle since then until we could mount the attack and strike back to win.

But now that we *are* striking back, the determination that kept us going through the dark night might have been in danger of disappearing in the bright morning light of action. The practical plane of doing things has a way of crowding out even the reason which prompted it in the first place. It becomes mechanical, detached, cold, without a meaning except its own workings.

We *might* have come to take our war with Japan that way, just fighting to get it over with so we could come home to the ways of peace again.

MIGHT have—but now we won't. We know again why we are at war, what we are fighting for, why we *must* win.

That reminder, come to us in the shock of the atrocity revelations, will steel us to what it takes—the determination to attack—*attack*—ATTACK—all the way to Tokyo.

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:

Has wearing of the amphibious forces' marking on the sleeve been authorized as yet?—J.B.L., CMM.

● No.—ED.

TO THE EDITOR:

It would appear from the answer to question 13 ("The Salute" article, INFORMATION BULLETIN, January 1944) that officers of the U. S. Public Health Service are not entitled to the courtesy [of the salute] given officers in the Maritime Service... There are many officers of the Public Health Service serving with the Coast Guard and other branches of the armed forces. It is therefore believed that your statement... is in error and should be corrected.—T. R. D., USPHS.

TO THE EDITOR:

An Act of Congress (1 July 1902) stated that "it is ordered that hereafter in times of threatened or actual war, the Public Health Service shall constitute a part of the military forces of the United States." More recently, Public Law 184 (11 November 1943) gives military status to commissioned officers of the Public Health Service, regular and reserve, during time of war. Our corps served as the medical department of the Navy for several years subsequent to 1798 until the Navy established a medical corps of its own. It has been an almost universal custom that Army, Navy, Coast Guard and Public Health Service officers mutually salute each other.—H. E. T., USPHS.

● To law and honored custom, the INFORMATION BULLETIN gladly bows. Unfortunately, Navy Regulations, which specify to whom salutes and other marks of respect shall be extended, do not include the U. S. Public Health Service. However, by public law, USPHS does have military status during time of war and its officers are entitled to the courtesy of the salute. To Public Health Service officers, thanks for setting the record straight.—ED.

TO THE EDITOR:

In the November issue of the BULLETIN, page 70, I noticed the explanation of the electrician's mate rating. It has puzzled me for some time, and here is my version of its meaning. The first thing we were taught at school about electricity was that it ties in with magnetism, and since magnetism emanates from the earth and travels from pole to pole, and an electric current sets up definite polarity, I would

(Continued on page 58)

APRIL 1944

LAST APRIL

The Navy, while stepping up its air offensives in the Aleutians and Central Solomons, suddenly pointed a dagger also at enemy outposts in the Central Pacific by landing marines in the Ellice Islands, south of Jap bases on Tarawa and Makin in the Gilberts.



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WHAT WILL WE DO THIS YEAR?

Quotes of the Month

● *Tojo*: "The enemy was able to move forward his bases partly because of material superiority and partly because he succeeded in cutting our sea lanes."

● *Churchill* (after second bout with pneumonia): "I'm still too weak for painting but I'm strong enough to wage a war."

● *Admiral Nimitz*: "Advances in the Pacific need no longer wait on the war in Europe."

● *Gunnery Sgt. James M. McGee*, USMC: "I got lost on Bougainville and was awakened by a Jap bugler blowing reveille. I got right out of there."

● *Lt. James W. Dougherty*, USMC: "There's one advantage in dive bombing gunners who keep firing at you. They make better targets."

● *Comdr. J. J. Tunney*: "The morale is best in the front lines. Farther back, they gripe because they're not up front."



21 January—20 February

1. On 21 Jan.—Red Army lifts siege of Leningrad.
2. 21 Jan.-20 Feb.—British and U. S. bombers incessantly blast Nazi Europe and invasion coast; climaxed 20 Feb. by 2,000-plane raids that knocked out one-fourth of Nazi fighter plane production.
3. On 22 Jan.—Allies land south of Rome.
4. On 25 Jan.—Eighty-three Jap planes, numerous ships destroyed by Allied raid on Rabaul.
5. On 31 Jan.—Combined U. S. forces invade Kwajalein.
6. On 3 Feb.—Navy surface force shells Paramushiru.
7. On 4 Feb.—Navy announces sinking three German blockade runners in South Atlantic.
8. On 7 Feb.—Russian bombers raid Helsinki.
9. On 10 Feb.—Australian and U. S. troops join on Huon Peninsula, isolating last Japs there.
10. On 14 Feb.—Allies occupy Green Islands.
11. On 15-16 Feb.—Allied bombers sink 15 ships in Jap convoy from Truk.
12. On 16 Feb.—Navy carrier bombers raid Ponape.
13. On 16-17 Feb. (W. Long. dates)—Strong Navy task forces attack Truk.
14. On 17 Feb.—Red Army completes "liquidation" of 10 trapped Nazi divisions in Ukraine.
15. On 17 Feb. (W. Long. date)—U. S. forces land on Eniwetok in western Marshalls.
16. On 18 Feb.—Allied warships shell Rabaul.

THE MONTH'S NEWS

(Period of 21 January through 20 February)

Fall of Marshalls, Raid on Truk Highlight a Month of Grave Reverses for Japs, Nazis

The War

Three months ago Americans were locked in bloody hand-to-hand combat with confident Japanese in the Gilbert Islands. As last month drew to a close, our forces had pulverized the Marshall Islands, had captured the largest of those atolls—Kwajalein—and invaded the one farthest west—Eniwetok—and powerful U. S. Navy task forces were making the first assault on the great ocean bastion of the enemy at Truk (story on page 2). Twenty-six months after the Japs thought they had permanently flattened our fleet at Pearl Harbor, we were grimly reaching for the

first rung in the 2,100-mile "ladder" of islands which climbs straight to Tokyo.

In the South Pacific, General MacArthur announced that the Solomon Islands campaign was "strategically completed" with the occupation of the north end of the archipelago and the neutralization of battered Rabaul. In Italy we established a beachhead just below Rome, withstood ferocious counterattacks of the surprised Nazis and, as the month ended, were reinforcing and hitting back. In Burma, Chinese troops penetrated 60 miles to seize an important valley. In Russia, the Red Army continued a series of separated drives and reported inflicting the

greatest single disaster on the German army since Stalingrad. In the "Battle of the Atlantic," the Allies won another round.

After months of careful planning and weeks of detailed preparation, "the greatest fleet the world has ever seen" bore down on the Marshalls in the closing hours of January (story on page 5). Striking deep inside the two chains of atolls, the greatest naval bombardment in history tore apart the defenses. The Japanese had had 30 years to prepare. It took us exactly one week to blast them out of all-important key positions.

Meanwhile, there were further dis-

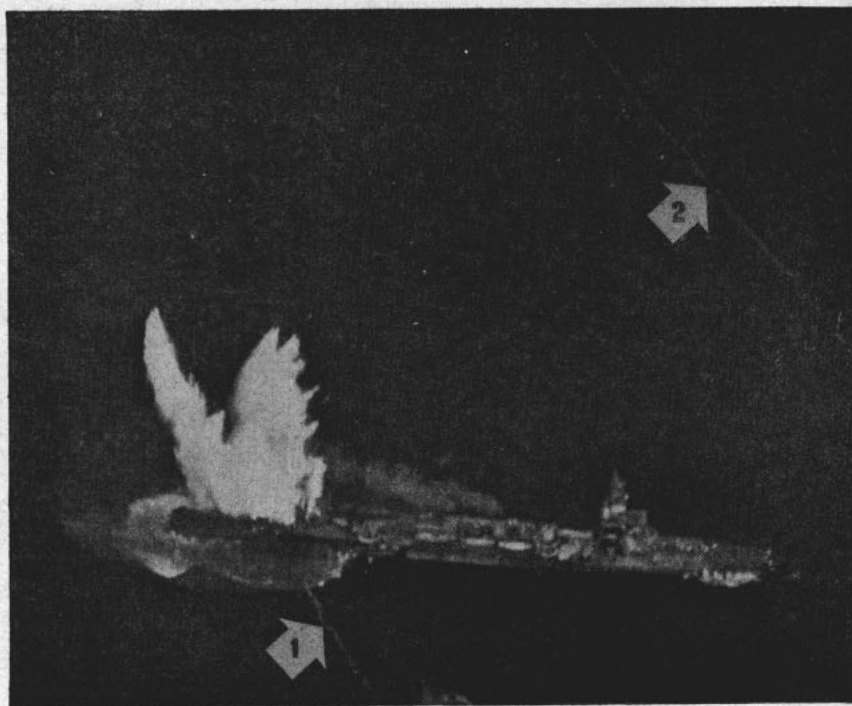
tractions for Tojo even while the Marshalls assault was in operation. First our planes and then, on 3 February, a surface force raided Paramushiru and Shimushiru bases in the Kurile Islands, which stretch from the Japanese homeland north toward the Aleutians.

Then 10 days after we anchored units of our vast fleet in Kwajalein harbor, our carrier-based planes made their first strike at Ponape, in the Carolines, 414 miles from Truk. The next day, 17 February, Admiral Nimitz announced that "powerful naval task forces" had begun the assault on Truk. The results—19 Japanese vessels sunk, 201 enemy planes destroyed—he called "a partial settlement" for Pearl Harbor.

From the south, another spearhead was inching its sharp point in the direction of Truk. On 15 February, New Zealand and American troops landed and occupied the Green Islands and the northern end of the Solomons archipelago. This isolated approximately 20,000 Japanese, said General MacArthur, "assuring their death by starvation and disease." How securely these enemy troops were pocketed was proven a day later when 15 ships of a convoy attempting to supply them were destroyed by reconnaissance and patrol planes.

The landings followed by five days the final contact of American and Australian soldiers who sliced through the Huon Peninsula, met, and turned on Madang. A total of 14,000 Japanese had been killed or had died of starvation in this campaign.

Meanwhile, Allied tanks appeared in Burma and British submarines appeared in the South Pacific. One submarine sank a Jap cruiser of the *Kuma* class and three large cargo ships. Our own subs were busy, also, continuing to cripple Jap shipping with a total of 26 merchant ships sent to the bottom. An air raid on Rabaul, 25 January, bagged 83 Jap planes and



Official U. S. Navy photograph
TORPEDO WAKE . . . AND HIT: Towering plumes of white water shoot up from the stern of a Japanese light cruiser struck by a torpedo from a U. S. carrier plane during a pre-invasion attack on Kwajalein. The torpedo's wake is indicated by Arrow No. 1; the wake of another, which missed, can still be seen at upper right (Arrow No. 2). The reason for the explosion and the track of the hitting torpedo being on opposite sides is your own guess.

"numerous ships." In all, our forces shot down or destroyed a total of 400 Jap planes during January and carpeted Rabaul harbor with wrecked vessels. On 9 February our air patrols reported that virtually all Jap warships had fled Rabaul, where nine days later great fires were set and shore batteries silenced by the first bombardment of the fortress by Allied warships.

On 22 January, Americans and Brit-

ish seized a beachhead at Nettuno, Italy, and pushed within 20 miles of Rome before the flabbergasted Nazis could bring up reserves for one of the bitterest battles of the Italian campaign. Simultaneously, the Allies struck hard at Cassino, striving to push through and form contact with the Nettuno forces.

On 4 February, the long-awaited German counterattack developed below Rome. With it arrived a hurricane and storms which made supply and reinforcement of our troops temporarily impossible. For several days the situation was tense and serious. Then the Allies were able to turn loose an overwhelming air force against the Nazi attackers. On 20 February the tide turned, and the Allies reclaimed the initiative.

At Cassino, the Nazis fortified the ancient Benedictine monastery at Mount Cassino in violation of international rules. Perched high above the battle site, the 1,415-year-old monastery provided a deadly artillery and observation advantage. On 15 February 40 Allied heavy bombers blasted it to a rubble. Civilians and monks were first warned and given time to evacuate.

In England, the month was another session of incessant blasting and burning of "Fortress Europe" cities and industrial centers. At the same time,

It's Col. Streeter, Capt. Stratton Now

Directors of the Marine Corps Women's Reserve and the Coast Guard Women's Reserve were promoted on 1 February to the highest rank authorized for them by Congress. Lt. Col. Ruth Cheney Streeter was raised to colonel, and Comdr. Dorothy C. Stratton was made captain.

Colonel Streeter, before becoming director of the Marine Corps Women's Reserve, was a commercial air pilot and active in health and welfare work in New Jersey. She has three sons in the armed forces.

Captain Stratton took leave of absence as dean of women at Purdue University to join the Navy Women's Reserve, and later became director of the Coast Guard Women's Reserve.



Official U. S. Coast Guard photograph
Colonel Ruth Cheney Streeter (left) and Captain Dorothy C. Stratton exchange congratulations following their promotions.

CASUALTY FIGURES

Casualties among naval personnel through 20 February totaled 39,982. The totals since 7 December 1941:

	Dead	Wounded	Missing	Prisoners	Total
U. S. Navy.....	12,650	3,432	8,582	2,469	27,133
U. S. Marine Corps....	3,674	5,951	834	1,948	12,407
U. S. Coast Guard.....	319	78	44	1	442
Total	16,643	9,461	9,460	4,418	39,982

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

separate air units ripped and tore at the coastal defenses and key points along the invasion wall. So vicious was this bombing that the Germans evacuated 25-mile-deep stretches along the Pas-de-Calais coast. Raids by 2,000 U. S. heavy bombers and escorting fighters on eight Luftwaffe production centers on 20 February knocked out a fourth of Nazi fighter plane output.

On 17 February, General Eisenhower inspected the armies training for the invasion in England. "If you fight like you train," the general told them, "God help the Nazis."

Gen. Eisenhower's opponent, Field Marshal Gen. Karl von Rundstedt, also had something to say:

"There will be no evasion and no withdrawal in my theater. The coast and its deeply echeloned fortifications will be defended to the last. Behind the coastal forts a system of field fortifications and strong points has been built, including large-scale mining of the ground, flooding arrangements for swamping and anti-tank walls and traps more effective than the Maginot Line. Water obstacles against enemy landings and broad minefields on the beach will create obstacles for any attack even before the enemy can get a foothold. We have taken secret measures against air-borne landings."

There was little in Von Rundstedt's grim warning, Allied leaders intim-

ated, that they didn't expect and hadn't prepared to overcome.

Within Europe there was tension for the Nazis, also. After two bombings of Helsinki, the Finns and the Russians were reported holding secret peace meetings. Although there were still 120,000 Nazi troops in Finland, observers were confident that the Russians and Finns could find some mutually profitable agreement.

In day-long short-wave broadcasts early in February, French underground leaders received instructions from Britain on their role when invasion day arrives. The Vichy government threatened Frenchmen who, it admitted, have obtained arms, munitions and supplies dropped by Allied planes at remote, prearranged spots. Late in January the Nazis evacuated Helgoland, North Sea island fortress of World War I, and were reported sponsoring mass arrests and deportation of Norwegians preparatory to turning that captive country over to the Quislings and the Gestapo.

The month's score in the "battle of the Atlantic"—Allies 3, Nazis 1.

The first Allied sea victory came when a large and important convoy successfully fought off a determined four-day attack by submarine wolf packs and enemy planes (see communique of 22 January, page 42). It was the first time in which the glider bombers, submarines and Nazi rocket

planes had coordinated in an attack on a convoy. Our plane escorts and surface sub-fighters broke up one attack after another and the Nazis could never form for a concerted assault. Their losses were serious.

The Navy also announced that "early in January" the USS *Omaha*, USS *Jouett* and USS *Somers* caught three German blockade runners in the South Atlantic. The runners were loaded with rubber, tin, fats, oil and other cargoes from Japan. One was sunk by gunfire; two others were scuttled when hit.

American patrol planes also got two U-boats in the South Atlantic, one near Ascension Island. The total submarine bag now shared by America and Brazil in that area is 18.

Recently, however, a heavily loaded Allied troop transport was sunk "in European waters." More than 1,000 lives were lost, many of them American. Another 1,000 were saved. It was the first time a loaded transport had been sunk in the European theater.

The Red Army lifted the two-and-a-half year siege of Leningrad on 21 January, driving back the Nazis and capturing thousands of prisoners. Five days later these Red units were striking toward Estonia, and on 2 February they crossed the Estonian border. Early in February, five Nazi divisions were trapped in a Red advance north-east of Krivoi Rog and four infantry divisions and three tank divisions crushed near Apostolvo. Another Red column advanced in mid-February almost to Pskov. On 18 February Marshall Stalin announced that the Red Army had "liquidated" 10 divisions and one brigade of the 8th German Army, surrounded near Korsun, after a 14-day battle in which 52,000 Germans were killed and 11,000 surrendered.



Official U. S. Marine Corps photograph
COMMENDED: Jack, a Belgian Shepherd who was wounded in action, is one of six Marine dogs recently commended for outstanding performance of duty against the enemy on Bougainville.



Official U. S. Navy photograph
CAPTURED: These are German Merchant Marine officers captured after three Nazi blockade runners were sunk by U. S. warships in the South Atlantic. (See communique of 4 February, page 44).



Official U. S. Navy photograph

Allied armada stretches as far as the eye can see during landings below Rome to flank Nazis in Italy.

Navy News

• The USS *Missouri*, probably the largest and most powerful of the world's battleships, slid down the ways 29 January at the Brooklyn Navy Yard. She will displace 52,000 tons when completed, and will cost in excess of \$100,000,000. When the *Missouri* and her sister ship, the *Wisconsin*, launched in December, are completed later this year, the U. S. will have 23 battleships in commission, considerably more than any other nation.

• Chiefs of three Navy bureaus were promoted from rear admiral to vice



admiral last month. They are Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel; Vice Admiral Ross T. McIntire (MC), USN, Surgeon General of the Navy and Chief of the Bureau of Medicine and Surgery, and Vice Admiral Ben Moreell (CEC), USN, Chief of the Bureau of Yards and Docks.

• The U. S. destroyer *Wainwright* and the British destroyer *Calpe* cooperated recently to destroy a German U-boat in the Mediterranean after Allied aircraft had shadowed the sub for 36 hours. The *Calpe* made a sound contact at 0816, and at 1447 the U-boat surfaced under the unremitting depth-charge attacks of both destroyers. After a short surface engagement the American destroyer planned to ram the sub, but abandoned this when it became apparent the craft was doomed. Comdr. Walter W. Strohbehn, USN, commanding officer of the *Wainwright*, said in his official report that it was "a pleasure to work with" the British warship.

• The Navy's "Terrible Twins"—the fighter planes Corsair and Hellcat—improved their ratio of destroying five Jap planes for every American plane lost during 1943. The box score: 884 Jap planes destroyed, 170 American fighter planes lost.

The Corsairs, operating from land bases, with Marine flyers as pilots in most cases, accounted for 584 Jap planes, while losing 108. Hellcats,

which did not make their debut until the Marcus Island raid on 1 September, destroyed 300 enemy craft and lost 62. The Hellcats have been used from carriers with Navy pilots at the controls.

Figures on enemy planes destroyed by the "Terrible Twins" tell only part of the story. In almost every action of the current Pacific campaign, these six-gun, 400-mile-an-hour fighters have strafed and devastated barracks, fuel and supply dumps, troop concentrations, radio stations, troop and supply barges, etc.

• To preserve fresh fruits, vegetables and meat overseas, the Navy has installed 5,000,000 cubic feet of mechanical refrigeration. The Bureau of Yards and Docks has designed a special 150-cubic-foot electric refrigerator which is used at new bases. Others with capacities up to 6,800 cubic feet are used at larger bases. Because batteries left outside in humid, hot climates deteriorate rapidly, the refrigerators are sometimes used for storing certain types of batteries.

• The popular belief that Japanese soldiers live on a diet of rice and dried fish is refuted by the Naval Medical Research Institute, after a study of foods and rations captured at Kiska. It was found that the Japs issued rice and enriched flour of excellent quality, nutritionally efficient dehydrated food, peas, beef stew, condensed milk—and even candy. Vitamin pills or concentrates used by the Japs appeared to be of good quality.

• Vice Admiral John H. Towers, USN, last month relieved Vice Admiral John H. Newton, USN, as Deputy Commander-in-Chief of the Pacific Ocean Areas, and will serve under Admiral Chester W. Nimitz, USN, Commander of the Pacific Fleet. Admiral Newton will be deputy to Admiral William F. Halsey, Jr., USN, Commander of the South Pacific Forces. Admiral Towers has, for the past year and a half, been responsible for the training and administration of all naval aviation in the Pacific.

• To man the rapidly expanding fleet, the Navy is planning to draw on several sources to obtain the necessary experienced officers for amphibious craft, cargo transports and destroyer escorts. A larger number of experienced enlisted personnel will be commissioned; graduation and commissioning of Naval Reserve Officer Training Corps students will be advanced; officers training groups may

be speeded up; and more general service officers will be commissioned from civilian life. There were 219,279 regular and reserve officers in the Navy on 31 December, and the peak has not yet been reached in ships or men.

• War bond sales to Navy civilian and uniformed personnel in January totaled \$30,070,575, nearly twice the sales of January, 1943, and approximately 11 times the sales of January, 1942. During last January, 92% of the Navy's civilian employes participated in the payroll savings plan, and invested 13.3% of their gross pay in bonds.



—A.P. photograph

Left to right are Representative Carl Vinson of Georgia, chairman of the House Naval Affairs Committee; Admiral Ernest J. King, Comincb; Lt. General Alexander A. Vandergrift, Commandant of the Marine Corps; and Representative Margaret Chase Smith of Maine, only woman member of the Naval Affairs Committee, as they attended the unveiling last month of a portrait of Rep. Vinson (below) in the House Office Building in recognition of the Congressman's 27 years' service on the Naval Affairs Committee.



• The Navy Department has no plans to discontinue the V-12 college program, it was announced last month in response to a number of inquiries concerning reports the program would be terminated.

"The U. S. Navy is still expanding," the announcement said. "The urgent need for technically trained young officers continues, and the colleges and universities participating in the V-12 program are doing a splendid job of producing such officers. While changing wartime conditions may, from time to time, necessitate revision in the quotas for the program in order to conform with the needs of the service, the Navy does not contemplate discontinuance of the program."

• Vice Admiral William E. Reynolds, USCG (Ret), former commandant of the U. S. Coast Guard and the first member of the Coast Guard to attain flag rank, died recently at the age of 84: Admiral Reynolds fought in the Spanish-American War and World War I. On 12 August 1881 he planted the American flag on Wrangell Island in the Arctic Ocean and claimed it for the U. S.

• Representatives of management and labor engaged in building the Navy's huge amphibious fleet turned out recently on a cold, bleak morning before dawn at Solomons, Md., to witness a full-dress rehearsal of landing operations. Executing a simulated attack upon a hostile shore, landing craft of various types rushed to the beaches. Wave after wave came in, discharging their cargoes of men, jeeps, trucks, bulldozers and other paraphernalia of war. Planes dived on the incoming forces and simulated strafing of the beaches. The show was staged by the Navy's Industrial Incentive Division, headed by Rear Admiral Clark H. Woodward, USN, to stress the importance of increased landing-craft production to fulfill 1944 invasion plans.

• Attractively designed plastic pins are being distributed to all civilians

employed one month or more by the Navy Department within the continental U. S. and in Hawaii. The pins were developed in response to widespread demands by commandants, com-

manding officers and civilian employes of the Navy's shore establishments for some recognition of this character. This emblem is the first step in a program which will include recognition awards to civilian employes who perform outstanding or meritorious service to the Navy.

• Thirty thousand tons of waste paper were collected by the Navy during 1943 and sold for \$360,000, and this record will be stepped up at least 50% during 1944, according to Rear Ad-



Associated Press Wirephoto
UP FROM THE GRAVE: *The USS Oklahoma, righted and refloated after having been capsized and sunk by the Japanese in their attack on Pearl Harbor on 7 December 1941, is shown in drydock there for further repairs.*

miral William B. Young (SC), USN, BuS&A chief. With 2,160,000 officers and men now in the Navy, the collection averaged about 30 pounds per capita. Navy yards at Norfolk and Charleston now have balers, bins for segregation of various classes of paper, storehouses and loading platforms. The only paper burned by the Navy is that containing secret, confidential or restricted information.

• Col. William P. T. Hill, USMC, was promoted to brigadier general and appointed Quartermaster of the Marine Corps in brief ceremonies 1 February. General Hill, 48 years old, is a veteran of 26 years of commissioned service in the Marine Corps, including service in the Azores, Alaska, China and Haiti. He succeeds Maj Gen. Seth Williams, USMC, who has been retired from active duty.

Home Front

The new "streamlined" system of induction into the armed services was inaugurated last month. "Screening" is eliminated, 1-A men can report for induction at any time. Unless then placed in 4-F, they are accepted and start an immediate 21-day furlough with no subsequent furloughs until earned. Men will be sworn in at camps, not induction centers. Japanese-Americans will be conscripted but may ask to serve elsewhere than the Pacific. Heretofore, they have been taken as volunteers only.

* * *

The Fourth War Loan drive closed 15 February with a \$14,000,000,000 quota oversubscribed by \$191,000,000

* * *

While Americans were still shocked by the story of Japanese atrocities to prisoners of Bataan (page 10), the ss

Gripsholm sailed 15 February to repatriate Americans and South Americans imprisoned in France and Germany. The exchange of prisoners will be effected in Portugal.

* * *

The War Production Board revealed late in January that construction of 568 Navy ships set a new record in 1943. The 1944 goal is almost 50% higher. Last year's ships included two 45,000-ton battleships, 11 cruisers, 15 carriers, 50 carrier escorts, 128 destroyers, 306 DEs and 56 submarines.

* * *

As the training season neared, many big-league baseball owners and managers believed the game would never get through the coming season. The new draft classifications continued to cripple rosters. There was some doubt that all cities could field teams. St. Louis, always overburdened with young talent, has one rookie pitcher on its 1944 roster. Lt. Gen. Brehon Somervell stated that nearly 70% of the major league players are in the services and that 1,500,000 kids from sandlot teams have proven themselves good soldiers.

* * *

For the first time since the great strikes of 1919-20, New York City had to open emergency coal centers. Chilled customers bought 50 and 100 pounds at a time and lugged the coal home themselves.

* * *

USO-Camp Shows were gradually disbanding and contracting their American camp recruits, which wrote a new chapter in the history of show business. USO officials explained that major efforts are now being directed to bigger and better shows to be sent to the fighting fronts and advanced bases.



THE WAR AT SEA

Official Reports: 21 January Through 20 February

United States Navy Communiques and Pertinent Excerpts of Other Reports

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

21 JANUARY

Navy Department Communique No. 497

Pacific and Far East

1. United States submarines have reported the sinking of 12 enemy vessels in operations in these waters as follows:

Sunk: One large tanker, one medium cargo transport, one small transport, seven medium freighters and two small freighters.

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

U. S. Pacific Fleet Press Release

Wotje was raided on the afternoon of 20 January (West Longitude date) by Liberators of the 7th Army Air Force. We lost one plane.

Ventura search planes of Fleet Air Wing 2 made a low-altitude attack on Emidj and Tmlet Islands during the morning of 20 January. One of our planes was shot down by anti-aircraft fire.

A Navy search Liberator of Fleet Air Wing 2 damaged an enemy cargo transport near Maloelap on 19 January.

LONDON, Admiralty—One of His Majesty's submarines operating under the command of the Eastern Fleet has destroyed a Japanese cruiser of the *Kuma* class in the northern approaches to Malacca Strait and also sunk three large Japanese supply ships. The cruiser was sighted in company of a destroyer. Two hits were observed on the cruiser, which sank. The enemy destroyer's counter-attack was ineffective.

LONDON, Air Ministry—In the Channel last night an RCAF squadron attacked two enemy destroyers, one of which was hit and left afire.

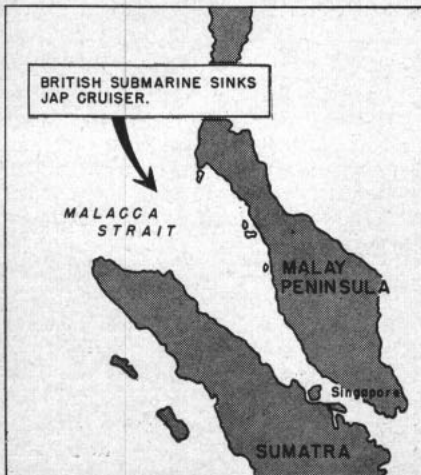
ALGIERS, Navy—British destroyers bombarded enemy shore positions in support of the 5th Army's assault on the Garigliano River . . . In the Adriatic, our destroyers shelled Vela Luka.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Ambona*: Our heavy units at midday bombed the wharf area, seaplane base and shipping in the harbor, dropping 45 tons of bombs . . . *New Ireland*: Our air patrols strafed and bombed shipping off Cape Matanalem . . . *Wewak*: Our air patrols damaged a 1,000-ton freighter . . . *Madang*: Our light naval units sank four troop-laden barges off Cape Croisilles.

22 JANUARY

Navy Department Communique No. 498

1. On 21 January 1944 two groups of Navy bombers based in the Aleutians bombed Paramushiru Island.



See communique of 21 January.

a. The first group attacked enemy installations on the southern coast of the island at midnight. Anti-aircraft fire was encountered and one enemy fighter ineffectively engaged our planes. All planes of this group returned without damage.

b. The second group, three hours later, bombed enemy installations in the northern part of Paramushiru. No enemy planes were encountered by this group and all U. S. aircraft returned safely.

U. S. Pacific Fleet Press Release

Seventh Army Air Force planes struck three atolls in the Marshall Islands 21 January (West Longitude date).

In the early morning, heavy bombers attacked shore installations of Roi and Kwajalein Islands in the Kwajalein Atoll. At midday, Mille was attacked by low-flying Mitchell bombers which bombed and strafed airfield installations, gun emplacements and living spaces and damaged one plane grounded.

Tmlet and Emidj Island, in the Jaluit group, were raided in the forenoon by Dauntless bombers. Shore facilities were bombed and strafed and three small vessels were damaged. No fighter opposition was encountered on all these missions and all our planes returned safely.

ALGIERS, Navy—A united British, U. S. and Greek navy carried out the successful landing of British and American troops on the west coast of Italy this morning. The warships which escorted the force are, with additional Netherlands and French vessels, supporting the operation with gunfire. Rear Admiral Frank J. Lowry, USN, is in command of the naval forces. Rear Admiral Thomas Hope Troubridge, of the British Navy, commands that part of the forces which landed British troops.

LONDON, Admiralty and Air Ministry—Attempts by strong forces of U-boats and, later, long-range enemy aircraft armed with glider bombers to launch major attacks on an important Atlantic convoy some weeks ago was decisively defeated by His Majesty's escort ships in cooperation with aircraft of the Coastal Command and the U. S. Navy.

During the whole period of the convoy's passage, a close escort was provided day and night by surface forces of the Royal Navy and the Royal Canadian Navy and by Catalina and Ventura aircraft of the U. S. Navy, Hudson and Fortress aircraft of the Coastal Command operating from Gibraltar and the Azores and Liberator and Sunderland aircraft of the Coastal Command home bases.

In a series of engagements which lasted four days, His Majesty's ships destroyed at least one U-boat, probably sank another and damaged several others. In addition to these successes, one U-boat was probably destroyed and another believed to have been damaged by Leigh-Light aircraft of the Coastal Command.

A number of aircraft were shot down into the sea by aircraft which operated in wide areas around the convoy, and some others were so badly damaged that they were unlikely to reach their bases. All efforts by the enemy to launch a concentrated attack were completely frustrated.

The convoy was northbound for the United Kingdom about 250 miles west-southwest of Cape St. Vincent when hostile aircraft were observed at intervals making use of cloud cover to shadow the ships. The enemy planes remained outside range of the ship's guns but were driven off by aircraft of the Coastal Command.

Hudsons operating from Gibraltar and Fortresses operating from the Azores provided close escort and carried wide anti-submarine sweeps around the convoy during passage through the Bay of Biscay and approaches. Liberators, Sunderlands and Beaufighters maintained almost constant patrols and engaged enemy aircraft as they set out from their bases.

Action was first joined with the enemy about midway between the Azores and the coast of Portugal, when a U-boat was attacked by Leigh-Light aircraft. Results

could not be observed. Several hours later a frigate attacked a U-boat in the vicinity and soon an oil patch rose to the surface. The submarine was believed to have been damaged.

Within three hours, another submarine was sighted on the surface and two sloops attacked. They soon discovered two other U-boats. Both dived when illuminated.

Before daybreak the following morning a Leigh-Light spotted another U-boat, illuminated it and attacked with depth charges, which straddled the enemy amidships. Meanwhile, further surface escorts were ordered to join the convoy. They came upon two U-boats. Two corvettes attacked them. Later, 17 survivors were picked up and made prisoners. During the remaining hours, two further attempts were made to pierce the protective screen of the convoy. Both were intercepted and driven off.

With dawn, the convoy reached the effective range of aircraft operating from the United Kingdom. But when darkness fell it was estimated that about 15 U-boats were attempting to move into attacking positions.

A frigate attacked the first of this enemy force and blew a U-boat to the surface with depth charges. It was visible for a few minutes and then disappeared, leaving a large pool of oil. Later that night quantities of oil were brought to the surface during another attack made on another U-boat.

Further U-boats were attacked by other ships of the escort and by Liberators. Results could not be fully observed.

By this time the constant attacks of our forces apparently were having a discouraging effect on the enemy. The U-boats withdrew. But the prolonged battle was not yet over.

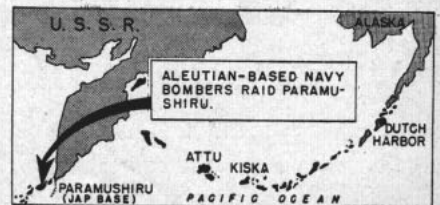
The enemy attempted strong attacks on the convoy with large forces of bomber aircraft based in France. The convoy was in a position about 600 miles west of Ushant when a frigate sighted a FW-200 approaching. The frigate opened fire, scoring several hits on the plane which made off with thick black smoke trailing from the port engine.

Shortly after, about 15 enemy planes converged on the convoy and were driven off by ships' guns and planes of the Coastal Command. Despite intense defensive fire, the enemy pressed home attacks with glider bombs. The battle continued with little respite as fresh planes joined the enemy. At the height of the action the escort was strengthened by the arrival of the anti-aircraft cruiser, HMS *Prince Robert*, which also engaged the enemy.

Meanwhile, aircraft of the coastal command were engaging the enemy planes. One RCAF Sunderland sighted seven Focke-Wulf aircraft. A few minutes later a Sunderland damaged a Heinkel 177 and broke off two FW's, damaging one.

Nearby a Liberator intercepted a Heinkel 177 which took to cloud cover. Within 35 minutes this Liberator had separate combats with four Heinkels attempting to launch glider bombs against the convoy. These battles were engaged in despite the fact that the Liberator was endangered by anti-aircraft fire from the ships. Two of the enemy aircraft were believed destroyed, hits obtained on a third, and the fourth jettisoned its bombs in order to escape.

From the first sighting until the time the



See communiques of 22 and 23 January.

enemy was finally driven off, the action lasted nearly two and a half hours. During this time only two ships of the convoy sustained any damage. Several attempts were made to attack the escorting ships, but without success.

During the following day a Liberator on close escort engaged a Blohm and Voss 222 aircraft which attempted to close with the convoy. With the enemy finally beaten off, the convoy, closely protected by ships and planes, proceeded without further incident.

23 JANUARY

Navy Department Communique No. 499

1. On the morning of 23 January two groups of Navy bombers bombed enemy installations on the south and west coasts of Paramushiru Island. Antiaircraft fire was encountered but no enemy planes were met. All U. S. planes returned without damage.

ADVANCED ALLIED HEADQUARTERS IN ITALY—In a large scale amphibious operation in which British and American forces were landed south of Rome, a substantial beachhead was seized. This has been widened and deepened. The thrust seriously threatens enemy lines of communications leading south and east to the main battle lines.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Timor*: Our long-range fighters destroyed three coastal vessels . . . *Admiralty Islands*: Medium units left a 2,500-ton freighter burning and listing, destroyed a patrol vessel and three barges . . . *New Britain*: Five barges were destroyed at Cape Hoskins . . . *Hansa Bay*: Our fighters blew up a 1,000-ton enemy vessel loaded with fuel.

24 JANUARY

U. S. Pacific Fleet Press Release

Planes of the 7th Air Force and Fleet Air Wing 2 carried out attacks on six atolls in the Marshall Islands during 22 and 23 January (West Longitude time).

Army medium bombers at midday on 22 January raided Wotje Atoll and Kaven Island in Maloelap Atoll. At Wotje a cargo ship and a small oiler were damaged and airdrome installations were bombed and strafed. There was no fighter opposition and all our planes returned safely. At Kaven bombing and strafing attacks were made on ground installations. Of 25 enemy fighters which intercepted, two were shot down and a third crippled. Our losses were small.

In the afternoon of 22 January, Emidj Island in the Jaluit Atoll was attacked by Liberators and Navy search Venturas. Bomb hits were scored on installations at the seaplane base and in the cantonment. No enemy fighter planes were encountered and all our planes returned safely.

In the evening of 22 January, Army heavy bombers struck Mille Atoll and Roi Island in the Kwajalein Atoll. At Roi airfield facilities were bombed and several grounded bombers were damaged. More than a dozen fighters attacked our planes. Our gunners shot down one and possibly destroyed four others.

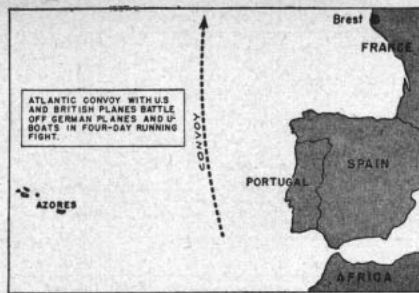
In addition, three enemy planes were damaged. We suffered no losses. At Mille, bombs were dropped on the cantonment area. No fighter or antiaircraft opposition was encountered.

Navy search planes attacking Ailinglapal Atoll on 22 January bombed two small vessels, one of which apparently had been beached, and returned to their base without loss. On 23 January Navy search planes attacked a small convoy near Kwajalein, bombing and severely damaging a large cargo ship. We suffered no losses.

At midday on 23 January two groups of Army Mitchell bombers raided Tarao, in the Maloelap Atoll, bombing and machine gunning airdrome facilities and strafing a number of small craft. Approximately 25 enemy fighters attacked each group of bombers. Three fighters were shot down, two more believed shot down, and four were damaged. Damage to our planes was slight. All planes returned to their bases.

ADVANCE ALLIED HEADQUARTERS IN ITALY—American and British troops and supplies are pouring steadily into the beachhead they have established south of Rome. Effective enemy opposition has not developed in this sector.

CAIRO, *Middle East Air*—RAF attacks against enemy shipping continue. Since 16 January three sailing ships have been sunk



See communique of 22 January.

in the Aegean and others left afire and still others severely damaged.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng*: Our night air patrols bombed and severely damaged a 7,000-ton enemy freighter . . . *Uligan*: Our night patrols strafed and damaged a number of barges . . . *Rai Coast*: Three barges were destroyed by our air patrols.

BERLIN, *Nazi broadcast*—"German torpedo planes and fighters attacked warships of the enemy landing fleet south of Rome. One destroyer was sunk for certain and another probably sunk. Hits were scored on a cruiser, another small naval unit and a landing vessel of 2,500 tons . . . A submarine chaser destroyed its tenth enemy submarine in the Mediterranean."

25 JANUARY

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th Army Air Force attacked Wotje Atoll in the Marshall Islands at dusk 23 January (West Longitude date). Approximately 50 tons of bombs were dropped. No fighter opposition was met and all our planes returned safely.

CHUNGKING, *14th U. S. Air Force*—Mitchells of the Chinese-American Wing, on a sea sweep off the southeast China coast, attacked a Japanese convoy of seven merchant ships. One 5,600-ton freighter was seriously damaged and probably sunk.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Admiralty Islands*: Three cargo ships of 1,000-tons were set afire and two others severely damaged. Several barges and harbor craft were destroyed . . . *Rabaul*: A cargo vessel in Matupi Harbor was fired by strafing . . . *Hansa Bay*: A number of barges along the shore were destroyed.

26 JANUARY

U. S. Pacific Fleet Press Release

Seventh Army Air Force and Fleet Air Wing 2 aircraft attacked four Marshall Island atolls on 24 January (West Longitude date). Three atolls were raided twice during the day.

Army fighters and dive bombers made a low-altitude attack on Mille, striking shore installations with bombs and machine-gun fire. No enemy fighters were encountered and we lost no aircraft. A small-scale attack was made on Mille in the evening. We suffered no losses.

Wotje was attacked by Army Mitchell bombers in the afternoon, with bomb hits on gun emplacements, installations and living quarters. All planes returned to their bases. There was no enemy fighter opposition. A small-scale heavy bomber attack was also made on Wotje in the evening, with no fighter opposition and no losses by our forces.

Army medium bombers attacked Tarao, in the Maloelap Atoll, bombing airdrome facilities and destroying one plane on the ground. A total of 30 enemy fighters was encountered of which one was shot down. All our planes escaped.

Army heavy bombers raided Tarao in the evening, dropping over 20 tons of bombs on shore installations. This time there was no fighter opposition, and none of our planes was lost.

A Navy search Liberator encountered three small enemy airships with air cover of five fighters near Ailinglapal and shot down three of the fighters.

CHUNGKING, *14th U. S. Air Force*—Mitchell bombers of the Chinese-American Wing on 24 January attacked a Japanese convoy on the east China coast, sinking one 1,700-ton passenger-cargo vessel, two 2,200-ton freighters, one 2,700-ton passenger-

cargo vessel and one 1,100-ton cargo boat. They also damaged one 2,700-ton vessel and attacked and shot down a Japanese seaplane. Other Mitchells on a sweep between Hong Kong and Nampang Island sank another 2,700-ton vessel. All our planes returned safely.

ALGIERS, *United Nations*—It can be officially announced that German raiders sank a hospital ship and attacked two others.

The ships were well outside the invasion zone near Nettuna, Italy. They were lighted and carried official markings, as laid down by the Geneva International Code. It is believed that comparatively few lives were lost. The survivors paid tribute to the rescue efforts of the Allied naval forces.

LONDON, *Admiralty*—The Admiralty regrets to report the loss of HMS destroyer *Holcombe*.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Rabaul*: Solomons-based torpedo bombers sank five cargo ships and an oil tanker, and damaged two other ships which were later beached. Direct hits were scored. Of 60 enemy fighters attempting to intercept, 24 were shot down and four others probably destroyed . . . *Hansa Bay*: Our light naval forces sank three troop-laden barges . . . *Rai Coast*: Our light naval forces sank a southbound cargo . . . *Empress Augusta Bay*: Our light naval forces shelled enemy positions near Motupena Point.

NEW DELHI, *Southwest Asia Command*—Two coastal vessels and a 200-foot merchant vessel were left in flames and probably sunk by U. S. heavy bombers of the Strategic Air Force.

27 JANUARY

U. S. Pacific Fleet Press Release

Kwajalein, Maloelap and Mille Atolls were bombed by 7th Army Air Force planes on 25 January (West Longitude date). More than 35 tons of bombs were dropped on Kwajalein in an afternoon raid. No enemy planes were encountered. One bomber was wrecked on the ground during the raids on Tarao and Maloelap. Of 30 enemy fighters which intercepted our planes, one was shot down and three possibly destroyed. All our planes returned. Ground facilities on Mille were fired in a morning raid. Navy search planes severely damaged and may have sunk an oiler and one escorting ship.

CAIRO, *Middle East Air*—British aircraft attacked 22 ships yesterday, sinking several. The harbor of Piraeus was again attacked.

LONDON, *Air Ministry*—A medium merchant vessel, two small merchant vessels, and two escort ships were damaged off the Norway coast by RAF and RCAF Beau-fighters.

28 JANUARY

U. S. Pacific Fleet Press Release

Storage buildings and airdrome facilities on Tarao were bombed by 7th Army Air Force bombers 26 January. Of 20 enemy planes which attempted to intercept, 11 were shot down. On retirement, our planes were pursued and in a running fight shot down five additional planes. All our planes returned. Medium bombers made a strafing attack on Emidj Island on the afternoon of 26 January.



See communiques of 22 and 26 January.

Medium bombers of the 7th Air Force attacked Nauru in daylight 27 January. Wotje was attacked in the afternoon. Dive bombers and fighters made an attack on Mille in the late afternoon and one of our planes was shot down. Heavy bombers dropped more than 20 tons of bombs on Taroa at dusk. All our planes returned.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng area*: Hits were scored on a destroyer and a gunboat in convoy by our night air patrols . . . *Ditl*: Our heavy units sank a 1,000-ton cargo ship . . . *Empress Augusta Bay*: Our naval units shelled enemy positions, starting fires.

29 JANUARY

U. S. Pacific Fleet Communique

Pacific Fleet carrier task forces have made attacks on the Marshall Island bases today, including Taroa, Wotje and Kwajalein.

BERLIN, *Nazi broadcast*—"Since 22 January in attacks against enemy shipping at the Nettuno beachhead, the Luftwaffe has sunk five destroyers, five freighters and seven landing craft. Three cruisers, six destroyers and 41 freighters have been damaged."

30 JANUARY

U. S. Pacific Fleet Press Release

During the night of 28-29 January, Army and Navy bombers carried out operations against Wotje, Kwajalein, Jaluit and Maloelap. A total of 47 tons of bombs was dropped on the atolls. A flight of Navy search planes shot down two of 12 attacking Zeros without loss to our planes.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng area*: Our night air patrols blew up an 8,000-ton enemy vessel with two direct hits.

31 JANUARY

Navy Department Communique

No. 500

Pacific and Far East

1. U. S. submarines have reported the sinking of 14 vessels in operations against the enemy in waters of these areas as follows:

Sunk: Two large transports, one medium transport, one medium tanker, one medium naval auxiliary, one small freighter, one medium cargo transport, seven medium freighters.

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

U. S. Pacific Fleet Communique

Our carrier task forces today continued their attacks on Kwajalein, Roi, Maloelap, and Wotje. During the day, surface forces bombarded the same objectives while carriers extended their objectives to include bombing of Eniwetok.

U. S. Pacific Fleet Press Release

Seventh Army Air Force and Fleet Air Wing 2 bombers attacked the principal Marshalls bases during the night of 29-30 January. A total of 74 tons of bombs was dropped in these attacks which were coordinated with the attacks of carrier-based squadrons during the last two days.

1 FEBRUARY

U. S. Pacific Fleet Communique

Powerful forces of all types commanded by Vice Admiral R. A. Spruance, USN, have begun operations, the objective whereof is the capture of the Marshall Islands.

Following intensive preparatory bombardment of enemy installations by carrier-based aircraft, battleships and light sur-



See communique of 27 January.

face units, Army and Marine assault force have initially established beachheads on islands in the vicinity of Roi and Kwajalein Islands in the Kwajalein Atoll.

Installations at Wotje and Maloelap Atolls were heavily bombed by carrier aircraft and surface forces.

All amphibious operations are commanded by Rear Admiral R. K. Turner, USN. Assault troops are directed by Maj. Gen. H. M. Smith, USMC. Landing attacks in the Roi Islands are being made by troops of the 4th Marine Division, commanded by Maj. Gen. Harry Schmidt, USMC. Landings are being effected in the Kwajalein Island area by troops of the 7th Infantry Division commanded by Maj. Gen. Charles H. Corlett, USA.

Strong opposition is being encountered in both assault areas. Initial information indicates that our casualties are moderate. Supporting air attacks are being made at Kwajalein, Maloelap, Wotje, Mille, Jaluit, Eniwetok and Wake by carrier forces commanded by Rear Admiral M. H. Mitscher, USN; by units of the 7th Army Air Force commanded by Maj. Gen. Willis H. Hale, USA, and by units of Fleet Air Wing 2, commanded by Rear Admiral John D. Price, USN.

All shore-based aircraft in the Gilberts are operating under direction of Commander Aircraft, Central Pacific Force, Rear Admiral John H. Hoover, USN.

U. S. Pacific Fleet Press Release

Naval aircraft struck at Taroa 29 January, shot down four enemy planes and damaged 39 on the ground. One enemy plane was shot down at Wotje, fuel and ammunition dumps were set afire. Our reported losses are comparatively minor, several pilots were rescued. On 30 January our carrier planes shot down 18 enemy planes at Roi, machine-gunned and bombed 51 others on the ground. Airdrome and other installations were heavily hit.

Coronados which raided Wake Island the night of 30-31 January dropped more than 20 tons of bombs on runways and ground installations, starting large fires. Antiaircraft fire was light and no enemy planes were encountered.

ALGIERS, *Navy*—Our light naval forces in the Adriatic on 30 January sank a large schooner and an enemy tanker between Sebenico and Spalato.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Ellenden River*: Eight barges which attacked an Allied post were repulsed with 60 casualties and loss of four barges. . . . *Banda Sea*: A medium merchant vessel was set afire by a direct hit. . . . *Rabaul*: At dusk, our torpedo planes and dive bombers sank a medium cargo ship, set fire to a destroyer and two freighters. . . . *Madang Coast*: A 2,000-ton freighter was damaged by direct hits.

2 FEBRUARY

U. S. Pacific Fleet Communique

Our forces have captured Roi Island. Landings have been made on Kwajalein and Namur Islands and the action is progressing favorably. On Namur the enemy has been contained in the extreme northern portion of the island, and on Kwajalein our troops are firmly established and are pushing the enemy back.

Continuous bombardment of the beaches by our ships, planes and land-based artillery enabled our forces to make landings on the three principal objectives with little resistance.

We have suffered no naval losses and casualties are very moderate. It is now apparent that the attack took the enemy completely by surprise.

CAIRO, *Middle East Air*: Several enemy vessels were sunk and many severely damaged by RAF and USAAF planes yesterday.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Hansa Bay*: Our heavy units at night sank a 5,000-ton enemy freighter off the coast with two direct hits.

3 FEBRUARY

U. S. Pacific Fleet Communique

Our forces have captured Namur Island and several adjacent islands.

Resistance continues in Kwajalein but we have landed troops and mechanized equipment in force and are proceeding with the annihilation of the enemy.

ALGIERS, *Navy*: Light coastal forces in the Adriatic sank two more schooners near Silba. An enemy patrol craft was sunk in the Ligurian Sea. British destroyers bombarded ports below Ancona.

4 FEBRUARY

Navy Department Communique

No. 501

On the night of 2-3 February, two Navy Catalinas from the Aleutian Islands bombed enemy installations on the southeast coast of Paramushiru. Results of the bombing were not observed. No enemy planes were encountered. Both our planes returned.

Navy Department Communique

No. 502

Within the space of 48 hours early in January, three German blockade-runners heavily laden with vital war materials were sent to the bottom of the South Atlantic by surface forces of the U. S. Navy operating under the command of Vice Admiral Jonas Ingram, USN.

The enemy ships sunk were the *Burgenland*, *Rio Grande* and *Weserland*, en route from Far-Eastern Japanese-held ports. Their holds were filled with thousands of tons of rubber, tin, fats and strategic ores.

The blockade runners were sunk by the USS *Somers*, destroyer, and the light cruiser USS *Omaha* and destroyer USS *Jouett*. A large number of prisoners were picked up following the sinkings. In two of the sinkings, Navy search planes found the enemy ships and called for the surface force to complete their destruction.

The *Weserland* fell to the *Somers* alone while the other two were scuttled by their crews and their sinking hastened by gunfire from the *Omaha* and *Jouett*.

Summoned by planes, the *Somers* found her target in the darkness of early morning and, on identifying the vessel as hostile, opened fire with her main battery of five-inch guns. The first salvo hit the *Weserland*, forcing the crew to abandon ship. The destroyer then sank the vessel after internal explosions were set off by the crew as they left. Survivors were picked up at daylight.

A scouting plane from the *Omaha* and a lookout in the ship's foretop were the first to sight the *Rio Grande*. As the *Omaha* and the *Jouett* closed to investigate the stranger she burst into flame, the result of demolition charges placed by the crew. The two American warships fired six-inch and five-inch shells into the blockade-runner and she soon sank.

On the following day the *Omaha* and the *Jouett* found the *Burgenland*. As the U. S. warships approached, a similar scene to that enacted by the *Rio Grande* took place. However, destruction was completed as in the former case by shellfire.

Hundreds of tons of baled rubber found floating amid the debris after the sinkings were recovered and are now on their way to the United States.

U. S. Pacific Fleet Press Release

Seventh Army Air Force aircraft bombed Mille and Rongelap Atolls in the Marshalls on 2 February. More than 13 tons of bombs were placed on airdrome and gun emplacements. Antiaircraft was light and no enemy planes encountered. All our planes returned safely. On 1 February, Navy search planes dropped one ton of bombs on Wotje and Taroa.

CAIRO, *Middle East Air*—RAF planes bombed Suda Bay Tuesday night. A large vessel was left burning fiercely north of Patmos the following night. Four sailing ships were left in wrecked condition at Paros Island.

5 FEBRUARY

U. S. Pacific Fleet Press Release

Operations at Kwajalein Atoll continue satisfactorily. Our forces have landed on Ebey's, north of Kwajalein. We have now



See communique of 26 January.

occupied half the island. Gugegwe and Loi have been taken under attack by bombing. Our casualties continue moderate.

Kwajalein, Ebeje and Loi Islands have been captured by our forces.

Carrier-based aircraft attacked Eniwetok, 3 February, dropping many tons of bombs and destroying two planes on the ground. On the same day Warhawk fighters of the 7th AAF machine-gunned and bombed Mille. Also on the 3rd, Army bombers sank a small freighter and dumped bombs on Emidj and Jaluit. Wake was bombed on 4-5 February by two squadrons from Fleet Air Wing 2. None of our planes was lost.

LONDON, Admiralty—Off the northwest coast of France early this morning, light forces of the Royal Navy encountered an enemy force of one *Elbing* class destroyer and several minesweepers. During the brief engagement, several hits were seen on the destroyer before it escaped under cover of a smoke screen. One minesweeper was set afire and another was seen to be damaged. His Majesty's ships suffered neither casualties nor damage.

6 FEBRUARY

U. S. Pacific Fleet Communique

Occupation of the Kwajalein Atoll is nearly complete. Gugegwe, Bigej and Eller Islands have been captured after moderate resistance and several additional undefended islands occupied.

U. S. Pacific Fleet Press Release

Carrier-based aircraft struck Eniwetok on 5 February. No further information is presently available. On the same day, 7th Army Air Force bombers struck Jaluit. On 4 February, 7th AAF bombers started fires on Wotje and Maloelap. On 3 February, Navy Liberators bombed installations at Ujelang, Ujelang and Taroa. None of our planes was lost.

CHUNGKING, 14th U. S. Air Force—A nine-ship Japanese convoy was attacked on a sea sweep off the Southeast China coast. Three 5,600-ton vessels and three 1,700-ton ships were sunk with another 1,700-ton vessel probably sunk. All our planes returned.

ALGIERS, Navy—Our light coastal forces in the Adriatic sank one small and two medium schooners in Zara Channel and another near Sebenko on the night of 3-4 February, taking prisoners in each case.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA, *Wewak*—Our medium units raided Kariru and Muschu, left a 3,000-ton enemy vessel in flames and sank five barges. . . . *Hansa Bay*: A 1,000-ton freighter, a coastal vessel and nine barges were sunk. . . . *Bougainville*: Our naval units at night bombed Sarime plantation on the northwest coast.

7 FEBRUARY

Navy Department Communique

No. 503

North Pacific

1. At 10 p.m. 4 February (Tokyo time) U. S. naval surface units bombarded enemy installations on the south and east coasts of Paramushiru. A number of fires were started and one unidentified enemy ship was hit and beached. Enemy coastal guns returned fire but U. S. units sustained no damage.

2. During the same night a flight of our aircraft bombed Paramushiru and Shimushu. All U. S. planes returned.

U. S. Pacific Fleet Press Release

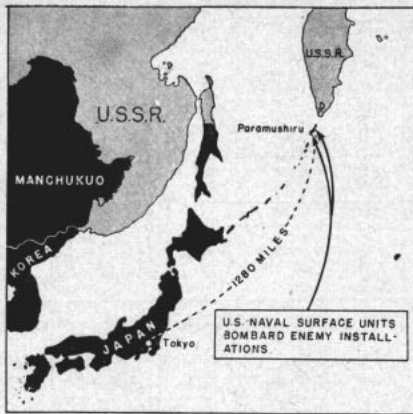
The following details regarding casualties in the assault on Kwajalein Atoll have been compiled on the basis of reports received as of the evening of 6 February (West Longitude date):

In the southern attack force which captured Kwajalein Island and adjacent objectives, our dead number 157, wounded 712, missing 17. In the same area the enemy dead number 4,650, enemy prisoners 173.

In the northern attack force which captured Roi and Namur Islands and adjacent objectives, our dead number 129, wounded 436, missing 65. In the same area the enemy dead number 3,472, prisoners 91.

It is expected final figures will vary only slightly from the above.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wewak*: Our attack planes destroyed over 30 barges and a 2,000-ton freighter at Buna Buna harbor and set afire two coastal vessels and a corvette. . . . *Bougainville*: Our naval units shelled Hamela Mission on Buka and sank four barges. . . . *Hansa Bay*: A coastal vessel and four barges were destroyed and several other



See communique of 7 February

barges damaged. . . . *Cape Dampier*: Our medium units destroyed three enemy gun positions and three barges.

8 FEBRUARY

Navy Department Communique

No. 504

1. The U. S. submarine *Cisco* and the U. S. submarine *S-44* are overdue from patrol and must be presumed to be lost.

2. The next of kin of personnel in the *Cisco* and the *S-44* have been so notified.

U. S. Pacific Fleet Communique

1. Organized resistance on Kwajalein has ceased, and its capture and occupation have been completed.

9 FEBRUARY

U. S. Pacific Fleet Press Release

Several small enemy boats were sunk at Jaluit 6 February by search planes of Fleet Air Wing 2 and of the 7th AAF. Aircraft of both these forces continued attacks on enemy-held Marshall atolls 6-7 February.

ALGIERS, Navy—Allied warships continue their shelling of the Formia area. An ammunition dump was blown up and many casualties inflicted.

CHUNGKING, 14th AAF—On 7 February, B-25's on a sweep of the Yangtze River sank a 150-foot cargo boat, three 100-foot cargo boats, probably two 100-foot freighters, and a large barge.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Rabaul*: In a pre-dawn raid on the harbor our torpedo bombers set fire to a cargo ship and scored a direct hit on a surfaced submarine.

10 FEBRUARY

U. S. Pacific Fleet Press Release

The USS *Burns*, a destroyer commanded by Comdr. Donald T. Eller, sank an entire convoy of four enemy ships in the Marshall Islands 31 January (West Longitude date). The *Burns* was attached to a carrier task force and was sent to rescue Navy fliers forced down at sea. Returning toward the task force she encountered a tanker, a medium cargo vessel and two smaller craft, and sank all with gunfire.

U. S. Pacific Fleet Press Release

Air attacks on enemy-held islands in the Central Pacific continued 7, 8 and 9 February (West Longitude date). On 8-9 February bomb hits were scored on Wake Island airdromes and barracks. All our planes returned safely. During 7 February, 7th AAF fighters and bombers dropped 33 tons of explosive on enemy bases in the Marshalls without casualties to our forces. On 8 February, 24 tons of bombs were dropped on these and other targets. On 9 February, 57 tons of bombs were dropped. During the period covered by these raids, Navy search Liberators carried out individual and strafing missions.

CAIRO, Middle East Air—A supply vessel in Langeri Bay blew up after being attacked, another was left riddled with cannon holes and a third was listing with its decks awash as Allied bombers continued unabated their attacks on enemy shipping in the Aegean Sea.

11 FEBRUARY

Navy Department Communique

No. 505

Pacific and Far East

U. S. submarines have reported the fol-

lowing results in operations against the enemy in these waters:

Sunk: One large auxiliary, two medium transports, one medium cargo transport, two large tankers, five medium freighters and one small freighter.

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

U. S. Pacific Fleet Press Release

Wake Island was attacked by Coronado bombers of Fleet Air Wing 2 on 10 February (West Longitude date). Dive bombers and fighters of the 7th AAF continued to bomb enemy-held Marshall Islands during 10 February. More than 100 tons of explosive were dropped. No enemy fighter opposition was encountered. Our warships bombarded an important enemy-held atoll in the Marshalls without drawing return fire.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wewak*: Our night patrols discovered and attacked a large enemy barge concentration at Muschu Island. The barges were reported destroyed or seriously damaged. . . . *Solomon Islands*: Our air patrols destroyed or damaged four barges at Green Island.

13 FEBRUARY

CHUNGKING, 14th AAF—Mitchells of the Chinese-American Wing on a sea sweep off the East China coast attacked a 5,800-ton merchant vessel, leaving it burning and sinking. They also probably sank two small tenders totaling 1,600 tons.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA, *Rabaul*—Six barges in the harbor were sunk. . . . *Wewak*: Our night air patrols scored direct hits which left a 3,000-ton enemy vessel listing. . . . *Madang Coast*: Our light naval units bombarded shore targets at night.

14 FEBRUARY

U. S. Pacific Fleet Press Release

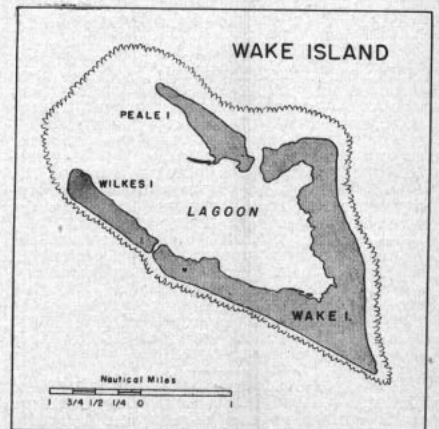
Carrier-based aircraft attacked Eniwetok Atoll 10, 11 and 12 February, heavily bombing ground installations without opposition. Carrier planes damaged Ujae installations before dawn 12 February. On the same day, 7th AAF heavy bombers dropped bombs and strafed three targets in the Marshalls and Navy search planes made bombing attacks on Ujelang and Utrik Atolls. A small force of enemy bombers raided Roi during the night of 11-12 February. Damage and casualties were moderate.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Rabaul*: One of our night patrols reported a direct hit on an enemy ship in St. George Channel. . . . *Wewak*: A 3,000-ton enemy freighter and coastal vessel was left in flames and two barges were sunk. . . . *Roi Coast*: Our light naval units bombarded installations at night.

15 FEBRUARY

CHUNGKING, 14th USAAF—On a sea sweep off Tongking Gulf, our Mitchells beached and broke in two a 750-ton vessel and destroyed docks and railroad terminals at Baklin Bay, Hainan Island. . . . Six convoy ships were attacked off Foochow. Chinese-American planes sank one 10,400-ton transport, two 700-ton freighters, and damaged one 1,200-ton transport. American aircraft sank one 1,200-ton freighter and damaged two 1,200-ton freighters.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Solomon Islands*: We have seized



See communique of 11 February

the northern end of the Solomons Archipelago. Naval and air forces covered the occupation of the Green Islands by New Zealand and American troops. An estimated 20,000 enemy troops dispersed through Choiseul, Shortland, Bougainville and Buka are now isolated from their sources of supply at Rabaul. Starvation and disease are certain to ensue. For all strategic purposes, this completes the campaign for the Solomon Islands.

LONDON, Admiralty—Naval aircraft from HMS Pursuer successfully defended an Atlantic convoy against an attack by enemy aircraft last Saturday. The enemy consisted of a mixed group of 11 planes. Four Grumman Wildcat fighters went up to intercept. They shot down two attackers and damaged a third. The convoy was undamaged and all our aircraft landed safely.

16 FEBRUARY

U. S. Pacific Fleet Press Release

Liberators of the 7th USAAF struck Ponape in considerable force 14 February (West Longitude date). More than 55 tons of bombs were dropped on shore installations. A small cargo ship was sunk. Air attacks on enemy-held bases in the Marshalls continue. Mejit Island, in the eastern Marshalls, was attacked 14 February.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kavieng: Continuing our attacks on Kavieng at minimum altitude, the town was left a mass of flame. A 3,000-ton cargo ship, three coastal and several smaller ships were sunk. In the face of heavy fire, a Navy Catalina landed in the harbor and rescued 15 of our fliers. . . . Wewak: Our night patrols sank a 1,000-ton freighter and damaged a submarine chaser. Fighters wrecked two surface craft.

CHUNGKING, 14th USAAF — Mitchells sweeping Tongking Gulf bombed a 1,200-ton ship and a 1,000-ton steamer.

17 FEBRUARY

U. S. Pacific Fleet Communique No. 34

At daylight yesterday morning 16 February (West Long. date), powerful naval task forces of the U. S. Pacific Fleet commenced an attack on the Japanese naval base at Truk, with several hundred of our planes participating. No further details are available.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Mussau Island: Our night units discovered a convoy attempting to supply the enemy's hard-pressed units in the Bismarck Archipelago. Our heavy and medium units struck immediately and destroyed or severely damaged an 8,000-ton tanker which was beached, a 6,000-ton transport, three 1,500-ton cargo ships and an escorting destroyer. All these ships sustained many direct hits. . . . Wewak: Our air patrols at night wrecked 10 barges. . . . Our air and light naval units attacked shore installations at night.

LONDON, Air Ministry and Admiralty—Two Grumman Wildcats operating from a carrier intercepted and shot down two Junkers 290 aircraft equipped with glider bombs which attempted to attack a convoy in the North Atlantic yesterday.

18 FEBRUARY

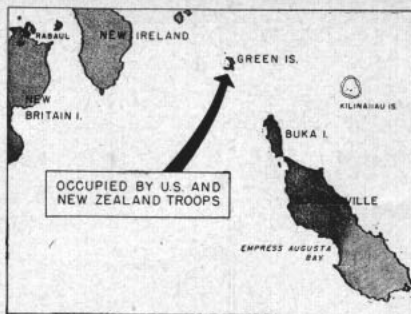
U. S. Pacific Fleet Communique No. 35

The capture of Eniwetok Atoll has been undertaken by forces of the Pacific Ocean areas. Army and Marine assault troops have landed and established beachheads.

The initial landings took place after strong preliminary attacks by carrier-based aircraft and by heavy ships of the Pacific Fleet. The troops went ashore under cover of naval gunfire and with the close support of low-flying aircraft.

All forces participating are under the immediate command of Rear Admiral R. K. Turner, USN; the amphibious forces are commanded by Rear Admiral H. W. Hill, USN. The assault troops, comprising the 22d Marines and elements of the 166th Army Infantry, are commanded by Brig Gen. T. E. Watson, USMC.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—New Hanover: Our medium units continued the assault on a south-bound convoy attempting to reinforce the enemy's Bismarck bases. Striking at mast-



See communique of 15 February.

head height in successive attacks, we sank a 7,500-ton tanker, five cargo ships of 2,000 tons each, a 500-ton freighter and two escorting corvettes. Enemy personnel casualties were heavy. With yesterday's losses, the total is now 12 merchant ships and three escorting warships. This is believed to have comprised practically the entire convoy.

19 FEBRUARY

Navy Department Communique No. 506

Pacific and Far East

Two United States submarines recently returned from patrols deep in Japanese Empire waters report sinking 13 enemy merchant ships totaling 68,200 tons.

These sinkings have not been reported in any previous Navy Department communique.

Pacific Fleet Announcement

Supplementing the major attacks on Truk and Eniwetok, our forces have continued to neutralize other enemy bases in the Central Pacific.

On 16 February (West Long. date) Liberators, Dauntless dive bombers and Warhawk fighters of the 7th Army Air Force attacked four atolls in the eastern Marshall Islands. At one base, Warhawks blew up a fuel dump, damaged a small cargo ship and sank three small craft. On the same day, search planes of Fleet Air Wing 2 bombed ground installations at two other atolls.

On 17 February Army Liberators bombed warehouses and docks at Ponape and harbor installations at Kusaie. Army Liberators and Warhawks attacked an eastern Marshall base, and Navy search planes bombed and strafed installations at two other areas.

Between 14-18 February our warships repeatedly shelled important enemy positions in the eastern Marshalls.

Pacific Fleet Communique

Our forces have captured the enemy air base at Engebi and several other islands in the northern portion of the Eniwetok Atoll. Preliminary reports indicate our casualties have been light.

Assaults on other portions of the atoll are proceeding according to plan.

ALGIERS, Naval—Gunfire support by our ships has continued in the Anzio area. Patrols of torpedo boats of the U. S. Navy intercepted enemy destroyers or minelayers approaching north of Capraia during 17-18 February. Torpedo attacks were delivered by the PT boats. Results of these were not observed.

LONDON, Admiralty—During recent patrols in the North Atlantic, Mediterranean and Far East, His Majesty's submarines have destroyed a total of 19 enemy ships.

20 FEBRUARY

Pacific Fleet Communique

The Pacific Fleet has returned at Truk the visit made by the Japanese Fleet at Pearl Harbor on 7 December 1941, and effected a partial settlement of the debt. Initial approach was undetected.

During attacks on 16 and 17 February (West Long. date) our carrier planes destroyed at least 201 enemy aircraft, 127 of which were shot down in combat. More than 50 additional enemy aircraft were damaged on the ground. There was no enemy air opposition on the second day of the attack.

Enemy surface ships sunk included two light cruisers, three destroyers, one am-

munition ship, one seaplane tender, two oilers, two gunboats and eight cargo ships. Additional enemy ships probably sunk included one cruiser or large destroyer, two oilers and four cargo ships.

Shore facilities on the principal islands, including airdrome runways and installations, were thoroughly bombed and strafed.

Our losses were 17 planes. None of our ships was lost, but one sustained moderate damage.

Admiral R. A. Spruance, USN, was in over-all command of the operation and Rear Admiral Marc Mitscher, USN, former commanding officer of the Hornet, directed the carrier air attack.

Pacific Fleet Announcement

Aircraft of the 7th Army Air Force and Navy search planes of Fleet Air Wing 2 continued bombing attacks on enemy positions in the Marshall and Caroline Islands during 17 February (West Long. date).

Army Liberators bombed docks and shipping at Kusaie, sinking a small ship. Army Warhawks and Navy Ventura and Liberator search planes attacked four Marshall atolls, scoring hits on ground installations, an air field and a radio station. None of our planes was lost.

Sea Water

(Continued from Page 29)

one and one-half pints of water a day or less, do not eat more than 10 one-inch cubes a day—equivalent to about five ounces. If the fish is a shark or dogfish, eat only four cubes. If you have no water or only very small amounts, even this small quantity of flesh may increase your thirst; in that case, don't eat it. Eat the flesh before it dries out. Do not eat dried flesh unless you are drinking 32 ounces (one quart) of water daily. These limitations are set because the kidneys may have to draw water from the body to rid it of the by-products of the protein contained in flesh.

The much-publicized statement that one can easily "wring water out of fish flesh with a cloth" is not true. The attempts of most of those who have tested the theory have been quite unsuccessful. Special presses are required to produce fluid from fish flesh; the fluid extracted by some of these presses is so high in protein and salt that it is not considered a satisfactory substitute for water. Attempts to "chew water" out of fish flesh usually result in reducing the flesh to mush without the production of useful water. Fish is to be considered as food, not as a source of water.

In closing, it should be noted that Lieutenant Smith made good use of parachute cloth in fashioning a head-gear protecting against sunburn. Do not lay a poncho or tarpaulin directly on the body to protect it from sunburn in warm weather; such action will prevent circulation of air over the body and increase the loss of water by sweating. Suspend them above the body, or don't use them. And don't forget that you can save yourself a very sore pair of shins if you use safety pins to attach your sock tops to your trousers, thereby preventing sunburn of your legs.

'March of Death'

(Continued from Page 13)

shipment to Davao on the island of Mindanao, with stops at Cebu and Iloilo.

The voyage took 11 days. The hold was filthy and vermin-infested. Some prisoners were lucky enough to get a place on the junk-filled, rain-swept deck. Two men died on the trip. On 7 November 1942, the Americans were unloaded at Lansang Lumber Co., near Davao Penal Colony. The sun treatment for two hours followed, and then the group was forced to march more than 15 miles to the penal colony. Many were so weakened they fell by the roadside. In this instance, Japanese picked them up, threw them into trucks, and carried them along.

It developed that the Japanese commanding officer at the penal colony, which in peace times had been operated for criminals by the Philippine Bureau of Prisons, was disturbed when he saw the condition of the Americans. He had requested able-bodied laborers. Instead, he shouted, he had been sent walking corpses.

In spite of the condition of the prisoners, they were without exception put to hard labor—chaplains, officers, and enlisted men alike. Colonel Dyess, barefooted for a month and a half, was forced to clear jungle and plow every day.

During Colonel Dyess' 361 days as a prisoner of war, he received \$10 in pay from the Japanese. To get the \$10 he was forced to sign a statement saying that he had received more than \$250, with clothes, food, and lodging. No clothes were issued until American and British Red Cross supplies began to arrive at Davao, an event Colonel Dyess' statement describes as "the salvation of the American prisoners of war."

Food was slightly better at Davao. In addition to rice, the prisoners received once a day a small portion of mango beans, and some camotes, green papayas, casavas, or cooking bananas. However, most of the prisoners already were suffering from beri beri and the food was not sufficient to prevent the disease from progressing. Although oranges and lemons were abundant in the vicinity, the Japanese would not allow prisoners to have them. The brutality of Japanese officers continued. One lieutenant habitually beat prisoners. According to the statement of Colonel Mellnik, this lieutenant had done most of his fighting at the rear when in action, and had been assigned to prison duty as a punishment. He avenged himself on the prisoners.

The camp commandant made a speech to the prisoners shortly after their arrival.

"You have been used to a soft, easy life since your capture," he said. "All that will be different here. You will learn about hard labor. Every prisoner will continue to work until he is actually hospitalized. Punishment for malingering will be severe."

These orders were rigidly enforced. When Colonel Dyess, Colonel Mellnik, and Commander McCoy escaped from Davao in April, 1943, only 1,100 of the 2,000 prisoners there were able to work.

The arrival of two Red Cross boxes for each prisoner early in 1943 caused joy beyond description among the prisoners, according to the statements of the three officers. The boxes contained chocolate bars, cheese, tinned meats and sardines, cigarettes, a portion each of tea, cocoa, salt, pepper, and sugar. Most important of all, quinine and sulfa drugs were included.

The Red Cross supplies had been received aboard a diplomatic ship in

Japan in June, 1942. The prisoners never learned why it took them seven months to reach Davao.

A few days before Commander McCoy, Colonel Mellnik, Colonel Dyess escaped from Davao on 4 April 1943, one of the American prisoners, a hospital orderly, was wantonly murdered by a Japanese sentry.

The orderly was digging camotes, Colonel Mellnik reported, outside the hospital stockade and directly beneath a watch tower. It was an extremely hot day. He called to a fellow prisoner to toss him a canteen from the stockade. As the orderly was about to drink from the canteen, the Japanese sentry in the tower shouted at him angrily.

To show that the canteen contained only water, the orderly took it from his mouth and poured a little on the ground. Apparently because he did this, the sentry trained his rifle on him and fired. The bullet entered at the neck and shoulder and came out at the hip.

The orderly cried out: "Don't shoot me again."

The sentry fired two more bullets into the man's body. He then emptied his clip at the man inside the hospital stockade, who ran for his life and was not hit.

What Is Your Naval I.Q.?

1. What canal and what bridge are factors in determining the size of U. S. warships?

2. You would find a barbette under: (a) a scupper; (b) rudder; (c) beauty salon; (d) turret?

3. Name the first five U. S. naval vessels commissioned by Congress.

4. "Flying the milk run" usually refers to: (a) a monotonous or routine flying assignment; (b) flying to a supply base for additional ration; (c) target towing for gunnery practice; (d) flying students on practice missions?

5. What part of a ship is said to be "betwixt wind and water"?



6. When rendering a hand salute properly, the forearm is inclined at an angle of: (a) 25 degrees; (b) 30 degrees; (c) 45 degrees; (d) 65 degrees?

7. Why is the magnetic equator a good place to adjust compasses?

8. "I'm up the pole," the sailor said. What did he mean?

9. Who was the first commissioned officer (afloat) of the U. S. Navy?

10. In what historical event did the USS *Olympia*—now a relic—participate?

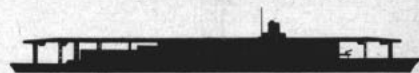
11. What colors appear on the European-Africa-Middle East area campaign ribbon? What do they represent?

12. After what—or whom—are destroyer escort vessels named?

13. True or false: offenses committed by naval personnel on shore are punished the same as if committed at sea.

14. The U. S. Navy will expand its present landing craft fleet to: (a) 183,000 units; (b) 22,156 units; (c) 80,000 units; (d) 54,572 units?

15. Identify this enemy ship:



16. The Skagerrak is: (a) a Russian fighter plane; (b) a body of water between Norway and Denmark; (c) an atoll in the Marshall Islands; (d) an instrument used by Helldiver pilots.

17. A "fog" is: (a) an old man; (b) a smelly cigar; (c) an increase in pay due to length of service; (d) a cloudy day; (e) the end of a rope?

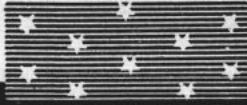
18. Every Navy vessel and district craft must be in one of what six conditions?

19. Who is in charge of a fleet?

20. What is a "baldheaded schooner"?

(Answers on page 60)

DECORATIONS AND CITATIONS



MEDAL OF HONOR

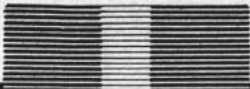
★ Johnnie D. Hutchins, Slc, USNR, Houston, Tex. (posthumously): During the assault on Lae, 4 September 1943, Hutchins' LST approached the enemy shore under a hail of fire. A torpedo pierced the surf and bore down on the craft with deadly accuracy. Before the helmsman could steer clear of the torpedo, a bomb struck the pilot house, dislodging the helmsman. Although mortally wounded by the explosion, Hutchins quickly took the wheel and exhausted the last of his strength in maneuvering the vessel clear of the torpedo. Still clinging to the helm, he eventually succumbed to his injuries, his final thoughts concerned only with the safety of his ship.

GOLD STAR IN LIEU OF SECOND



NAVY CROSS

★ Comdr. Roy S. Benson, USN, Concord, N. H.: On one occasion, as commander of a submarine in enemy waters, he effected such a brilliantly planned approach that his submarine was responsible for the severe damaging of an enemy aircraft carrier. His command also sank an important amount of Japanese shipping.



NAVY CROSS

★ Comdr. Charles H. Andrews, USN, Hamden, Conn.: As commanding officer of a submarine in Japanese waters, he attacked the enemy with such aggressive determination that his submarine succeeded in sinking 15,000 tons of enemy shipping and damaging more than 43,000 tons.

★ Comdr. Anthony H. Dropp, USN, Milwaukee, Wis.: Under Commander Dropp's excellent supervision, his submarine successfully destroyed one hostile freighter and two large tankers while on a war patrol in enemy-controlled waters.

★ Comdr. William N. Wylie, USN, Brevard, N. C.: In addition to sinking an important amount of enemy shipping, including a brilliant attack on a strongly escorted freighter, Commander Wylie's excellent supervision resulted in the success of a special vital mission by his submarine.

★ Lt. Comdr. John A. Tyree, USN, Danville, Va.: As commanding officer of a submarine in Japanese waters, he succeeded in dealing crippling blows to Japanese shipping. His submarine sank 23,000 tons and damaged 20,000 tons of hostile shipping.

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.

★ Lt. (jg) Frederick C. Cross, Jr., USNR, Lunenburg, Mass. (posthumously): While serving as a bomber pilot with the Atlantic Fleet, he sustained mortal wounds and his plane was crippled in an engagement with an enemy submarine. Despite his wounds, he managed to drop depth charges across the sub's bow and make a perfect water landing with his shattered plane, thus enabling his co-pilot and radio operator to survive and subsequently attain safety.

★ Ens. William N. P. Homer, USNR, Philadelphia: Although flames spread rapidly over a bombed seaplane tender, he courageously boarded the blazing vessel and removed a seriously wounded Army officer despite imminent danger of suffocation and burns, during the assault on Sicily, 10-12 July 1943.

★ Franklin A. McGinty, SoM3c, USNR, Calhoun, Ga. (posthumously): When an underwater explosion caused devastating fires and damage aboard his ship on 5 August 1943 he unhesitatingly risked his life in behalf of endangered shipmates. In a courageous attempt to rescue a man known to be trapped in a blazing compartment he entered the compartment and was himself trapped.

★ George S. Pilewski, HA1c, USNR, Dickson, Pa. (posthumously): When the detonation of an enemy bomb set off numerous fires and filled the turrets of the USS *Savannah* with smoke and toxic gases during the invasion of Italy, 11 September 1943, he risked his life to enter one of the turrets and coolly evacuate the personnel. Unmindful of his own danger, he continued his unselfish service until he was overcome.

Commissary Steward Cited By Belgium

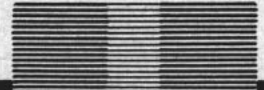
George Trotter, CCSt, USNR, of Brooklyn Park, Md., has been awarded the Maritime Medal by the Belgian government for first aid and care to Belgian survivors. The citation reads: "Night and day, Trotter did not cease to minister unsparingly to the survivors of the ss *Gandia* as long as they remained aboard the *Bernadou*. On account of his devoted care, several of the survivors have retained the use of their limbs."

GOLD STAR IN LIEU OF SECOND



DISTINGUISHED SERVICE MEDAL

★ Admiral (then Vice Admiral) Raymond A. Spruance, USN, Indianapolis, Ind.: In a position of great responsibility as Commander, Central Pacific Force, he conducted the assaults on Tarawa, Makin and Abemama with daring strategy and brilliant employment of his units. The result of this vital operation assured success in opening the Central Pacific Area to U. S. forces.



DISTINGUISHED SERVICE MEDAL

★ Rear Admiral John W. Reeves Jr., USN, Coronado, Calif.: With supply and transport problems under his personal supervision as Commander, Alaskan Sector from June 1942 to August 1943, he was distinctly successful in providing necessary facilities during the movement of our forces along the Aleutian chain. As task group commander of the North Pacific Force, he assisted effectively in supplying escort ships.



LEGION OF MERIT

★ Rear Admiral Arthur S. Carpender, USN, Washington, D. C.: As Commander, Southwest Pacific Force from 11 September 1942 to 26 November 1943, he employed forces under his command with such skill that many operations were successfully accomplished and many territories freed from Japanese occupation.

★ Capt. James H. Doyle, USN, Jamaica, N. Y.: Displaying gallant determination and outstanding ability on the staff of Commander Amphibious Force, South Pacific, he participated in the occupation of Guadalcanal, Tulagi and all subsequent phases of the Solomon Islands campaign. Subjected to numerous air attacks and bombardments, he maintained courage, perseverance and devotion to duty that contributed in large measure to the success of our forces.

★ Capt. Irving T. Duke, USN, Richmond, Va.: As an operations officer of a joint Army-Navy staff during the planning and later occupation of Attu and Kiska, May-August 1943, he skillfully correlated the movements of the various elements of the assault forces and contributed in a large measure to the success of the operations.

★ Capt. Charles W. Gray, USN, Chicago, Ill.: Operating under extremely difficult weather conditions, the sub-

marine force under his direction carried out numerous hazardous combat missions. By his brilliant leadership and skill, the force acquired invaluable information and inflicted severe damage to the enemy.

★ Capt. William M. Moses, USN, Alamosa, Colo.: As gunnery officer on the staff of Cinclant from 21 September 1941 to 1 June 1943, he displayed marked ability in the development of antisubmarine weapons and tactics and in the establishment of a sound convoy policy.

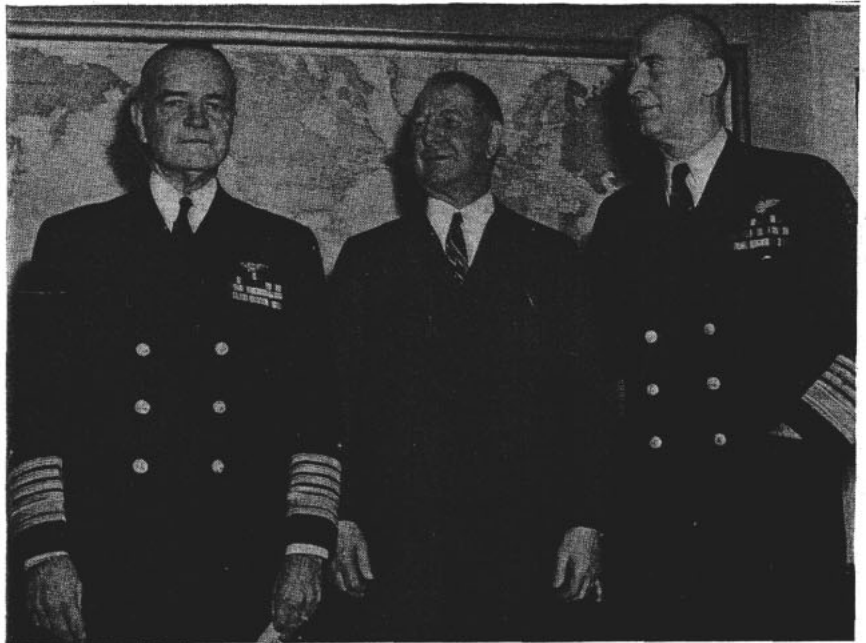
★ Comdr. Jack S. Dorsey, USN, Jacksonville, Fla.: At an advanced base in Aleutian waters, he maintained his ship in efficient fighting condition despite extremely bad weather and carried out numerous hazardous missions, contributing greatly to the success of our forces in this area.

★ Comdr. Thomas B. Fitzpatrick, USN, Flemington, N. J.: As commander of a warship during the seizure of Attu, he displayed expert seamanship and marked efficiency under most hazardous conditions. He was responsible for the excellent training of all departments, officer personnel and landing craft crews, and contributed greatly to the success of the operations.

★ Comdr. Peter H. Horn, USN, Philadelphia: Commanding a destroyer in a night attack against a Japanese submarine in the Aleutians area, he made an immediate and accurate estimate of the situation despite poor visibility and sank the hostile vessel.

★ Comdr. Ira E. McMillian, USN, Honey Grove, Tex.: As gunnery officer of a joint Army-Navy staff during the planning phases of the Attu and Kiska operations, and later with the commander of the assault forces, he formulated a bombardment plan with utmost skill and efficiency and was responsible for the success of this phase of the operations.

★ Comdr. William C. Specht, USN, Yuma, Ariz.: By keen initiative, untiring effort and outstanding skill, he was largely instrumental in establishing the Torpedo Boat Training Center at Melville, R. I. In addition, he was personally responsible for many valuable improvements in torpedo boat de-



Official U. S. Navy photograph

ADMIRAL HALSEY RECEIVES ANOTHER GOLD STAR: For his "brilliantly planned offensive" which drove the Japs from the South Pacific Area, Admiral William F. Halsey, Jr., USN, received a Gold Star in lieu of a second Distinguished Service Medal recently at a ceremony in the office of Secretary of the Navy Knox. He is shown at the left of Secretary Knox, with Admiral Ernest J. King, USN, Commander-in-Chief of the U. S. Fleet and Chief of Naval Operations

sign as well as for adoption of new torpedo launching gear.

★ Comdr. Samuel M. Tucker, USN, Jackson, Miss.: As communications officer of a joint Army-Navy staff during the planning phases of the Attu and Kiska campaigns, and later with the commander of the assault force, he formulated a communications plan with utmost skill and was responsible for its successful functioning.

★ Comdr. Quentell Violet, USNR, New York, N. Y.: As officer-in-charge of the Naval Petroleum Unit during the occupation of Sicily, he organized and set up petroleum installations and later rehabilitated captured facilities with a minimum loss of time.

★ Lt. Comdr. Ward Cheney, USNR, New York, N. Y.: Voluntarily making trips into the forward territory and exhibiting brilliant leadership, he gave outstanding service to the Commander, South Pacific Force from September 1942 through September 1943. He effectively covered widespread operations against the enemy during his tour of duty in the area.

★ Lt. Comdr. William P. Mack, USN, San Francisco, Calif.: As aide and flag lieutenant to the commander of the assault force during seizure and occupation of Attu and Kiska in May and August 1943, he formulated the visual section of the communications for these attacks and was responsible for the fine handling of many ships by visual signals.

★ Lt. Comdr. Norvell C. Ward, USN, Indian Head, Md.: During his fifth war patrol in enemy waters, he brought his submarine close inshore through poorly charted waters to the reef-encircled coast of an enemy-held island and rescued a large number of

personnel, including personnel invaluable to the Allied cause. His sub also sank a loaded enemy freighter and damaged another ship.

★ Lieut. John R. Cain, USNR, Quincy, Mass.: As commanding officer of a patrol craft during the invasion of Italy, he maneuvered his ship through unswept enemy mine fields and shelling from shore batteries without damage or casualties among his crew. Later he exhibited great skill in evasive tactics, enabling his ship to fulfill its mission.

★ Lieut. William D. Steel, USNR, Hempstead, N. Y.: Although under heavy gunfire and determined enemy aerial assault during the amphibious invasion of Italy, he brought his six waves of landing craft, with personnel and equipment, safely ashore in the re-



Official U. S. Navy photograph

RECEIVES NAVY CROSS: Rear Admiral J. F. Shafroth, USN, deputy commander of the South Pacific Force (left), congratulates Capt. Thomas J. Ryan, Jr., USN, after presenting to him the Navy Cross. In the second battle of Kula Gulf, Captain Ryan's destroyer squadron contributed materially to the destruction of four and possibly six enemy vessels.

Five District Commandants Awarded Legion of Merit



Admiral Allen



Admiral Downes



Admiral Holmes



Admiral Kauffman



Admiral Van Hook

Commandants of five naval districts have been awarded the Legion of Merit for outstanding service and leadership during the past two years, when U-boats were being driven from our coastal waters and naval activities were being expanded. They are Rear Admiral William H. Allen, USN, commandant of the Sixth Naval District and Commander, Eastern Sea Frontier; Rear Admiral John Downes, USN, (Ret), former commandant of the Ninth Naval District and commandant of

the Great Lakes Naval Training Station; Rear Admiral Ralston S. Holmes, USN, commandant of the Eleventh Naval District and Commander, Western Sea Frontier; Rear Admiral James L. Kauffman, USN, commandant of the Seventh Naval District and Commander, Gulf Sea Frontier; Rear Admiral Clifford E. Van Hook, USN, commandant of the Fifteenth Naval District and Commander, Panama Sea Frontier.

Official U. S. Navy photographs

markable time of 36 hours with the minimum of casualties.

★ Donald E. True, SM3c, USNR, Henryville, Ind.: When his landing boat struck concealed rocks during the amphibious assault on Sicily in July, 1943, he promptly flashed a danger signal to craft immediately behind, enabling them to steer clear of the underwater hazard. His decisive action helped save personnel and equipment from the disastrous consequences met by his own boat.

GOLD STAR IN LIEU OF SECOND



SILVER STAR MEDAL

★ Comdr. Wreford C. Chapple, USN, Billings, Mont.: With conspicuous gallantry while commanding officer of a submarine on patrol in Japanese-controlled waters, he succeeded in sinking an important amount of hostile shipping.

★ Lt. Comdr. Carter L. Bennett, USN, Nashville, Tenn.: Skillfully maneuvering his submarine into striking position, he destroyed

★ Comdr. Royce L. Gross, USN, Arlington, Va.: Operating his submarine in heavily patrolled enemy waters, he directed the performance and torpedo fire of his ship with such ability that the submarine sank five hostile ships, including a destroyer.

★ Comdr. John S. McCain Jr., USN, Washington, D. C.: He sank a large amount of Japanese shipping, including a destroyer, by maneuvering his submarine into striking position and attacking with outstanding courage while on patrol in Japanese-controlled waters.

★ Comdr. George E. Peckham, USN, Cresco, Iowa: As operations officer of a destroyer squadron during a prolonged engagement against numerically superior Japanese forces, he rendered invaluable services by evaluating the tactical situation and accurately transmitting the orders of his squadron commander despite persistent and effective enemy gunfire.

★ Comdr. William S. Post Jr., USN, Rock Hill, S. C.: He directed the operations and torpedo fire of his submarine, while on war patrol in enemy waters, with such outstanding skill that an important amount of enemy shipping, including a large transport, was sunk and still more was damaged.

★ Comdr. William B. Sieglaff, USN, Albert Lea, Minn.: By his courage, skill and tenacious fighting spirit, he destroyed an important amount of hostile shipping while commanding officer of a submarine on patrol in Japanese-controlled waters.

★ Comdr. George H. Wales, USN, Washington, D. C.: He directed the performance and torpedo fire of his submarine with tactical skill and initiative, thereby sinking numerous hostile ships, including a destroyer.

★ Lt. Comdr. Carlton R. Adams, USN, Wilmington, N. C.: Commanding a destroyer returning in convoy from Finschafen 22 September 1943, he was attacked by 10 enemy torpedo planes. He immediately brought his ship into action, successfully repelled the enemy, and brought his ship and convoy safely through the attack with only minor machine-gun damage.

★ Lt. Comdr. Eric L. Barr, Jr., USN, New London, Conn.: By cool and efficient direction of the activities of his officers and men during three vital and highly successful war patrols in enemy waters, he contributed to the sinking or damaging of numerous hostile vessels.

★ Lt. Comdr. Frank L. Barrows, USN, Washington, D. C.: During eight patrols in dangerous enemy waters, as executive officer of a submarine, he performed his duties with skill and initiative thereby contributing to the success of numerous vital missions.

★ Lt. Comdr. Richard B. Lynch, USN, Citronelle, Ala.: During five war patrols in enemy-controlled waters, he performed essential duties with expert skill. On one occasion he further distinguished himself by taking command of a rescue expedition which successfully brought refugees back to his submarine.

★ Lt. Comdr. George A. O'Connell Jr., USN, Fort McClellan, Ala.: As main battery control officer of a cruiser in action against numerically superior Japanese forces, he selected his targets skillfully and inflicted severe damage



Official U. S. Navy photograph

OPERATIONS OFFICER CITED: Admiral William F. Halsey, Jr., USN, presents the Legion of Merit to Capt. Harry R. Thurber, USN, for his outstanding service as operations officer on the staff of Commander, South Pacific Force. Capt. Thurber's thorough organization, brilliant planning and skillful correlation of units in the area contributed immeasurably to the success of our forces.



Official U. S. Navy photograph

LOGISTICS DIRECTOR HONORED:

Rear Admiral Oscar C. Badger, USN, has been awarded the Legion of Merit for his services as Assistant Chief of Naval Operations for Logistics Plans and director of the Logistics Plans Division from December, 1942, to January, 1944. He exercised brilliant organizing and planning skill and outstanding executive ability in connection with the logistic support of our naval effort in all theaters of war.

on the enemy. He also furnished invaluable suggestions and information for the control of his own ship against hostile units.

★ Lieut. Frank W. Ayers, USNR, Spokane, Wash.: As torpedo officer in a destroyer during an engagement against numerically superior Japanese forces, he drove through enemy gunfire for 10,000 yards and launched all his torpedoes, securing a probable hit on an enemy destroyer.

★ Lieut. William B. Hosey, USN, Laurel, Mass.: As damage control officer of a warship in action against Japanese forces, he applied his technical skill so effectively that he was greatly responsible for saving his ship from serious damage during a prolonged engagement with numerically stronger forces.

★ Lieut. Danforth Huntington, USNR, Watertown, N. Y.: As gunnery officer of a destroyer in action against the Japanese, he skillfully directed the fire of his ship with such persistent and determined effect, despite heavy enemy opposition, that he contributed materially to the success of his ship's operation.

★ Lieut. Robert J. Matusek, Jr., USNR, Bellaire, Ohio: As turret officer during vital operations against a numerically superior Japanese force, he fought his gun mount with such superior skill that his crew went through a prolonged engagement without a single incident of personal error on the part of his gun crew.

★ Lieut. William K. Rummel, USNR, Wilmette, Ill.: As Navy beachmaster during the assault on Attu Island, he efficiently directed unloading of men

and supplies despite heavy enemy shelling. His skillful leadership contributed greatly to the success of the operation under extremely unfavorable conditions.

★ Lt. (jg) Vicent R. Dahlen, USN, Everett, Wash.: In charge of the after engine room of his ship in an engagement against numerically superior Japanese forces, he performed his essential duties with outstanding skill. His sound judgment and courage greatly assisted in averting serious damage to his ship when the loss of control would have imperiled all hands.

★ Lt. (jg) James T. Mew, USN, Tacoma, Wash.: As officer-in-charge of the after repair party during a fierce engagement against numerically superior Japanese forces, he directed his men in making repairs expeditiously and judiciously. He was responsible in a large measure for maintaining his ship's efficient fighting condition.

★ Lt. (jg) James M. Tidball, USNR, Indianapolis, Ind.: As commanding officer of an LCI during the assault on Lae, he maneuvered his ship to the beach and disembarked troops although the ship was severely damaged. He demonstrated exceptional skill while under heavy machine-gun and mortar fire from the beach.

★ Ens. Ivan T. Rich, USN, Honolulu, T. H.: In charge of the fuel oil handling in his vessel, he performed essential duties with great skill during a long engagement against numerically superior Japanese forces. He greatly contributed to maintaining his ship's offensive power during a period when any loss of control would have imperiled all hands.

★ Leonard B. Markeson, CQM, USN, White Bear Lake, Minn.: As quartermaster and helmsman aboard a submarine during three war patrols in enemy waters, he carried out his duties with outstanding skill and assisted his commanding officer in sinking 21,965 tons of hostile shipping.

★ Francis G. Peters, PhM1c, USN, Elizabethtown, Tenn.: Despite almost impenetrable undergrowth, Peters volunteered to accompany a patrol on a hazardous assignment to clean out Japanese who were endangering per-



Official U. S. Navy photograph

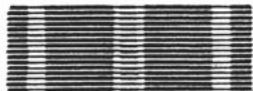
HELPED TAKE ATTU: *Capt. Austin K. Doyle, USN, is shown after receiving the Legion of Merit for his service as commanding officer of an escort carrier during the reoccupation of Attu Island, in the Aleutians, in May, 1943.*

age while under repeated enemy attack contributed to the effective defense of his ship.

★ James A. Stalp, S1c, USN, Nashville, Tenn.: Pointer of a 20-mm. gun aboard a landing craft during an enemy air attack near Guadalcanal 16 June 1943, he was instrumental in the destruction of one enemy plane. Courageously disregarding withering blasts of fire, he administered first aid to comrades and assisted a wounded officer across a blazing deck to safety. Observing eight gasoline drums in the path of the spreading fire, he quickly jettisoned the 50-gallon containers.

★ Eugene A. Pineault, S2c, USNR, Somersworth, N. H.: When severely wounded in the leg and thrown to the deck of the USS *Sentinel* during the assault on Sicily, he continued to serve a three-inch gun. Although seriously in need of medical attention, he crawled forward to the ladder leading to the main deck and continued to pass ammunition.

★ Carl L. Winget, S2c, USNR, Palm-dale, Calif.: Wounded by a strafing attack during the Battle of the Coral Sea, 8 May 1942, he refused to leave his battle station and remained at his gun with utter disregard for his own safety. He contributed to the destruction of four Japanese planes during the attack on his ship.



DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Richard D. Stephenson, USN, Stockbridge, Mass. (posthumously): Knowing that enemy aircraft of superior speed and armament were in the vicinity, he piloted his scouting plane from the USS *Philadelphia* seven miles inland during the invasion of Sicily on 10 July 1943 to spot long-range naval gunfire. Until his plane was shot down he courageously assisted in carrying out the mission assigned to him.

★ Lieut. Lewis D. Crockett, USNR, Nashville, Tenn.: During a coordinated attack on an enemy submarine in the Caribbean, he launched a demolition bombing attack with his plane and temporarily silenced the sub's guns. When an enemy bullet exploded in the starboard wing and fired the fuel line, he courageously continued action and later directed the attacks of other planes and repeatedly used his own plane to divert fire from assisting planes. (INFORMATION BULLETIN, Jan. 1944, "A Nazi U-Boat Fights Back.")

★ Lieut. Anthony Matuski, USNR, Setauket, N. Y. (missing in action): During a coordinated attack on an enemy submarine in the Caribbean, he bravely flew into intense and continuous fire to drop depth charges, damaging the sub on his first run so that she was unable to submerge. With his plane damaged and ablaze after the second run, he succeeded in getting a message through to his base before his plane crashed. (INFORMATION BULLETIN, Jan. 1944, "A Nazi U-Boat Fights Back.")

★ Lieut. George J. Pinto Jr., USNR, Salisbury, Md.: Participating in numerous spotting and reconnaissance missions

days later he scored a direct hit on a seaplane tender. He executed combat missions in the area from 1 February through 25 July 1943.

★ Lt. (jg) Thomas J. Aylward, USNR, Highland Park, Ill.: As co-pilot of a patrol plane during an engagement with an enemy submarine in the Atlantic, he aided in pressing home an aggressive attack on the submarine even though he was painfully wounded in the head and leg by a direct hit, which also shattered the plane's starboard engine. He later aided in effecting a perfectly water landing.

★ Lt. (jg) Gerald F. Boyle, USNR, St. Louis, Mo.: During a Japanese dive-bombing raid on Rendova Island, he destroyed a bomber at close range and, discovering a Zero pursuing one of his comrades, blasted it out of the sky. As he pulled out of his engagement, he discovered another threatening Zero and destroyed it with a full deflection shot. From 21 June to 17 July 1943 he participated in 22 combat missions.

★ Lt. (jg) Carroll R. Campbell, USN, Los Angeles, Calif.: After leading a group of torpedo planes against an enemy corvette in Kahili harbor area, he spotted a hostile supply vessel and, turning back alone despite threat of enemy plane assault, delivered a mast-head-level attack which completely destroyed the loaded craft. From 26 April to 17 July 1943, he took part in numerous missions and completed three extremely hazardous operations.

★ Lt. (jg) John E. Dryden Jr., USNR, Kansas City, Mo.: As commander of a PBY, he took full advantage of cloud cover and brought the plane down in a quick attack on an enemy submarine sighted on the surface. Sweeping low to discharge depth bombs and rake the deck, he got the big plane safely out of range before a tremendous explosion lifted the submarine completely out of water, broke it amidships and completely destroyed it.

★ Lt. (jg) Theodore M. Holmes, USNR, Omak, Wash.: During a coordinated attack on an enemy submarine in the Caribbean, he pressed home a strafing run and three determined depth charge attacks in close proximity to the vessel and contributed materially to its ultimate destruction and capture

of the crew. (INFORMATION BULLETIN, Jan. 1944, "A Nazi U-Boat Fights Back.")

★ Lt. (jg) Malcolm J. Miller, USNR, Denver, Colo.: Under particularly adverse weather conditions in the Solomon Islands area on 20 July 1943, he made a successful masthead-level bombing attack on an enemy destroyer which caused the ship to explode and sink almost immediately. He also made many attacks on shore installations and shipping in the area.

★ Lt. (jg) Martin J. Stack, USNR, Seattle, Wash.: Executing many damaging missions, he flew the illuminating plane during a night attack on Kahili harbor with such skill that a following plane was able to locate, hit and damage a cargo vessel. On another occasion he fought off attacking Zeros with such skill that his turret gunner was enabled to shoot down one and possibly another. He served as air liaison officer during hazardous missions from 26 April through 17 July 1943.

★ Lt. (jg) William R. Weiss, USNR, Gainesville, Tex. (posthumously): Participating in 10 missions from Henderson Field, Guadalcanal, he contributed to the damage of enemy fortifications and the sinking of a destroyer. In a daylight strike against enemy shipping at Kahili he was attacked by three fighters, and, although his radioman was mortally wounded and his plane riddled, made a safe landing. Later he executed three hazardous low-level runs with his plane under continual searchlight illumination.

★ Lt. (jg) William H. Winner, USNR, Topeka, Kan.: Sighting an enemy cargo vessel in Kahili harbor in the light of flares dropped by another plane, he succeeded in severely damaging the craft despite severe anti-aircraft defense. He executed many dangerous missions in the Solomons from 26 April through 17 July 1943.

★ Sidney William Quick, CAP, USN, Rhineland, Mo. (posthumously): By skillful participation in nine missions from Henderson Field, from 26 April to 5 June 1943, he contributed greatly to the damaging of Japanese fortifications, the sinking of an enemy destroyer and the damaging of another destroyer. In a daylight attack against enemy shipping he countered an attack by several Japanese fighters and enabled his gunner to shoot down one of them.

★ Joseph A. Swan, ACRM, USN, Marietta, Ohio; William J. Hoban, Jr., ARM2c, USN, Philadelphia, Pa.; James D. Parrent, ARM2c, USN, Bay City, Mich., and John S. Wall, ARM2c, USN, Jacksonville, Fla.: While serving as gunners aboard a scouting plane attached to a warship during the occupation of Sicily from 10 July to 19 July 1943, they participated in many dangerous spotting and reconnaissance missions which carried them deep into enemy territory and contributed immeasurably to the success of our air operations.

★ Edward J. True, ACRM, USN, South Ozone Park, N. Y.; Robert H. Maples, ARM1c, USN, Oakland, Calif.; Joseph L. Schradle, ARM1c, USN, Scio, Oreg., and Ralph J. Smith, ARM2c, USN, Castalia, Ohio: As gunners attached to a scouting plane aboard the USS *Savannah*, they participated in numerous

scouting and reconnaissance missions during the invasion of Sicily 10-19 July 1943. These missions carried them deep into hostile enemy territory and despite heavy anti-aircraft and air opposition they contributed immeasurably to the success of our operations.

★ Frederick L. Gibson, ARM1c, USN, Dayton, Ohio; Richard Shafer, ARM1c, USN, Albany, Oreg.; Claude E. Tavernier, ARM2c, USN, Whittier, Calif., and Anthony F. Hogg, ARM3c, USN, Lebanon, Ill.: As gunners of a scouting plane aboard the USS *Philadelphia* during the invasion of Sicily 10 July to 19 July 1943, they made numerous reconnaissance missions deep into hostile enemy territory. Their courageous and efficient devotion to duty contributed greatly to our air successes in this operation.

★ Douglas W. Pierson, ARM2c, USN, Glen Ridge, N. J. (posthumously): On 10 July 1943 he accompanied his pilot from the USS *Philadelphia* on an extremely hazardous flight seven miles into Sicily to spot and report long-range gunfire although he was fully aware of the presence in the vicinity of enemy aircraft of superior speed and armament.

★ Mackey M. Prutilpac, AOM2c, USN, Star City, W. Va. (posthumously): Although seriously wounded while carrying out a vital spotting mission over enemy territory during the assault on Sicily, he assisted his pilot in avoiding danger by accurately and efficiently indicating the sources of anti-aircraft fire, thus contributing to the safe return of the plane.

★ Shirley Ramsey, ARM3c, USN, Oakland, Md., and William Henry Ryan, ARM2c, USN, Glenolden, Pa.: Participating in numerous spotting and reconnaissance missions in a scout plane attached to the USS *Philadelphia* during the invasion of Sicily 10 July to 19 July 1943, they flew deep into enemy territory and contributed immeasurably to the success of our air operations.

GOLD STAR IN LIEU OF SECOND



NAVY AND MARINE CORPS MEDAL

★ Leonard D. Frazier, QM2c, USN, Nashville, Tenn.: Serving in a submarine in Japanese infested waters, he volunteered to help man a rubber boat



Official U. S. Navy photograph

MEDAL FOR KULA GULF HERO:
Comdr. Benjamin Katz, USN, commanding officer of a warship which took a prominent part in the Battle of Kula Gulf, receives the Silver Star Medal from Capt. Francis X. McInerney, USN, who was commodore of the destroyer squadron engaged in the battle.

tant approach officer of a submarine, he conducted a skillful attack on an escorted enemy freighter, probably destroying it. His leadership and skill contributed to his vessel's success against hostile shipping.

★ Lieut. Franklin V. Bernhard, USNR, Shelton, Neb.: Despite explosions, oil fires and falling debris, he operated a motor whaleboat during rescue work alongside the USS *Wasp* and assisted in cutting loose and saving men entangled in the lines while abandoning ship.

★ Lieut. Philip F. Eckert, USN, Minneapolis, Minn.: On three war patrols in enemy waters as first lieutenant and gunnery officer of a submarine, he performed essential duties with outstanding professional skill despite the many hazards involved.

★ Lieut. Donald R. Midgley, USN, Hopedale, Mass.: As assistant engineering officer in a submarine during two war patrols in enemy waters, he performed essential duties with great professional skill. On one occasion he sighted a hostile ship and assisted in a successful night surface attack.

★ Lieut. Herman E. Miller, USN, Tacoma, Wash.: As officer of the deck in a submarine, he skillfully directed night operations in enemy waters on two occasions. His expert maintenance of depth control contributed to the

★ Lt. (jg) Clingmon E. Bowman, USN, San Diego, Calif.: During three war patrols in dangerous, enemy-controlled waters, he assisted materially in maintaining his submarine's fighting condition and contributed greatly to the sinking and damaging of numerous hostile ships.

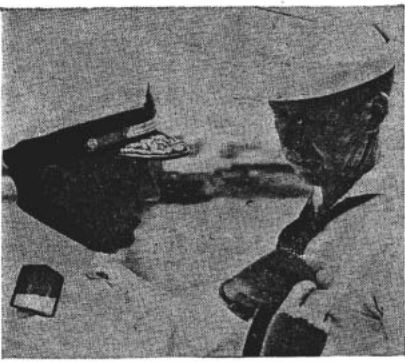
★ Lt. (jg) William T. Gray, USCG: Observing men helpless in the turbulent seas near a wrecked Coast Guard cutter, he received permission to assemble a volunteer crew, launched a small pulling boat from the deck of his rescue ship and picked up many survivors from the shark-infested waters. Although the boat nearly flooded, his determination saved many men who might otherwise have perished.

★ Lt. (jg) James D. Schnepf, USN, Bloomington, Ill.: On the night of 28 July 1943 while serving in a submarine in enemy waters, he volunteered to take a rubber boat and make a reconnaissance of the hostile shoreline. The operation permitted the evacuation of a large number of personnel from the beach.

★ Ens. Kenneth G. Curtis, USN, Lynn, Mass.: Serving in a submarine in enemy waters, he volunteered to take a rubber boat and make a reconnaissance of the enemy-held coast. Under his direction a large party of men was safely evacuated from the beach. When the rubber boat capsized, his coolness and seamanship were responsible for its righting and contributed to the success of his ship's mission.

★ Alfonso Carrozzo, Aviation Cadet, USNR, Bronx, N. Y.: During the rescue of survivors in a lifeboat of a wrecked merchantman near Greenland 21 March 1943, he effected a perilous descent on the cargo net to the swamped craft which pitched dangerously near the rescuing cutter. Although the men were weak and numb from long exposure, he courageously boarded the boat, cleared a fouled line and tied another to one of the occupants who was then pulled to the vessel's deck.

★ Warren Bannett, CMM, USCG, Hillsboro Light Station, Fla.: He plunged into the heavy surf to rescue an Army officer and assist in the rescue of seven persons clinging to a swamped dinghy. Despite dangerous undertow, he reached safety with the injured officer and then directed the rescue of the



Official U. S. Navy photograph

HERO OF CORREGIDOR: *Rear Admiral C. A. Lockwood, USN, commander of Submarines Pacific, pins the Silver Star Medal on William C. Boston, TM1c, in a ceremony at Pearl Harbor. During the prolonged siege of Corregidor, Boston risked his life on numerous occasions to carry out vital missions.*

★ Richard D. Endeane, CSK, USN, Chicago, Ill.: When a pilot attempted a forced landing 8 July 1943 and his plane crashed and burst into flame, Endeane extricated the injured and helpless flyer just before the plane was consumed by fire.

★ John Z. Espe, ACOM, USN, Marshalltown, Iowa: While unloading bombs from an airplane 1 July 1943, his boat was set afire by an incendiary bomb dropped from the rack. He risked the danger of further fires and explosions to throw the remaining bombs overboard and dispose of detonators already dangerously hot. His prompt and brave action prevented probable injury to personnel.

★ Herman J. Fredette, CEM, USN, New London, Conn.: His coolness and unflinching good humor were great assets to morale of a submarine crew on patrol in enemy-controlled waters during which many enemy ships were sunk or damaged by the ship in which he served.

★ Vernon A. Rhodes, CY, USN, Salem, Oreg.: During seven strenuous war patrols in dangerous enemy waters, he performed his duties as chief yeoman and recorder of a fire control party with initiative and courage which...

paredness. On one occasion, during a night surface engagement with an enemy subchaser, he directed operations of the plant with such expert technical skill that his ship was able to escape.

★ John D. Wither, CMM, USNR, Parma, Ohio: When an oil fire broke out in his ship, he entered the blazing compartment several times to secure boilers and machinery and to make sure all personnel had been evacuated. He remained fighting the fire until rendered unconscious by the fumes.

★ James C. Chain, SM1c, USNR, Salem, Ohio: He struggled through the icy waters of Kuluk Bay, Adak, Alaska, 26 August 1943, to effect the rescue of a shipmate who, unable to swim, was rapidly being carried toward the open sea. He supported the helpless man until a launch arrived and picked them up.

★ Logan J. Drury, MM1c, USN, Ottawa, Ill. (posthumously): Serving on the USS *Vincennes* off Savo Island 8-9 August 1942, he courageously made his way to a fire hose, although suffering acutely from a broken ankle, and valiantly fought to control the spreading flames until all hope of saving the stricken vessel was gone.

★ Arsenio R. Del Fattore, RM1c, USNR, Newark, N. J.: When his patrol craft grounded off Australia 22 June 1943, he accompanied an officer and two other men in launching the wherry and setting out for the mainland in a squall. When one man was dragged beneath the surface by undertow, he hauled him back to the reef and, despite severe foot lacerations, returned his dazed comrade to the stranded ship.

★ Peter Kallas, MoMM1c, USCG, Peabody, Mass.: During a raging fire at the Pemberton Supply Pier on 25 July 1943, he and two companions braved a wall of fire to save a picket boat moored to the wharf. Standing by while his two comrades dived over the side and swam toward the blazing boat, he sustained serious burns from the terrific heat. Despite his burns he managed to take his exhausted companions to shore.

★ Charles F. Poyneer, RM1c, USN: As sound operator aboard a submarine during four successive patrols against hostile convoys, Poyneer rendered invaluable assistance to his commanding officer by accurately analyzing the proximity of vessels and reporting their movements.

★ Thomas F. McGowan Jr., TM2c, USNR, Los Angeles, Calif., and Joseph

Styer, Jr., GM2c, USN, Wellington, Ohio: During three successful war patrols in a submarine, they performed their professional duties with outstanding skill and resourcefulness, and contributed valuable assistance in the sinking of approximately 30,000 tons of enemy shipping.

★ Robert Jay Montgomery, BM2c, USNR, Westville Grove, N. J.; Samuel M. Phillips, Jr., Cox, USNR, Augusta, Ga.; Gene A. Watkins, Cox, USN, Marietta, Ga.; Howard A. Myers, S1c, USNR, Waubun, Minn., and Edgar O. Roberson, S1c, USNR, Valdosta, Ga.: Bringing their own craft safely to the beach during the assault on Sicily 10 July 1943, the five men observed several soldiers floundering helplessly in the water after their landing boat had capsized. Making repeated trips, they brought survivors to shore and skillfully administered artificial respiration. Their courage undoubtedly helped save the lives of many men who might have perished.

★ Mirl J. Farrar Jr., Cox, USCGR, Virginia Beach, Va.: During the rescue of survivors in the North Atlantic, he unhesitatingly went over the side of his cutter and with three comrades succeeded in carrying two exhausted seamen up a net, despite freezing water and exceptionally rough seas.

★ Herman H. Kramm, GM3c, USCGR, Albany, N. Y.: Volunteering to man a small boat in the rescue of survivors from the USS *Plymouth* 5 August 1943, Kramm and several comrades went to the rescue of survivors floating helplessly downwind in turbulent seas. He worked tirelessly in helping keep the boat from flooding or being smashed and assisted in picking up several men from the shark-infested waters.

★ LeRoy T. Netterville, ARM3c, USNR, Greenville, S. C. (posthumously): Thrown clear by the crash of his plane near Fort Lauderdale, Fla., 5 August 1943, he risked his life to return to the blazing plane and release the pilot who was blinded, trapped and with his clothes aflame. He extinguished the flames, removed the pilot to a place of safety, built a smudge as protection against mosquitoes and covered 10 miles of difficult swampy terrain, including swimming a canal, in his search for aid. He succumbed 8 August from injuries and exposure.

★ Frank L. O'Brien, SF3c, USNR, Suffolk, Mass., and Jacob M. Krinsky, S1c, USNR, Brooklyn, N. Y.: While working with a Seabee detachment, they

discovered one of their shipmates caught in a strong undertow while attempting to swim ashore. They fought through the heavy surf to the man and supported him until he could be reached with a lifeline.

★ Norman B. Scaffa, EM3c, USN, Bowling Green, Fla.: While attempting the rescue of a shipmate washed overboard, 29 September 1943, he dove into dangerous waters and, after swimming 100 feet, secured a line around the man. Although the ship was nearly out of control in the mountainous seas and both men were in danger of being struck, he succeeded in his mission.

★ Charles Pfeife, F1c, USN, Ashely, N. Dak. (missing in action): Bringing his own raft safely to the beach during the assault on Sicily, he observed several soldiers in the water after their boat had capsized. He unhesitatingly leaped into the surf to assist in their rescue. He skillfully applied artificial respiration, enabling the men to return to their units.

★ Robert J. Gamble, S1c, USN, Buffalo, N. Y. (posthumously); Robert W. Sirmons, S1c, USN, Tampa, Fla. (posthumously), and Richard M. Smith, S1c, USNR, Greenwood, S. C. (posthumously): During the sinking of the USS *Plymouth* 5 August 1943, with no thought of their own danger, they unhesitatingly gave their life jackets to shipmates. Entering a compartment to obtain other jackets for themselves, they were trapped and lost their lives.

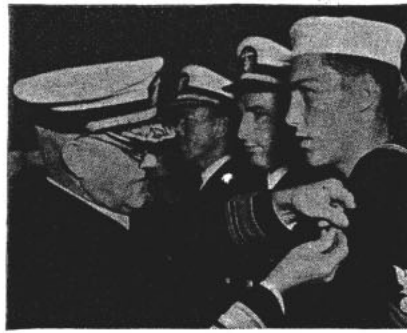
★ Basil D. Izzi, S1c, USNR, Barre, Mass.: Thrown into the sea when his ship was torpedoed and exploded 2 November 1942, he gallantly fought off delirium and death during a 2,200-mile trip on a raft with two companions. Subsisting on fish, birds and rainwater, and tortured repeatedly by vain hopes of rescue, he bravely disregarded his own plight to uphold the morale of his companions.

★ Jacob Klein Jr., S1c, USCGR, Cleveland, Ohio: With utter disregard for his own safety, he swam three-fourths of a mile offshore into the Gulf of Mexico to reach two stunned and exhausted men whose life jackets had been fouled following the crash of an Army bomber into the sea. He towed both men to shallow water and safety.

★ Calvin E. Norris, S1c, USNR, Sycamore, Ohio: Following the collision of the SS *Gulf Belle* and the SS *Gulfland* 20 October 1943, as a member of the Armed Guard crew he jumped over the side with a life jacket. After attaining the side of a charred life boat he returned through smoke and flames to rejoin his commanding officer who was burned and exhausted. He supported the officer until both were picked up 30 minutes later.

★ Lt. (jg) James H. Harms, USNR, Chatham, Ill.: In a period of intense activity in the Solomon Islands from 21 June to 18 July 1943, he led 33 combat missions. During an interception by a large force of Japanese planes he unhesitatingly launched an immediate and daring attack, despite the enemy's numerical superiority, and sent one plane crashing in flames.

★ Lt. Comdr. George R. Henry, USN, Sonnette, Mont. (missing in action): Fearless and daringly aggressive in carrying the fight to the enemy in the



Official U. S. Navy photograph

HELPED PROTECT CONVOY: *The Navy and Marine Corps Medal is pinned on Ralph M. Miller, EM2c, of Amarillo, Tex., by Rear Admiral Felix X. Gygax, USN, commandant of the Norfolk Navy Yard. Miller earned the award by his heroism when his destroyer, escorting a convoy, repelled an air attack.*

GOLD STAR IN LIEU OF SECOND



AIR MEDAL

face of continuous enemy odds, he indoctrinated his entire squadron with his own intrepid spirit and was largely responsible for the outstanding record of combat achievement by Fighting Squadron 21.

★ Lt. Comdr. Raymond W. Vogel, USN, Coronado, Calif.: On 7 June 1943, when his four-plane division was attacked by several Zeros after a strike



AIR MEDAL

at New Georgia Island, he destroyed one Zero and materially aided in the destruction of 10 planes accounted for by his division. He also led his division on many other combat missions.

★ Lieut. Howard U. Bush, USN, Coronado, Calif.: In addition to numerous combat missions, he led his torpedo squadron on three night operations in the Kahili-Shortland area 26 April to 17 July 1943 and, although subjected to intense anti-aircraft defense, damaged at least two hostile vessels. He also contributed materially to the sinking of four enemy destroyers and three cargo vessels and to the damaging of one light cruiser and three destroyers.

★ Lieut. George H. Gay Jr., USNR, Houston, Tex.: In addition to executing numerous combat missions against heavily fortified enemy positions, he participated in two night operations in Kahili harbor during the period 26 April to 17 July 1943 and successfully damaged at least two hostile vessels. He contributed materially to the sinking of five destroyers and three cargo vessels and to the damaging of one light cruiser and three destroyers.

★ Lieut. Walter J. Hiebert, USNR, Bingham Lake, Minn. (posthumously): Leading a division of four fighters in

a 14-plane flight to intercept a Japanese attack on our shipping at Guadalcanal 16 June 1943, he shot down a dive bomber. He also participated in numerous patrols, task-force covers, escort missions and fighter sweeps despite intense concentrations of anti-aircraft fire.

★ Lieut. William N. Leonard, USN, St. Petersburg, Fla.: Sighting approximately 35 Zeros during one interception assignment over the Russell Islands, he led his outnumbered 16 fighters into combat although they had been in the air over three hours. In the ensuing action, he accounted for two of the 14 Zeros destroyed by his flight without the loss of a single pilot. He completed numerous other missions from 27 April to 11 July 1943.

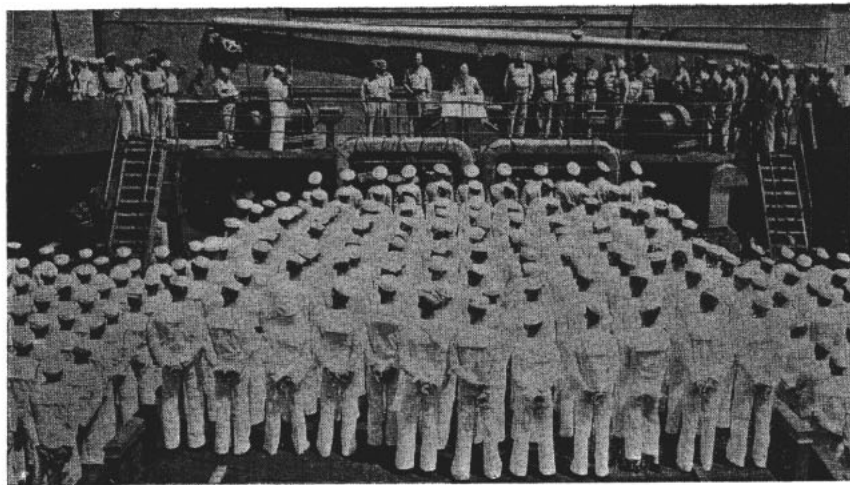
★ Lieut. John W. Shong, USNR, Riverdale, Mich.: In addition to executing many combat missions against heavily fortified enemy positions from 26 April to 17 July 1943, he participated in three night operations in Kahili and Kahili-Shortland harbors which contributed materially to the sinking of five destroyers and three cargo vessels and the damaging of one light cruiser and three destroyers.

★ Lieut. William A. Shryock, USNR, St. Paul, Minn.: As section leader and later as squadron commander, he led his flyers on numerous missions in the Solomon Islands between 8 March and 25 April and from 27 June through 25 July 1943. He scored many hits on assigned targets and contributed greatly to successful attacks against shore installations, air fields and shipping.

★ Lt. (jg) John P. Ayres Jr., USNR, New Orleans, La.: In a night flight at Kahili harbor, he made his low-level run with precision and fortitude even though under continual illumination by enemy searchlights. Although his plane was damaged he succeeded in making a dead stick landing at sea without injury to the plane's crew.

★ Lt. (jg) Stetson C. Beal, USNR, Lisbon Falls, Me.; Lt. (jg) Walter B. Calhoun, USNR, Meridian, Miss., and Lt. (jg) John M. Cleary, USN, Buffalo, N. Y.: When an enemy submarine was sighted by their PBV patrol plane, they rendered valuable assistance to the plane commander in launching a

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Official U. S. Navy photograph

FREIGHTER CREW AWARDED UNIT CITATION: Standing at "parade rest" on the deck of the USS *Alcibi*, crewmen listen to Admiral William F. Halsey, USN, commander of the South Pacific Force, as he presents to them the Presidential Unit Citation. Hit by three torpedoes, the *Alcibi* was set afire and burned for five days, but her crew beached the ship, put out the fires and sailed her back to San Francisco (Information Bulletin, Sept. 1943).

★ Lt. (jg) Frank H. Bennett, USNR, San Francisco, Calif.: When his flight of three Wildcats was intercepted by 15 hostile Japanese bombers in the Solomon Islands 21 July 1943, he launched a courageous attack. In an accurately directed deflection burst he severely damaged one enemy plane and making a daring dive on another, sent it crashing into the sea with a withering blast of fire.

★ Lt. (jg) Cyrus G. Cary, USNR, Kelso, Wash. (missing in action): Against Japanese forces in the Solomon Islands from 27 April to 18 June 1942, he engaged in numerous air patrols, fighter sweeps and strafing raids. On 16 June, while on a mission to intercept an attack on our shipping, he unhesitatingly joined a raging air battle and sent one Japanese fighter crashing into the sea.

★ Lt. (jg) Raymond B. Cook, USNR, Palmyra, N. Y.: As a torpedo bomber pilot in the Solomon Islands from 26 April to 17 July 1943, he damaged at least two Japanese vessels and contributed materially to the sinking of five destroyers and three cargo vessels.

When his four-plane formation intercepted a large force of enemy bombers, 4 July 1943, he attacked and shot down a Japanese bomber intent upon attacking our shipping.

★ Lt. (jg) Jack C. Hill, USNR, Silver City, N. Mex.: On 18 July 1943, he took part in a hazardous daylight raid on hostile ships in strongly defended Kahili harbor. He boldly pressed home his attack, thereby contributing materially to the success of the mission. He also took part in numerous missions against shore installations, airfields and shipping despite heavy opposition.

★ Lt. (jg) Edwin E. Hughes, USNR, New Smyrna Beach, Fla.: In a night flight in Faisi harbor, he completed his run despite continual illumination by enemy searchlights. He also executed extremely hazardous missions against strongly fortified installations.

★ Lt. (jg) Charles Jackson, USNR, Cleveland, Ohio (posthumously): In a period of intense activity from 21 June to 18 July 1943 in the Solomon Islands, he engaged in 26 actions, including the initial attempt of Wildcat fighters to serve as escorts to Bougainville. On 18 July he destroyed one Zero in a brilliant attack against enemy planes.

★ Lt. (jg) Thomas C. Johnson, USNR, Durham, N. C. (missing in action): He led his flight on 30 combat missions for a total of 188 flying hours between 21 June and 17 July 1943 in the Solomon Islands. On 30 July he launched an attack against a large formation of Zeros and destroyed one. Later the same day his flight intercepted a force of enemy bombers and, together with his wingman, he sent one crashing into the sea.

★ Lt. (jg) Tom W. Lindsey, USNR, Willacoochee, Ga.: In an operation over Rendova Island, 30 June 1943, he dove to attack a formation of enemy twin-engined bombers with his four-plane flight, effectively caught one of the bombers on his first pass and sent it crashing in flames. He also engaged in 27 other combat assignments.

★ Lt. (jg) John W. Ramsey, USNR, Gridley, Calif.: On 16 June 1943 his four-plane division of fighters intercepted two large flights of Zeros covering dive bombers. In the ensuing action, he accounted for two of seven Zeros destroyed by his flight. He directed his division in numerous patrols, task-force covers, sweeps and strafing raids from 28 April to 8 July 1943.

★ Lt. (jg) Charles H. Schild, USNR, Monroeville, Ohio.: When his four-plane division intercepted a formation of 20 enemy dive bombers and 30 Zeros, 16 June 1943, he sent two of them crashing in flames. On 21 June 1943, near Savo Island, he destroyed a Japanese twin-engine bomber in a daring run. On many other occasions he accomplished difficult missions.

★ Lt. (jg) George H. Smith, USNR, Elmhurst, Ill.: When his division of fighters intercepted a large force of Japanese bombers and Zeros west of Rendova Island, he pursued a bomber until he brought it down despite overwhelming odds. Again, on 4 July 1943, his four-plane division attacked a larger Japanese force and he sent another Japanese bomber crashing in flames.

★ Lt. (jg) Robert J. Snell, USNR, Bonita, Miss. (missing in action): Undeterred by severe enemy opposition, he took part in six bombing missions against Japanese positions from 26 April to 5 June 1943. On June 5 he contributed materially to the sinking of one Japanese destroyer and the damaging of another before being shot down.

★ Lt. (jg) James L. Sweetser, USNR, Portland, Me. (missing in action): Taking part in a night flight on 19 May 1943 he completed a low-level run despite constant searchlight illumination. In numerous and hazardous operations against the Japanese, he contributed materially in seriously damaging enemy shore installations.

★ Lt. (jg) Frederic P. Vanderhoof, USNR, Olympia, Wash.: When his four-plane division sighted enemy dive bombers over Rendova Island, he courageously followed them down, attacked as they skimmed over the water and sent one enemy plane crashing into a cove. From 21 June to 17 July 1943 he participated in 32 actions against the Japanese in the Solomons area.

★ Lt. (jg) Charles G. Wall, USNR, McComb, Miss.: On 30 June 1943, near Rendova Island, his four-plane division intercepted a formation of enemy bombers covered by Zeros. Surrounded by hostile planes, he fought valiantly, destroying one Zero. He also engaged in 25 other combat missions.

★ Lt. (jg) Raymond C. Wicklander, USNR, Washburn, N. Dak.: On 18 July 1943, operating at maximum range for his plane, he participated in a raid on enemy ships in Kahili harbor and contributed much to the success of this dangerous mission. He also took part in numerous raids, strafing attacks and sweeps on enemy shipping.

★ Ens. Charles L. Arthur, USNR, Up-land, Calif.: He skillfully shot down one Zero before being forced to make an emergency landing on 21 July 1943 when his flight of three Wildcats intercepted 12 Zeros covering 15 Japanese

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dive bombers over Blanche Channel. He also participated in many other combat missions.

★ Ens. George H. Davidson, USNR, Lake Como, Fla.: In the Solomon Islands from 21 June to 18 July 1943, he engaged in 24 combat missions. On 15 July he and his division of fighters attacked eight enemy bombers protected by 25 Zeros. In effecting a violent right turn to avoid an attacking Zero, he observed another Zero swinging in to attack. By skillful maneuvering he released a burst of tracers which destroyed the fighter.

★ Ens. James E. Foy, USNR, Atlanta, Ga.: Over Rendova Island, 1 July 1943, he intercepted an intended dive-bombing attack on our installations and despite determined passes by enemy fighters sent one bomber spinning into the sea. On 18 July, while on escort to Kahili, his flight engaged a formation of enemy planes and he destroyed a Zero.

★ Ens. Herman Lyons, USNR, St. Elmo, Ill.: When his four-plane division of fighters intercepted enemy dive bombers over Rendova Island, he destroyed one bomber with an aggressive attack. Between 21 June and 17 July 1943, he engaged in 33 combat missions, flying a total of 108 hours.

★ Ens. John P. Pierson, USNR, Stamford, Conn.: When enemy fighters attempted interception of our striking force off Kahili 18 July 1943, he promptly maneuvered for position and, giving his section leader extremely effective support, shot down one Zero.

★ Ens. Jack H. Reddinger, USNR, Jackson, Mich. (missing in action): Intercepting a large formation of Japanese bombers over Munda, he promptly engaged the enemy. With Zeros closing in on all sides, he downed two of them. He exhibited gallant fighting spirit through this and numerous other actions.

★ Ens. Charles S. Williams, USNR, Auburn, N. Y.: Making a high side approach on a Zero covering a dive-bomb raid on Rendova, he destroyed the enemy plane. He also took part in 27 combat missions between 21 June and 17 July 1943 in the Solomons area.

★ Ruel W. Davidson, Aviation Cadet, USNR, Birmingham, Ala.: During a low-altitude daylight bombing attack on Japanese ships in Kiska harbor, and in the face of intense antiaircraft fire and continuous attack by six Zeros, he performed his duties with courage and determination, thereby contributing to the severe damaging of two enemy vessels and the probable destruction of two Zeros (8 August 1942).

★ John R. Carlin, ACMM, USN, Spar-

Ray F. Bradlev.

AOM1c, USN, Alabama City, Ala.; Vito A. Capite, AOM1c, USNR, Worcester, Mass.; Roy M. Fortner, ARM1c, USN, Copperhill, Tenn.; William W. Herlihy, ARM1c, USN, Westboro, Mass.; Edward O. Jones, ARM1c, USN, Atlanta, Ga.; Pierce J. Lyons, AMM1c, USN, New York, N. Y.; Hans J. Oleson, AMM1c, USNR, Gayville, S. Dak.; William A. Perisho, AMM1c, USNR, Zea- ring, Iowa; Leo L. Mahoney, AMM2c, USNR, Aurora, Ill.; James T. Freund, AMM3c, USN, Penn Run, Pa.; Everett M. Hunt, Slc, USN, Norfolk, Va., and Walter A. Kmiecik, Slc, USN, Lorain, Ohio: When an enemy sub was sighted, these crewmen of patrol planes in the South Atlantic carried out their duties with thoroughness and efficiency. Expert marksmanship strafed the U-boat and prevented the enemy crew from manning their guns, thereby helping destroy the craft.

★ William H. Jackson, ACMM, USN, Endicott, N. Y.; Harry E. Porter, AMM1c, USN, Savannah, Ga.; Orville P. Walker, AMM1c, USN, Fullerton, Ky.; William F. Land, ARM2c, USNR, Miami, Fla., and John F. Connelly, AMM3c, USN, Woodside, N. Y.: When a U-boat was sighted on the surface about eight miles away, these crewmen of a PBV patrol plane rendered valuable assistance to the plane commander in launching a surprise attack. The sub's deck was raked with cannon fire and depth charges broke it amidships, leaving oil and wreckage scattered across the sea.

★ Richard Bass, AMM1c, USN, Stantonburg, N. C.: Manning a gun when his patrol plane sighted a U-boat, he strafed the sub and prevented the enemy crew from manning their guns, thereby contributing to the eventual destruction of the ship.

★ Martin J. Battuello, AMM1c, USN, Calumet, Mich.: When his plane was attacked by six enemy fighters over Kiska harbor, he cleverly feigned an injury and lured one of the Jap planes into close range. He then poured a stream of lead into the Zero which fell to probable destruction (8 Aug. 1942).

★ Anthony W. Brunetti, ARM1c, USN, Bridgeport, Conn.: As radioman-gunner of a dive bomber in the Solomons from 26 April to 28 July 1943, he carried out his duties with extreme skill and courage. On 17 July he took part in a raid on Japanese ships in the waters off Kahili and shot down one Zero, thereby contributing to the success of his squadron in sinking four destroyers and severely damaging a light cruiser.

★ Lyle H. Fast, ARM1c, USN, Montrose, Calif.: As radio-gunner of a dive bomber in action against Japanese forces in the Solomons from 28 September to 5 November 1942, he participated in numerous missions. On 8 October he destroyed an enemy float plane. Later he effectively strafed hostile positions, enabling our ground forces to repulse a threatened attack.

★ Chester F. Heilig, PhoM1c, USN, Minneapolis, Minn.: As photographer in a Ventura bomber in the Aleutians from 24 June to 15 August 1943, he took part in 16 special flights to obtain low-level photographs of landing beaches and enemy installations. Although his plane was damaged twice by Jap gunfire, he persisted in his photographic runs, climaxing six of them

with low-altitude bombing attacks upon the positions photographed.

★ James A. Welch, ARM1c, USNR, Ramhurst, Ga.: As a crew member of a bomber attached to the Atlantic Fleet, he sustained painful shrapnel wounds in the head during an engagement with a U-boat. He continued to carry out his duties in the smoke-filled radio compartment while his crippled plane pressed home an aggressive attack with depth charges. By transmitting emergency signals when his plane was forced to make a water landing, he contributed to the subsequent rescue of the surviving crew members.

★ William A. Combs, ARM2c, USN, Belhaven, N. C.: When his torpedo bomber was attacked by seven Zeros during an unescorted flight over Rendova on 30 June 1943, he shot down one with an accurate burst of fire. Later, he probably destroyed a bomber which was returning from an attack upon our shipping in Blanche Channel.

★ Thomas Panno, ARM2c, USN, Linden, N. J.: During a period of intense activity against the Japanese from 28 September through 5 November 1942, he rendered invaluable service to his pilot as radio-gunner of a dive bomber. During numerous missions he helped sink several Japanese warships and transports. On 19 October he aided materially in destroying a hostile float plane as it attempted to intercept our bombing attack on Jap installations.

★ Bernard G. Robinson, AMM2c, USN, Redwood, City, Calif. (posthumously): As turret gunner in a torpedo plane during a strike against Japanese shipping in Kahili harbor, he opened fire on a Zero and destroyed it. When his plane was subsequently attacked by three Zeros, he succeeded in scoring a direct hit which sent one into the sea.

★ Robert R. Seneker, ARM2c, USN, Los Angeles, Calif.: As radioman-

gunner in a bomber from 26 April to 28 July 1943, he helped inflict serious damage on Japanese shore installations and shipping. During a raid against enemy vessels off Kahili on 17 July, he shot down one Zero, thereby contributing to the success of his squadron in sinking four destroyers and in severely damaging a light cruiser.

★ Anthony Albert, ARM3c, USNR, Gloucester, Mass.: As gunner of a PBV patrol plane, he rendered valuable assistance to the pilot in launching a surprise attack on a submarine. The sub's deck was raked with cannon fire, and depth charges raised it completely out of the water and broke it amidships. Oil and wreckage proved the U-boat had been destroyed.



J. A. Welch,
ARM1c



R. R. Seneker,
ARM2c

Letters to the Editor

(Continued from Page 36)

say that is the reason why the badge resembles the globe.—E.W.A., Flc (EM).

• O. K. Any others?—ED.

TO THE EDITOR:

On page 57 of your January 1944 issue, I noted in your "What is Your Naval I. Q.?" column that the question was asked: "Has the Navy an official song?" The answer to this was "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."

I would like to invite your attention to a letter from the Chief of Naval Personnel to the Commandant, Fifth Naval District, relative to the Victory verse of *Anchor's Aweigh* (copy attached). While this letter does not officially designate *Anchor's Aweigh* as the naval song, it is clearly a recognition of *Anchor's Aweigh* and of its author, Capt. Alfred H. Miles, USN (Ret), now on duty as commanding officer of the section base at Little Creek, Va.; and there does not seem to be any doubt but that usage makes *Anchor's Aweigh* the Navy song.

(The letter said: "It is anticipated that an account of the circumstances under which the song *Anchor's Aweigh* was composed, together with the new verse for the song, will appear in a coming issue of the Bureau of Naval Personnel Information Bulletin. [The article was carried in the February 1943 issue, page 34.] The commandant is requested to convey to Comdr. A. H. Miles, USN (Ret), the congratulations of the Chief of Naval Personnel on the outstanding success of the song.")

This information is given you for the benefit of the editor of your I. Q. column and was obtained from Captain Miles. You are correct in stating that *Anchor's Aweigh* was originally written as a football song but it has outgrown that and now, by universal usage throughout the world, *Anchor's Aweigh* is entitled to recognition as the official Navy song.—G.L.M., Lieut., USNR.

• The answer still stands. The Navy Department has not designated any song as official. The BULLETIN, however, is pleased if publication in the BULLETIN constitutes a high honor.—ED.

TO THE EDITOR:

Is a man who served four years in the Army entitled to wear a hash mark on his Navy uniform? I would like to receive this magazine monthly.—J.P., CM1c.

• As to the hash mark for Army service, no. The INFORMATION BULLETIN is published for all hands and you should seek a copy each month from your immediate commanding officer or your library. It is not mailed to individuals. See note on page 71 of this issue concerning distribution of the BULLETIN.

TO THE EDITOR:

In the BULLETIN of January 1944, page 56, it is stated that "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."

The instructors of the Specialist (S) Shore Patrol Service School are interested in knowing where the authority for this statement can be found, as Uniform Regulations make up a part of the curriculum of this school.

The authority for wearing a service stripe upon completion of a full four years of active service is stated plainly both in Navy Regulations and Uniform Regulations, but we have not been able to find the authority for the above statement in either.

The question also has arisen as to whether 'hash marks' earned while in the Army may be worn on a Navy uniform.—W.G.B., Y3c.

• In Bureau of Navigation Circular Letter No. 109-19, 4 August 1919, permission was granted to discharged 'duration of the war' men who reenlisted to wear a service stripe for their 'DOW' enlistment. As to hash marks for Army service, the answer is no.—ED.

TO THE EDITOR:

The attached drawing is intended as a suggestion [for the top of the back cover] to provide more complete coverage of the BULLETIN to all hands. Some individual in each unit could be required to enter the names on the list and provide for distribution to the first name on each copy. This individual would enter his name last, and when each copy had been circulated and returned to him, he would reroute it to the names on lines A, B and C, if any. When returned, the copies would be placed on file or made accessible to personnel for further reading.—W.R.J., Navy Dept.

• The suggestion is appreciated but has not been followed because BuPers does not wish to undertake to tell local commanding officers how to distribute the BULLETIN beyond its basic directive (see page 71) that all hands have quick and easy access to each issue of the BULLETIN. However, the suggested routing slip is reprinted herewith for such use as may be seen fit by individual commands.—ED.

TO THE EDITOR:

It has repeatedly come to my attention that many officers and men are uninformed as to the naval and military insignia of our allies. It is suggested that charts illustrating these insignia be published in an early issue of the INFORMATION BULLETIN.—C.E.F., Jr., Comdr., USN.

• An article on this subject, with illustrations in color, will be printed in the BULLETIN in the near future.—ED.

TO THE EDITOR:

Are applications still being taken for admission to the Navy School of Military Government and Administration? If so, what are the requirements—H.S., Lieut., USNR.

• Yes, the Navy is asking and receiving such applications from officers in the service at the present time. See INFORMATION BULLETIN for January, page 56, for requirements.—ED.

TO THE EDITOR:

I would like to know if a regular Navy man on a six-year enlistment is eligible for a Good Conduct Medal at the end of three years.—E.N.B., Y3c, USN.

• Yes. You may wear a ribbon bar at the end of three years and a pin bar at the end of six years. This is subject to the usual regulations, that you must have the recommendation of your commanding officer, have the required marks and have no offenses charged against you.—ED.

TO THE EDITOR:

On reading Alnavs 163 and 164 of 21 September 1943 to 20 October 1943 in the November issue of the BULLETIN, it is found that these Alnavs do not contain the information which is briefed in that issue, page 77, under the heading Alnavs, regarding information on courses in naval construction and engineering and naval architecture. Where may this information be found?—J.E.McB., Lt. (jg), USNR.

• This information appeared in All Ships and Station Despatches 22224 and 222124, of September 1943 (issued by the Chief of Naval Personnel). By coincidence, these despatches were numbered 163 and 164, and issued at the same time as Alnavs 163 and 164, and mistaken for the Alnavs.—ED.

TO THE EDITOR:

Was the USS *Gwin* awarded the Presidential Unit Citation for action on the night of July 6, 1943?—L.B.C., CBM, USN.

• No.—ED.

DISTRIBUTION

This is NOT a personal copy. This publication is distributed on the basis of one copy for each ten officers and men. Do not retain this copy for more than three days. Within that time place it in the hands of the person whose name appears next on this list.

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TO THE EDITOR:

In your December 1943 issue, inside back cover, you published an official Marine Corps photo, giving Navy credit. I was of the opinion that Marine Corps credit is given to all photos by Marine photographers. Also, all the pilots in the OS24 formation are Marine pilots stationed at this field and patrolling the Caribbean waters, who, in my opinion, should receive due credit for such precision flying.

It made me extremely happy though to see that photograph published, as it is my most highly prized shot taken to date, and I sincerely thank you.—H.K., MTSGt., USMC, Photographer.

• There was no indication on the original photograph sent to Washington that the picture, showing nine planes in close massed formation, was made by a Marine Corps photographer. Marine Corps credit always is given when it is known that the photographs have been made by a Marine Corps photographer. And in this instance especially: all credit for real bell-ringing flying and photography.—ED.

TO THE EDITOR:

Now that the chief steward and chief cook are no longer allowed to wear khaki uniforms, what will be our uniform for summer? Are we allowed to wear slate gray? Are we allowed to wear the garrison cap?—C.A.D'V., CSt, USN.

• The uniform for summer, white. You will not be allowed to wear slate gray until it is authorized for all enlisted men in the Navy. Garrison cap, no. The khaki uniform was never authorized for cooks and stewards.—ED.

TO THE EDITOR:

I enlisted in the Navy 11 December 1933 and was discharged (E.E.) (C.G.) 15 September 1937. I reenlisted 18 September 1939, and my understanding was that my previous service was to be applied on transfer to the Fleet Naval Reserve after 20 years' service.—C.R.L., SC1c, USN, F.P.O., New York, N. Y.

• Yes, according to present rulings, provided you are physically qualified for duty at the end of your twentieth year of service, broken or otherwise.—ED.

TO THE EDITOR:

In your January 1944 issue, page 69, under "Service Requirements for Longevity Pay," you state that: "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."

Information is required as to the correctness of the above, underlined [printed in italics].

If correct, does this apply only to warrant officers who are promoted to commissioned warrant, or also to CPO's and PO's first class who are promoted to commissioned warrant?

Disbursing officers have ruled that they cannot pay the pay of a warrant and the allowances of a chief warrant.—E. N., Ch.Mach., USN (Ret), Kansas City, Mo.

• The paragraph quoted above was correct and applied only to warrant



WAVES Newsletter (Washington, D. C.)

"Ob-b! I thought it had something to do with water!"

officers promoted to commissioned warrant, not to CPO's and PO's first class.—ED.

TO THE EDITOR:

After going over the article in the January INFORMATION BULLETIN, on "Service Requirements for Longevity Pay," I find that my service does not quite fit in any place. Yet it seems to me it should be worth pay as well as that listed. It includes National Guard, 1923-26 and 1938-1940; Regular Army, federal service, 1926-27; Army Officers Reserve Corps, 1926-1941, and active Naval Reserve, 1941 to date.—P.R.B., AMM1c, USNR.

• Your regular army and present naval service both count toward longevity pay. Only service in the active National Guard may be recognized for this purpose. The service in the Army Officers Reserve Corps cannot be counted, except for periods of active (not training) duty. Read the article over again, carefully, and the answers for each of your previous periods of service should be clear. Service not covered in the article may be construed

more than one row of three ribbons is worn there seems to be nothing in the regulations which clearly states whether the order begins at the top or the bottom of two or more rows, nor is it clear whether the order passes from left to right or right to left across each bar.—I.W.S., Lieut. (ChC), USN.

• By BuPers Circ. Ltr 107-42, 29 July 1942, Article 15-2, Uniform Regulations, was amended to read: "Subparagraph (d) add the following sentence: (d) the arrangement of the service ribbons by seniority (indicated in Art. 15-4 below) shall be from the top down and from inboard-outboard on the left breast of the blouse."—ED.

TO THE EDITOR:

I would appreciate information with reference to clothing allowance for a chief petty officer recalled to active duty a day after having been placed on the retired list. I feel I am entitled to the clothing allowance.—W.D.R., Chief Boatswain, USN.

• Whether discharged, released from active duty, or retired, the regulations are the same. An enlisted man must be out of the service three months or more before he is entitled to the clothing allowance upon his return to active duty. Therefore, you are not entitled to it.—ED.

TO THE EDITOR:

I would like to know if applications are again to be processed for E-V(S), WO.-A.W., Ens., USMS.

• For permanent appointment of men from civilian life, no. For temporary promotion of men in the service, yes. BuPers Circular 152-43 outlines the policy regarding promotions of enlisted personnel to temporary ranks. A commanding officer may recommend a petty officer first class or above for warrant or commissioned rank any time he sees fit. This includes petty officers first class, CPO's, warrants and commissioned warrants, who may be recommended for rank as high as lieutenant (junior grade).—ED.

First Broadcast

Of Actual Attack Against U-Boat

Listeners tuned in on the Meet Your Navy program on 28 January heard a recording, the first ever broadcast, describing an actual attack against a German U-boat. Varying roles were played by an aircraft carrier, escorting destroyers and aircraft. The commentator was Lieut. Charles E. Dillon, USNR, of Alexandria, Va., on the escort carrier. Following is a transcript:

DILLON: A moment ago here in the air plot of this carrier, which is the nerve center of all radio communication with Avengers and Wildcat fighters in the air, we caught a radio

transmission from another U. S. aircraft carrier in the same area—she is very close to us here—apparently she is in the middle of making an attack. We're going to try to keep on her radio frequency now and see if we



Lieut. Dillon

can pick up some more of her transmissions.

CARRIER: Keep sharp lookout for debris.

DILLON: That was the carrier—that was the other carrier we're listening to, telling her destroyers to be on the lookout for debris—one of the pilots apparently attacked a sub-

marine which has submerged. A lot rier are gathered around this radio receiver here listening very intently to the other ship—it's the same kind of ship—making an attack on submarines that this ship also is looking for.

DESTROYER: We are heading for spot that hears submerged—we are heading for spot that hears submerged. Let me know when you can see me—over.

PLANE: This is Brad (Lt. (jg) Harold G. Bradshaw), I can both see and hear you—over.

DESTROYER: Does this look about right—does this look about right—the course—over?

PLANE: About five degrees to starboard, relative—over.

DILLON: That was one of the screening destroyers of the other carrier we're listening to, saying that she was heading for the spot that hears submerged. Hears, of course, means submarine. The destroyer was talking to one of the Avenger bombers in the air near her. The Avenger, of course, made the original attack. That destroyer out there working with the airplane—you can imagine the scene, the airplane is circling around over the destroyer, the submarine is under the surface—the destroyer is listening for it with its sensitive sound instruments.

DESTROYER: We have contact. We have contact; watch us. We have contact, watch us—over.

PLANE: Roger from Glenn.

CARRIER: Drop pattern, drop pattern—answer.

DILLON: The destroyer says he has a contact, to come in—the plane replied and the carrier came in on it.

CARRIER: Are you still on the beam—over?

DESTROYER: Affirmative, affirmative.

DILLON: The other carrier we're listening to called its destroyer out there over the submarine, asking if the destroyer could still hear the submarine. The destroyer said that he could, that affirmative, affirmative he was still on the beam, that he could still hear the submarine.

DESTROYER: He's going very slow, he's going very slow. Don't let him get away—over.

DILLON: You heard the destroyer saying he was going very slow, warning, "Don't let him get away."

DESTROYER: I think I've got him, I think I've got him, watch us—over.

DESTROYER: I've got him, I've got him now—over.

DILLON: The destroyer says he's got him, he's got him now.

Answers to Quiz on Page 47

1. Panama canal (width), Brooklyn bridge (height).
2. (d).
3. The *Alfred, Columbus, Cortes, Andrea Doria* and *Providence* (December 1755). (a).
5. That part of the hull which is alternately under and out of the water as the ship rolls.
6. (c).
7. At the magnetic equator, the earth's magnetism is horizontal only. At all other places it has a vertical component. Because of the absence of vertical magnetism, induced vertical effects on compasses can be separated from permanent effects and adjustments can be made which will greatly assist establishment of permanent correctors.
8. On the "water wagon."
9. Captain Hopley Yeaton, 21 March 1791.
10. She was Admiral Dewey's flagship at Manila Bay.
11. Green, representing Europe; black and white, representing Germany; brown for Africa; red, green and white, for Italy; and red, white and blue for the U. S.
12. Deceased American Navy, Marine Corps and Coast Guard officers and enlisted men who have rendered distinguished service to their country, above and beyond the call of duty; former secretaries and assistant secretaries of the Navy; members of Congress who have been closely identified with naval affairs; inventors.
13. True.
14. (c).
15. A Japanese aircraft carrier of the Akagi class.
16. (b).
17. (c).
18. Active status: (a) full commission, (b) reduced commission, (c) in service not in commission; inactive status: (a) commission in reserve, (b) commission in ordinary, (c) out of commission, not in service.
19. A commander-in-chief.
20. A schooner without topsails.

Answers to Problem on Page 59

- (1) 99 divided by 99 plus 9 equals 10.
- (2) 33 times 3 plus 3/3 equals 100.
- (3) 11 raised to the 11th power (11¹¹).

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HOW AND WHEN YOU MAY VOTE (IV)

As this article is written the Congress is considering amendments to the existing servicemen's voting law (Act 16 September 1942, Public Law 712, 77th Congress, otherwise known as "The Ramsay Act"). Several states, including Maryland and Ohio, are awaiting congressional action to consider the passage of further special legislation for servicemen voting. The information below is based on the law as it existed on 15 February 1944.

The following five points are emphasized:

1. The commanding officer of each unit should have available an adequate supply of postcard applications for absent voters' ballots. However, reproduction locally or in letter form is permissible. A copy of such postcard application is printed on next page.
2. The applicant for a *primary* ballot must state his party affiliation or preference.
3. The applicant should print or type his name and address under his signature on the application.
4. No commissioned, non-commissioned, warrant or petty officer shall suggest to any member of the armed forces that he shall vote, shall not vote, or that he shall vote or not vote for any candidate.
5. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be referred to his Secretary of State at once.

There is balloting in 15 states prior to 1 June, namely, a state election in Louisiana and party primaries in the 14 states as indicated below.

ALABAMA

Alabama holds its first Democratic primary on 2 May and its run-off Democratic primary on 30 May. There are no Republican primaries in Alabama.

The election authorities interpret the laws regulating primaries as unaffected by the Ramsay Act.

The serviceman, desiring to vote in the coming Democratic primaries, makes application to the probate judge of his home county not more than twenty (20) days or less than five (5) days before primary day. No special form of application is required. The postcard will be honored. A separate application must be made for each primary. Registration and payment of poll tax are required. Upon receipt of the ballot, it should be executed at once according to accompanying instructions and received back by primary day.

CALIFORNIA

California holds its primaries on 16 May.

The serviceman desiring a ballot may make application at any time. *The party affiliation of the applicant must be indicated.* No special form of application is necessary. The postcard application will be honored. While registration is necessary, if any applicant is not registered, a ballot will be forwarded to him with an accompanying affidavit. When the ballot and the affidavit are made out and received back in California, it will constitute registration.

Upon receipt of the ballot, the serviceman should execute it at once in accordance with accompanying instructions. It must be executed by 16 May and received back in California by 1 June.

FLORIDA

Florida holds its first primary on 2 May and its run-off primary on 23 May. The serviceman should make application on the postcard application. One postcard ap-

plication is sufficient for both primaries. *The applicant must state his party preference.* Registration is not required. The applicant must be stationed without the state. If a voter has never been registered, it is expected that the local canvassing board will record his votes for candidates for federal offices only. Application should be made at once. The ballot should be executed according to accompanying instructions and received back by primary day.

ILLINOIS

Illinois holds its primaries for the nomination of candidates for both federal and state offices on 11 April. By special provision the names of candidates for state, county and local officers are printed on the special war ballot. If a serviceman desires to vote, he should forward the postcard, a copy of which accompanies this article. *The applicant must indicate his*

IF YOU LIVE IN ALABAMA, CALIFORNIA, FLORIDA, ILLINOIS, INDIANA, LOUISIANA, MARYLAND, NEBRASKA, NEW JERSEY, NORTH CAROLINA, OHIO, OREGON, PENNSYLVANIA, SOUTH DAKOTA OR WEST VIRGINIA
THE FOLLOWING INFORMATION IS OF INTEREST TO YOU

State	Election* Date	Earliest date state application for: "official war ballot" covering only federal offices to be voted on	regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Ala.	2 May 30 May	Not applicable Not applicable	12 April 10 May	26 April 24 May	2 May 30 May
Calif.	16 May	At any time	At any time	10 May	Marked by 16 May and received by 1 June
Fla.	2 May 23 May	At any time At any time	At any time At any time	No time limit No time limit	2 May 23 May
Ill.	11 Apr.	13 March	13 March	6 April	11 April
Ind.	2 May	Not applicable	2 April	17 April	2 May
La.	18 Apr.	Not applicable	At any time	At any time	18 April
Md.	1 May	At any time	17 March	No time limit	Must be marked by 1 May and received back by 8 May
Nebr.	11 Apr.	Not applicable	12 March	9 April	Must be mailed by 10 April and received by 14 April
N. J.	16 May	At any time	At any time	At any time	16 May
N. C.	27 May	At any time	At any time	At any time	27 May
Ohio	9 May	Not applicable	9 April	4 May	5 May
Oreg.	19 May	Not applicable	9 April	8 May	13 May
Pa.	25 Apr.	6 March	6 March	25 March	Must be mailed by 25 April and received by 5 May
S. Dak.	2 May	Not applicable	10 April	No time limit	Must be marked by 17 April and received by 2 May
W. Va.	9 May	Not applicable	At any time	29 April	9 May

* All elections listed in this box are primary elections except for the State of Louisiana, which holds its regular election for state or local officers on date shown.

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party affiliation. This postcard should be mailed so that it will be received by the Secretary of State at Springfield on or immediately after 13 March. Upon receipt of the ballot, it should be executed in accordance with accompanying instructions. It must be returned to the officer (election official) from whom it was obtained in time for delivery by him to the proper polling place before the closing of the polls on the day of the primary.

Amendments to the election laws, recently enacted by a special session of the Illinois legislature, are not effective until after the coming primary.

INDIANA

Indiana holds its primaries on 2 May. The election authorities interpret the laws regulating primaries as unaffected by the Ramsay Act.

Therefore, the serviceman, who desires to vote, must make application for a complete state ballot. No special form of application is necessary. The postcard application will be honored. However, if the printed postcard is used, the serviceman should strike out the words "official war ballot" and insert "state absentee ballot." In order to obtain such ballot the applicant must be registered.

The applicant must indicate his party affiliation. The application should be received by the Secretary of State, Indianapolis, not before 2 April nor later than 17 April. Upon receipt of the ballot, it should be executed at once according to accompanying instructions and promptly mailed in order that it will be received back in Indiana by 2 May.

LOUISIANA

Louisiana holds its regular election for state or local officers on 18 April. Because no federal officers are chosen at this election, the Ramsay Act does not give to the serviceman any right to vote greater than that provided by the state law.

However, the state of Louisiana will accept the postcard as an application for the state absentee ballot. The address of the Secretary of State to whom the application should be forwarded is Baton Rouge, Louisiana.

MARYLAND

Maryland holds its primaries on 1 May. Servicemen may vote by absentee ballot in accordance with (1) the federal law or (2) the state law.

Because only candidates for federal offices are voted for in the coming primaries and it has been ruled that the waiver of the requirement of registration contained in the federal law cannot be constitutionally recognized in Maryland, the result of either method is the same.

The only difference in the method of making the application is that under the

federal law it is addressed to the Secretary of State, Annapolis, to be received by him at any time and under the state law it is addressed to the Board of Supervisors of Elections of the applicant's home county (or Baltimore City) to be received thereat not before 17 March.

The printed postcard application will be honored. However, if it is used under the state law, the words "official war ballot" should be stricken out and the words "absent voter's ballot" inserted.

Upon receipt of the ballot, it should be executed according to accompanying instructions. It must be marked by 1 May and received back by 8 May.

In either method, *the party affiliation of the applicant must be stated.* The registration of a serviceman is permanent.

There is the likelihood, when final congressional action is taken, that a special session of the Maryland legislature will be convened to liberalize the present law. Servicemen from Maryland should keep informed of such developments.

NEBRASKA

Nebraska holds its primaries on 11 April.

Candidates for both federal and state offices will be nominated by the respective parties.

The Navy Department is informed that the election authorities of Nebraska interpret its laws regulating primaries as unaffected by the Ramsay Act. The postcard is not acceptable as an application for a ballot or registration. Therefore, in accordance with the state laws of Nebraska, the serviceman should request at once an application for an absent voter's ballot from the clerk of the county in which the absent voter resides (in Omaha, from the election commissioner); make it out according to the accompanying instructions; and then mail it to the clerk of the county from whom it was obtained. Registration is required. *The application must state the party affiliation of the serviceman.* It thereafter should be mailed so that it will be received by the county clerk on or immediately after 12 March. The county clerk will thereupon forward the absent voter's ballot to the serviceman, who will execute it according to accompanying instructions. Thereafter it must be forwarded to the county clerk. The return envelope must bear postmark not later than 12 o'clock midnight of the day preceding primary day.

NEW JERSEY

New Jersey holds its primary on 16 May.

A serviceman desiring to vote may make application at any time for an absent voter's ballot. No specified form of application is required. The postcard application will be honored. *The party affiliation of the applicant must be stated.*

Registration is required. Application for registration must be in person. Upon receipt of the application, a ballot for all federal, state and local offices will be forwarded. The serviceman should execute it according to accompanying instructions and mail it at once in order that it may be received back by 16 May.

NORTH CAROLINA

North Carolina holds its primaries on 27 May.

Application for an absentee ballot may be made at any time prior to the primary. It must be signed by the voter or in his name by a member of his immediate family. *The application must show the party affiliation of the precinct in which the applicant is registered.* It should be addressed to the Chairman of the Board of Elections of the applicant's home county. Receipt of a postcard application for ballot constitutes registration of an applicant otherwise qualified. Thereafter, the applicant will receive an absentee ballot for all federal, state and local offices. Upon receipt of the ballot, it should be immediately executed according to accompanying instructions and mailed at once to the Chairman of the County Board of Elections of the voter's home county, who must receive it before the closing of the polls on 27 May.

OHIO

Ohio holds its primaries on 9 May. The election authorities interpret its laws regulating primaries as unaffected by the Ramsay Act. Therefore, the so-called "official war ballot" will not be issued.

However, the printed postcard application will be honored.

Registration is required in cities with a population of 16,000 or more and in smaller cities if so provided by ordinance or in a county if required by the county board of elections.

If the applicant resides in a community requiring registration and is registered or resides in a community not requiring registration, the postcard application will be considered an application for an absent voter's ballot. Upon receipt of the application from the Secretary of State, it should be executed at once and mailed to the designated election authorities. Thereafter the ballot will be forwarded to the applicant. It should be executed according to accompanying instructions and mailed in order that it be received back by 5 May.

If the applicant resides in a community requiring registration and is not registered, the postcard application will be honored and upon its receipt by the Secretary of State, he will forward appropriate registration forms and an application for an absent voter's ballot. Both should be executed according to accompanying in-

(Date) _____

Secretary of State of: _____

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 certified by: _____ (Signed) _____

(To be signed by any commissioned officer)
SPC 16-30239-1

FREE
(Official War Ballot)

SECRETARY OF STATE OF _____

(City) _____

(State) _____

- 16-30239-1

Both sides of postcard for use in requesting official war ballots. Cards may be obtained from commanding

officers. If used to apply for ballots in primary elections, party affiliation or preference must be stated.

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structions and returned at once. Upon receipt of the ballot, it should be executed according to accompanying instructions and mailed so it will be received back by 4 May.

In either instance the applicant must state his party affiliation or preference on the application for a ballot.

OREGON

Oregon holds its primaries on 19 May. Because of the liberal provisions of its laws relating to servicemen voting, Oregon will not distribute "official war ballots."

However, the postcard application will be honored. The applicant must state his party affiliation. While registration is required, if the applicant is not registered, the receipt of the post card application constitutes registration. Therefore, the serviceman desiring to vote, whether registered or not, should forward the postcard application in order that it be received not earlier than 19 April or later than 8 May. Upon receipt of the ballot, it should be executed at once and mailed in order that it be received back by 13 May.

PENNSYLVANIA

Pennsylvania holds its primaries for the nomination of candidates for both federal and state officers on 25 April. Members of the armed forces vote in accordance with (1) the federal law, or (2) the state law hereinafter briefly outlined.

If the serviceman chooses the first method, his ballot is limited to federal offices. He should use the postcard, a copy of which is printed on page 62. Thereon should be indicated his party affiliation. It should be mailed at once to the Secretary of State at Harrisburg. The ballot, when received, should be executed in accordance with accompanying instructions.

If the serviceman desires to use the second method, his ballot includes all offices, both federal and state.

An applicant therefor must be registered. However, the registration of any in the armed services may not be canceled. Furthermore, any person in the armed services may secure a registration card at any time by making written application to the registration commission having jurisdiction at the place where the applicant resided on the date of entering the service. Appropriate forms will be forwarded by the commission upon receipt of the application.

Application on a special form to be obtained at once from the Secretary of State at Harrisburg should be made not before 6 March nor later than 25 March to the county board of the county where the applicant is registered for a military ballot. The application must state the political party in which the applicant is enrolled. The ballot should be executed according to accompanying instructions. The return envelope must be postmarked prior to midnight 25 April and received by the county board before 5 May.

SOUTH DAKOTA

South Dakota holds its primaries on 2 May.

The Navy Department is informed that the election authorities of South Dakota interpret its laws regulating primaries as unaffected by the Ramsay Act.

The serviceman, therefore, makes application to the county or city auditor or the town clerk of his home community for an absent voter's ballot. No special form of application is required. The postcard application will be honored. The party affiliation of the applicant must be stated. Registration is required. However, if a serviceman is not registered, he may file an affidavit stating his absence from the state during the registration period. This affidavit will constitute adequate registration. Upon receipt of the ballot, it should be executed at once according to accompanying instructions. It must be marked by 17 April and received back by 2 May.

WEST VIRGINIA

West Virginia holds its primaries on 9 May.

The election authorities do not recognize the applicability of the Ramsay Act to these primaries.

February 1944, and appearing in the N. D. Bul. for 15 Feb. 1944 as No. 44-187.

The following is an informative release by the Secretary of State of West Virginia:

"West Virginians who are members of the Armed Services of the United States, may now register, and Vote by Mail in the Primary to be held 9 May under Senate Bill No 2 which was enacted by the Legislature at a Special Session convening January 3, 1944.

"Members of the Armed Services, who are not now registered can do so by requesting by letter, addressed to the County Clerk of the County in which they resided at the time of their induction into the Services, for a Registration blank. After filling in and signing the blank and having it certified by a Commissioned Officer, Warrant Officer or non-commissioned officer no lower in rank than a Sergeant or the equivalent Navy rating of any branch of any Armed Services of the United States or by some other person qualified to administer oaths, it shall then be returned to the Clerk of the County Court. A request for a ballot can be made by filing the application for a ballot, found on the reverse side of the Registration blank.

"Any one who is now registered and in the Armed Services, can make a request for a Ballot by writing to the Circuit Clerk of the County in which he or she is registered. This request can also be made by the Father, Mother or a Friend."

The equivalent Navy rating to that of a sergeant is a petty officer third class.

The applicant for a primary ballot must state his party preference.

Navy Liberalizes Purple Heart Award

Under terms of an Alnav issued by Secretary of the Navy Knox on 28 January 1944, the Navy Department set forth the definition of wounds for which men may be awarded the Purple Heart.

The Alnav, No. 26, reads:

"For the purpose of awarding the Purple Heart, a wound is defined as an injury to any part of the body from an outside force, element or agent sustained as the result of a hostile act of the enemy or while in action in the face of the enemy."

This definition is retroactive, and personnel who applied for the Purple

Heart and were turned down may apply again if the definition covers them.

The Navy heretofore has awarded the Purple Heart to men who suffered open wounds from shot or shrapnel in action against the enemy. Under the above definition, those who suffer such injuries as sprained or dislocated limbs or spines or appreciable gashes, cuts or bruises in ship and landing operations during battles may receive the Purple Heart if approval is granted by a delegated authority or by the Navy Department.

The term delegated authority is covered by Alnav No. 8-44 of 6 January 1944, which states: "Authority to award the Purple Heart in accordance with current directives governing this medal may be delegated by fleet commanders to officers in the Navy and Marine Corps senior to the rank of captain (colonel) who are exercising command and island commanders of the rank of captain (colonel)."

Standards Modified For Commissions In Naval Reserve

Physical and educational qualifications of enlisted men, warrant officers and commissioned warrant officers for permanent appointment as officers of the Naval Reserve to serve on general sea duty have been partially modified to meet present urgent needs of the service.

The modifications are temporary in nature. Requirements stated herein are minimum, and applicants should understand that applications are submitted for consideration only.

Previous minimum qualifications for permanent appointment as general-sea-duty officers are modified in part as follows:

Applicants shall not have reached their 38th birthday by 1 Jan. 1944.

They shall have a minimum visual acuity of 15/20 for each eye.

They must have completed successfully a minimum of two academic years of accredited college work and a minimum of one year of active sea duty on board ship since 7 Dec. 1941, except that for each semester of accredited college work over the two-year minimum requirement, three months may be deducted from the requirement of one year of active sea duty on board ship.

Heretofore, physical requirements have called for 18/20 vision in each eye. This is still a V-7 requirement.

The changes announced in Alnav No. 23 (N. D. Bul. [semi-monthly] 31 Jan. 44-75), represent a modification

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of educational requirements for permanent appointment as commissioned officers of the reserve.

Previous applicants for permanent commissions, from enlisted ratings, were required to meet the same standards as civilian applicants, although consideration was given to their enlisted service.

Requirements for temporary (not permanent) appointment of first-class petty officers and chief petty officers to commissioned rank will continue to follow the requirements as established in BuPers Circ. Ltr. 152-43.

Applications for commissions from beyond the continental limits of the United States may be forwarded to BuPers without transcript of educational record. Applicants will indicate the institution attended and BuPers will attempt to secure transcript from college immediately upon receipt of application.

Basic policy for these applications and appointments is contained in BuPers Circ. Ltr. 159-42 (20 Nov. 1942) and changes and additions as contained in Circ. Ltr. 152-43 and Circ. Ltr. 246-43.

All Enlistments

Extended Under Alnav

Provisions of Article D-9104, BuPers Manual, relating to discharges within three months prior to expiration of enlistment, have been suspended for the duration of the war and a period of six months thereafter, due to provisions of Alnav 155 of 15 December 1941, the Chief of Naval Personnel an-

nounced in Circular Letter No. 13-44 (N. D. Bul. [semi-monthly] 15 January 44-106).

Alnav 155, now applicable to expiration of enlistment, reads as follows:

"Enlistments of men in regular Navy, Marine Corps and Coast Guard who do not voluntarily extend or reenlist and all enlistments of men in reserve components thereof are hereby extended in accordance with act approved December 13, 1941, for a period of not later than six months after termination of war. Men so detained not entitled to enlistment allowance. No change present law governing payment enlistment allowance men who voluntarily reenlist or extend enlistment in regular Navy, Marine Corps and Coast Guard. Provisions Section 1422, Revised Statutes, suspended effective December 13, 1941."

Effort Being Made To Rotate Officers

Because of the ever increasing demands for experienced officer personnel in new construction, BuPers has been unable to prescribe any definite rotation of duty between sea and shore.

Every effort is being made to return officers who have been at sea for lengthy periods and to give them two or three months in the United States prior to returning to sea in a new ship.

Those officers who have had an exclusively long stretch of sea duty will, whenever possible, be given 12 to 18 months duty on shore within the continental limits.

There will, nevertheless, be many officers who should be brought home because of the extended duration of their sea cruise under fatiguing war conditions but who cannot be spared for rotation at this time. The Bureau is wholly cognizant of this but it must be emphasized that a specific policy of rotation can neither be established nor adhered to under the present situation when the Navy is faced with a critical shortage of trained sea officers and a rapidly and continuously expanding Navy.

New Bronze Star Medal Established for Heroism

In an executive order dated 4 February 1944, President Roosevelt established the Bronze Star Medal for award to anyone in the armed services who on or after 7 December 1941, "distinguishes, or has distinguished, himself by heroic or meritorious achievement or service, not involving participation in aerial flight, in connection with military or naval operations against an enemy of the United States."

The medal was established for the Navy, Marine Corps, Coast Guard and Army. With accompanying ribbons and appurtenances, the medal shall be of a design approved by the Secretary of the Navy and the Secretary of the War, or by commanding officers of the armed forces whom they designate. The secretaries also were authorized to establish regulations for the award, the regulations to be as uniform as practicable.

The President directed that "no more than one Bronze Star Medal shall be awarded to any one person, but for each succeeding heroic or meritorious achievement or service justifying such an award a suitable device may be awarded to be worn with the medal as prescribed by appropriate regulations. The Bronze Star Medal may be

Crime Doesn't Pay—In the Navy

Typical sentences for offenses against naval discipline were disclosed by BuPers Circular Letter No. 30-44, dated 29 January 1944, to impress upon naval personnel who may commit serious offenses the extent of punishment they will receive.

BuPers requests that wide publicity be given the following typical sentences recently approved, in actual cases, by the Secretary of the Navy:

Disobedience of orders and disrespectful language to superior officer

Desertion in time of war.
Desertion (out 13 days); applying government property to own use (whaleboat); stealing government property (2 sub M-guns and ammunition); theft (automobile); transportation stolen property in interstate comm. (guns, ammunition, car).

Forgery
Theft (\$51) from another person in Navy
Striking another person in Navy (fists)
Striking another person in Navy (fists)
Striking another person in Navy (knife)
Striking superior officer with dangerous weapon
Burglary (breaking and entering)
Stealing government property
Robbery
Assault with intent to commit murder

Reduced to apprentice seaman. Two years confinement, dishonorable discharge, and other accessories of sentence (these words are abbreviated in punishments listed below.)
Red. AS, 3 yrs. conf., DD & access.
Red. AS, 12 yrs. conf., DD & access.

Red. AS, 2 yrs. conf., DD & access.
Red. AS, 3 yrs. conf., DD & access.

Red. AS, 2 yrs. conf., DD & access.
Red. AS, 5 yrs. conf., DD & access.
Red. AS, 5 yrs. conf., DD & access.
Red. AS, 5 yrs. conf., DD & access.

Red. AS, 3 yrs. conf., DD & access.
Red. AS, 4 yrs. conf., DD & access.
Red. AS, 5 yrs. conf., DD & access.
Red. AS, 7 yrs. conf., DD & access.

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awarded posthumously, and, when so awarded, may be presented to such representative of the deceased as may be designated in the award."

Specialty Marks for New Ratings Designated

By Circular Letter No. 1244 (N. D. Bul. [semi-monthly] 31 Jan., 44-105) dated 15 January 1944, specialty marks as listed below will be worn for certain new ratings previously authorized by BuPers Circular Letter 205-43 (N. D. Bul. 15 October 1943, R-1491), corrected by BuPers Circular Letter No. 251-43 (N. D. Bul. 30 November 1943, R-1650).

The list follows:

Rating	Specialty Mark
Chief soundman	Soundman
Chief radarman	Radarman
Machinist's mate, third class	Machinist's mate
Motor machinist's mate, third class	Motor machinist's mate
Water tender, third class	Water tender
Boilermaker, third class	Boilermaker
Metalsmith, third class	Metalsmith
Chief molder	Molder
Molder, third class	Molder
Chief patternmaker	Patternmaker
Patternmaker, third class	Patternmaker
Chief painter	Painter
Buglemaster, third class	Buglemaster
Chief musician	Bandmaster
Musician, first class	Musician
Musician, second class	Musician
Musician, third class	Musician
Boatswain's mate A (master-at-arms)	Boatswain's mate
Torpedoman's mate E (electrical)	Torpedoman's mate
Torpedoman's mate V (aviation)	Torpedoman's mate
Fire controlman	Fire controlman
Fire Controlman R (same as fire controlman (R))	Fire controlman
Fire controlman S (submarine)	Fire controlman
Soundman H (harbor defense)	Soundman
Printers L and M (lithographers and multilith operators)	Printer
Painter V (aircraft painters)	Painter
Machinist's mate E (engineman)	Machinist's mate
Machinist's mate G (Industrial gas generating mechanic)	Machinist's mate
Machinist's mate R (refrigeration mechanic)	Machinist's mate
Machinist's mate S (shop machinist)	Machinist's mate
Aviation machinist's mate C (aviation carburetor mechanic)	Aviation machinist's mate
Aviation machinist's mate F (aviation flight engineer)	Aviation machinist's mate
Aviation machinist's mate H (aviation hydraulic mechanic)	Aviation machinist's mate
Aviation's machinist's mate I (aviation instrument mechanic)	Aviation machinist's mate
Aviation machinist's mate P (aviation propeller mechanic)	Aviation machinist's mate
Aviation ordnanceman B (aviation bombsight mechanic)	Aviation ordnanceman
Aviation ordnanceman T (aviation turret mechanic)	Aviation ordnanceman
Storekeeper D (disbursing)	Storekeeper
Storekeeper T (technical)	Storekeeper
Specialist F (fire fighters)	Letter inclosed in a diamond
Specialist Q (communications security)	Letter inclosed in a diamond
Specialist X (essential specialists who do not fit into any existing rating)	Letter inclosed in a diamond
Specialist Y (control tower operators)	Letter inclosed in a diamond

New Series of Naval Aviation Enlisted Training Courses Prepared

A new series of enlisted training courses in naval aviation, compiled according to subject rather than ratings, has been prepared and issued by BuPers, in cooperation with the Naval Air Technical Training Command.

Brand new in material, illustrations, style, size and method of presentation, the series is designed to meet the expanded and more specialized aviation rating system and the many technical changes that have developed in wartime aviation.

The courses were prepared by subjects because similar basic knowledge is required of several aviation ratings. Therefore, the information on a single subject is in a single book, easier to study and to understand. The books are designed primarily for self study, for use by enlisted men at shore stations or at sea, but they also may be used in classroom programs of naval training schools.

Included in the new series are two guide books, *The Enlisted Men's Guide* and *The Educational Officer's Guide*. The former lists the titles of publications to be studied by each rating, the sequence in which they are to be studied, and mentions useful supplementary publications. The latter contains information on how the books are to be used, who should use them, and examinations for advancement in rating.

For example, an enlisted man preparing for a specific rating would use the following books:

Aviation radioman: *Introduction to Airplanes, Mathematics, Hand Tools, Fundamentals of Electricity, Aircraft Communications, Aircraft Radio Equipment, and Advanced Work in Aircraft Radio.*

Aviation metalsmith: *Introduction to Airplanes, Mathematics, Blueprint Reading and Layout Work, Hand Tools, Aircraft Metals, Aircraft Welding, Aircraft Metal Work.*

Every request for new books must specify the appropriate NavPers number as well as the title listed below:

10301	<i>Enlisted Men's Guide to Aviation Ratings</i>
10302	<i>Educational Officer's Guide to Aviation Ratings</i>
10303	<i>Introduction to Airplanes</i>
10304	<i>Mathematics</i>
10305	<i>Blueprint Reading and Layout Work</i>
10306	<i>Hand Tools</i>
10311	<i>Fundamentals of Electricity</i>

10312	<i>Aircraft Radio Equipment</i>
10313	<i>Aircraft Communications</i>
10314	<i>Advanced Work in Aircraft Radio</i>
10315	<i>Aircraft Electrical Systems</i>
10316	<i>Advanced Work in Aircraft Electricity</i>
10321	<i>Aircraft Metals</i>
10322	<i>Aircraft Welding</i>
10323	<i>Aircraft Metal Work</i>
10331	<i>Airplane Structures</i>
10332	<i>Aircraft Hydraulic Equipment</i>
10333	<i>Aircraft Instruments</i>
10334	<i>Aircraft Engines</i>
10335	<i>Aircraft Fuel Systems</i>
10336	<i>Aircraft Propellers</i>
10341	<i>Aircraft Armament</i>
10342	<i>Aircraft Fire Control</i>
10343	<i>Aircraft Munitions</i>
10351	<i>Parachutes</i>
10361	<i>Aerology, Vol. I</i>
10362	<i>Aerology, Vol. II</i>
10371	<i>Photography, I</i>
10372	<i>Photography, II</i>

The first eight books listed above are scheduled for completion about 1 March 1944. Shipments will be made in groups as they become available. An initial distribution of the series will be made to aviation training and operational units as follows:

1. NATTCs, Carrier Aircraft Service Units, Headquarters Squadrons, detachments, carriers and ships servicing or carrying aircraft will receive books direct in the initial distribution.

2. Naval air centers, stations, and facilities, and Marine Corps air stations will receive sample sets direct.

3. Units not yet commissioned will receive the books in their regular commissioning allowance of enlisted training courses furnished by BuPers.

Activities listed above and units provided for in the initial distribution may secure additional copies of the publications after the distribution has been completed by directing their requests to one of the following distribution points:

1. BuPers, for vessels operating in the Atlantic, East Coast activities and all units not specified.

2. Educational officer, Eleventh Naval District, San Diego, Calif., for vessels and activities in West Coast area.

3. Educational officer, Fourteenth Naval District, Pearl Harbor, T. H., for vessels and activities operating in that district area.

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Regulations on Area Service Ribbon Stars

Stars Authorized for Personnel in These Operations or Engagements

Asiatic-Pacific Area

PEARL HARBOR	7 December 1941
WAKE ISLAND	8-23 December 1941
PHILIPPINE ISLANDS OPERATION	8 December 1941-6 May 1942
NETHERLANDS EAST INDIES ENGAGEMENTS— (Only one star for participation in one or more of the following)	
Makassar Strait	23-24 January 1942
Badoeng Strait	19-20 February 1942
Java Sea	27 February 1942
PACIFIC RAIDS—1942— (Only one star for participation in one or more of the following)	
Marshall-Gilbert Raids	1 February 1942
Air Action off Bougainville	20 February 1942
Wake Island Raid	24 February 1942
Marcus Island Raid	4 March 1942
Salamaua-Lae Raid	10 March 1942
CORAL SEA	4-8 May 1942
MIDWAY	3-6 June 1942
GUADALCANAL-TULAGI LANDINGS (incl. First Savo)	7-9 August 1942
CAPTURE AND DEFENSE OF GUADALCANAL	10 August 1942-8 February 1943
MAKIN RAID	17-18 August 1942
EASTERN SOLOMONS (Stewart Island)	23-25 August 1942
BUIN-FAISI-TONOLAI RAID	5 October 1942
CAPE ESPERANCE (Second Savo)	11-12 October 1942
SANTA CRUZ ISLANDS	26 October 1942
GUADALCANAL (Third Savo)	12-15 November 1942
TASSAFARONGA (Fourth Savo)	30 November-1 December 1942
RENNELL ISLAND	29-30 January 1943
ALEUTIANS OPERATION— (Only one star for participation in one or more of the following)	
Komandorski Islands	26 March 1943
Attu Occupation	11 May—2 June 1943
NEW GEORGIA GROUP OPERATION	20 June-16 October 1943— (Only one star for participation in one or more of the following)
New Georgia-Rendova-Vangunu Occupation	20 June—5 August 1943
Kula Gulf Action	5-6 July 1943
Kolombangara Action	12-13 July 1943
Vella Gulf Action	6-7 August 1943
Vella Lavella Occupation	15 August—16 October 1943
Action off Vella Lavella	6-7 October 1943
PACIFIC RAIDS—1943— (Only one star for participation in one or more of the following)	
Marcus Island Raid	31 August 1943
Tarawa Island Raid	18 September 1943
Wake Island Raid	5-6 October 1943
NEW GUINEA OPERATION	4 September 1943— (Date to be announced later)
TREASURY-BOUGAINVILLE OPERATION	27 October 1943— (date to be announced later)
BISMARCK ARCHIPELAGO OPERATION	15 December 1943— (date to be announced later)
GILBERT ISLANDS OPERATION	20 November 1943— (date to be announced later)

European-Africa-Middle Eastern Area

NORTH AFRICAN OCCUPATION— (Only one star for participation in one or more of the following)	
Algeria-Morocco Landings	8-11 November 1942
Action off Casablanca	8 November 1942
Tunisian Operations	8 November 1942—9 July 1943
SICILIAN OCCUPATION	9-15 July 1943;
SALERNO LANDINGS	28 July—17 August 1943
	9-21 September 1943

Note: All dates for above conform to local time for the area of the operation or engagement.

Regulations governing the wearing of stars on area service ribbons are promulgated in General Order 207, issued 7 February by acting SecNav.

No area campaign medals will be issued until the end of the war, but the wearing of duly awarded stars on the appropriate area service ribbon is authorized. Wearing of numerals on area service ribbons is not authorized, and no campaign clasps are authorized for the medals to be issued after the war.

Stars on area ribbons shall be bronze or silver, of a size to be inscribed in a circle $\frac{3}{8}$ -inch in diameter. The first star, of bronze, shall be centered on the ribbon; if more than one star is worn, they shall be placed in a horizontal line close to and symmetrically about the center of the ribbon. A silver star shall be worn in lieu of five bronze stars and shall be located as near the center of the ribbon as the symmetrical arrangement permits.

The primary requirement for the wearing of a star on an area service ribbon is honorable service in a ship, aircraft, unit or shore-based force at the time it participated in actual combat with the enemy in a designated operation or engagement.

Not more than one star will be awarded for a single operation or engagement. Units supporting an engagement or operation, but subject only to the ordinary hazards of war, do not merit an award.

All attacks on enemy submarines which have been, or are in the future, assessed a classification of "A" or "B" by the Committee for Assessment of Damage to Enemy Submarines, the British Admiralty U-Boat Assessment Committee, or the Joint British-United States Naval and Air Assessment Board for the Mediterranean, entitle personnel engaged to wear a bronze star on the appropriate area service ribbon.

From time to time, Cominch may authorize the award of a star to personnel of ships or aircraft engaged in patrols or service of maintenance, supply, mine-laying, minesweeping and other special operations which have resulted in an engagement in which a ship or aircraft has suffered damage from the enemy or has destroyed or severely damaged an enemy ship or aircraft. Stars also may be authorized for duty that did not result in actual combat, but which is considered equally hazardous.

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Operational Training Graduates May Wear Aircrew Insignia

Air crewmen graduates of operational training who are qualified as combat air crewmen now may wear the aircrew insignia, under provisions set forth in Circular Letter No. 22-44 (N. D. Bul. [semi-monthly] of 31 Jan., 44-115).

Heretofore, the graduate aircrewmen had to serve three months in a combat squadron as regularly assigned members of a plane crew before they were allowed to wear the wings of the combat air crewmen.

Provisions for wearing the wings, upon completion of operational training, are subject to several restrictions, detailed in the circular letter.

Slacks to Replace Coveralls for WR

Navy blue denim dungaree slacks and blue cotton chambray shirts may be designated for Women's Reservists when the nature of their work requires protective covering, under latest uniform changes announced 25 January 1944 by the Chief of Naval Personnel in a letter to all continental shore stations (Pers. 34—RT—A2-3).

These items eventually will replace the aviation coverall which will not be manufactured after the dungaree slacks and chambray shirts have been put into production. When these are prescribed for work, wearing of the regulation men's dungaree trousers and chambray shirt is optional.

When prescribed by the commanding officer, the navy blue garrison cap, now authorized for male personnel, may be worn by Women's Reserve officers and chief petty officers *within station limits*. Wearing of sweaters is optional when necessary for protection, and when approved by the commanding officer.

Further changes in the uniform regulations also are contained in the letter.

Publication Offered Ship's Service Officers

The Post Exchange Publishing Co., 292 Madison Ave., New York, N. Y., has a publication, *Post Exchange and Ship's Service Store*, which is available to ship's service activities at no cost. Ship's service officers who desire this publication may correspond with the above company. This does not constitute an endorsement of this publication by BuPers.

Officers of Regular Navy Have Precedence

To clarify the question of command as between regular and reserve naval officers of or above the rank of commander, Secretary of the Navy Knox has issued Alnav 36-44, dated 12 February 1944, as follows:

"The following change to Navy Regulations has been approved: Delete paragraph 150(8) and substitute: 'For the purpose of determining who shall exercise command over forces acting in conjunction, composed of vessels commanded by officers of the Naval Reserve and vessels commanded by officers of the regular Navy, or over military units composed of forces acting in conjunction, commanded by officers of the Naval Reserve and officers of the regular Navy, an officer of the reserve will be regarded as junior to commanders of the regular Navy, unless a specific officer shall have been ordered by higher authority to command the forces acting in conjunction.'"

Return of Uniform Regulations Requested

It is requested that all personal copies of U. S. Navy Uniform Regulations, 1941, be returned to the Bureau of Naval Personnel as soon as practicable. This was previously requested in BuPers Circular 227-43, the INFORMATION BULLETIN, December 1943, and the Navy Department Bulletin (semi-monthly) of 15 November 1943, but comparatively few copies have been returned.

U. S. Life Insurance Policy-Holders Given Fourth Option

Policy-holders of U. S. Government Life Insurance have been given the benefit of a fourth plan which they may select for payment of insurance benefits to their beneficiaries, the Veterans' Administration has announced.

This type of insurance is held only by veterans of World War I and those who applied for it before 8 October 1940, and should not be confused with National Service Life Insurance, set up on that date for service personnel of this war.

Under the new method, designated as Option 4, U. S. Government Life Insurance would be payable in installments throughout the lifetime of the designated beneficiary. However, should this beneficiary die before 120 such installments have been paid, the remaining unpaid installments will be pay-

able of the insurance in a lump sum.

The second option permits the insurance to be payable in elected installments for an agreed number of months (not less than 36) to the designated beneficiary. If such beneficiary dies before the agreed number of monthly installments have been paid, the remaining unpaid installments will be payable in accordance with the beneficiary provisions of the policy.

Number of Monthly Installments	Amount of Installments for Each \$1,000 of Insurance
36	\$29.19
48	22.27
60	18.12
96	11.90
120	9.83
240	5.75

Insurance payable in installments throughout life constitutes a third method of settlement. These installments (below) will be payable throughout the lifetime of the beneficiary, but if such designated beneficiary dies before 240 such installments have been paid, the remaining unpaid monthly installments will be payable in accordance with the beneficiary provisions of the policy.

Age of Beneficiary at Time of Death of the Insured	Amount of Monthly Installment for Each \$1,000 of Insurance
25	\$3.96
30	4.11
35	4.30
45	4.70
55	5.35
65	5.70

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The

The following *Alnavs* were issued in the period 21 January 1944 to 20 February 1944:

No. 18—Requesting commanding officers to make available, on 1 February 1944 or as soon thereafter as practicable, to all Navy, Marine Corps and Coast Guard personnel the postcard applications for official war ballots (see page 62).

No. 19—Requesting additional applications for one-year course in aerological engineering convening 31 July 1944. Applications must be received prior to 1 April 1944. Candidates who have already submitted applications need not resubmit.

No. 20—Requesting that effective with February payrolls, accounts of all Marines and Navy enlisted personnel paid by Marine Corps disbursing officers will show opposite checkage the word "new" in all cases of first checkage of newly registered allotments and initial deduction of family allowances.

No. 21—Declaring provisions of *Alnav* 97 (12 May 1943) not applicable to transfer of supplies to Army for resale. Such items upon transfer will be subject to reimbursement on public voucher. *Alnav* 97 provides that "authorized transfers of supplies, equipment, and services from naval vessels and activities outside the continental limits of the U. S. to Army activities located beyond continental limits of the U. S. will henceforth be made without reimbursement."

No. 22—In accordance with decision of Comptroller General, 20 Jan. 1944, officers ordered to duty (whether designated temporary or not) in connection with fitting out or conversion of vessel under orders which authorize per diem while traveling and while on temporary duty en route to new permanent station are entitled to per diem to, but not including, date of commissioning of vessel unless earlier terminated by 90-day limitation in orders. An officer is considered to have arrived at new permanent station on date of commissioning vessel. Under per diem orders to await transportation, officers are entitled to per diem to, but not including, date of departure.

No. 23—Modifying in part qualifications for general-sea-duty officers (see page 63).

No. 24—Authorizing release only by SecNav of information concerning experiences of persons who have escaped or been released from, or who have evaded capture or internment in enemy-occupied or neutral territory.

Brief

Applications desired prior to 15 April 1944.

No. 31—Requests all officers of rank of commander and below to submit with their 31 March fitness reports separate sheets showing all naval schools attended including fleet schools, location of schools, courses taken, qualifications attained, inclusive dates of attendance.

No. 32—Cites Act approved 3 Feb. 1944 providing mustering-out pay for personnel of the Navy, Marine and Coast Guard and reserve components.

No. 33—Put into effect 15 February 1944 the previously announced system of EFM and SCM cables, by means of a coded address system to and from Navy, Marine Corps and Coast Guard land-based personnel outside the continental United States, where cable facilities permit. (See article on "Censorship," *INFORMATION BULLETIN*, February 1944 issue, and "Personal Cables Overseas," November 1942 issue.)

No. 34—Effective immediately all supply accounting and disbursing offices attached to activities located on shore, both inside and outside the United States, even though assigned afloat accounting numbers shall submit their requirements for office equipment to BuSandA direct.

No. 35—Declares yellow fever vaccine suitable for administration for period of two years from date of manufacture provided storage at ordinary icebox temperature is maintained; vaccine exposed for long periods at warm temperatures should be destroyed.

No. 36—Relates to precedence in command as between officers of regular Navy and Naval Reserve (see page 67).

No. 37—Directs commanding officers to inform personnel that in making postcard application for primary election ballot (see page 62), applicant must state his party affiliation or preference.

No. 38—Increases to \$30 per person (including overcoat) allotment for civilian outer clothing for enlisted personnel of the Navy, Marine Corps and Coast Guard discharged for bad conduct, undesirability, unsuitability or inaptitude. This action is pursuant to Public Law 216, approved 23 December 1943, effective 1 July 1943.

No. 39—Provides that hereafter oath and bond of men nominated for mail clerks and assistant mail clerks will be attached to and forwarded with nomination from commanding officer to BuPers.

No. 27—Requesting that mention of the word "radar" permissible.

No. 28—Reducing from two to one years commissioned service required for Marine Corps flight training.

No. 29—Due to urgent and immediate needs of personnel in general service, personnel required for flight training from enlisted sources as outlined in enclosure (A) to BuPers. Circ. Ltr. 149-43, 11 Aug. 1943, will not be ordered to flight training after expiration of quotas for 17 February 1944. For period subsequent to 30 June 1944, quotas will be issued which will include the numbers which normally would have entered flight training during March, April, May, and June, 1944. (Note: Enclosure [A], "Approximate Source of Student Aviators Entering Flight Training in Fiscal Year 1944," mentioned above, listed quotas of 1,200 enlisted men, USN; 300 enlisted men, USMC; 1,200 enlisted men, USNR; and 300 enlisted men, USMCR, for training as aviation pilots, heavier-than-air, and 400 enlisted men, USN, for training as aviation pilots, lighter-than-air.)

No. 30—Announcing a command course at the Naval War College, commencing 1 July 1944, for officers of the Regular Navy of the rank of lieutenant commander and above. A preparatory staff course will be held for 50 reserve officers of the ranks of lieutenant commander, lieutenant, and lieutenant (junior grade).

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Qualifications Published For New Ratings

Qualifications are published in the N. D. Bul. (semi-monthly), of 15 January 1944 for all grades of these recently established ratings:

Machinist's mate G (industrial gas generating mechanic).

Sonarmen (formerly soundmen).

Qualifications are published in the N. D. Bul. (semi-monthly) of 31 Jan. 1944 for all grades of the recently established rating of Specialist (F) (fire fighters).

Reserve Aviators May Be Transferred To Regular Navy

Certain Naval Reserve aviators, and certain officers commissioned in the Naval Reserve upon graduation from the Naval Reserve Officers Training Corps, may be appointed to commissioned rank in the line of the regular Navy under provisions of Circular Letter No. 21-44 (N. D. Bul. [semi-monthly] 31 Jan., 44-114).

At the present time, there is no provision of law by which Reserve officers of other categories are eligible for transfer to the regular Navy.

Maternity and Infant Care For Wives and Infants Of Men in Military Service

The item appearing on page 65 of the INFORMATION BULLETIN, August 1943, under the above title should be corrected as follows:

In line 4 of the last paragraph delete the words "of medicine."

With the exception of North Dakota and Puerto Rico, all states, territories and the District of Columbia now have approved plans in operation in connection with this program.

Air Gunners May Wear Sleeve Insignia After Graduation

Wearing of the air gunner's sleeve insignia, heretofore approved only after proof of proficiency and fitness for flight duty in operational training or actual flight operations, now has been authorized for gunners on their graduation from the Naval Air Gunners' Schools at Hollywood, Fla., Jacksonville, Fla., and Purcell, Okla., and any of 13 aviation free gunnery units within and outside the United States.

This authorization was contained in Circular Letter No. 28-44 (N. D. Bul. [semi-monthly] 31 Jan. 44-121).

A-V(S) Officers Needed For Air Combat School

Qualifications for A-V(S) officers of the Naval Reserve who seek admission to the Naval Air Combat Information Officers' School, U. S. Naval Air Station, Quonset Point, R. I., are outlined in Circular Letter No. 20-44 (N. D. Bul. [semi-monthly] 31 Jan., 44-113).

Until further notice, an increased number of suitably qualified A-V(S) officers will be selected from the fleet and from shore establishments for training at the school. Requests should be submitted to BuPers via the Chief of Naval Operations and official channels.

War Workers to See Navy Invasion Film

Naval personnel maintaining contact with shipbuilders and other war contractors engaged in producing for the Navy are informed that the film, *Battle for the Beaches*, is now available for exhibition before war workers throughout the country. The film, featuring the heroism of the men who fought and died at Bougainville, Lae, Guadalcanal, Salerno and Tarawa, was produced by the Navy Department Industrial Incentive Division.

The film is based on actual combat scenes, many hitherto unrevealed, in

Refrigerators No Longer Available In Ship's Service

Allocation of domestic electric refrigerators to naval personnel through ship's service departments was cancelled by the War Production Board without notice to BuPers on 9 October 1943, the Chief of Naval Personnel explained in Circular Letter No. 35-44 dated 5 February 1944. Efforts by BuPers to obtain reinstatement of the allocation have been unsuccessful.

All applications now in BuPers will be held for an indefinite period, and, in the event of any future favorable action by WPB, will be given every possible consideration. Until further notice, however, no further applications will be processed by ship's service departments for forwarding to BuPers.

Articles Invited For Institute Proceedings

Articles from 1,000 to 5,000 words in length relating to any activities of naval, historical or professional interest are being sought by the United States Naval Institute for publication in the *U. S. Naval Institute Proceedings*.

Personal articles of officers or enlisted personnel are invited as much as articles relating to professional or technical development in the naval or maritime field. Even though the author feels his writing style would not be acceptable for publication, he should submit his material without hesitation because the staff of the *Proceedings* will rewrite and edit the material in readable form. All articles are submitted for security review before publication.

For all such articles, the Naval Institute pays upon acceptance at rates varying from 2¼ to 3¼ cents per word.

The United States Naval Institute is a non-profit making institution, the sole purpose of which is the advancement of professional, literary and scientific knowledge in the Navy. The *Proceedings*, published for almost 70 years, goes to nearly every ship and shore station in the Navy, and numbers among its readers many thousands of officers and men of the United States Navy and its kindred services.

Articles should be addressed to the United States Naval Institute, Annapolis, Md.

Mustering-Out Pay Becomes Law; How (and Whether) to Apply

The War and Navy Departments have agreed on a plan for making mustering-out payments to eligible veterans of this war who have been discharged or released from active duty under honorable conditions since 6 December 1941.

Veterans to be eligible for the mustering-out payment must have been honorably discharged or released from active service on or after 7 December 1941, from the Army, Navy, Marine Corps or Coast Guard or one of the components thereof, including the women's reserve in each branch.

Since 6 December 1941, there have been approximately 1,300,000 discharges or releases from active duty from all of the services.

A bill recently passed by Congress, and which became law when signed by the President on 3 February, provides for payment of \$100 to veterans with less than 60 days' active service; those with active service of 60 days or more and with no foreign service are entitled to \$200, payable in two monthly installments of \$100; and veterans with service of 60 days or more and who have had foreign service will receive \$300, payable in three equal monthly installments. (INFORMATION BULLETIN, Feb. 1944).

A person who becomes eligible for mustering-out payment subsequent to approval of the law will receive such payment from the proper department without the necessity of an application.

A veteran who has been discharged or relieved from active duty prior to approval of the law must follow the following procedure:

1. Submit a certificate of discharge or service. To assure the return of this certificate, the veteran is cautioned to write his present address on the certificate.
2. Submit an informal type of certified application on which is stated his name and address; service number, serial number or file number; that he was not discharged or released from active duty to accept employment, without service outside of the United States; that he is not now serving on active duty; that he has not and will not make any other application for the mustering-out payment; the State of which he was a resident at the time of induction or enlistment, and whether he has had foreign service.

Commissioned officers will be required to furnish evidence of length and termination of service to their respective departments. Officers discharged from the Navy will make application to the Bureau of Naval Personnel, Navy Department, Washington, D. C.; officers discharged from the Coast Guard, to U. S. Coast Guard Headquarters, Washington, D. C.; officers discharged from the Marine Corps, to the Commandant of the Marine Corps, Washington, D. C.

Navy and Coast Guard enlisted veterans will be required to file their applications with the Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio. Enlisted veterans of the Marine Corps will file their applications with the Commandant of the Marine Corps, Washington, D. C.

Certain persons discharged or released from active duty are excluded from benefits under the mustering-out pay law. Among these are:

- (1) Those who were not discharged under honorable conditions.
- (2) Those who at the time of discharge or release from active duty are transferred or returned to the retired list, with retired pay, or to a status in which they receive retirement pay.
- (3) Those discharged or released from active duty on their own request to accept employment and have not served outside the continental limits of the United States or in Alaska.
- (4) Members of the armed forces whose total active service has been as a student detailed for training under certain specialized or college training programs.
- (5) Any member of the armed forces for any active service performed prior to date of discharge for the purpose of entering the U. S. Naval Academy or the U. S. Coast Guard Academy.
- (6) Those whose only service has been as a cadet at the U. S. Coast Guard Academy or as a midshipman at the U. S. Naval Academy or in a preparatory school after nomination as a principal, alternate, or candidate for admission to any such academy.
- (7) Any officer, who at time of discharge or release from active service, held a grade higher than that of captain in the Marine Corps or lieutenant in the Navy or Coast Guard or any captain or lieutenant with over 17 years' service for pay purposes.

In the case of any veteran discharged under honorable conditions on or after 7 December 1941, and who died after leaving the service and before receiving any portion or the full amount of mustering-out payment to which entitled, payment of the amount due may be made to a surviving wife or husband, or if there is no wife or husband; in equal shares to his child or children, if any; and if the veteran leaves no surviving wife, husband, or child, payment may be made in equal shares to the surviving parents. In these cases application should be submitted by letter addressed as follows: If the veteran served in the Navy, to the Chief of Naval Personnel, Navy Department, Washington 25, D. C.; if the veteran served in the Coast Guard, to U. S. Coast Guard Headquarters, Washington 25, D. C.; if the veteran served in the Marine Corps, to the Commandant of the Marine Corps, Washington 25, D. C.

Penalties are provided by law for making false claims for mustering-out pay.

Scholarship Offered Sons Of Naval Personnel

The trustees of Rensselaer Polytechnic Institute, Troy, N. Y., have made available one full four-year tuition scholarship for the class beginning 1 July 1944, to sons of officers, petty officers or non-commissioned officers on the active or retired lists of the Navy and Marine Corps, sons of deceased personnel of the above categories, and to sons of officers of the Naval Reserve on active duty. The student selected will be awarded free tuition amounting to \$1,800 for the full four-year course.

Application blanks for the scholarship may be obtained by applying to the Bureau of Naval Personnel. As this is a very valuable scholarship, all personnel interested and qualified to

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and leadership qualities. Only an exceptional student should be considered and the successful candidate will be required to maintain an average grade of 85%.

"The Institute maintains 12 undergraduate courses leading to the Bachelor degree, as follows:

"Civil Engineering, Electrical Engineering, Metallurgical Engineering, Physics, Mechanical Engineering, Chemical Engineering, Business Administration, Biology, Industrial Engineering, Aeronautical Engineering, Chemistry, Architecture.

"Graduate courses are also offered leading to the Masters' and Doctors' degrees.

"The scholarship which the trustees of this Institute offer is distinctly an honor scholarship and is not of the usual kind in which any student who can get a bare passing grade continues to be eligible. In selecting the successful candidate, it is requested that a committee representing the Bureau of Naval Personnel, Yards and Docks, and Ships, be appointed and that they be directed to pay considerable attention to the things that the candidate has done outside of the classroom, such as editorial work, athletics, music, Boy Scout work, etc."

Scholarships Offered Daughters of Naval Academy Graduates

The principal of the Ogontz School, Montgomery County, Pa., has advised BuPers that the one full scholarship of \$1,800 and two partial scholarships of \$900 each, offered by the trustees of the Ogontz School will be available for the school year beginning in September of this year.

These scholarships are limited to daughters of graduates of the U. S. Naval Academy on active duty and are not restricted as to place of residence. The full \$1,800 scholarship represents the full fixed school charges. The partial scholarships of \$900 each represent a reduction in the annual cost of tuition and charges at the school of about one-half the total charge.

These scholarships are for the two-year course in the Ogontz Junior College, which provides for a course of study containing the essentials of a college course both in academic and artistic work. The plan of study is equally adapted to the girl who completes her education at Ogontz. The

courses offered prepare any student who attains high standing to enter universities and certain specified colleges with the rank of junior.

There is no entrance examination, but the applicant must be a graduate of an accredited high school or comparable secondary school, and while it is specifically prescribed that no selection by competition is desired or intended, other things being equal, the selection will be given to a girl who has a good scholastic record rather than to one with a poor record.

Since it is extremely difficult to judge the applicants solely on the basis of "paper" records, a personal interview of those deemed to have a reason-

ance of selection becomes a very ble element in the making of the ction which will undoubtedly be sary if the judging is to be done n equitable basis.

ne Commandant of the Eleventh al District and the Superintendent the Naval Academy have each been signated to appoint a board or committee to interview and nominate applicants for these scholarships to the Navy Department where final selections will be made after consideration of the detailed recommendations of the respective boards or committees.

The parents of any girl desiring to have their daughter considered for one of these scholarships should apply to the Commandant of the Eleventh Naval District or to the Superintendent of the Naval Academy. The letter of application should contain the following information:

- (a) a photograph of the applicant,
- (b) a letter from the pastor of the family's church,
- (c) a letter from the principal of the high school or secondary school from which the applicant graduated, together with an attested statement of academic record, and
- (d) such other letters of recommendation as the parents desire to submit.

Applications for these scholarships must be forwarded in time to reach the Superintendent, U. S. Naval Academy, or the Commandant, Eleventh Naval District, by 1 May 1944.

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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Flight-deck crewmen of a Navy aircraft carrier watch a Hellcat fighter, waved off as it came in for a landing, climb to circle for another approach. The picture was taken during a strike into the Jap-held Marshalls shortly before our amphibious attack (story on page 5). **INSIDE FRONT COVER:** Late afternoon sun highlights a U.S. battleship of the 35,000-ton South Dakota class as seen from its teammate, a carrier of the 25,000-ton Essex class, on a task-force mission in the Central Pacific. **OPPOSITE PAGE:** U.S. troops go over the side of a Coast Guard-manned combat transport to enter landing craft for the invasion of Empress Augusta Bay, Bougainville. (Cover and inside front cover, Official U.S. Navy photographs; opposite page, Official U.S. Coast Guard photograph.)

THE INFORMATION BULLETIN IS FOR

ALL HANDS

PASS THIS COPY ALONG AFTER YOU HAVE READ IT



WHAT'S AN OWL GOT THAT YOU HAVEN'T GOT?

AN OWL CAN'T FIRE A 5-INCH GUN
OR COIL A NAVY HAWSER,
OR MASTER TRICKS WITH
HEAVING LINES
OR LEARN THE NAVY'S LAWS, SIR.

YET PEOPLE THINK HE'S PLENTY
WISE
FOR WHILE HE SITS AND BLINKS,
HE GETS SOME MENTAL EXERCISE--
HE SITS AND SITS-- AND
THINKS!

SO WHY LET OWLS TAKE ALL THE BOWS?
THEY'RE NOT SUCH WISE GUYS, BUDDY.
THERE'S NOTHING AN OWL KNOWS
YOU CAN'T KNOW
-- WITH A LITTLE SPARE-TIME
STUDY!



3 WAYS TO OUTSMART AN OWL:



OFF-DUTY
CLASSES



CORRESPONDENCE
COURSES



SELF-TEACHING
COURSES

*Ask your Educational Services
Officer for details TODAY!*