

BUREAU OF

JULY 1944

# NAVAL PERSONNEL

INFORMATION BULLETIN

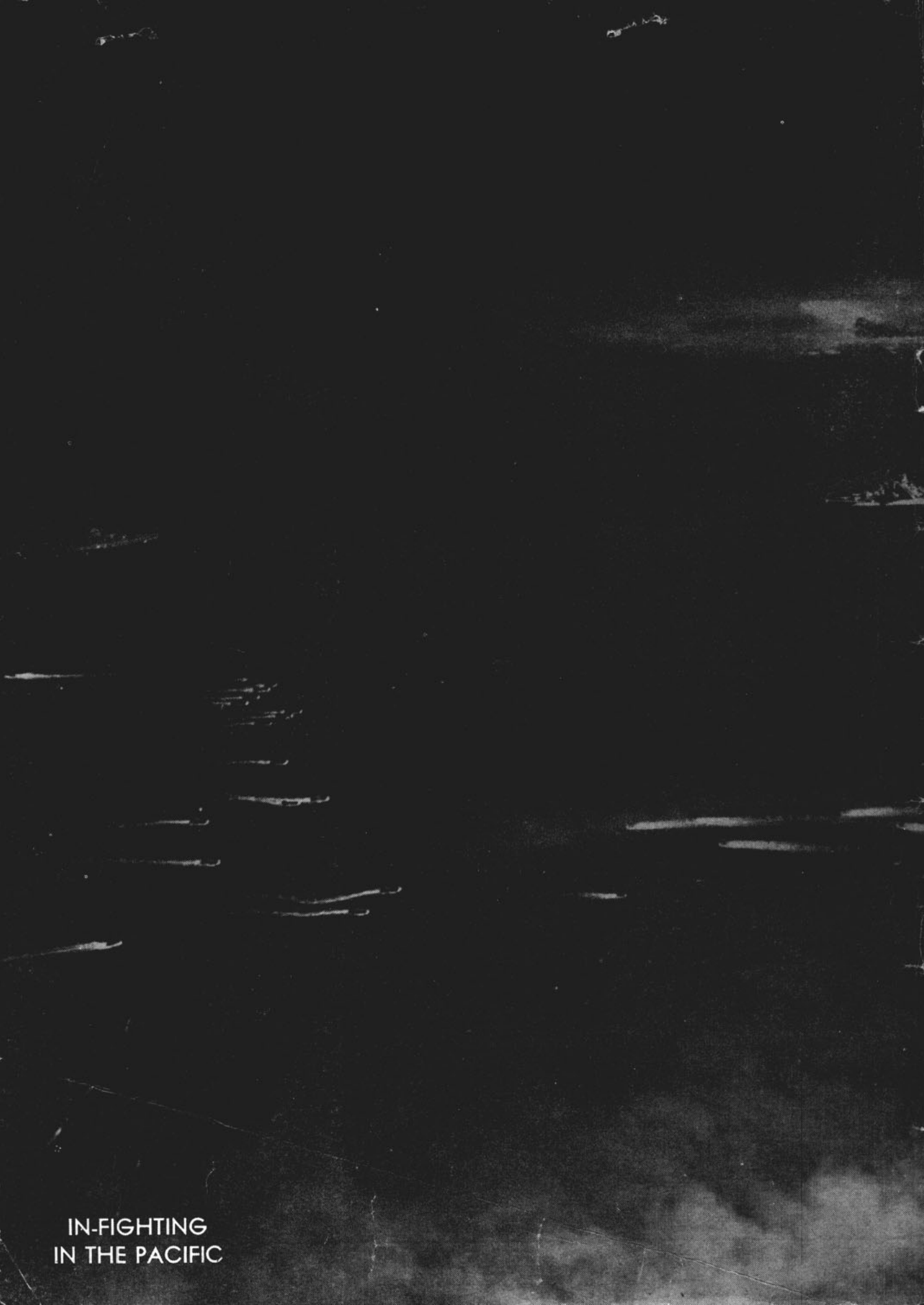
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IN-FIGHTING  
IN THE PACIFIC

**BUREAU OF**  
**NAVAL PERSONNEL**  
**INFORMATION BULLETIN**

JULY 1944

NUMBER 328

VICE ADMIRAL RANDALL JACOBS, USN  
*The Chief of Naval Personnel*

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*The Assistant Chief of Naval Personnel*

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

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# We Invade Marianas, Rout Jap Fleet

Forced to fight by American invasion of a key defense only 1,500 miles from the Jap mainland, the Japanese fleet last month came out of hiding long enough for an exchange of long-range air blows with the U. S. Navy and then fled under cover of darkness after suffering a crippling defeat.

Our invasion operation continued unimpaired.

The two-day battle began four days after our amphibious forces, moving boldly far to the north and west of the recently conquered Marshalls, struck on 14 June at Saipan Island in

the Marianas. The results were announced by Admiral Nimitz, CincPac, in the following communique:

1. During the attack by enemy carrier-type aircraft on our ships on 18 June (West Longitude date), 353 enemy aircraft were shot down, of which 335 were destroyed by our carrier aircraft and 18 by our own anti-aircraft fire.

Two of our carriers and one battleship received superficial damage. We lost 21 aircraft in combat.

2. The following information is now available concerning the attack of our carrier aircraft upon units of the Japanese fleet in the late afternoon of 19 June. The enemy forces attacked consisted of four or more battleships, five or six carriers, five fleet tankers and attached cruisers and destroyers.

On the basis of information presently available, our planes inflicted the following damage:

One carrier, believed to be of the *Zui-kaku* class, received three 1,000-pound bombs.

One *Hayataka*-class carrier was sunk. One *Hayataka*-class carrier was severely damaged and left burning furiously. One light carrier of the *Zuiho* or *Taiho* class received at least one bomb hit.

One *Kongo*-class battleship was damaged.

One cruiser was damaged. Three destroyers were damaged, one of which is believed to have sunk.

Three tankers were sunk. Two tankers were severely damaged and left burning.

Fifteen or twenty defending aircraft were shot down.

Our losses were 49 aircraft, including many which landed in the water at night and from which an as yet undetermined number of pilots and crewmen appear to have been rescued. Search for others is continuing.

3. The engagement was broken off by the Japanese fleet, which fled during the night toward the channel between Formosa and Luzon.

The Pacific Fleet units in these two actions were commanded by Admiral R. A. Spruance. The carrier task force was under the immediate tactical command of Vice Admiral Marc A. Mitscher.

Later reports brought enemy plane losses on 18 June to 402; added a heavy cruiser, a light cruiser, and a light carrier to the list of Jap ships damaged on 19 June, and revised our toll of smaller enemy ships that day to 1 destroyer definitely sunk and 2 damaged, 2 tankers sunk and 3 damaged. In addition, Admiral Nimitz announced, a U. S. submarine torpedoed and probably sank still another Jap carrier.

The flight of the Jap fleet into the night, after its first major attempt in a year and a half to stop our fast-moving offensive in the Pacific, closed a 10-day period in which blows by U. S. forces, both Army and Navy, shook Japan as it had never been shaken before.

On 10 June our naval air and surface forces began a merciless pummeling of Saipan, Tinian, Guam and Rota Islands, in the Marianas, on a 100-mile front."

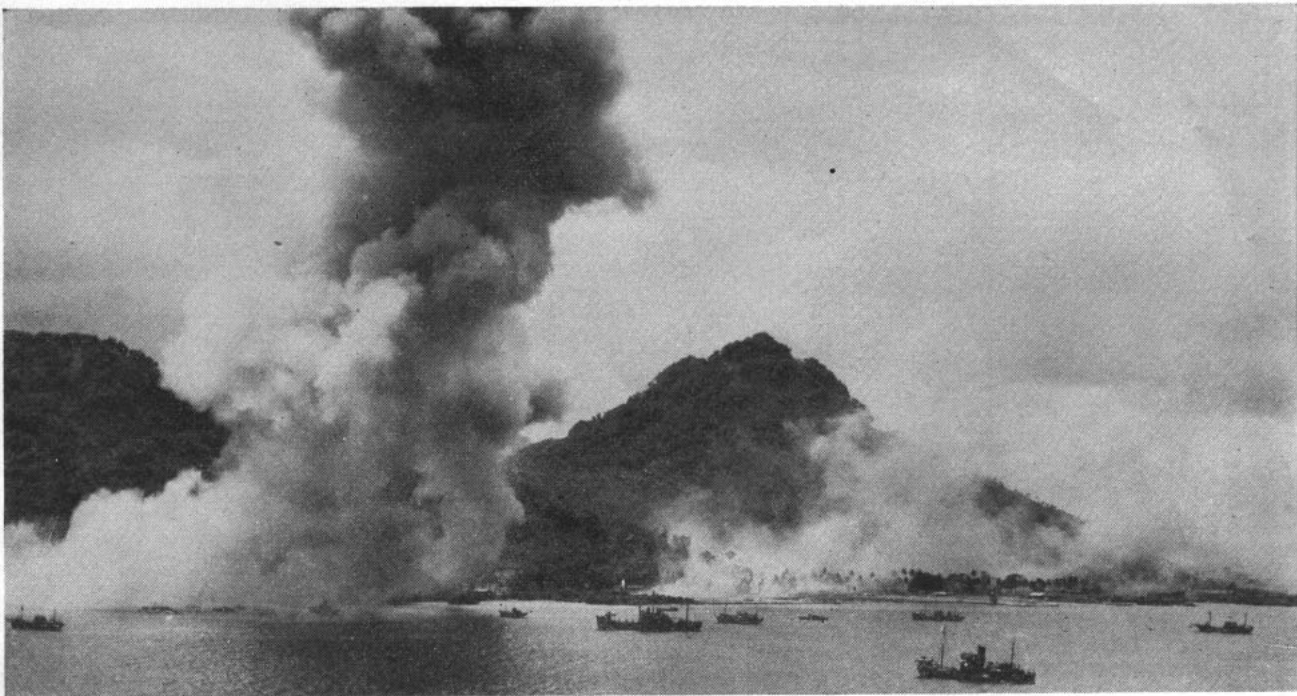
On the first day fighter planes "swept the objectives in force," destroying 124 enemy planes, most of them in the air. Next day more were bagged, for a total of 145. Two small cargo ships and an oiler were also destroyed.

Our forces caught two Japanese convoys apparently attempting to escape from Saipan. From the first convoy we sank a large oiler, a destroyer, three corvettes, one large, one medium and three small cargo ships. Five other cargo ships and five escort vessels were damaged.



Official U. S. Navy photograph

*SAIPAN: The new target of our amphibious operations is shown during an earlier task force raid on the Marianas in March. Japanese planes burn on the ground after attack by carrier-based aircraft.*



*TRUK, once-mighty enemy bastion in the Central Pacific, has been left far behind by the northward and westward sweep of the Navy's drive to-*

Several hundred miles away, our planes came upon the second convoy, steaming frantically away. Bringing it under immediate attack, they heavily damaged three destroyers, a destroyer escort and two cargo ships.

Our losses for all these operations had totaled 19 planes and 19 flight personnel.

For four days the air and surface blows continued against the islands, and on the fifth day the main blow fell with sudden fury upon one of the targets—Saipan.

Storming the difficult beaches and rocky shores of the 20-by-5-mile island, U. S. amphibious forces swarmed ashore against the largest island the central Pacific forces had yet assaulted. Under cover of terrific air and naval bombardment, they forced a beachhead and prepared to take on a Jap force estimated at 20,000 men.

Meanwhile a Navy carrier task force was stabbing deep into Japanese territory to attack air bases from which the enemy might raid the amphibious forces at Saipan. On the morning that the invaders went ashore at Saipan, the carrier force bombed two air bases in the Bonins, 517 nautical miles from Yokohama, and a third air base in the Volcano Islands, about 150 miles to the south of the Bonins.

Planes from the carriers struck Chichi Jima and Haha Jima in the Bonins, and Iwo Jima, the most important base in the Volcano Islands, destroying 47 enemy planes and bombing surface vessels, sinking one medium cargo ship and so damaging a

medium transport that it was later caught and sent to the bottom by destroyers.

Two days later the Japs were struck from still another quarter—directly above. Roaring off from secret bases in China, the Army's new B-29 "Su-

Official U. S. Army Air Forces photograph  
ward Japan. But our mopping-up operations there continue. Above: Smoke spreads over Truk lagoon after a U. S. carrier task force raid.

perfortresses" took as their first target Japan itself. Blasting Yawata, the Japanese Pittsburgh, they wiped out possibly 20% of the empire's vital steel capacity.

Four B-29s were lost on the raid, only one of them, however, as the re-

## 'Secret Force'

(Reprinted from *Stars and Stripes*)

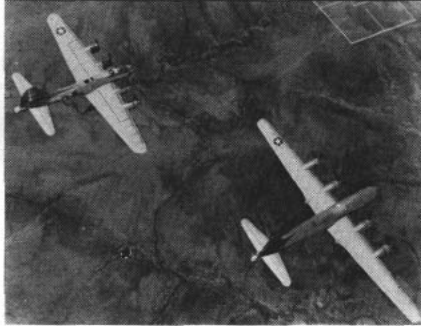
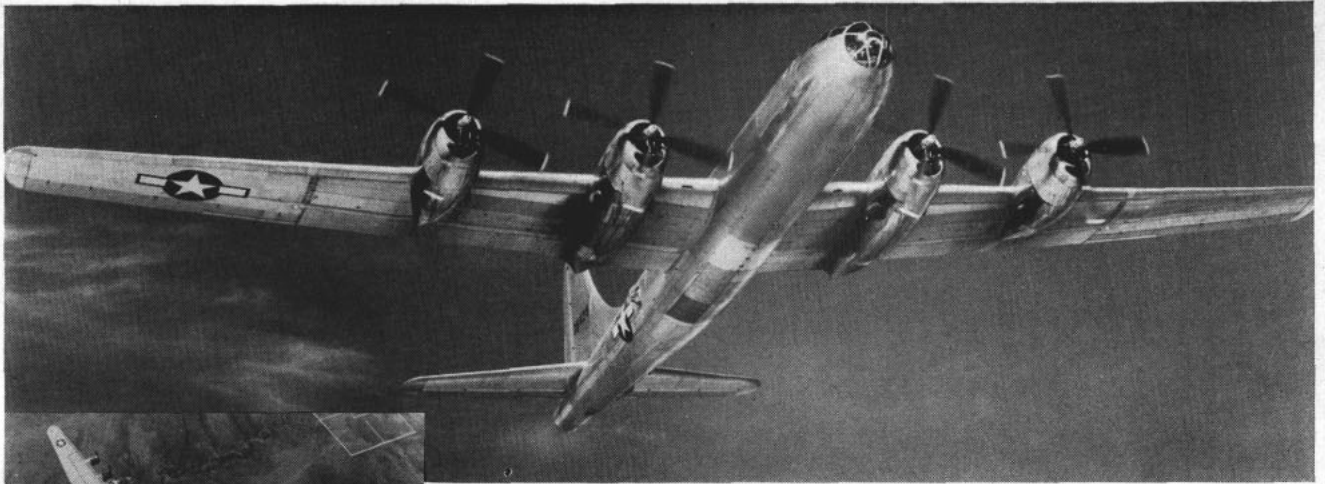
We got a secret force out in the Pacific. It's the U. S. Navy. And there is a war going on there too. The censor don't let much mention of it get into the papers here for fear of distracting people's minds. But I ran into a tail gunner who was mislaid out there and ordered here by mistake, and he tells me how it is. Well, it seems that war is scattered around over a lot of space. Everything is new over there—Guinea, Ireland, Hebrides and such, but they ain't very neighborly. They look alongside each other on the map, but you go 500 or 1,000 miles to get from one of 'em to another, and whichever one you go to is more jungle. G.I. clothes out there is painted to look like a jungle with three palms. He says everything is different but sergeants and spam. They are the same.

The Jap monkeys is tough but you don't have to learn even ten words of Jap to tell 'em to surrender. There is no closed season. He tells me that

a colonel out there offered a bottle of Scotch for a Jap captive and didn't get none. But there's two things fishy about that story.

First off, out there the G.I.'s had malaria and too many Japs and not enough air cover and no movies, but now things is evenin' off. There's more attabrin and less malaria and less Japs. There's movies and ice cream parlors in the jungles. However, girls is still scarce. Jap planes is getting to be collectin' items and the air boys is trying to finish up the souvenir collection. The gunner boy sez he thinks there must be a hell of a pool of Zeros somewhere where the G.I.'s will be goin' next. But he sez, as far as the first round is gone, that the Jap army that was goin' to take Australia it has mostly taken the long trail.

And this is what this gunner tells me about the Pacific, and it proves what I told you in the beginnin'. We got a secret weapon. It's the Navy. If I find out about it I'll write you tomorrow.



Official U. S. Army Air Forces photograph

**B-29 SUPERFORTRESSES**, which raided Japan on 16 June, can do over 300 miles an hour and are capable of carrying heavy bomb loads for great distances. The big bomber (above) has a wing-span of 141 feet and is nearly 100 feet long. It bristles with 50-cal. machine guns and 20-mm. cannon and is powered by four 18-cylinder engines of 2,200 horsepower each. The picture on the left contrasts the size of the B-17 (left) with the B-29. The Superfortress is one and a half times as large as the B-17, with engines twice as powerful.

sult of anti-aircraft fire over the target. Two others failed to return because of accidents and the fourth plane was listed as just "missing." The crew of one of the planes that met with an accident "is known to be safe," the communique reported.

The raid not only did grave damage to an industry which is vitally important to the enemy at this stage of the war, but struck new terror into them as they saw their empire shrinking around them, opening up the possibility of the same air warfare that Germany had once boasted would never touch her, either.

Evidence that the Saipan operation had struck a sore spot in the Japanese defenses came quickly. In a desperate attempt to bring in reinforcements by sea, the enemy launched an amphibious counterattack, trying to run in a group of landing barges at the northern beachhead sector, below Garapan. The guns of our own landing craft drove them off, and 13 of the troop-laden barges were sunk.

Our amphibious forces pushed on, after a temporary setback when they had to withdraw toward their beachhead, and soon they were in possession of Aslito airdrome, major airbase of the two on Saipan. They extended their lines eastward across the island to the shore of Magicienne Bay in a sweeping advance that cut off some of the enemy in the narrow corner of Nafutan Point. Clearing out the southern end of the island, they were obviously preparing to move northward for the major engagement with the balance of the enemy's power.

It was then that the Japanese fleet, which our naval reconnaissance planes had observed maneuvering midway

between the Philippines and the Marianas for several days, launched its all-out air assault to save Saipan by destroying our amphibious force and its protecting warships.

The Japs' loss of 402 planes in the resulting air battle was the heaviest suffered by any air force in a single

engagement in any theatre of the war.

Striking back next day, the U. S. planes caught the enemy fleet—probably seriously weakened by loss of most of its aircraft—just before dusk. Only darkness, apparently, saved it from losing even more than the four ships sunk and 13 damaged.

### More Trouble for the Japs—

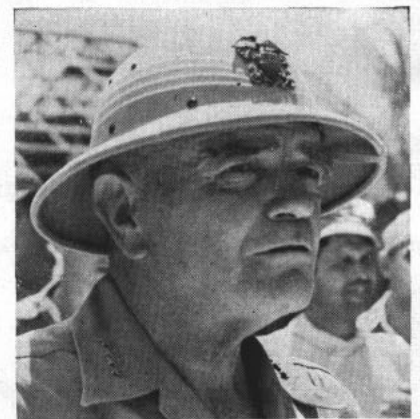
## ADMIRAL HALSEY HEADS 3d FLEET

Admiral William F. Halsey Jr., USN, who led the Allied sea, land and air forces from Guadalcanal to a juncture with General Douglas MacArthur's Southwest Pacific forces, has been relieved by Vice Admiral John H. Newton, USN, as Commander, South Pacific Area and South Pacific Forces.

It was announced by Admiral Chester W. Nimitz, USN, Cin Pac, that Admiral Halsey would henceforth command the 3rd Fleet, which, he said, will operate in the Pacific in "the same way that the 5th Fleet is operating under command of Admiral Raymond A. Spruance." Admiral Spruance having been in overall command of the Marshalls and Marianas operations, among others, Admiral Halsey's new assignment could only mean more trouble for the Japs.

In turning over his command to Admiral Newton, Admiral Halsey had this parting message for his forces:

"You have met, measured and mowed down the best the enemy had on land and sea and air. Now carry on the smashing South Pacific tra-



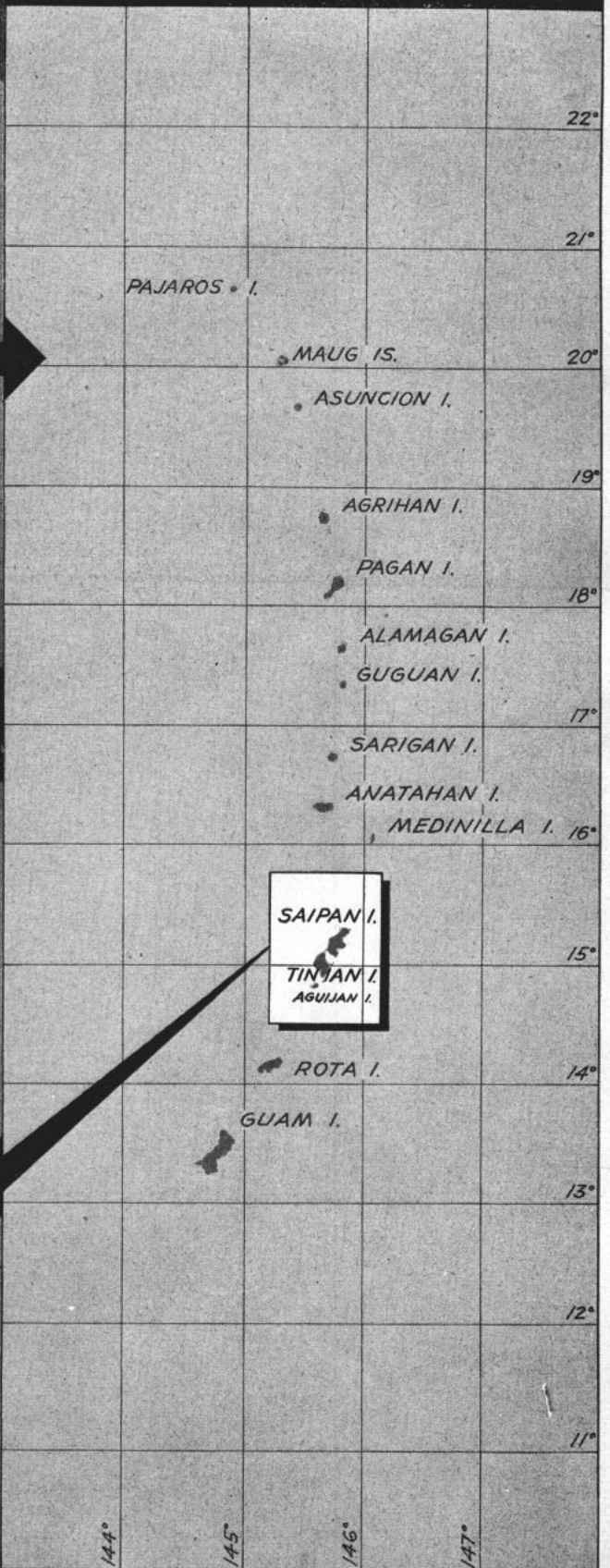
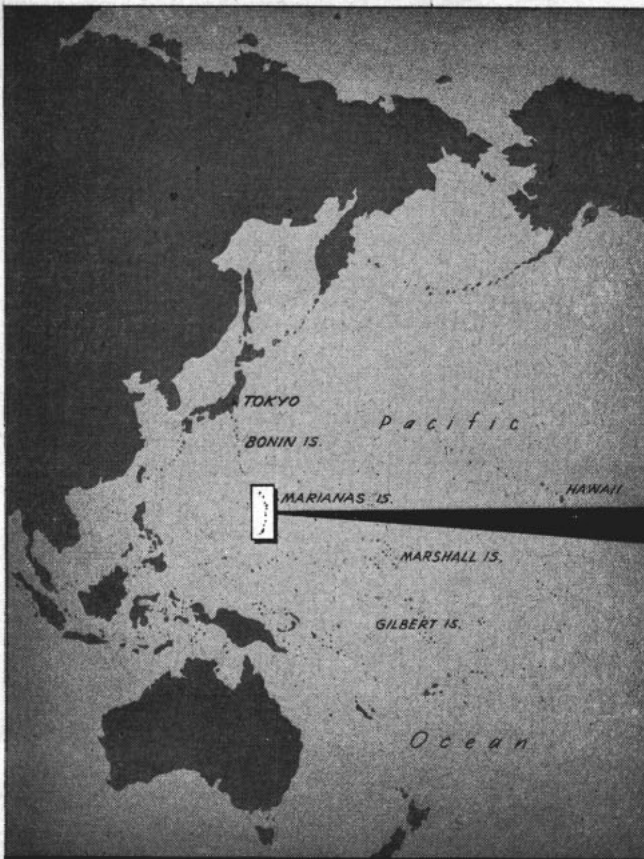
Official U. S. Navy photograph

*Admiral Halsey on final tour of South Pacific Area*

ditions under your new commander, and may we join up again farther along the road to Tokyo."

Admiral Newton is a former Deputy Chief of Naval Operations. A veteran of the China campaign and World War I, he helped plan and execute grand naval strategy in both the Pacific and Atlantic in this war.

# THE MARIANAS



# AMPHIBS HIT FRANCE

## 4,000 Ships, Thousands of Smaller Craft Land Allied Troops on Coast of Normandy

Transported by a record amphibious armada and under cover of the greatest sea and air bombardment in the history of warfare, thousands of American, British and Canadian soldiers swarmed ashore 6 June on the coast of Normandy. The Nazi's "impregnable" Atlantic Wall was breached.

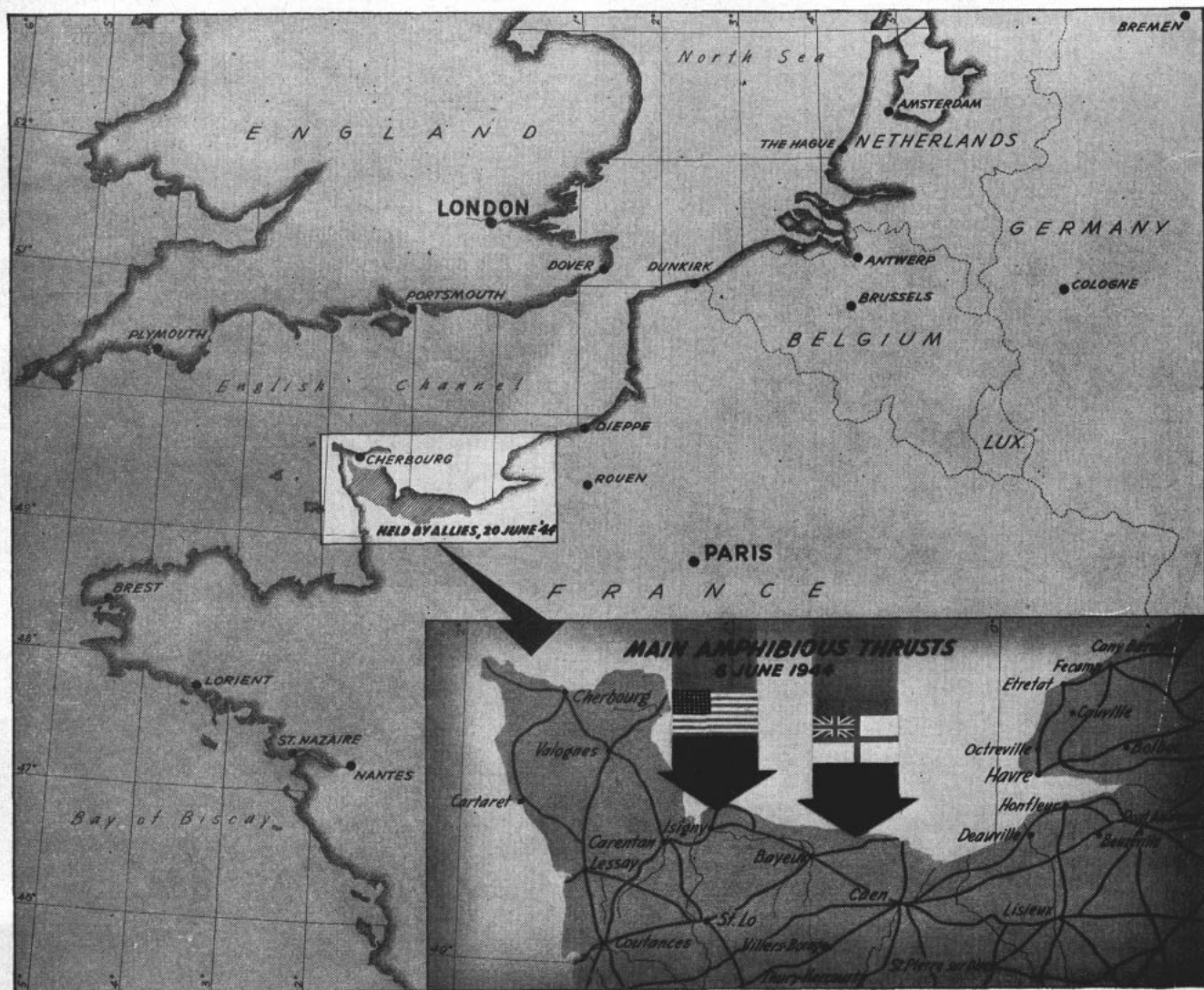
Two weeks later the beachhead had been consolidated and Allied troops had fanned out inland on a 116-mile front—some of them already 23 miles inside Hitler's European Fortress. Cherbourg peninsula was cut off and 25,000 German troops on the lower tip were faced with death or capture. Already the Allies had taken more than 15,000 prisoners, some of them mere boys of 14.

All this was not accomplished without some very tough fighting. The battle to cut off Cherbourg peninsula was savage. And around Caen, especially, the Germans were still putting up a stout resistance. British forces had cut two of its five railroads and four of its eight highways, but the Germans still held the town.

In many towns it was block-by-block fighting, with snipers operating from behind thick masonry walls. Opposing gunfire and German demolitions left some towns mere patches of blackened rubble. At Montebourg, Americans of the 4th Division fought man-to-man and house-to-house before they evicted the Germans. At all points the Nazis were making the most of natural or man-made strongpoints.

U. S. Army casualties during the first 10 days totaled 3,283 dead and 12,600 wounded, it was announced by Lt. Gen. Omar N. Bradley, commander of U. S. ground forces, who pronounced the beachhead "absolutely secure." Casualties on the central beachhead were higher than anticipated, he said, but losses on the Cherbourg peninsula were lighter than expected.

An Allied fleet of 4,000 ships and several thousand smaller landing craft transported the invasion army to the beaches, where warships stood off shore and pounded German coastal defenses with 640 naval guns before the doughboys scrambled ashore. It was the Allied navy's responsibility to get the troops across the Channel





and onto the beaches, and in this task it was "100% successful," declared Admiral Sir Bertram Ramsay, RN, Allied naval commander-in-chief.

"We have enabled General Montgomery's troops to fight a land battle," he said.

A few days later General Montgomery revealed that success or failure in one sector had hung in the balance, but that the situation was retrieved by three factors:

"First, by the gallantry of the American soldier, who is a very brave man.

"Second, by the grand supporting fire given from the sea by the Allied navy.

"And third, by the support given from the air by the fighter-bombers, who knew the situation and came down low to shoot up Germans at close range."

SecNav Forrestal announced that about 1,300 ships—one-third of the invasion fleet—were furnished by the U. S. Announced D-day losses were two destroyers, one LST and one large landing barge. Secretary Forrestal said it was significant that none of the expected enemy counterblows materialized during our initial crossing of the Channel.

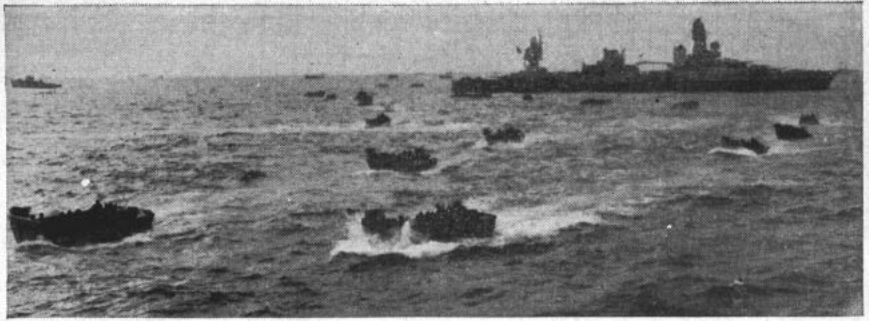
"It was expected that the German air force, light surface craft and submarine fleets would launch their heaviest attacks in an attempt to frustrate our offensive efforts at sea," he declared. "When they didn't, they lost one of the greatest opportunities of the war."

D day and H hour were set by General Eisenhower and his aides in a tented, sylvan camp deep in the heart of the English countryside after examining weather reports. The "big push" had been postponed 24 hours because of unfavorable weather conditions, but now the word went out that 6 June was THE day. The vast machinery of men, ships and planes was set in motion.

Two hundred British minesweepers, starting from England before darkness fell on 5 June, led the way and swept the Channel free of mines in the greatest minesweeping operation in history. They preceded the invasion armada and swept a path to the very shores of Normandy, working in the shadow of the big German coastal batteries.

Plans for the invasion provided for four separate preparatory phases: landings by airborne troops and paratroopers in the rear; a tremendous full-scale night bombing by the RAF on the landing beaches; a sea bombardment by more than 600 battleships, cruisers, monitors and destroyers, and finally a daybreak bombing attack by the full strength of the U. S. 8th and 9th AAF just after dawn and just before the initial landings.

The first airborne troops hit the ground in France early in the morn-



Official U. S. Navy photograph  
*USS Augusta steams close to Normandy coast as landing craft go in.*



Official U. S. Coast Guard photograph  
*Grim Coast Guardsmen ferry American troops to invasion coast.*



Official U. S. Navy photograph  
*Troops wade ashore to reinforce initial assault wave as LST's unload.*

ing, and the last were on the ground two hours later. Flying out of bases in Great Britain, the airborne army was transported in planes nine abreast. The formation stretched nearly 230 miles from end to end, and took almost an hour to pass over the target area. Some of the planes carried paratroopers; others towed gliders. More than 1,000 troop-carrying aircraft were used.

The RAF heavy bombers began their attack on the invasion coast about midnight. One thousand of them concentrated on the target area, and for the first time in this war some bombers made two and even three sorties in one day.

Just before dawn, at 0535, the warships of the two task forces moved in and began a furious bombardment of the coastal batteries. The Western Naval Task Force, commanded by Rear Admiral Alan G. Kirk, USN, escorting the American part of the invasion fleet, attacked some 28 German batteries prior to, during and immediately after H hour. German

batteries of many calibers, ranging from French 75s up to 280-mm. guns, commanded all the coast around and the approaches to the beaches.

It was estimated that more than 120 enemy guns would have to be dealt with. Of these, the most dangerous battery, because of its strategic location, was on a jutting cliff well above the sea. It consisted of six French model 155-mm. guns with a range of 25,000 yards. The second most dangerous battery was judged to be four 280-mm. turret guns with 49,000 yards' range.

The American warships had larger guns than the Germans and more of them. The *USS Arkansas*, oldest battleship in the fleet, with twelve 12-inch guns, steamed up to within 6,000 yards of the shore and at point-blank range peppered the beach defenses and pillboxes. The stout old *USS Texas*, with ten 14-inchers, stood off at 12,000 yards so as to get the proper elevation to reach the batteries on top of the cliff and fired with everything she had. The *USS Nevada*, which the

## 'We Are Getting Into a Fight'

Rear Admiral Alan G. Kirk, USN, commander of the U. S. Naval Assault Forces, issued the following statement to his command on the eve of the invasion:

We of the Western Naval Task Force are going to land the American Army in France. From battleships to landing craft, ours is in the main, an American force. Beside us will be a mainly British force, landing the British and Canadian troops. Overhead will fly the Allied Expeditionary Air Force. We all have the same mission—to smash our way onto the beaches and through the coastal defenses, into the heart of the enemy's fortress.

In two ways the coming battle differs from any that we have undertaken before: It demands more seamanship and more fighting. We must operate in the waters of the English Channel and the French coast, in strong currents and 20-foot tides. We must destroy an enemy defensive system which has been four years in the making, and our mission is one against which the enemy will throw his whole remaining strength.

These are not beaches held by an apathetic enemy or defended by hasty fortifications. These are pre-

pared positions held by Germans, who have learned from their past failures. They have coastal batteries and minefields; they have bombers and E-boats and submarines. They will try to use them all. We are getting into a fight.

But it is not we who have to fear the outcome. As the German has learned from failure, we have learned from success. To this battle we bring our tested methods, with many new weapons and overwhelming strength. Tides and currents presents a challenge which, forewarned, we know how to meet. It is the enemy who is afraid.

In this force there are battleships, cruisers and destroyers. There are hundreds of landing ships and craft, scores of patrol and escort vessels, dozens of special assault craft. Every man in every ship has his job. And these tens of thousands of men and jobs add up to one task only—to land and support and supply and reinforce the finest army ever sent to battle by the U. S.

In that task we shall not fail. I await with confidence the further proof, in this, the greatest battle of them all, that American sailors and seamen and fighting men are second to none.

ships of the United States Fleet, pounding out a heroic part in a battle that could hardly have been conceived of when they were built.

Cruisers stood close inshore and sent 6- or 8-inch shells screaming toward the beach. Among these were the USS *Augusta*, the USS *Tuscaloosa* and the new USS *Quincy*, tasting battle for the first time.

Destroyers moved in almost as close as the depth of water would permit and poured out a hail of fire from their 5-inchers. The shelling was so intense that a British destroyer, the HMS *Tanatside*, had exhausted all her ammunition by 0800. It was estimated that 2,000 tons of shells were fired by supporting warships in the first 10 to 20 minutes of the attack.

A number of British warships were in the Western Task Force, including the famed battleship HMS *Warspite* and the new British cruiser, HMS *Black Prince*.

As the invasion armada approached the coast of Normandy, three German destroyers stuck their noses out of the Bay of Biscay with a fleet of minesweepers riding ahead, but this did not divert even one ship from the Allied force. Instead, word was flashed to the RAF Coastal Command and in a few minutes rocket-firing Beau-fighters with a Mosquito escort were out to handle the situation. Before long rockets were seen crashing into hulls and through superstructures. All

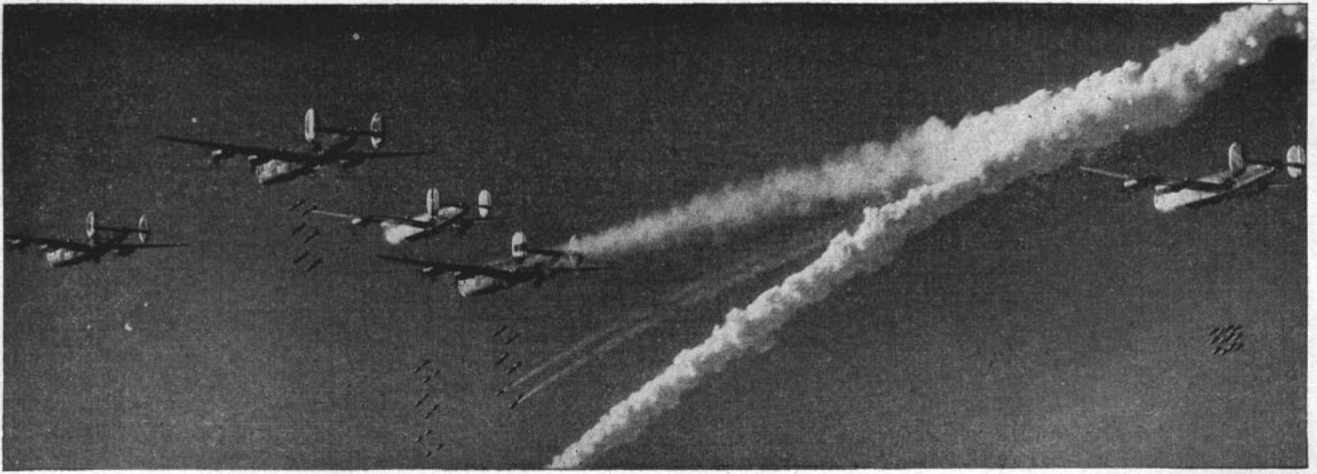
Japs "sank" at Pearl Harbor, opened up with her ten 14-inchers. She and the British monitor *Erebus*, with her two 15-inch guns, duelled with some

of the enemy's heavy batteries commanding the westernmost landing beach.

Here were the three oldest battle-

# WESTERN EUROPEAN INVASION COMMAND





Official U. S. Army Air Forces photograph

*Allied bombers—smoke pouring from one—drop explosives on Nazi installations in support of troops.*

three destroyers were in flames as they fled.

Shortly after daybreak a force of 1,300 Fortresses and Liberators swept down on the invasion coast and delivered thousands of tons of explosives on the coastal defenses, followed by the mediums and fighter-bombers of the 9th AAF. The American and British heavy bombers plastered the beaches with 10,000 tons of explosives between midnight and 0800, and Allied planes made 7,500 sorties in this period.

At about 0630 assault boats moved in past the iron obstacles which the Germans had planted offshore. Infantrymen stormed ashore, followed by tanks. At some points Nazi machine guns wiped out some of the troops as the doors of their landing craft swung open. At other points the bombardment had so pulverized the defenses that there was little opposition. When the tide went out some of the small boats were stranded high and dry atop the iron barriers. Some mines in the water and on the beach exploded before they could be rendered harmless by demolition parties.

War Correspondent Ernie Pyle sent back this graphic description of the underwater obstacles:

"The Germans had masses of those great six-pronged spiders made of railroad iron and standing shoulder high in places just beneath the surface water for our landing craft to run into. They also had huge logs buried in the sand, pointing upward and outward, their tops just below the water. Attached to these logs were mines. In addition to these obstacles, they had floating mines in the beach waters, land mines buried in the sand beach and more mines in checkerboard rows in the tall grass beyond the sand. . . .

"The first crack in the beach defense finally was accomplished by terrific and wonderful naval gunfire which knocked out the big emplacements. They tell epic stories of destroyers that ran right up into shallow water and had it out point-blank

with big guns in those concrete emplacements ashore."

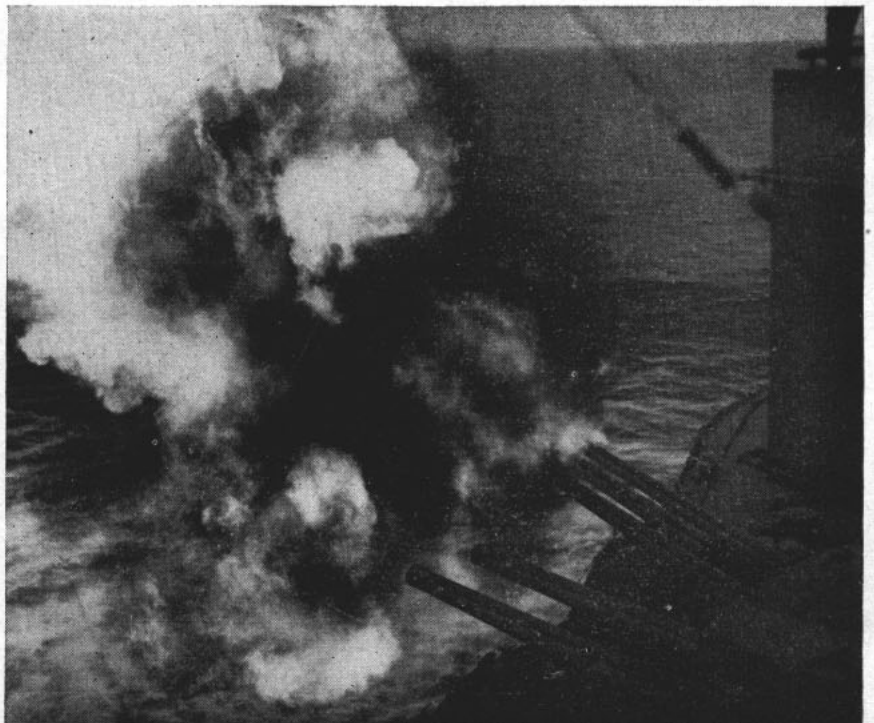
Once on the beaches, the soldiers crouched behind jeeps or tanks, or any cover they could find. Rangers scaled cliffs and attacked prearranged targets. One detachment climbed up a tall cliff and had captured gun positions 15 minutes after it landed.

Small, wooden 83-foot Coast Guard cutters patrolled about a half mile off the invasion coast, picking up survivors from sunken vessels. They rescued at least 444 soldiers and sailors during the first two days. One cutter alone picked up 126 survivors from three stricken ships.

Warships often were called upon to assist troops ashore when a particularly tough battery was encountered. Military experts estimate that one de-

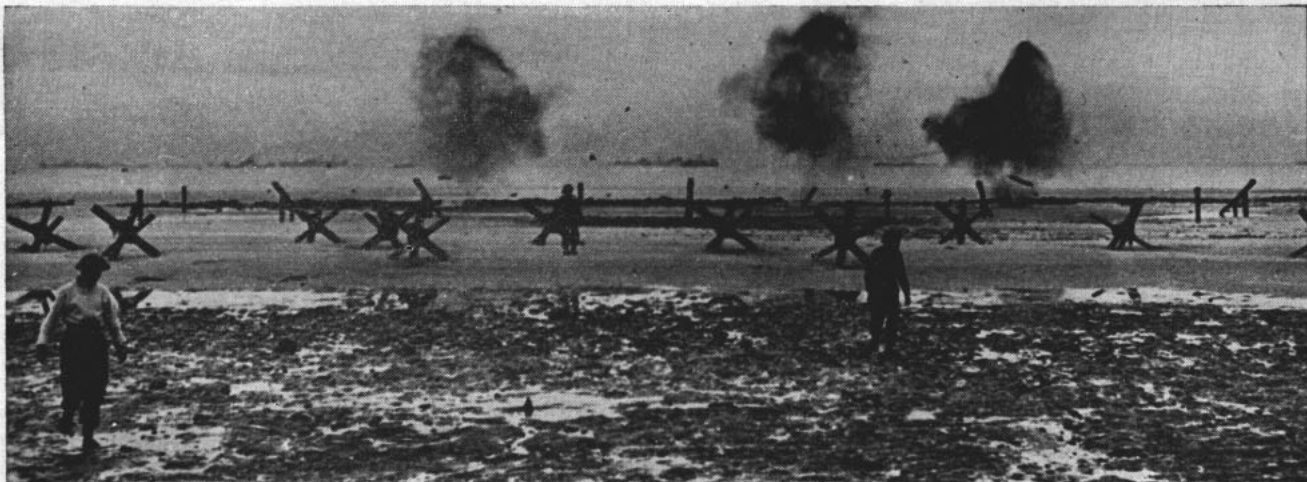
stroyer has the firepower of an artillery regiment, while battleships firing at point-blank range were able to pulverize the most powerful gun emplacements the Nazis had.

Along the Cherbourg peninsula a British battleship, assisted by the USS *Quincy* and several destroyers, pounded away for 36 hours to level some especially troublesome fortifications. The battle wagon, anchored out about three miles, hurled shells from two and sometimes three turrets from midafternoon until late evening. Its targets were wireless stations on a hill, and a nest of German 88-mm. guns about five miles from the American positions. The hill was ploughed with giant furrows and not a thing on it was left standing. Even the trees disappeared.



Official U. S. Navy photograph

*Big guns of U. S. S. Nevada batter Nazi positions in France.*



British Official Photograph

*British naval Commandos creep across Normandy shores, removing mines and other obstructions.*

The USS *Tuscaloosa* "took on" the town of Montebourg on 8 June to pave the way for its subsequent capture by ground forces. The Nazis were well dug in around Montebourg, their important gun positions casemated with walls of earth and concrete 12½ feet thick. Their big guns used very fine smokeless powder that made it impossible to spot gun sites unless a spotter happened to see muzzle flashes. The Nazis also used the trick of sending out billows of smoke every time a gun fired, from a position safely removed from the actual battery.

However, officers on the *Tuscaloosa* were able to get the guns by watching the splashes as shells hit the water and started "walking" toward the cruiser. They were in a straight line, and by following them back it was possible to eventually land shells on the guns and knock them out.

Even the *Tuscaloosa's* heavy guns could not completely knock out the well-protected gun emplacements. A direct hit would not destroy the guns but the concussion killed some of the Germans inside and deranged some of the sensitive equipment, such as range finders. Therefore a direct hit would neutralize a battery for 10 to 30 minutes while the Germans replaced equipment and rushed in new cannon fodder.

A destroyer alongside the *Tuscaloosa* joined in the battle and used a few tricks of its own. As German shells began falling closer, the destroyer began belching black smoke, as though about to move. The Germans swung their guns and straddled perfectly the position the destroyer would have occupied had it gone forward. But the destroyer had reversed its engines and gone full speed astern. Thus, the Germans had exposed their

gun position without touching the tricky tin-can.

The aerial pre-invasion softening up process, which started months ago, had gradually increased in intensity until, in May, more than 118,940 tons of bombs were cascaded over Germany and the occupied countries. Allied planes made 94,000 sorties and dropped bombs at the rate of two and one-quarter tons per minute. Only occasionally did the Luftwaffe rise to give battle, but on these rare occasions it suffered heavy losses. During May, 1,877 enemy aircraft were destroyed in the European theater of operations. The Allies lost 1,517 planes in operations from British and Italian bases.

Our 8th AAF, going into action 27 days during May, completed more than 30,600 sorties—over 16,400 for the bombers and 14,200 for the fighters. The 9th AAF made more than



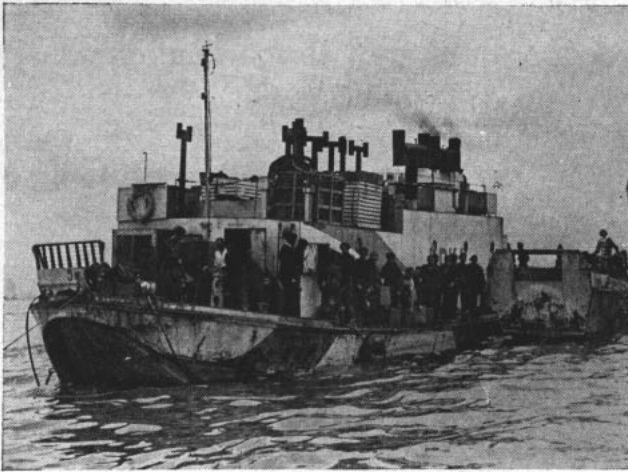
Official U. S. Navy photograph

**NAZI SECRET** weapon: U. S. Navy men dismantle miniature robot tank packed with high explosives.



Official U. S. Signal Corps photograph

**FRENCH GIRL** in bobby socks (left) comes out of ruins of Isigny as Yanks mop up snipers.



British Official Photograph  
*British landing barge, kitchen, feeds invaders.*



*Safely up beach, troops take "breather"—then push on.*

30,000 sorties into enemy territory to attack 100 different targets.

The 9th, operating against tactical or semi-strategic objectives—primarily rail, road and canal traffic in northern France and Belgium—dropped over 20,000 tons of bombs, an increase of 60% over the April figure.

Although its operations were directed against traffic over every navigable river in northern France, they were concentrated on the Seine and Meuse. In the last 10 days of May, Marauders and Havocs dropped more than 4,000 tons of bombs on 10 bridges crossing the Seine. This might have tipped off the Nazis to the point selected for the invasion, except that bombs were falling everywhere with almost equal intensity.

Long-range Fortresses and Liberators of the 8th AAF made 48 attacks during May on marshalling yards in France, Belgium, Luxembourg and Germany, 36 attacks on airdromes

and hangars, 11 attacks on aircraft factories and 11 attacks on synthetic oil plants. Twelve industrial works, including three shipyards, were damaged in Berlin and five other German cities. One of the most important single targets attacked was the German Army's tank and armored vehicle depot at Konigsborn, which was almost totally destroyed.

In all these operations, the 8th's B-17s and B-24s shot down 428 Nazi planes and lost 310 bombers, less than 2% of the number dispatched. The 8th fighter pilots destroyed 475 enemy planes in the air, many others on the ground, and we lost 171 fighters, less than 1% of those sent out.

The Navy had begun its invasion preparations by expanding naval bases and establishing others in the British Isles. Several large bases, particularly the one at Londonderry, Northern Ireland, have been used since shortly after the U. S. entry

into the war. Soon after the Quebec conference last September, Admiral Harold R. Stark, USN, Commander, U. S. Naval Forces, Europe, commenced a great expansion of the base and of training facilities throughout the British Isles. In less than one year naval stations and base facilities of various kinds were secretly built, and through them have been "processed" thousands of officers and blue-jackets.

Crews were trained in the special techniques of amphibious warfare; officers and men were taught protective measures against gas; thousands of Seabees practiced the construction of docks, causeways, jetties, barges and ferries; and in cooperation with the Army, many actual landing exercises and full dress rehearsals were held.

The mere assembly of the vast fleet of landing craft used in the invasion

*(Continued on Page 52)*



*LIBERATED French villagers tell Americans how civilian at right killed German sprawled on ground.*



Official U. S. Army Signal Corps photographs  
*CAPTURED NAZIS spend their time behind barbed wire while Allied troops continue their drive inland.*

# ENLISTED MEN INTO OFFICERS

Increasing Proportion of New Appointments Go to Personnel From Ranks . . . Commissioning of Civilians Sharply Curtailed

Enlisted men are accounting for an increasingly larger proportion of appointments to warrant and commissioned ranks and by fall almost all officers needed for the Navy will be obtained by the advancement of qualified enlisted personnel.

This change in the officer procurement program was announced by Secretary of the Navy James Forrestal and Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel, at a recent press conference.

Beginning about 1 July almost all new male officers and officer trainees, except doctors, chaplains and engineers, will come from the enlisted grades.

At present some 20,000 men from the ranks are enrolled in V-12 schools, pursuing the necessary courses to fit them for assignments to naval reserve midshipmen's school or other training leading to commissions.

Approximately 3,623 enlisted men

have been transferred from other duties to officer training programs and have attained commissioned status. Larger numbers are now undergoing training. Naval reserve midshipmen's schools (V-7 program) regularly re-

ceive from the ranks students who have had four or more college terms and who have served four months or more in the Navy depending upon the extent of their college training.

## V-5 Reallocation

*The Navy flight training program has been revised to include termination of procurement of civilians, lengthening of course, raising qualifications and reducing personnel now under training by 50%. Students already taking primary flight training will not be affected by the slash. (For complete details see page 69).*

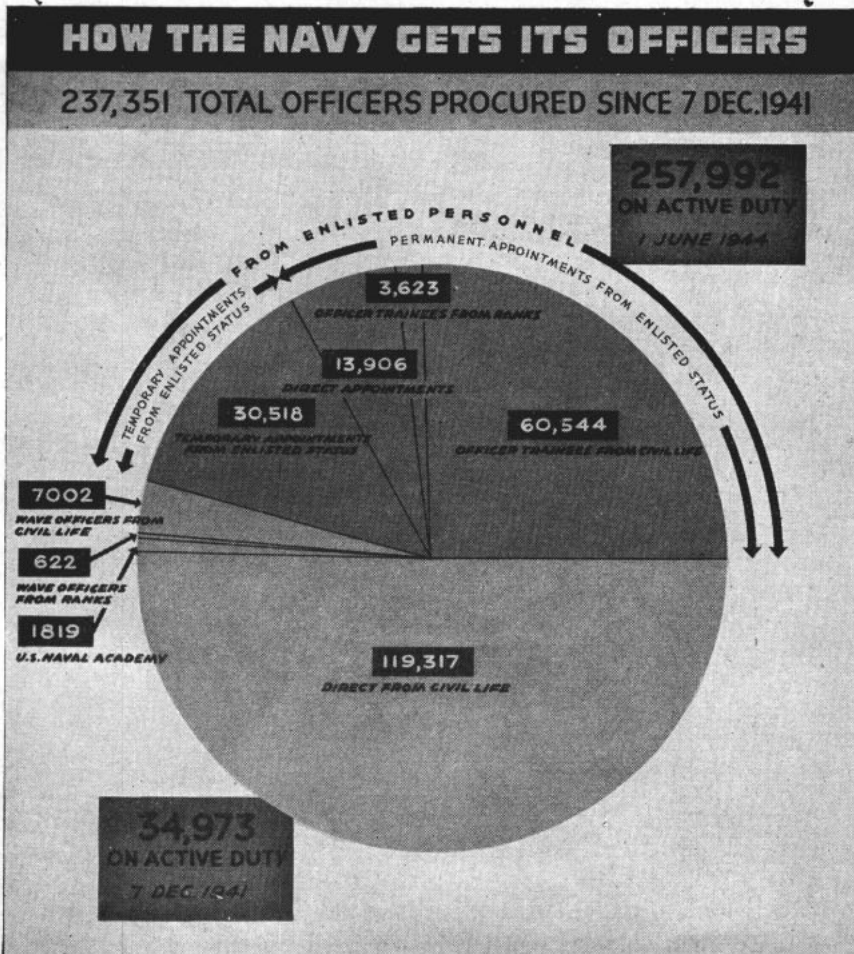
Other enlisted men are attaining

officer status through the aviation cadet training program (V-5) for which the educational requirement is a high school diploma or its equivalent. A definite upward trend can be seen in the proportion of enlisted men to receive appointments to warrant and commissioned rank. In 1942 enlisted personnel accounted for 16 per cent (15,625) of all officer appointments. The figure rose to 21.6 per cent (20,380) in 1943, and during the first five months of this year, those chosen from enlisted status accounted for 27 per cent (12,363). The percentage will continue to increase.

Direct appointments from the ranks are of two types—permanent and temporary. For temporary appointments, the minimum attainment for consideration is that the man has worked up to petty officer first class or above. Having once reached this status he is considered for temporary appointment on the basis of his commanding officer's recommendation, record in service, civilian background, and demonstrated qualities of leadership. He is not required to meet any arbitrary educational standards.

Requirements for permanent appointments are comparable to those required of civilian appointees, except that the man who has seen active service aboard ship is given advantage over the civilian appointee. The equivalent of eight semesters of college is required for a commission, but a weighted scale for the purpose of recognizing enlisted service has been established whereby three months of active duty on board ship is made equivalent to one semester of college work. The equivalent of four semesters of college may be accrued in this way, so that only two years of actual college work are required. Thus, a man with three and one-half years of college is required to serve three months at sea, while a man with two years of college is required to serve one year at sea to be eligible for a permanent commission in the Naval Reserve.

Another method of reaching commissioned status is open to the men of the fleet. Annual quotas have been established whereby each year 100 qualified young men in the regular Navy and 100 in the Naval Reserve



may receive appointments to the Naval Academy on the basis of competitive examinations.

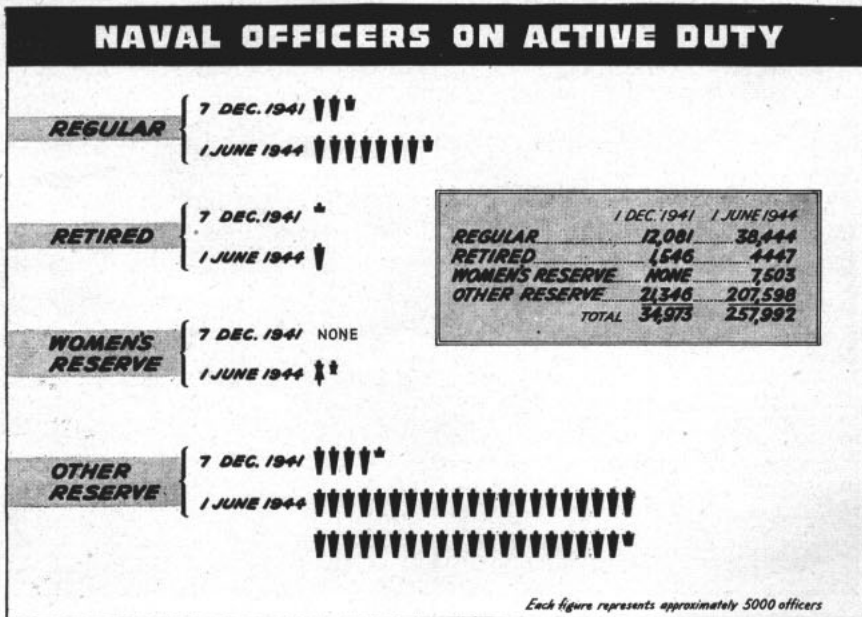
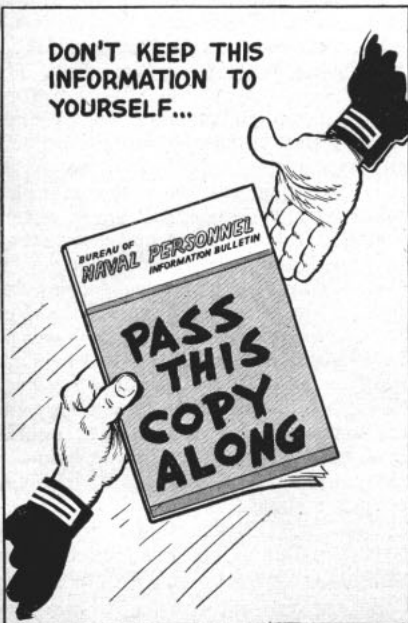
In addition to announcing the increase in appointment of enlisted men to officer status, a general overall picture of the Navy's officer strength was reported at the press conference. Since Pearl Harbor, 237,351 officers have been procured. This includes 7,624 officers of the Women's Reserve, 622 of which formerly were enlisted women.

At the time of Pearl Harbor, the Navy had 34,973 officers. Today, the total strength is 257,992. Attrition (number of officers who have been killed, discharged, or retired since 7 December 1941) has depleted officer ranks by 14,322.

There are at present 48,047 male officers in the Navy who have been appointed to warrant and commissioned ranks from enlisted status during this war (to 1 June 1944). Of this number, 30,518 received temporary appointments and 13,906 received permanent appointments. Approximately 3,623 enlisted men received commissions through officer training programs. This is divided into two groups—1,028 men commissioned through V-5 and 2,595 through V-7 and V-12.

Since the attack on Pearl Harbor, approximately 45 per cent of those men appointed to warrant or commissioned grades once served as enlisted men either afloat or ashore or in the status of apprentices taken into the service from civil life and trained before being commissioned. Numbers in this category total 108,591.

Of this group, apprentices taken in



from civil life to go through officer training total 57,766, with 25,649 officers coming from V-5, 30,969 from V-7 and 1,049 from V-12.

In addition to officers supplied by direct appointment and training schools, 1,819 officers have been graduated from the Naval Academy from the beginning of the war to 1 June. During this same period, 2,878 have received commissions through the Naval ROTC program.

In order to meet the emergency demands of an ever-expanding Navy, it was necessary to draw heavily upon qualified men in civil life to fill required billets in great numbers. This was especially true in the case of billets requiring professional men and trained specialists, such as doctors, dentists, chaplains, engineers and other types of administrative talent. From 7 December 1941 to 1 June 1944 the total number of appointments of all types from civil life amounted to 119,317.

Within these limitations all possible effort has been made to exhaust all enlisted sources before commissioning men from civil life. In the officer training programs in particular the quota is set to provide entry for qualified and available enlisted men. The civilian quota is determined by the remaining open billets which cannot be filled from the services.

In this connection, however, it should be noted that in a rapidly expanding wartime Navy, the number of qualified enlisted men who may be appointed to officer status, or selected to attend officer training schools, is the number who can safely be spared by the fleet. Chief petty officers and petty officers first class are the key-

stone of organization aboard ships. Their services in the intermediate level of command are vital to the successful operation of the forces afloat.

To avoid stripping the ships, it is therefore necessary to restrict the number of petty officers who may be drawn from the fleet to fill officer billets in other duties. Qualified petty officers become available for appointment when sufficient numbers of trained and experienced men in lower ratings are ready for "fleeting up" into petty officer jobs.

Thus in the future, with the appointment of enlisted personnel to commissioned status looking brighter than ever, it won't be unusual for one officer to say to another—"Sir, where did you go through recruit training?"

### Qualifications for Officer Training

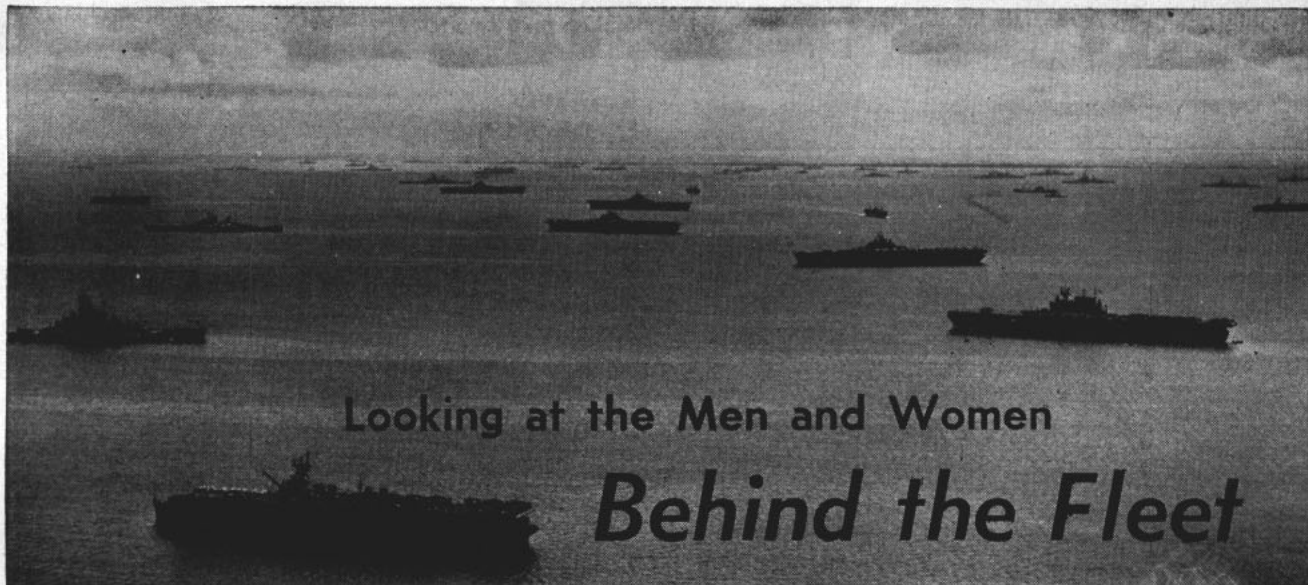
Information concerning eligibility of enlisted personnel for officer training programs and the Naval Academy may be found in the following references:

Class V-7 (reserve midshipmen's schools)—BuPers Circ. Ltr. No. 143-44 (N.D.B., 15 May 1944, 44-578).

Class V-5 (aviation cadets)—BuPers Manual, Art. H-10302.

Naval Academy and Naval Academy Preparatory School—BuPers Circ. Ltr. 102-44 (N.D.B., 31 March 1944, 44-388).

For direct appointment to commissioned grade from enlisted status, see Alnav 23-44 and BuPers Circulars 159-42, 152-43 and 246-43.



## Looking at the Men and Women Behind the Fleet

### Manpower Survey Helps Navy Shift Personnel for Maximum Efficiency

By JOHN A. STEVENSON

*Civilian Member of Navy  
Manpower Survey Board*

The United States Navy, having massed the mightiest striking power in its history, today is in the final stages of a significant wartime survey designed to put every ounce of its land-based manpower behind the knockout punch at sea. The six-man Navy Manpower Survey Board, appointed last November by the late Frank Knox, then Secretary of the Navy, has been charged with this specific responsibility: to streamline the manning of all basic land operations so as to back up the Navy's fighting strength. For the last six months, approximately 500 civilians and 750 naval officers have been engaged in an intensive scrutiny and over-all review of all Navy, Coast Guard and Marine Corps shore establishments.

The survey is the first of this scope and character ever attempted in naval history. It also marks the first time in the 168 years of naval tradition that civilian experts of the United States have been called upon in large numbers to sit in official naval councils and help with such a stupendous job as the surveying of 3,000 naval activities which involve a total personnel approaching 1,500,000 men and women.

This plan of co-operative effort was undertaken with some hesitation, frank misgivings and slight skepticism on the part of both naval authorities and civilians. Many of the civilians, both industrialists and professional men, came in with "doubting Thomas" reservations, fearing the survey might be only a "white-wash" or that they, the civilians, were mere-

ly being called in for window-dressing. Naval officials, on the other hand, doubted honestly whether the civilians would roll up their sleeves and really do a job. Both groups were agreeably surprised.

Chairman of the board is Vice Admiral Adolphus Andrews, USN (Ret), former Commander of the Eastern Sea Frontier. Assisting him are Rear Admiral Charles W. Fisher Jr., USN, Captain Paul F. Foster, USNR, U. S. Civil Service Commissioner Arthur S. Fleming, R. Randall Irwin, and myself.

It is easy to understand the purpose of the survey if we review for a moment some of the Navy's problems. The Jap attack on Pearl Harbor unleashed our determination to retaliate swiftly and effectively. That memorable date—Dec. 7, 1941—signalized the beginning of a tremendous military expansion period. The Navy virtually mushroomed overnight, adding thousands of men hurriedly to its ranks. In the hurly-burly of quick placements, men were put into jobs where they were needed most at the time. The Navy's need for quick expansion in a tight labor market obviously created some understandable maladjustments.

In view of this situation, the Navy Manpower Survey Board was appointed to determine whether shore establishments were over-manned or under-manned and whether the Navy's manpower was being utilized to the best possible advantage. The appointment of this temporary board did not imply that the Navy has been "rest-

*Reprinted by permission from  
EVERYBODY'S WEEKLY, magazine of  
The Sunday Philadelphia Inquirer.*

Official U. S. Navy photograph  
**ABOVE:** Carriers and battleships are shown among U. S. Navy vessels at anchor in Marshalls following conquest of those Jap islands. "Whenever a Navy task force strikes," Mr. Stevenson points out in accompanying article, "the success of the operation is bolstered by the efficiency of those who build, repair and supply the fighting ships and of those who select, train and assign the fighting men."

ing on its oars" with respect to the problem of personnel utilization.

It meant that for the Navy a second stage of the war had been reached which necessitated a survey of activities to decide where sails should be trimmed and where procedures could be made more shipshape so that no manpower was wasted. For the first time since Pearl Harbor it was possible to take stock and review activities in the light of existing needs. The Navy Manpower Board, therefore, was set up to procure an over-all, balanced view, thereby supplementing the continuing efforts of the naval officers concerned with the management and personnel of shore establishments. One of the main objectives of the Manpower Board's survey is the moving of all able-bodied, capable fighting men away from desks and into action where all of them want to be. To quote Admiral Andrews in regard to the officer personnel situation: "Surplus officers now on shore, who are capable of going to sea, should be sent to sea; and all those who are not capable of performing their duties properly should be placed on the inactive list. Every officer, active, retired, regular or reserve must pull his weight in the boat—or get out."

At the present time, of course, we cannot expect a drastic, over-all re-



duction in the Navy's shore personnel. Our Navy still is expanding at an unbelievable rate. Statistics tell the story: Three weeks after Pearl Harbor, on Jan. 1, 1942 we had 913 ships in commission. Two years later, the Navy had 4167. During 1944 we are launching 12 new ships a day—one every two hours. A total of 4,000 hard-hitting sea-going vessels will be added to the fleet this year. Officers and crews are needed to man these ships and more personnel are needed ashore to supply and repair these additions to the fleet. By the end of this year, the Navy's officer and enlisted personnel alone will exceed 3,000,000. The Coast Guard and Marine Corps together will add almost three quarters of a million to that figure.

In this expanding Navy, the shore establishments play a vital role. Whenever a Navy task force strikes at a Jap outpost in the Pacific, whenever the Navy safely convoys men and material to the fighting fronts, engages an enemy force or provides cover for a landing party—the success of the operation is bolstered by the efficiency of those who build, repair and supply the fighting ships and of those who select, train and assign the fighting men. It is with the personnel of the shore establishments that the Manpower Board particularly is concerned.

At the midpoint in our work we were surveying the activities of 677,242 civilians, 100,601 officers and 507,424 enlisted personnel in this country, Puerto Rico, Panama, and Hawaii, by means of an efficient field organization built up almost overnight. To speed up the survey, district navy manpower survey committees were set up in each of 15 naval districts. These committees, in turn, had the responsibility of choosing sub-committees to study many individual activities. The members of these groups were naval officers, Civil Service officials and civilians drawn from business, industry and the professions. All civilian members serve without pay.

Members of the survey groups were assigned to make physical inspections of activities in which they had had comparable experience. A minimum use was made of questionnaires and statistics; red tape and all unnecessary time-consuming procedures were eliminated. General over-all surveys were substituted for detailed management surveys on the theory that short-time reviews which were 80% effective in accomplishing our purpose would have more practical value than comprehensive studies which took two years or more to complete. In the conduct of the surveys, labor has been most understanding and co-operative. We have had helpful assistance from the American Federation of Labor, the Congress of Industrial Organizations and the National Federation of Federal Employees.

In asking civilians to help, the Navy has opened the door for landlubbers to aid in the war crisis and these civilians, in the judgment of top-flight Navy men, are turning in a good job. One high ranking Navy officer, for instance, has written: "Had I the job to do over again, I would press into service twice as many civilians. Their observations and assistance have been of inestimable value. We have 25 working with us—industrialists, business and professional men. They have taken the matter very seriously and the Navy here will benefit in more ways than one from their participation. I presume I, as well as many others, was of the opinion at the outset that they would not take off their coats nor would they, as amateurs (presumably) be able to help us. But they have done so with a vengeance and have frequently pointed out to us practices which were not of the best and indicated what corrective action should be taken. Whenever the district committee has not concurred with the recommendation of the group, which has happened but infrequently, they were ready to go to bat to substantiate their conclusion, whether it was for a reduction or for an increase." Another naval officer, after praising the work of the civilians, commented, "They were not hard-boiled enough." This was, in a sense, a compliment. It wasn't our job to be hard-boiled but only to get the facts.

On the other side of the picture, scores of successful industrialists, who served as volunteers, have expressed their admiration of the sincerity and honesty with which naval personnel approached the survey, and characterized the Navy officials as "a fine bunch of officers who attacked the problems with thoroughness."

Speaking as a civilian I should like to state that the naval officers could

not have been more genuinely co-operative. This has been an open, candid survey. It has not been a self-inspection tour led by naval executives but an honest scrutiny. I have seen no evidence of any attempt on the part of naval officers to give the civilians a "brush-off." For the last six months, officers and civilians, working together, have provided a practical example of naval-civilian co-operation in a democratic nation. Each group has respected the other's contribution. I hope from this experience, which both have enjoyed, a new entente cordiale may come into being so that civilians and naval personnel in the future will be able to work together on mutual problems.

Reports have been received from all parts of the country. A high percentage of our recommendations to the Secretary of the Navy already have been put into effect. In view of the changing complexion of the war, we have concluded that it is now safe to abandon some activities or merge them with others.

Final figures will be incorporated in the complete report of the Manpower Survey Board to the Secretary of the Navy. As of May 15th, substantially over 85,000 officers, enlisted men and civilians have been recommended for transfer. Many are now at sea or advance bases, or undergoing special training for overseas duty. Surpluses found at certain shore establishments have been or are being assigned to other duties—many to areas where shortages were discovered. It is to the Navy's great credit that unmanned stations were operating superbly in spite of their manpower shortage.

While the immediate dividends from the survey come from eliminating the maldistribution of personnel and breaking up manpower bottlenecks, there are intangible results of definite importance. The survey has produced a greater comprehension of the need for economical utilization of manpower. It has re-emphasized to both officers and civilians the complex, non-repetitive and unpredictable character of the tasks which must be accomplished by the Navy. It has set up certain standards, which can be advantageously applied now and in the future. In short, many lessons learned from the survey will help to shorten the war and will aid the country in meeting the problems presented by post-war conditions.

I have been tremendously impressed with what I have seen in some of the training centers—particularly in those concerned with sub-chaser and air training. Some of the educational techniques developed by the Navy are likely to revolutionize the whole program of training in industry and will, no doubt, have a far-reaching effect on scientific and engineering education.

Our Navy was a dominant factor in  
(Continued on Page 53)



Official U. S. Navy photograph  
Vice Admiral Adolphus Andrews  
Chairman, Navy Manpower Survey Board

# COMPETITION FOR 'SEA LAWYERS'



## 650 Legal Assistance Officers Now Giving Advice to Naval Personnel and Dependents

JOHN SMITH, S1c, lost his wife just after he entered the service. He had two small children. When he was killed in action in the Southwest Pacific, it was discovered that Smith left no will and had made no provision for anyone to look after his property or his children. His relatives squabbled over the custody of the children and a court finally stepped in and named a guardian.

This legal trouble might have been avoided if Smith had spent a few minutes with his legal assistance officer before he left the continental limits and had drawn up a will.

Have you drawn up a will? Do you have an automobile registered in your name? Who is going to get the license plates or, if necessary, sell it while you are away? Are you afraid your family will be evicted from their home? What taxes must you pay while you are overseas?

These, and a thousand other personal legal problems, are being solved today by 650 legal assistance officers at naval activities throughout the U. S. and overseas. During the first six months of the Navy's legal assistance program, about 89,000 cases were handled. News of this service has spread, and it is estimated that 250,000 cases will be handled during the second six-month period.

Legal assistance offices were authorized by then Acting Secretary

Forrestal in a letter of 26 June 1943 (N.D.B., Cum. ed., 43-1164) to all ships and stations. Under its authority commandants and COs of naval activities, including Marine Corps and Coast Guard, assign an officer or enlisted man as a legal assistance officer. Such person must be a member of the bar of a state, territory or the District of Columbia.

At smaller activities legal assistance is only a part-time job for an officer, while larger stations sometimes have several officers at it full time.

It is not mandatory for a CO to appoint a legal assistance officer, but in activities where such offices have been established, morale has noticeably improved.

The district legal officer of each naval district exercises general supervision of all legal assistance officers within the district, while the general organization and direction of these officers comes under the jurisdiction of the Judge Advocate General, Rear Admiral Thomas L. Gatch, USN, former CO of the USS *South Dakota*. Comdr. Richard Bentley, USNR, is chief of legal assistance.

The function of legal assistance officers is to advise naval personnel and their dependents with regard to their personal legal problems. However, these officers cannot appear in court or advise naval personnel on disciplinary or official matters, or assist

them in claims against the government. When a problem arises which involves court proceedings, the case is referred to a volunteer civilian attorney, through an arrangement established last July between the Navy Department and the American Bar Association. Thus there is a minimum of encroachment upon the functions of the civilian bar.

State bar war-work committees have been established in every state, and they stand ready to assist servicemen with legal advice, which usually is gratuitous. Naturally, civilian attorneys may charge fees when they represent a serviceman in extended court proceedings, or in cases where the services produce financial returns, but even then their fees are lower than those ordinarily charged.

A large proportion of the cases handled by naval legal assistance officers deals with domestic problems. A sailor may hear that his wife is stepping out, and he wants a divorce so he can stop her family allowance. Perhaps a man's wife is suing him for divorce, and he wants to know what he should do. Can she obtain custody of their children?

These domestic problems—especially those dealing with divorce—are most difficult for legal assistance officers to handle. Every state has its own divorce laws, except South Carolina, which does not issue divorces at all. It is very difficult—almost impossible—for a man overseas to obtain a divorce because most states require a plaintiff to be present in court and have at least one witness. The grounds for divorce, annulment or

separation range from adultery to incompatibility, and these vary greatly in different states. You can't obtain divorces by mail, and in many states they are difficult to obtain at all.

Incidentally, thanks to the Soldiers' and Sailors' Civil Relief Act, no serviceman need worry about coming home to learn that he was divorced by his wife while he was overseas. No judgment can be entered against him, without his consent, while he is in the service if his defense is materially affected by reason of his service.

The legal assistance officer on a large warship may be called upon to advise men from 48 different states; so he must have at least a general knowledge of the laws of every state in the Union. To assist him, the Office of the Chief of Legal Assistance in the JAG Office obtains and sends out legal material to all legal assistance officers. This includes, among other things, pamphlets containing digests of the laws of each state relating to servicemen. These are prepared under the direction of the American Bar Association by outstanding lawyers practicing in the various states. These lawyers have done the work without charge as a patriotic service to men in the armed forces. Other material is obtained from the National Association of Legal Aid Organizations, law publishing concerns, etc.

Taxes also are a subject of much concern among naval personnel. Men want to know if they can postpone paying real and personal property taxes until the war is over. Are they subject to state income and personal property taxes in the state where they now reside temporarily under orders?

To meet one such problem, a memorandum for the information of officer and enlisted personnel residing in Virginia was issued by the Office of the Judge Advocate General to clarify the law on real and personal property taxation. Its general conclusions, which apply also to naval personnel on duty in any state, are to the effect that a serviceman is not liable for the state capitation tax, but must pay taxes on tangible personal property, such as an automobile or household effects and, of course, real estate.

It also has been established that a serviceman temporarily on duty in one state does not have to pay a state income tax there if he maintains a legal residence in another state.

The widow of a Navy captain killed in the Pacific had some personal property in storage in a Washington warehouse. District of Columbia tax collectors notified her that she would have to pay a property tax on it. She wrote from San Francisco for legal advice. The legal assistance office discussed the matter with tax officials and it was agreed that the widow would pay \$35 tax for the two years that \$1,000 worth of property had been stored in Washington. She gladly thanked the legal assistance office for

saving her a trip from San Francisco to Washington, D. C.

Leases and controversies over rentals and evictions compose a large part of the cases handled by legal assistance officers. They recommend that the so-called "Army and Navy clause" be inserted in rental leases to protect servicemen who may be transferred at any time. Following is the suggested wording:

"The parties hereto agree that in the event the lessee is officially ordered by the Navy Department to duty outside of ..... (city where now stationed) and the lessor is duly notified thereof in writing by the lessee, then and in that event this lease shall cease and terminate 30 days after the date when the next monthly payment of rental is due."

One father wrote in as follows: "My son left his property in my care when he enlisted in the Navy. I rented his house to some people with the agreement that they would keep it in good condition and clean and free from bed bugs. They have been holding drunken brawls and the walls in the bedroom have been damaged. I understand the place now is over-run with bed bugs and the renter refuses to let me fumigate it . . . I have given them notice to move, but the bed bugs will have the place carried away if I have to wait 30 days. What can I do? Does my son have to fight to protect this country for people like that?"

The legal assistance officer called in a civilian attorney connected with the state bar war-work committee in that community, and the tenant and bed bugs were evicted.

Legal assistance officers, particularly those at or near ports of embarkation, assist officers and men in drafting wills and powers of attorney on the eve of their transfer to duty afloat or overseas. These are matters which should not be left until the last moment, but unfortunately that often happens. While many ships now have

legal assistance officers, it is recommended that everyone put his personal affairs in order well in advance.

The legal "bible" for servicemen is the Soldiers' and Sailors' Civil Relief Act of 1940, as amended 6 October 1942. It was enacted by Congress to protect those in military service from financial and legal difficulties, and to protect them and their dependents in many ways.

It provides that interest on obligations incurred before service cannot exceed 6% during service after 6 October 1942, unless the creditor applies to a court and it is decided that the debtor's ability to pay over 6% is not materially affected by his service.

It provides that payment of state or federal income taxes may be postponed under certain circumstances for men at sea or overseas, and stays the sale of servicemen's real or personal property for collection of delinquent taxes if their ability to pay is substantially affected by their service.

Installment purchases, conditional sales, repossessions, mortgages, loans, storage charges, etc., if contracted before entering the service, fall within the moratorium provided for men in the service. In most cases such debts may be paid off after service in equal installments over a period equal to the full period of service.

Private life insurance up to \$10,000 may be protected against lapse under terms of the Act.

This act merely postpones and does not wipe out obligations. It usually will be best for those who can to continue making payments they have undertaken.

A legal assistance officer's advice on these matters should be obtained.

The Army has a legal assistance program which is coordinated with the Navy's. For instance, a soldier may obtain legal advice from a naval legal assistance officer, if no Army legal assistance officer is available, and vice versa.

The American Bar Association, state bar associations and their war work committees have rendered invaluable aid in establishing the legal assistance program. Thousands of civilian attorneys have given their time and services unselfishly that servicemen may be freed of legal worries. Within the last few weeks the Navy has given Certificates of Appreciation to 10 state bar associations in recognition of their assistance in "contributing to the morale of naval personnel and to the successful prosecution of the war."

The primary purpose of the Navy's program is to help personnel by relieving their minds of worry concerning legal problems. So if you have any personal legal problems, Mac, just ask your legal assistance officer. He will give you straighter dope than the best "sea lawyer" that ever walked a deck.





AT LEFT are the pilot and crewmen of one of TBFs in first rocket attack on U-boat. Left to right: Charles H. Gertsch, ARM3c, Lt. (jg) Leonard L. McFord and William H. Ryder, AMM2c.

*True-Story Adventures:*

## TBF Pilots Describe Fireworks In First Rocket Attack on U-Boat

Rockets made their debut in the air war on submarines when two Navy bombers recently used the new weapons against a U-boat which in all probability is now resting on the floor of the Atlantic.

Operating from an escort carrier, the planes—Grumman TBF Avengers—caught the Nazi submarine by surprise on the surface. Attacking with the new self-propelled projectiles developed by the Navy and backing up the "Buck Rogers" attack with older weapons, the aircraft apparently destroyed the sub without damage to themselves.

Pilots of the two planes were Lt. (jg) Leonard L. McFord, USN, 26, Baltimore, and Lt. (jg) Willis D. Seeley, USNR, 24, Huntington, Ind.

"Searching the rough seas," Lieutenant McFord explained, "I saw something that looked like a long white streak. I wiggled my wings to catch Seeley's attention and we headed

for it, keeping cover in the clouds. It was a sub.

"At about two miles we ran out of clouds and I started my attack, firing my rockets. I think I got one and probably two hits."

Lieutenant Seeley joined the attack

and scored two definite hits and two probables. Surprised, the sub did not open fire against the first plane but sent up an intense anti-aircraft barrage against the second. As soon as Seeley's plane cleared the U-boat, McFord returned with depth charges.

"I dove full throttle," he continued. "I could see the tracers coming by me and forming a cone around the plane. Then I dropped my bombs right on the sub."

Seeley came in next, but his bomb-bay doors failed to open. In making his run he had a perfect view of Lieutenant McFord's attack.

"He scored a perfect straddle," Seeley said, "one depth charge exploding abaft the conning tower on the port side and the other exploding immediately forward of the conning tower on the starboard."

The U-boat, badly damaged, was still surfaced, circling left. McFord went in for a machine-gun attack. He was so intent he came within 20 feet of the conning tower.

"I could see my bullets hitting, making white marks on the conning tower," stated the flyer. "The flak was heavy but I could see no one on deck. There were certainly a lot of guns, so many the sub looked to me like a picket fence."

Then Lieutenant Seeley came back. The U-boat started to submerge but the pilot dropped his depth charges squarely over her conning tower. The charges exploded and sent the sub up to the surface at a 50-degree angle.

Then she settled back and started to circle slowly, with barely any headway. She began to bob up and down, stern under and bow tilted at an angle. Then she went dead in the water and there was a big puff of yellowish-green smoke—apparently from an internal explosion. Down went the U-boat, stern first.



Official U. S. Navy photographs

U-boat, caught on surface, is seen from one of the attacking planes.



Official U. S. Navy photograph

*Aerial view shows USS Choctaw laboring valiantly through the Atlantic with her awkward burden.*

## Navy Tug Tows Tanker 950 Miles--Stern First

Day after day for almost a year the 1,600-ton tug *Choctaw* towed targets for larger ships to shoot at. That was as close as the tug came to war or heroics. Then one day the *Choctaw* was ordered out to sea. When she put into port again it was amidst cheers.

She was towing a crippled 10,200-ton tanker, stern first, loaded with 5,500,000 gallons of aviation gasoline. It was the longest hitch-hike of the war—950 miles—and took 24 days.

The preface of the story of the *Choctaw* starts early one black morning last February when a United Nations convoy in the North Atlantic was bound for the European theater.

All was going well when suddenly the s.s. *El Coston*, a Panamanian cargo ship of 7,000 tons, suffered a steering gear breakdown and crashed into the s.s. *Murfreesboro*, a new U. S. tanker laden with aviation gasoline.

The night was illuminated and a tremendous explosion followed as the *Murfreesboro* was fired. Before the stricken *El Coston* could back free from the gaping hole driven in the tanker's side, she too was blazing.

The fire aboard the *El Coston* was brought under control and the badly damaged ship escorted toward Bermuda, the nearest land. Later, she sank.

Meanwhile, the abandoned *Murfreesboro* continued to float, although raging fires threatened her inflammable cargo. Thirty-one survivors of the tanker had already been taken aboard the USS *Ricketts*, a convoy escort. After the ramming, 43 other members of the tanker's crew were assumed lost, but 25 were picked up later.

A boarding party from the *Ricketts* was unable to extinguish smoldering fires in the compartments of the *Murfreesboro's* gasoline tanks, but found her engine room, fire room and machinery in good condition.

Rear Admiral Ingram C. Sowell, USN, commandant at NOB Bermuda, then ordered the *Choctaw* into action. The tug proceeded at full speed to the aid of the *Murfreesboro*.

Three days later the tug, under the command of Lieut. John Dexter Garland, USN, 43, Somerville, Mass., sighted the tanker. Her mainmast lay

broken amidship, the topmost part in the water. Charred pipes on her deck and gaping holes in her side offered mute testimony to the fire.

The *Choctaw* maneuvered alongside for five hours before a boarding party reached the tanker's decks. Soon afterward a towing line was fired to the tanker by a line-throwing gun. Then the towing ordeal began.

First two days of the towing amounted to a "holding operation." The line broke the first night with the tanker then drifting in heavy seas. A second line was secured the next morning. This line snapped the second evening, and once more the tug maneuvered around the crippled ship. Lieutenant Garland estimated that 40 miles were lost by drifting.

Water rushing into the huge forward hole created a considerable drag and made the slightest headway impossible. On the second evening it was decided towing by the bow was impractical, and preparations were then

made to tow the tanker by her stern.

An improvised towing line, 1,800 feet long, consisting of a 2¼-inch chain and a 1½-inch wire, was used.

Three more days of heavy seas made progress a virtual impossibility, but the sturdy little tug stayed with the tanker. The crew worked feverishly, standing watches every four hours and catching sleep whenever possible. Cooks, yeomen and storekeepers stood gun watches while regular watch standers assisted in the towing preparations.

It was the first trip to sea, of any length, for many of the crew, but, as one member put it, "We were so busy we didn't have time to get seasick."

Lieutenant Garland had estimated the voyage would take 10 days. On the 24th day the tug steamed into a Bermuda port, her mission completed and successful. Her average speed for 18 towing days was 1.67 knots. During one 24-hour period she actually lost three miles.

## Two PTs Battle Two Nazi DDs

Two U. S. PT boats took on two German destroyers recently in the Mediterranean, lured them away from a convoy they should have protected, scared the wits out of them with a torpedo attack—and got home safely.

What's more, the convoy is no more!

The action occurred 20 miles north of the island of Elba. The *PT 212* and *PT 214* were serving as a scouting unit for a light British-American force that had been striking at German convoys sneaking down the Italian coast.

About midnight the PTs contacted a group of German F-lighters (similar to our tank-landing craft) moving south with supplies for Nazis in Italy. Reporting the convoy's course to the main Allied force, the torpedo boats cleared for action. Their job was to attack and divert the attention of two nearby German destroyers while the main force went after the F-lighters.

With a clear path ahead, the PTs opened throttle and roared toward the destroyers. At 350 yards, *PT 212* re-

leased two torpedoes and *PT 214* followed with one.

*PT 212*, under the command of Lt. (jg) Harold B. Lerner, USNR, 30, San Francisco, turned sharply, kicked the throttle wide open, and began laying a smoke screen. The destroyers opened fire, first sending up star shells to light the whole area. Then came the hail of steel from the destroyers' guns. Once, zigzagging inside the smoke screen, the *212* came out in the clear. As the fire from the destroyers' guns converged, she ducked for cover.

*PT 214*, commanded by Lt. (jg) Robert T. Boebel, USNR, 24, Milwaukee, was not so fortunate. The smoke devices failed to work and, as a result, she took several bursts from the destroyers' light guns in her side. Fragments damaged the engine room and injured two men. But first the *214* scored a torpedo hit on one destroyer.

Meanwhile, as the PTs were playing their game of hide-and-seek, the main Allied force swooped in on the F-lighter convoy and in 40 minutes proceeded to sink or blow up the lot.



"The British tar," says Mr. Baldwin in the accompanying article, "still likes his hammock."

## Royal Navy Changing

Old Customs Linger, But a New Note  
Of American Influence Is Creeping In

By HANSON W. BALDWIN  
Reprinted with permission from  
*The New York Times*

ABOARD A BRITISH ESCORT CARRIER AT SEA, May 19—The old customs continue, though war and its imperious necessities have brought a host of changes to His Majesty's Navy.

Today many British men-of-war are built, much of the Royal Navy's equipment is made, in the United States; even the blankets and bedspreads aboard this "baby flat-top" are marked "U. S. Navy." From boatswain's pipes to teapots—the latter one of the most important items aboard a British

warship—this ship, built in the United States, is outfitted from keel to truck with standard United States Navy equipment. Much of its crew, nearly all its officers except "the Owner" (the captain), were in civilian occupations five years ago. Yet each day the ratings still draw their tot of "Nelson's blood" (rum), and each morning at 6:30 o'clock the boatswain's mate's

pipe shrieks over the loudspeakers, and a Lancashire, Scottish, Cockney or Welsh voice chants to the sleeping crew the immemorial invitation to arise:

"All hands! All the hands—Heave Ho! Heave Ho! Heave Ho! Lash up and stow; lash up and stow. Wakey, wakey, rise and shine; the morning's fine; you've had your time and I've had mine—The sun's scorching yer bleedin' eyes out. Beautiful dreamer; lash up and stow—The cooks to the galley' has gone long ago. Show a leg! Show a leg! Make a move!"

The British Navy today, under the influence of war, is a picturesque blend of new and old—the newest of ships and technical devices, the oldest of traditions. The influence of American thought and of American naval practice, which was itself derived from the British, is making itself felt. The Fleet Air Arm, for long a struggling and backward stepchild of the Royal Air Force, has at length written a comprehensive declaration of independence and is now building up a formidable force of ship-based planes, operated from numerous carriers, a force that is frankly patterned on American experience.

The seamen, judging from a recent

"concert" aboard this ship, frankly prefer American "boogie-woogie" to the old tunes of England.

*John Peel* and *Who Killed Cock Robin?* evoked only mild interest, but *Pistol Packin' Momma* almost brought down the bulkheads of the "Canteen Flat" (compartment) where the "sing-song" was held. American movies—both the products of Hollywood and some of the excellent training films produced by our Navy—play a prominent part in the British sailor's life today. So, too, do American cigarettes and matches.

Few Americans and probably few British realize what "lend-lease" and, to a considerably lesser extent, "reverse lend-lease" have meant to the British and American navies in material, philosophical, cultural and spiritual grounds. The two navies—probably the only great fleets that will remain when this war is done—have been far more closely associated in the last two years than in the first World War.

In the first World War it was, generally speaking, the British Fleet that left its impress of good upon the American Navy; in this war, though the United States Fleet has learned much from its principal naval ally, the process has been more or less reversed. The process of exchange has been on the whole a glad and willing one; as far as this observer knows no technical or tactical secrets have been withheld by either party.

A major part of American naval strength, of course, has been engaged

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in the Pacific in a war in which the British have not yet been able to participate fully. Yet there can be no doubt that the Royal Navy is preparing to throw its maximum strength against Japan once Germany is defeated. The fusion of tactical and technical thought—and even to some extent of routine and customs—already well begun in the Atlantic—may thereby be brought to fruition in the Pacific. If it is, the two navies, for the first time in their history, may at the end of this war speak a common tongue. In some sense an Anglo-American Navy may result.

This is not to say that national habits, customs or traditions are being abandoned by either party or that either navy is dominated, or is likely to be dominated, by the other. There are too many evidences to the contrary.

This "baby flat-top," for instance, built to a standard and more or less mass-production design, happened to be turned over to Britain, but, except for its crew and certain minor changes in its structure and for differences in custom and routine, you might think you were aboard an American escort carrier. The naval planes the British are using are chiefly American—Grummans and Vought Corsairs. The guns are standard U. S. equipment.

But though this ship is only a few months old she is already wrapped in an atmosphere of tradition. You feel yourself caught up in the almost casual and unhurried pace of history—something foreign to the somewhat exuberant and youthful atmosphere of the American wardroom or forecabin.

The difference starts in the morning with the boatswain's "wakey-wakey" piping, and is evident throughout the day. The day usually begins, on this ship, at 6:30 a. m., and the hands are piped to breakfast at 7. The crew is divided into watches much as they are on an American ship, but instead of being numbered in four sections, the watches are known as "port" or "starboard," or curiously enough, as "red," "white" and "blue."

The morning is for working, with the ratings busy about their parts of the ship, starting at 5 minutes past 8, and with a 10-minute "stand easy" for smoking at 10:20. At 11 comes a pipe unknown to the American Navy—"Up spirits," when the rum is carefully measured out, half a gill (imperial measure) for each man. The chiefs and petty officers get their "neat," or undiluted, with the noon meal. The enlisted men have theirs mixed with two parts of water to one of rum. Either way it makes a good stiff drink. The seamen of the old navy still drink their rum ceremoniously with a "The King, God bless him," but the "hostilities" men (duration of the war) know little of these customs.

After a noon-day dinner, there are

working hours again in the afternoon, or hands may be ordered to "Make and Mend"—another survival of the old days when sailors made and mended their own clothes. Or they may have—and usually do have, in their rare days in port—the afternoon free. At 4 p. m., there is another call unknown to the American Navy—"Hands to Tea"—and at 7 o'clock, a late hour for the "Yanks," supper is served. At 9 p. m. the commander, or executive officer (second in command), makes his rounds of inspection, and at 10 o'clock at sea "pipe down" is sounded.

On this ship, because she's American built, and on many of the new ones, the crew sleep in bunks, but ordinarily the British tar still likes his hammock and uses it. Whether he will like it after the war is over is another question. The American Navy is even influencing the sleeping habits of the "merry matelot," as the British sailor likes to call himself.

The British also ordinarily have separate messes, scattered all around the ship, but again in this and other recent ships built in America, the cafeteria system—a quicker and more economical method of serving meals, but one out of tune with old customs—is in use.

Unlike in American ships, the officers have a wine mess, and part of the wardroom is set aside as a sort of club room, where beer, sherry, whisky or gin can be procured tax free. The wine mess on this ship has made certain concessions to American customs: It serves tomato juice if re-

quested and has a limited stock of cola, but the drinks, in accordance with British habit, are never iced.

The canteen of this ship, like the canteens of all large American ships, is equipped with a soda fountain, but in His Majesty's Navy no soda has yet been served, insofar as this observer can discover. Some of the men would like it; nearly all the ship's company who have sampled American ice cream speak highly in its praise. But natural conservatism in changing ancient habits, operating difficulties and the scarcity of milk and cream in Britain have as yet prevented the use of this typically American installation. The large ship's laundry, also a feature of American ships to which the British are not accustomed, is used only to part capacity, but more familiarity with its operation may alter this.

The typical American institution of the shower bath is not so welcome to some of the officers who yearn for the British tub. Captain Utrid James, a 41-year-old Welshman, who commands this carrier, points with pride to the little tin tub he has had constructed beneath his shower, where he can get a "proper bath."

The bridge has been altered to conform to the British liking for an open bridge, and other minor changes have been effected about the ship. But it is still American in concept, though British in atmosphere.

The Royal Navy is still true to its ancient traditions and to many of its old customs, but there is no doubt that it is changing in the midst of change.



British Official Photographs

*In U. S.-built escort carrier British seamen get meals cafeteria style.*

# TROOPSHIP!

*This article is the text of War Department pamphlet No. 21-6, published for the guidance of Army personnel aboard Army transports. It is reprinted here as a matter of information.*

The basic rules contained herein, governing procedure aboard Army transports, are the result of practical experience gained during the conduct of this war and collective study by various authorities on the subject. They have the primary purpose of acquainting you with the fundamental essentials necessary to make your stay aboard a transport vessel pleasant and secure and provide for your safety in case of attack by the enemy. Your compliance with these rules will insure that no difficulty will be encountered in obtaining this objective. These rules are only general in scope; you will be given more detailed instructions by the transport commander after you have been assigned to your quarters.

*Your safe passage may depend upon your observance of these regulations governing conduct aboard ship!*

## Safety of Ship

1. Smoke only at the designated time or place, but never on deck at night. No smoking in troop quarters at any time.

2. Throw nothing overboard. Refuse leaves a trail for submarines. A lighted cigarette may blow back on board and start a fire.

3. Blackout regulations are vitally important for the safety of the ship and will be rigidly enforced during blackout period.

4. On all deck areas, personnel will keep back from the rails and maintain passageway for gun and ship's crews during drills and alerts.

5. Do not tamper with the ship's lights, ventilators, fire-fighting equipment, fire doors, alarm system nor electrical system. Do not remove or tamper with shower heads. Clothing or other equipment must not be hung on these units.

6. Until the ship is at sea, and while in view of populated areas, troops not on duty will remain near their bunks and under no circumstances will they go on deck.

## Safety of Troops

7. Do not sit or lean on rails of ship. If you fall overboard, this ship will not stop to pick you up.

8. Fresh water is very precious aboard ship and the supply is limited. It must not be wasted.

9. Learn your abandon-ship station and the quickest way to reach it.

10. Do not stand or sit under a tropical sun without head covering, even though the sky is overcast. Always wear a shirt.

11. Do not get into lifeboats until

ordered to do so by competent authority. Do not put anything in lifeboats.

12. Memorize all signals and act promptly when you hear them. Your safety depends on quick action.

## Sanitation Rules

13. Newspapers, magazines, cigarettes, cotton waste, matches, etc., WILL NOT be thrown down stools, wash basins or urinals.

14. Do not throw anything in the urinals, latrines or showers.

15. Do not throw anything on deck, but place in the receptacles provided.

16. Keep your table and area around you in the troop mess clean.

17. No food of any kind will be taken into sleeping quarters nor into unauthorized areas.

18. Keep clean, shave and bathe as often as permitted.

19. Keep your area policed at all times.

20. Keep your quarters, mess hall, all decks and latrines policed at all times. The ship is your home at sea, so keep it clean.

## General Rules

21. Gambling and intoxicating liquors are not permitted on ship.

22. Keep off the bridge  
out of crew's quarters,  
crew's latrines,  
engine room,  
radio room,  
gun emplacements,  
store room and  
areas restricted to  
troops,

unless directed to the contrary by superior authority.

23. Do not wear your shoes when lying in your bunk. You may sleep in your clothes without shoes.

24. Obey orders and instructions given you. They are for your safety, your health and well-being. They must be strictly obeyed.

25. Study bulletin boards daily.

## Abandon Ship!

### General rules:

The master is in command of the ship. He and his officers have spent years at sea, are licensed to serve in their present rank, and must be given close cooperation during an emergency. In the event of an emergency keep your head. KEEP QUIET AND OBEY ORDERS.

It probably will never be necessary for you to abandon ship. Nevertheless, when you board a transport, you enter a combat area and the possibility of an attack always exists. The ship is provided with adequate facilities

for an emergency, but you must know when, how, and under whose directions to make use of them. In case of an emergency at sea, your safety will depend to a great extent on YOU.

Should you have to abandon ship, the fact that you know certain things about the vessel on which you are traveling, and are prepared to act in accordance with instructions which will be given you, will go far to insure your safety.

**DRESS WARMLY AT ALL TIMES. KEEP YOUR LIFE PRESERVER AND A FULL CANTEEN OF WATER WITH YOU DAY AND NIGHT.**

### In case of an emergency:

If orders should be given to "abandon ship"—remove your helmet. Your helmet may be useful later at sea, so carry it, if convenient, when abandoning ship. Be sure you have your LIFE PRESERVER on and that it is properly adjusted. Do not carry your barracks or duffle bag. Use ladders, nets and ropes when leaving the ship.

**DON'T JUMP OVERBOARD** unless absolutely necessary. If it becomes necessary to jump overboard, jump feet first. Clinch your life preserver to your body with your arms. Put your hands under your chin, holding the preserver down to lessen the shock when you hit the water. Then swim away from the ship as rapidly as possible.

After the lifeboat enters the water, do your part to keep the boat in balance. Keep your feet on the bottom of a lifeboat. If there is room, get inside of life raft, but if raft is fully occupied, then hang on to life-raft lines. Lines should, if possible, be passed from lifeboats to life rafts, and boats and rafts should be kept together. "DON'T ROCK THE BOAT"—leave the crew free to perform its duties. It is important to get a lifeboat or a life raft away from the ship's side. It may be necessary for you to help the crew in doing this, either by rowing or in some other way. Whatever you are required to do, follow the instructions of the person in charge of your boat or raft. The courage and confidence of the occupants of a lifeboat or raft must be maintained at all times. Do your share.

### Safety Precautions Explained:

Ships are equipped with watertight compartments which usually keep them afloat for hours after torpedoing. Torpedoed ships often do not sink at

*(Continued on Page 51)*





# The Catalina Kids

## Their Specialty Is Snatching Downed Aviators from Under the Japs' Noses

Thirty-eight flyers rescued in a 35-day period.

That's the record in the South Pacific for the Navy crewmen who fly the big Catalina flying boats, nicknamed the "Twin-Engine Angels" because they have proved to be angels of mercy to so many flyers shot down on the vast Pacific. Almost daily the Catalinas and their daring crews snatch aviators from under the very noses of the Japs. Official records show that 161 flying personnel were rescued by the "Cat Kids" from 1 January to 15 August 1943.

When the Catalinas first came to the South Pacific, fighter pilots were inclined to scoff at the comparatively awkward flying boat, and dubbed it "Dumbo, the Flying Elephant." All that is changed now.

These PBYs patrol hundreds of miles of ocean. In most rescues they have been searching for some particular downed airman but, due to the vigilance of the crews, there have been several instances where they sighted and picked up pilots who had been floating about in life rafts for many days.

PBY operations in the Solomons are not new, but their effectiveness has been brought into the limelight with the intense warfare in the skies above Rabaul. Originally brought to the Guadalcanal-Tulagi area in December, 1942, for patrol work, the Catalina crews were pressed into ser-

vice almost immediately for rescue work. Somewhere in the rear area they remained on the alert for a call. When the call came it probably meant a dangerous mission, but also a chance to save a life—perhaps several lives if it were a bomber crew.

A tip from a New Zealand pilot, returning from Rabaul, led to the rescue of 1st Lt. Glen E. Hart, a P-38 pilot. He had been adrift off New Ireland for a week, but clung to the hope of rescue by a PBY. Too weak to paddle, he drifted for days. Then on the seventh day he saw the "Cat Kids" coming for him. Asked what his reaction was to the sight of the PBY coming alongside him, Lieutenant Hart said:

"The PBY was my only hope. When it arrived, I just broke down and cried."

As Lieutenant Hart was being rescued, a Marine pilot, Maj. Robert G. Owen, was in difficulty over Rabaul, a few miles away. He had just downed his seventh Zero when his own plane was hit and set afire. Major Owen's first reaction was to bail out. He even started to crawl out onto the wing, but changed his mind when he saw he was directly over the city.

Getting back into his burning plane, he decided to try to get past Cape St. George, New Ireland. By some miracle the fire went out. On the horizon he saw the PBY that had picked up Lieutenant Hart. When his plane motor started to conk out, Major Owens

radioed the PBY to stand by for a water landing, and he soon was picked up and on his way back to the base.

From a mercenary standpoint, the rescue of 38 flyers in slightly over a month has meant a saving of around \$1,000,000 to the Navy. It is estimated that the training of a pilot, even before he has seen combat, costs \$27,000, while the cost of training an enlisted man runs into sizeable figures.

Of paramount importance, however, is the morale uplift for pilots. They know the Catalinas' rescue record, and they know that if they are shot down the Catalina crews will risk their necks to save them.

Catalinas often have gone in under fire from shore batteries to rescue pilots. In this work they usually have the support of fighter escorts who fight off enemy interference until the rescue is affected. Fundamentally, the Catalina is not a combat plane although it is capable of defending itself from fighter planes.

One PBY, piloted by Lt. (jg.) Leon H. Freeman, USN, rescued a B-25 crew one mile off the tip of Cape St. George. During the rescue operations, shore batteries fired on the plane, and about 100 rounds of 20-mm. fire landed in an area from 10 to 50 feet away from the flying boat. Another Catalina, piloted by Lieut. Robert D. Oakley Jr., USNR, landed in St. George Channel, almost at Rabaul, to rescue a New Zealand flight sergeant.

Many a Jap plane in the future will be shot down because the Catalinas are seeing to it that Allied airmen are living to fight another day.

# Legislative Matters of Naval Interest

## Plans for Peacetime Navy Being Drafted

• Legislation to provide for the transition to the peacetime Navy is now being worked out along broad lines, and it is anticipated that such legislation will include an opportunity for a large number of reserve officers and enlisted personnel to enter the regular Navy, and temporary officers to be given permanent rank.

At present there are no details that can be announced. However, naval personnel will be advised as rapidly as plans become definite enough, and the procedure and requirements for accomplishing transfer to the regular Navy will be published in the INFORMATION BULLETIN as soon as the legislation has been enacted and SecNav sets forth necessary rules and regulations to accompany it.

## Veterans' Aid Broadened By 'G.I. Bill of Rights'

The "G. I. Bill of Rights," carrying a wide range of governmental benefits to veterans returning to private life from the armed forces, became law on 22 June.

The final version represented a compromise between the conflicting provisions of the House and Senate (INFORMATION BULLETIN, June 1944, p. 66).

A summary of the measure, Public Law No. 346, 78th Congress, follows:

**HOSPITALIZATION:** \$500,000,000 is appropriated to build additional hospitals for veterans. The Administrator of Veterans Affairs, the Secretary of War and the Secretary of the Navy may enter into agreements for mutual use and interchange of existing hospital facilities. Provision is made for transfer to Veterans Administration facilities of veterans under Army or Naval Medical care and for training in use of artificial limbs for all veterans entitled to them.

**REVIEW OF DISCHARGES:** The Secretary of War and the Secretary of the Navy will establish boards for review of the type and nature of contested discharges from the armed services. The boards will review upon request all cases except those involving discharge by sentence of general court-martial; veterans so discharged will not be entitled to a review. Review may be requested by the veterans themselves, by their next of kin or by the Government.

**EDUCATION:** Benefits under this section are available to all veterans who have served 90 days or more in the armed forces since 16 September 1940 and prior to the termination of the present war (not counting train-

ing in the Navy College Program or the Army Specialized Training Program) and who were not over 25 years of age at the time they entered service or who, if older, prove that their service "impeded, delayed, interrupted or interfered with" their education. Those 25 or younger when they entered the service are presumed to have had their education interrupted.

All veterans meeting those requirements are eligible for education or training for one year, or to a refresher or retraining course of the same period in any subject, trade or profession and at any approved institution of their own choice. Thereafter, additional education will be available up to a maximum of four years, not to exceed the length of service in the armed forces, exclusive of Navy college or Army specialized training.

To finance this education, the Government will pay veterans up to \$500 a year for tuition and other fees, books and equipment; \$50 a month subsistence, without dependents; \$75 a month, with dependents.

The Federal Government will have no supervision whatsoever over state institutions selected by veterans for their education, and the Administrator of Veterans Affairs may discontinue educational aid to students whose conduct is unsatisfactory.

Any educational training chosen by a veteran must begin not later than two years after either the date of his discharge or the end of the present war and will not be available beyond seven years after the end of the war.

**LOANS** for purchase or construction of homes, farms and farm equipment and business property: Veterans discharged after 90 days or more of service "or by reason of an injury or disability incurred in service in line of duty" may secure loans from sources of their own choice for those purposes. The Government will guarantee 50% of the amount of the loan, the guarantee not to exceed \$2,000 and the rate of interest not to exceed 4%, for a period not to exceed 20 years. Applications for loans must be filed not later than five years after the end of the war.

**EMPLOYMENT:** "Congress declares as its intent and purpose that there shall be an effective job counseling and employment placement ser-

vice for veterans, and that to this end, policies shall be promulgated and administered, so as to provide for them the maximum of job opportunity in the field of gainful employment." Each state and local branch of the U. S. Employment Service will have assigned to it a veterans' representative, preferably one who is a veteran, to assist with employment, reemployment and other veterans' problems.

**UNEMPLOYMENT COMPENSATION:** Veterans with 90 days or more of service or disabled in line of duty are eligible, if unemployed or unable to secure regular employment, to receive \$20 a week for not less than 24 nor more than 52 weeks, minus any wages in excess of \$3 a week. Those veterans with only 90 days' service will be eligible for 24 weeks' compensation on a basis of eight weeks for each month in the service. They will be credited with four weeks of compensation for each month of service in excess of ninety days. Therefore, a veteran must have had nine months of service to be eligible for the full 52 weeks of unemployment compensation.

To protect unemployed men who are classified as self-employed, such as farmers, professional men and operators of stores and shops, the bill provides the Government will pay the difference between their own income and \$100 a month, the total compensation paid in that manner not to exceed \$1,040, which is the equivalent of \$20 a week for 52 weeks.

Claimants will be considered disqualified for unemployment compensation if they leave suitable work voluntarily or without good cause, if they are suspended or discharged for misconduct in the course of unemployment, if they fail to apply for or accept suitable work when offered, fail to attend an available free training course or, under certain conditions, become unemployed "due to a stoppage of work which exists because of a labor dispute."

Finally, the new law provides that, in event of future payment of a bonus to servicemen of this war by act of Congress, the amount of benefits under this law will be deducted from the bonus. In case of a guaranteed loan under this law, the bonus will be applied against the unpaid balance and accrued interest of the loan.

\* \* \*

• Also recently enacted into law were bills:

To authorize the acquisition and conversion or construction of 1,000,000 additional tons of landing or district craft (Public Law 322).

To authorize persons drawing retired pay for military or naval ser-

*A comprehensive report on the Navy's Civil Readjustment Program, including its operations in connection with the "G. I. Bill of Rights," will appear in the INFORMATION BULLETIN next month.*

vice and eligible for pension or compensation from the Veterans Administration to accept the latter if they waive its equivalent in retired pay (Public Law 314, 78th Congress).

• The following bills have been introduced recently in Congress:

To provide for the presentation of medals to members of the U. S. Antarctic expedition of 1939-41 (S. 1910).

To authorize SecNav to "place on furlough any officer on the active list of the Navy and the Marine Corps, and any officer of the Coast Guard while the Coast Guard is operating as part of the Navy." This does not apply to reserve officers of any of the branches named (H. R. 4951 and S. 1974).

To amend the Naval Reserve Act to permit foreign service of members of the Women's Reserve.

To establish the grade of Admiral of the Fleet of the U. S. Navy.

• Executive nominations for temporary service recently confirmed by the Senate:

To be vice admiral: John H. Hoover, Marc A. Mitscher; William S. Pye, to be placed on the retired list, when retired on 1 July 1944, with the rank of vice admiral.

To be rear admiral: Matthias B. Gardner, Charles P. Cecil.

To be commodore: George T. Owen, to continue while serving as Commander, Fleet Air Wing 15, and Commanding Officer, Port Lyautey; Worrall R. Carter, to continue while serving as Commander, Service Squadron 10; Gordon Rowe, to continue while serving as ComFair, Quonset Point; Harold Dodd, to continue while serving as Chief, U. S. Naval Mission to Brazil.

## Federal Income Tax Rates And Deductions Revised

The Individual Income Tax Act of 1944 was enacted chiefly to simplify—and in many cases eliminate—filing of Federal income tax returns by millions of civilian wage and salary earners. While this law does not relieve service personnel from filing estimated income tax reports nor permit withholding amounts from their pay to pay taxes due, it contains a number of features applicable to men and women of the armed services whose incomes require filing of a return.

The Victory tax has been eliminated and in its place is a new normal tax imposed on gross income less business expenses, in excess of \$500 for each individual at the rate of 3%. On a joint return the exemption from the new normal tax is \$1,000, but if either husband or wife had a normal tax net income of less than \$500, the joint exemption would be limited to \$500 plus the normal tax net income of the other spouse.



Newport Navallog

*"He wants to know could he sleep down at the other end, Sir; it's nearer home."*

The surtax, formerly 13% on the first \$2,000 of surtax net income, has been increased to 20% and scaled upward. Your surtax net income is arrived at by subtracting business expenses and other normal deductions as well as personal exemptions from gross income.

The first \$1,500 of active service pay remains exempt from income tax under the new bill. Active service pay includes base pay, longevity, credit for sea and foreign service duty and special duty pay. Rental and subsistence allowances are not considered a part of active service pay. Only the excess of active service pay over \$1,500, if any, is included in income, and from such excess, the regular allowable deductions, personal exemption and credit for dependents may be subtracted. Mustering-out pay received by service persons who are honorably discharged is also non-taxable income.

The personal exemption of a single person also remains the same, \$500. For a married couple without children, the maximum exemption now is \$1,000, or \$500 a person, instead of the previous \$1,200 exemption which could be divided as the couple saw fit if both had income and elected to file separate returns.

The allowance for dependents, previously \$350, has been raised to \$500. In addition, there is the change of definition of a dependent:

Previous income tax legislation defined a dependent as a person under 18 years of age or, if over 18, one physically or mentally incapable of self-support. The new law defines a dependent as any person dependent upon the taxpayer for more than 50% of support who is related to the taxpayer by blood, marriage or adoption.

Children over 18 and in college may now be claimed as dependents. However, any person with an income of

\$500 or more a year may not be classed as dependent and must file a personal income tax return, even though a child.

Optional for all taxpayers filing their own returns under the new bill is a system of standard deductions worked into a convenient table for computing taxes due the Government. For example, a taxpayer whose adjusted gross income is not more than \$5,000 may accept a standard deduction of 10% of such adjusted gross income, instead of listing his deductions separately.

In this manner, he may use the table to determine his tax. If his adjusted gross income is over \$5,000, his standard deduction is \$500, which simplifies his return to the extent that he does not have to list deductions separately unless he wishes. Adjusted gross income means, substantially, gross income less business expenses.

Under the 1943 act, an amended declaration estimating your tax within 80% was required to be filed not later than 15 December—by those whose incomes required filing of a return—in order to escape penalty for underestimating. However, the new law extends this date to the 15th of the following January, and further provides that if the taxpayer files his return and pays the difference between the aggregate of his quarterly payments and the final tax, if any, by the 15th of January, an amended declaration is not required.

This covers the highlights of the new income tax bill, for service people, but so much of the new law is dependent upon regulations of the Commissioner of Internal Revenue that nothing authoritative can be written until those regulations are published later this year. Although the new rates and exemptions will be applicable to the calendar year 1944 tax, there is no requirement to change estimates already made on the old basis. On the other hand, the taxpayer may revise his estimate if he desires, on 15 September, 15 December, or as late as 15 January next, without penalty for underestimating.

## How Did It Start?

Wooden men-o'-war had individual spaces constructed on the gun decks for placement of guns. Such spaces, separated by short, bracing structures, were known as gun bays. It



became customary to set aside gun bays in the forward portion of the ship, unoccupied by guns, for use by the sick and wounded. Thus the origin of the term "sick bay." (If you have a different version, send it along to the editor.)

## 'Five Magazine Explosions Were Counted in the Enemy Battle Line'

*The following account of fast shooting in the South Pacific is an excerpt from a recent address by Rear Admiral Aaron S. Merrill, USN, the Navy's newly appointed director of the Office of Public Relations, who received the Navy Cross for his daring tactics as task force commander in the action he describes here.*

The initial missions assigned us in the furtherance of the Bougainville campaign were to destroy certain strategic enemy positions by bombardment and to protect the landing operations of our first echelons of troops from enemy surface forces, submarines and aircraft. Our South Pacific Air Force had temporarily knocked out all Bougainville airfields except Buka and Bonis, at the north tip of the island, and the seaplane base at Poporang in the Shortlands area. The plan called for a surface bombardment of these two Bougainville fields at midnight. Then we were to make a swift dash south and shell the Shortlands area at daybreak — coincident with the landing of the first troops. Enemy air and surface opposition was expected from the direction of Rabaul, 235 miles to the northwestward.

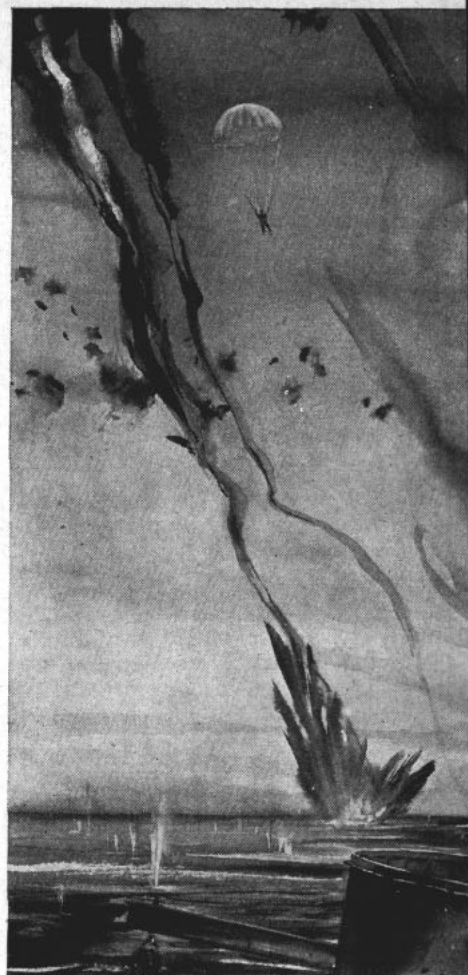
We sailed from the vicinity of Guadalcanal the evening of 30 October 1943. After a high-speed run of some 600 miles, we arrived off Buka shortly before midnight of the 31st. We were in the dark of the moon, and though we had been seen and probably reported by a Jap plane just after sunset, a radical course change at dark had thrown him off and we felt reasonably sure that the Nips of Buka were going to have an unhappy and unexpected awakening.

We passed well off shore of Buka on a northerly course. We worried about

the position of certain small islands which showed up in air reconnaissance photos, but which did not appear on the ancient German and British Admiralty charts which were our principal aids to navigation. We found that the Bougainville coast was eight miles to the eastward of its charted position! The thought of the cold gray dawn of the morning after finding us stranded on an uncharted island under the guns of the enemy's coastal batteries is not a pleasant one (hence the poker expression "under the guns"). This was one of our major dangers in all these night bombardments of poorly charted localities.

However, our luck on this occasion as on many in the past was good, and we rounded into position without incident and started pouring six-inch and five-inch shells into the enemy installations promptly at midnight. Our cruiser aviators were over Buka giving us a play-by-play description. Huge fires were started at both fields as gasoline and ammunition dumps came under fire. Like sparrow hawks attracted by a grass fire, enemy planes soon put in an appearance, dropping flares to seaward to silhouette our formation for the shore batteries. A flotilla of motor torpedo boats attacked from the port quarter and were driven off by the destroyers and cruisers in rear of the formation. Many shore batteries were either silenced or their gun crews driven to cover by the withering fire of the destroyers assigned to this duty. One enemy submarine was sighted in the light of his own plane flares, but he was forced down and was never able to gain position for a torpedo attack.

One of our destroyers stationed as a



*'Plane after plane crashed'*

picket 10 miles to the westward to guard against surprise attack from Rabaul was holding a little private war of his own with several PT-boats. But for the thought of enemy mines and torpedoes in these restricted waters, the evening's entertainment was a huge success. We had neither the time nor the inclination to tarry after the bombardment was completed but boosted speed and set a southerly course for the Shortlands.

Throughout the remainder of the night while clearing away empty shell cases, repairing minor casualties and preparing for the dawn bombardment of the Shortlands, we were harassed by enemy planes. There was no sleep for the weary that night.

Sixty miles south of Buka the flag captain called my attention to the brilliant glow of burning Buka beyond the horizon astern, and we knew we had done a good job.

As we passed south of Empress Augusta Bay we exchanged recognition signals with the first echelon of transports heading for their daylight rendezvous off Torokina Point. At 0600 we changed course to the eastward to pass within range of the shore batteries on Shortland Island.

### *Reporter Gives Up Scoop to Fool Japs*

In the address from which the article beginning on this page is taken, Admiral Merrill told also how "a single war correspondent was used as an entire U. S. task force."

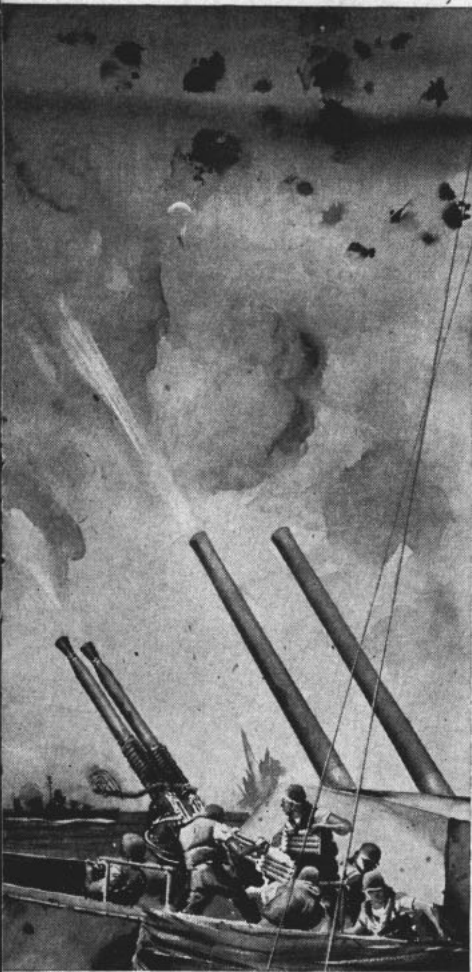
The correspondent was Francis McCarthy, of the United Press, who had accompanied Admiral Merrill's force in the operations described here.

"He had a great eye-witness story of four separate naval actions in 36 hours. When the task force reached Guadalcanal some days later he rushed ashore to get it cleared.

"'You've got a swell yarn there, Mac!' said the reviewing officer. 'But we want you to share your facts and your honors with the other cor-

respondents. As it stands now, the Japs don't know the size of our force out there. Because of our speed, the Japs think we have been striking in several places at once. If you sent an exclusive story of the entire operation, as seen by one man, the Japs would know that we have been fighting with only a single task force. They would hit Bougainville with everything they had.'

"Several correspondents were allowed to send the story, and without suppressing the news or distorting the facts we were able to keep vital information from the enemy. Thanks to a brilliant newspaperman, who gave up an exclusive story, his news was used as an offensive weapon."



*Flames inside the formation.'*

Our two assigned missions completed, we could now relax mentally, but not physically. There is a lot of work to be done following a bombardment of this kind and it takes precedence over sleep. Also we had considerable mileage to cover in order to reach a favorable position to protect our transports from a large concentration of enemy ships at Rabaul . . . only 235 miles distant. Our high-speed runs had eaten into our available fuel supply. So at reduced speed we set a course for a point to the north and west and started readying our batteries for the Japanese attempt to break up our landings on Bougainville.

That afternoon we received a contact report from a scout plane stating that a strong enemy task force of four cruisers and eight destroyers was standing out of Rabaul in the direction of Empress Augusta Bay. Almost immediately we received orders from Admiral Halsey to intercept this force.

Though the enemy was probably not aware of the fact, ours was the only Allied task force available in the South Pacific waters at the time. . . . Not only must the enemy attempt against our transports and our newly acquired beachhead be thwarted, but our force must not be seriously weakened in the process. Heavy enemy concentration still based on Rabaul made it necessary that our task force must be prepared to defeat another attempt tomorrow night. With this thought in mind, a course was set to intercept the enemy about 40 miles west of Empress Augusta Bay. Our own force in cruisers and destroyers was identical in numbers with that of the enemy, but in gunpower he was superior, two of his cruisers carrying eight-inch guns against our six-inch.

The night was pitch black, with low-hanging clouds forming a solid ceiling at 1,500 feet overhead. A slow drizzle completed a perfect picture for his night bombardment of our landing forces. Contact was made at 0230. We attacked immediately. Then for more than an hour the battle raged with an intensity that beggars description. Every device known to night action was used by both sides. There were destroyer attacks with guns and torpedoes, illumination by starshells and by flares from planes, counter illumination, smoke screens and, of great importance, constant radical maneuvers in the inky blackness to upset gunnery and torpedo fire control.

Five magazine explosions were counted in the enemy battle line as a result of gun fire alone. Our destroyers pressed their attacks into "spud-throwing" ranges and obtained a number of hits. The accuracy of our

cruiser gun fire and the radical nature of their maneuvering prevented the enemy from securing a single torpedo hit on our battle line.

At 0400 the enemy had had enough. He had been gradually pushed back to the westward about 10 miles, and now with several of his ships dead in the water and the upper works of several others burning brightly, he bolted for Rabaul with our own force in hot pursuit. Three of his cripples were overtaken and sunk.

At 0500, with daylight coming on fast and our own destroyers widely scattered in their mopping-up operations, the chase was abandoned and the task force was ordered to concentrate. That the enemy would strike heavily at daylight from his four great Rabaul airfields, less than 200 miles away, was a foregone conclusion. His scouts already were in the air. Our best defense against such an attack was the concentration of our gun power. This concentration was effected by 0700 and at 0800 a flight of 67 dive bombers appeared in the northwest. They came straight in to the pushover point and started their attack without preliminaries. The sky was now quite clear and the visibility excellent. The task force was making full speed and maneuvering violently by signal. The enemy attacked through a curtain of five-inch shrapnel and as successive planes approached in their steep dives they were met by a veritable hail of machine-gun fire.

Plane after plane crashed in flames inside the formation. Ten were counted at one time, burning on the surface. Three Nips floated down in parachutes within a few hundred yards of the flagship. Many neglected to release their bombs, while others carried dead pilots at the stick and failed to pull out of their dives.

The attack only lasted 10 minutes and as 67 less 19 torpedo planes formed up for their return trip to Rabaul our own fighters appeared and gave chase. We will leave that chapter to the air force.

Our empty transports were headed south and the task force took up its covering position to the northwest where it remained all that day. The same evening, the second echelon heading north was met and escorted throughout the night and safely into Empress Augusta Bay at dawn.

We were thirsty for fuel oil, we were short of ammunition, our speed was a bit less than the night before, and we were short one gallant destroyer which was damaged and under tow for our base. But our spirits were high and we were spoiling for another fight. Our convoy was not molested, and our men were landed.

The fun began as soon as we were in range and our inhospitable hosts opened fire without waiting for us to start our own bombardment. The airfield on Ballale Island and the seaplane base on Poporang Island were our most important objectives, with a secondary mission of silencing the enemy's shore batteries.

All our previous engagements had been conducted at night, so it was a novel sensation to most of us to find ourselves surrounded by enemy splashes. His firing, although heavy in volume, was not sensational for its accuracy. Radical maneuvers served to throw his aim. On the other hand, good daylight visibility made our problem of hitting our stationary objectives a very simple one indeed. We plastered him! And we had very minor casualties in return. No Purple Hearts were awarded posthumously!

We were pleased with the results of this bombardment and we were doubly pleased a few minutes later when we intercepted a report from a reconnaissance plane to the effect that both Buka and Bonis airfields were unserviceable as a result of last night's bombardment.

# THE TOOL THAT MAKES INVASIONS POSSIBLE



## They Call It "Amphibious Warfare" —An Old Idea That Has Some New Twists and Some Startling Devices

ON THE night of 23-24 June 1940 a small band of men with blackened faces gathered along the English Channel. Armed with knives, grenades and tommy guns, they stepped into eight light fast motorboats and set out in the darkness for the French coast, near Boulogne.

These were the first Allied troops of this war to carry out what is known as a "combined operation" against the coast of France.

Four years later, to the month, the Allied invasion armada sailed against France—this time in 4,000 ships and several thousand smaller craft.

The difference between 8 and 4,000 sums up just one of the many changes that have taken place in amphibious warfare, and which helped make possible the invasion of Europe.

Following the disaster of Dunkirk, with its heavy loss in weapons and equipment, the British found this raiding warfare ideally suited to their purpose. It enabled them to carry out operations which maintained the offensive spirit, even if on a small scale,

and at the same time to harass the enemy. Meanwhile, they were gaining information that would be invaluable to them and to us when it came time to launch more sizeable operations.

This raiding warfare took many shapes. There was the reconnaissance raid, and the raid to take prisoners. There was the raid to destroy enemy resources or installations: that at Lillebo, Norway, destroyed a mine that provided the Germans with 160,000 tons a year of iron pyrites. The raid on the Lofoten Islands off Norway not only destroyed factories, but bagged 225 prisoners, 10 of them local quislings, and brought out 315 volunteers for the Norwegian forces in England. And the raid on St. Nazaire destroyed the lock gates of the only dry dock on the Atlantic seaboard capable of berthing the German battleship *Tirpitz*.

Each raid had its own specific purpose. But over and above these was a more important strategic aim: harass the enemy. Unnerve him, keep him on edge, strike fear into his

Official U. S. Coast Guard photograph  
*ABOVE: As first wave of landing barges hits the French coast on D Day, U. S. troops plunge waist-deep in water, race to flat beach ahead under heavy Nazi fire.*

troops. Make him keep forces along the coast when he needs them elsewhere. Bring hope to the enslaved people behind his lines. Test his defenses, and his alertness.

New kinds of boats were needed: snub-nosed assault craft that could carry 36 men, armored to protect them and with a ramp that let down so they could charge swiftly onto the beach; smaller personnel landing craft, fast but unarmored, used mostly under cover of night; infantry landing ships to carry smaller craft to the scene and lower them from davits.

Sometimes the need would be for small rubber boats that could be carried in submarines, and paddled silently to shore. But in general, the trend was toward larger craft, and by the time of the "reconnaissance in force" at Dieppe, the British were using tank-landing craft that could put 40-ton Churchill tanks ashore. Amphibious operations had moved into the "king size" division, with a force of more than 5,000 men attacking in over 200 vessels.

Next step was actual invasion: Guadalcanal, North Africa, Attu, Kiska, Rendova, Sicily, Italy, the Gilberts, the Marshalls, Hollandia. Until finally, last month, the jackpot—"D Day" on the beaches of Normandy.

What were the lessons we learned on the way? And how did our amphibious warfare change with them?

The first changes became apparent in the ships themselves.

The U. S. Navy had been experimenting with design of landing craft since the winter of 1935-36. We naturally also had considerable knowledge of the British experience in amphibious warfare. American Rangers had participated in the Dieppe raid, and before Dieppe the British and Americans had been associated in landing-craft construction under Lend-Lease.

As raids grew out of the commando class, there was need for larger types of infantry landing craft. But this was a war of wheels and armor as well as men, and as it grew more mechanized and as the prospect of large-scale operations against the enemy came nearer, ships were needed that could carry tanks, artillery, mechanized equipment; ships that could put engineering and construction equipment ashore quickly, for roads and airstrips; even ships that could meet the needs of global war by crossing ocean areas by themselves.

As a result of conferences between the British Admiralty and the Navy Department in November 1941, it was agreed that construction of these craft should be undertaken in the United States, under the terms of the Lend-Lease Act enacted earlier that year. A month later came Pearl Harbor: the need for landing craft skyrocketed,



Official U. S. Army Signal Corps photograph  
**LANDING PARTY, 1931:** *This early scene of landing practice on the West Coast shows how styles in amphibious warfare have changed in just 13 years. Compare Nevada's boat and "ramp" with LCI below.*

eted, and the U. S. was to become the No. 1 wager of amphibious war.

To our original smaller craft—LCV, Landing Craft, Vehicle; LCP, Landing Craft, Personnel; and LCR, Landing Craft, Rubber—we now started adding newer and larger models. There was the LCM (3), Landing Craft Mechanized (Mark III). Fifty feet long, it could carry a medium tank, a halftrack, a heavy truck or a bulldozer, which rolled ashore over its bow ramp. There was the LCI(L), Landing Craft, Infantry (Large). Smallest of the ocean-crossing craft, it was 158 feet long, and could carry over 200 soldiers. The LCT, Landing Craft, Tank, was slightly over 100 feet long, and could land 32-ton Army tanks. It could also be carried to

the scene of operations aboard the deck of an LST, or Landing Ship, Tank, a 328-foot giant that opened its huge bow doors to spew out vast quantities of guns, tanks and trucks. Biggest of all landing craft is the LSD, Landing Ship, Dock, some 450 feet long.

Most of these were not available for the North Africa move, but their effect was soon felt in the operations that followed. By the time of Sicily, most present-day craft were ready to participate, but there were other developments still to come.

Favorable experience with LCTs, one of the most valuable types of landing craft, led to a desire for a larger model, with greater capacity for fuel, crew and equipment. This resulted in the new LSM, Landing Ship, Medium. A junior LST, it is regarded as one of the top ships in the new landing armadas.

Not only did the *size* of landing craft change; so did their *nature*.

Tactics in the Pacific had to differ from those in the Mediterranean or English Channel. In the latter areas, landing craft could run right up on the broad beaches. But in the Pacific, where the war was moving against the many Jap-held islands, landing operations started coming up against "false" beaches, or sharp coral foundations which formed solid barriers.

LCMs and LCVPs either could not surmount these at all or would get part way over and get hung up on the coral. Men had to be transferred to smaller, less protected, craft, or wade in through the shallow surf. If you've ever tried to make time through water up to your armpits, you know what slow business it is. Add crossfire from enemy machine guns, and you can see what the landing force was up against. Tarawa was a sample.

The answer to coral reefs was the



Official U. S. Coast Guard photograph  
**LANDING PARTY, 1944:** *Hitting the beach in second assault wave, LCI brings stretcher bearers ashore at Sarmi, Dutch New Guinea, on 17 May. For later model of Landing Craft, Infantry, see page 33.*



Official U. S. Coast Guard photograph

**"FLAGGING IN" an LST: With semaphore signals, the huge Landing Ship, Tank, is directed to its beaching position. Striking shot was taken in early stages of the successful assault on Sarmi.**



Official U. S. Navy photograph

**UNDERWATER OBSTACLES, placed by Nazis to obstruct landings and rip landing craft, are revealed at low tide on Normandy coast. In the foreground are wrecked Allied vehicles, dead Allied soldiers.**

first truly amphibious fighting weapon of the war—the "amtrac," or amphibious tractor, equipped to fight on both land and water.

For vessels that could get over reefs and come ashore fighting, the Navy turned to the LVT, or Landing Vehicle, Tracked—first known as "alligators," now, in later models, as "water buffaloes." The two main types were the LVT(A)(2), an armored cargo and personnel carrier mounting two machine guns, a .50-caliber and a .30; and the LVT(A)(1), an armored amphibious tank, with low lines and turret superstructure, and mounting a 37-mm. cannon. A gunboat on the water, it becomes a tank when it hits the beach, and keeps right on going.

Still another new craft grew out of the need for immediate gunfire support for assault waves.

When landing craft approach shore, the naval barrage has to stop for fear of hitting them. The first few minutes after the lifting of the barrage are dangerous ones in any landing operation. Now is the time for the enemy to spring out of their prepared defense positions, man their guns and go to work on the invading craft.

Against this maneuver, amphibious warfare developed two powerful weapons. One is the use of the LCS, Landing Craft, Support. Armed with racks of rockets, waves of these little craft scoot in ahead of the assault boats to give the beaches a pulverizing blast of fire. Hitting with the impact of howitzer shells, the rockets chew up everything in reach and blast or stun opposition.

A rocket, of course, is an uncertain thing to aim with any precision, especially from a fast-moving boat. You can't draw a fine sight with a rocket and drop it on a target with the accuracy of an M1 rifle or a large-caliber gun. But what you can do is fire

a lot of rockets around the target. What happens then was described by one Navy man who witnessed it: "They just 'withered' that area."

The second type of support to cover that interval between barrage and landing comes from the air. Planes go in against the beaches and pillboxes as "flying artillery," bombing and strafing at low level. This combination of planes and rocket boats provides almost continuous support for landing forces right up to the moment they hit the beach.

Beach support, of course, is only one of the many functions of air power in an amphibious operation. At North Africa, for instance, the main purpose of air power was to oppose enemy air power and thus guard the invading forces against attack. In Sicily, air power took on the job of landing airborne forces. In the Pacific, carrier planes became the flying artillery against Jap beach defenses. In the invasion of Europe, air power did all of these tasks, and others.

Coordinating landing craft became a more complicated job as the operations moved from a few ships to thousands.

A new craft created for this task is the small LCC, or Landing Craft, Control. This craft, which directs other landing craft, visually has an identifying signal in the mast which is easily distinguishable to other craft. The naval officer who must shepherd the landing craft into proper position and get them past the "line of departure" on time moves about in one of these.

LSTs have some innovations, too. For instance: No. 1: unloading. Most stuff inside the LSTs just rolls right out the bow doors. But how about all the equipment on the top deck? They used to have to bring it below on an elevator, as is done with planes on a carrier. Now LSTs are developing a ramp, which lowers from the top deck to the tank deck. Equipment rolls down the ramp onto the tank deck and off with the rest of the cargo.

No. 2: pontoons. This has been called "the neatest trick of the war." There are times, of course, when the LST can't get all the way into a beach to discharge its cargo. The Navy's Civil Engineers Corps developed huge pontoons that could be slung along the side of an LST. Once these are low-



Official U. S. Navy photograph

**INVASION'S "SUNDAY PUNCH": Blasting French coast at close range, big guns of Arkansas lay down a heavy barrage. Correspondent Ernie Pyle called Navy's gunfire support "terrific and wonderful."**



ered, floated into position and secured to the ship, you have a floating bridge of steel from LST to shore, and equipment rolls ashore just as if you had a nice steel dock all the way.

The invasion of France lifted the curtain on still another dramatic use of the pontoon—the “rhino ferry.” Same idea, but in motion. This time the pontoons were not a stationary bridge, but a moving one; instead of being secured to the LST, they were given motive power of their own, supplied by two 143-horsepower outboard motors. With tricks like these, Allied amphibious forces were able to pour the stuff ashore at Normandy.

Among other devices sparked off by actual experience in amphibious operations are the “geeheebee,” a spider-like contraption that keeps the beaches clear by straddling disabled landing craft, picking them up and then, pulled by tractor, moving them elsewhere for repair or disposal; and the “sledge pallet,” a device for unloading stuff on a flat board which a tractor hauls ashore like a surf board.

In the North African campaign, some of the radio sets carried ashore in landing boats got wet and would not work. By the time of the Sicily operation, our portable radios for each party had waterproof covers.

And you may have read how the invasion of Europe was “waterproofed.” Correspondents at Supreme Headquarters, Allied Expeditionary Force, reported that every Allied vehicle which landed on the Normandy coast was equipped to travel through water and reach the beaches ready to fight. They had been equipped with “wading” devices, with rivet joints waterproofed, air provided for crews and outlets for exhausts.

Ships, devices, tricks and tactics—all play a part in “D-Day.” Revolutionizing many aspects of amphibious warfare, they show that an old science can keep learning new tricks.

For amphibious warfare is an old science. One famous war correspondent, previewing the invasion for a national magazine, said that the operation “would be, of course, an am-

phibious one, a style of attack brand-new until this war made it necessary.” That probably came as something of a surprise to the Marines, not to mention the historians.

Xerxes, king of Persia, mounted a pretty sizeable operation of his own against the Greeks more than 2,400 years ago. It took 1,200 vessels to transport his force, six times as many as were used at Dieppe.

And one of the standard histories on the subject, *Military Expeditions Beyond the Seas*, runs into two volumes and almost 800 pages—and that book was printed back in 1897.

Nor can the objection be made that these early expeditions were not really amphibious warfare or combined operations—an assault by two or more of the services against a fortified and protected shore. That description fits many early operations exactly. One of the most famous examples in our own history books was Quebec. That fortified and protected shore was overcome by the combined forces of

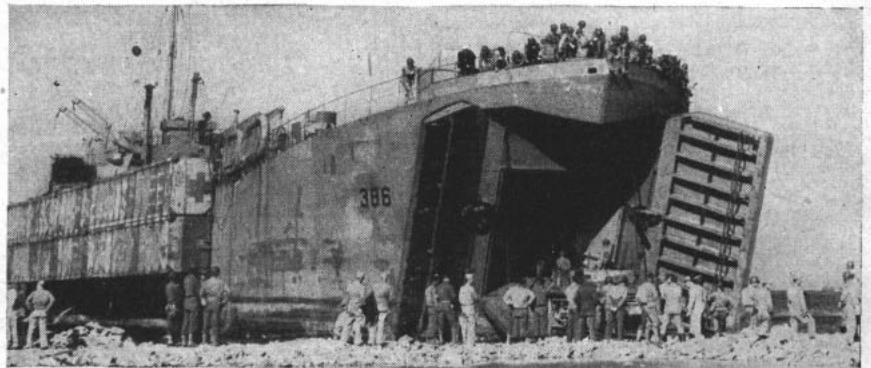
*(Continued on page 56)*

## FLOATING PONTOON TURNS INTO INVASION FERRY

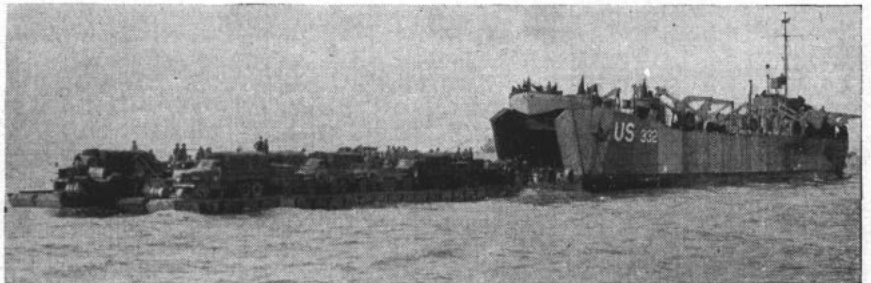
Called “the neatest trick of the war,” the floating pontoons slung along the side of an LST provide a steel roadway to shore whenever obstructions halt LST short of beach. Invasion revealed a new use: the “rhino ferry,” which enabled invaders to move vast quantities of equipment ashore fast. Pictures show both uses.



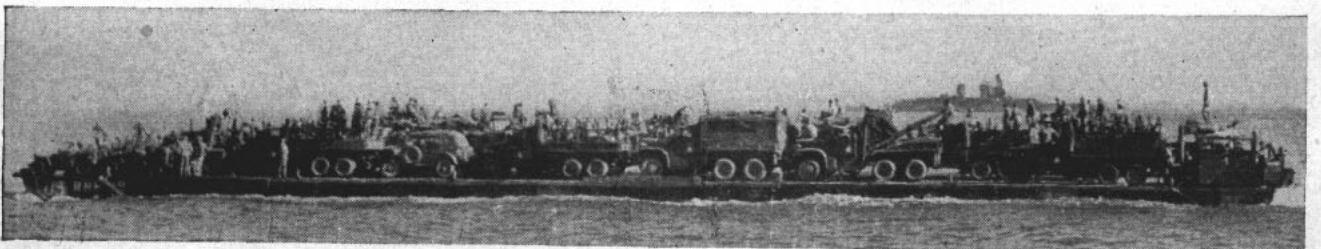
Official U. S. Coast Guard photograph  
*Attached in sections, pontoons lay direct “roadbed” to shore.*



*LST carries steel pontoon gear slung alongside.*



*In English Channel, pontoons take on invasion equipment from LST. . . .*



*. . . and, powered by 143-horsepower outboard motors, pontoon ferry moves toward French coast.*

Official U. S. Navy photographs

# INVASION ARMADA

With Tools Like These, Amphibious Warfare Is Opening Up the Roads to Berlin and Tokyo

Today, as in centuries past, sea power remains a key factor in invasion—but some of the tools which spell sea power look a little different.

Most of the ships and craft on these pages did not exist in the first World War. A great many of them did not exist two years ago.

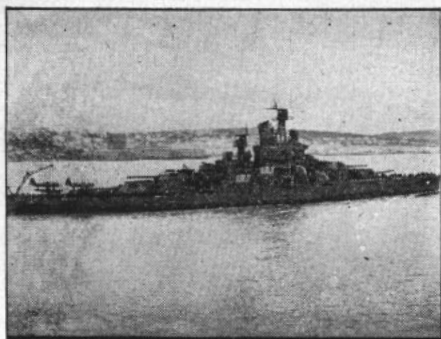
As amphibious warfare developed, different types of craft had to be created to do different kinds of jobs, until now the vast armada of landing craft is itself the most numerous and varied fleet in all history.

Backbone of the fleet, and the ships that put the "power" in sea power, are the battleships, cruisers, destroyers, carriers. An important factor in the invasion of Europe was the close-up use of BBs, CAs and DDs in pounding the invasion coast, not from

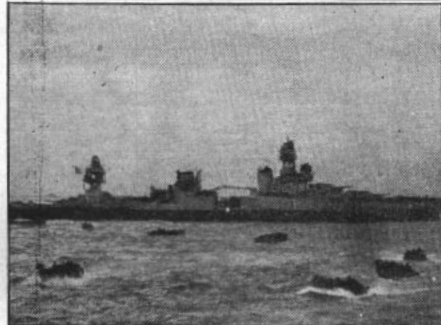
miles offshore but practically at point-blank range.

Aircraft carriers, normally the spearhead of our invading task forces, were not needed in the narrow Channel, where heavy air support was available from 11,000 land-based planes. But around on the other side of the world, the CVs were pounding island bases only a few hundred miles from Japan. In the Channel, our airfields were handy; in the Pacific, we carry them with us.

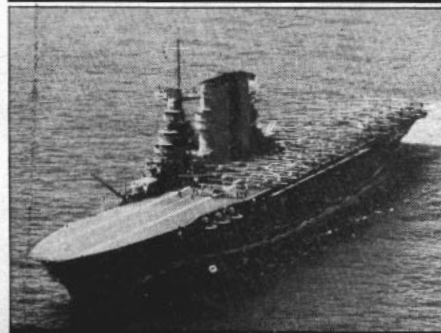
Here are pictured a few of the ships with which America is bringing amphibious warfare closer to the doorsteps of Berlin and Tokyo, and with which, in the same week, we could strike on both sides of the world—on the beaches of Normandy and the shores of Saipan.



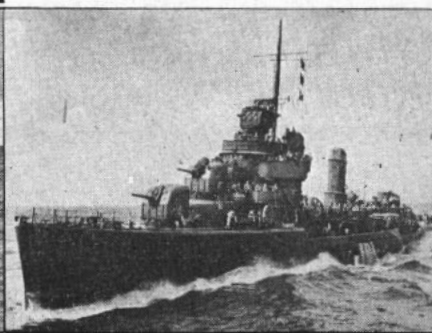
BB-BATTLESHIP (Nevada)



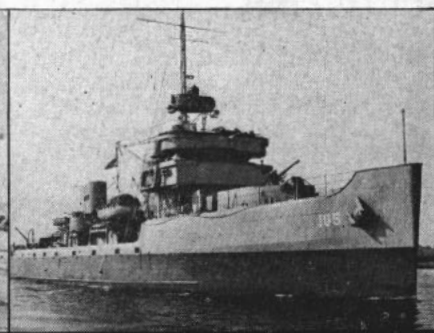
CA-HEAVY CRUISER (Augusta)



CV-AIRCRAFT CARRIER



DD-DESTROYER



AM-MINESWEEPER



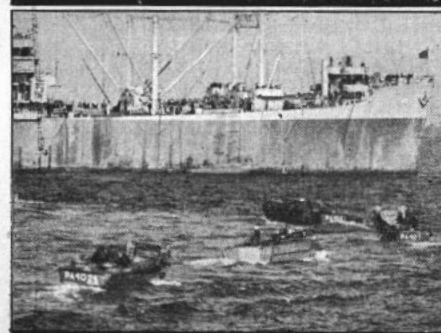
PC-SUBMARINE CHASER (173 foot)



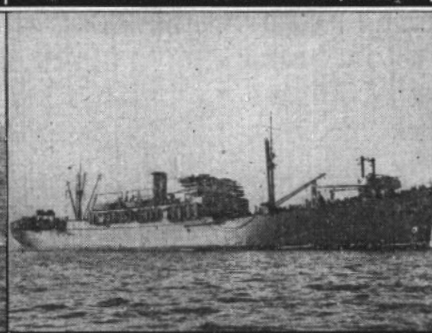
SC-SUBMARINE CHASER (110 foot)



PT-MOTOR TORPEDO BOAT



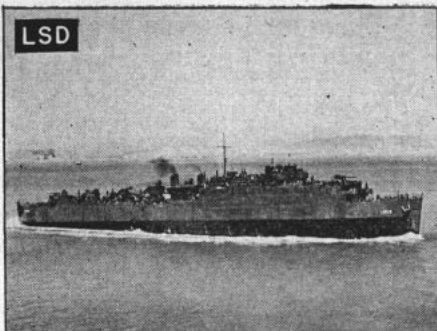
APA-TRANSPORT, AUXILIARY, ATTACK



AKA-AUXILIARY, CARGO, ATTACK

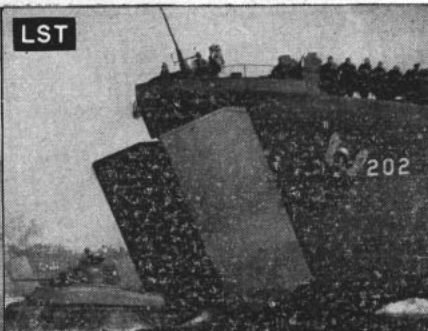


APD-TRANSPORT, HIGH SPEED



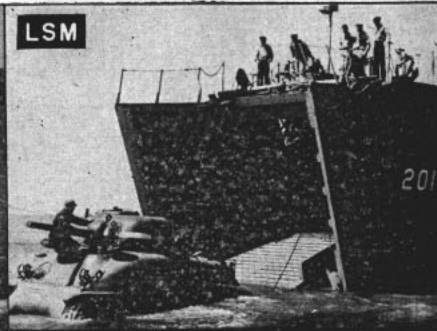
LSD

LANDING SHIP, DOCK



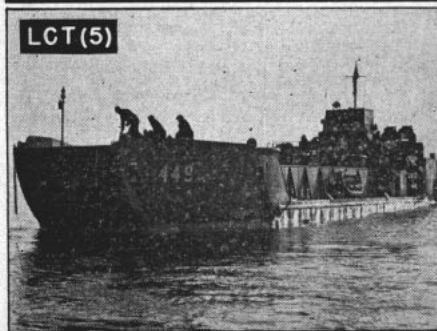
LST

LANDING SHIP, TANK



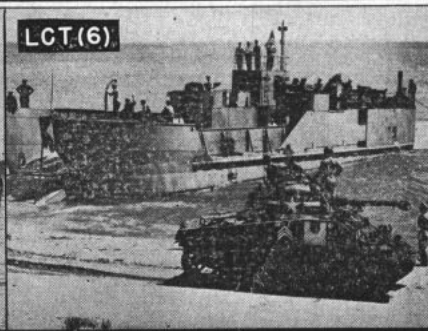
LSM

LANDING SHIP, MEDIUM



LCT(5)

LANDING CRAFT, TANK (Mark V)



LCT(6)

LANDING CRAFT, TANK (Mark VI)



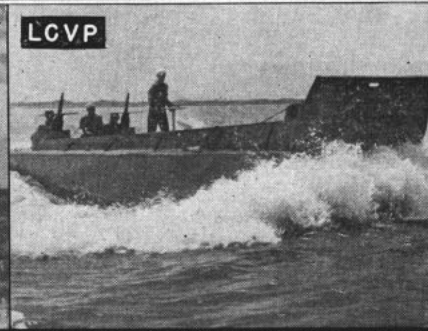
LCI(L)

LANDING CRAFT, INFANTRY (Large)



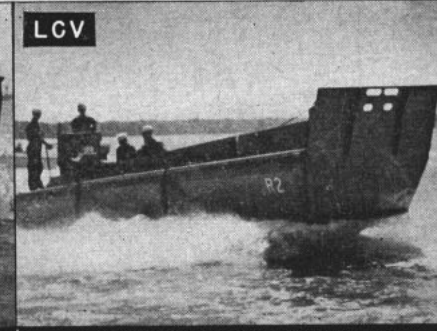
LCM(3)

LANDING CRAFT, MECHANIZED (Mark III)



LCVP

LANDING CRAFT, VEHICLE, PERSONNEL



LCV

LANDING CRAFT, VEHICLE



LCP(L)

LANDING CRAFT, PERSONNEL (Large)



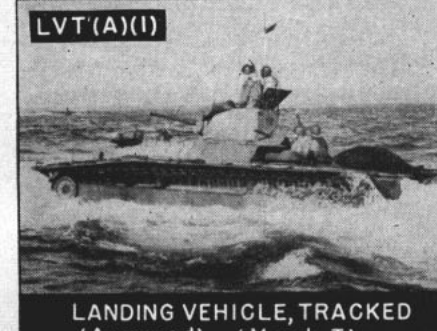
LCP(R)

LANDING CRAFT, PERSONNEL (Ramp)



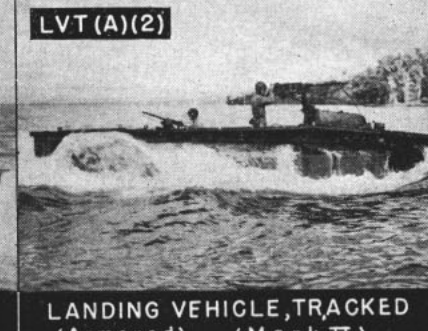
LCR(L)

LANDING CRAFT, RUBBER (Large)



LVT(A)(1)

LANDING VEHICLE, TRACKED (Armored) (Mark I)



LVT(A)(2)

LANDING VEHICLE, TRACKED (Armored) (Mark II)



DUKW

AMPHIBIAN TRUCK

# New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. A unit is always free to request from the Bureau individual titles of particular interest.

- CANAL TOWN by Samuel Hopkins Adams. Frontier days in New York state and the struggle between scoundrels and men of integrity for domination.
- HOW TO THINK ABOUT WAR AND PEACE by Mortimer J. Adler. How to think about war and peace rather than a peace plan.
- FROSSIA: A NOVEL OF RUSSIA by Martha Edith von Almedingen. A rich, human, many peopled story of Russia in the days of the Revolution.
- THE KING TREE by Marie Therese Colette Boecop-Malye. Sumatra and the half-caste dynasty of the Perez family who ruled a small empire for three generations.
- LIFE AND DEATH OF LITTLE JO by Robert Bright. Little Jo, a Mexican-American, moves through a life of hardship touched with humor until he leaves his village to fight for Miss Liberty and Uncle Sam.
- THE LAUGHTER OF MY FATHER by Carlos Bulosan. Cock fights, a marriage feast and a hilarious law suit are high spots in this life of a fabulous Filipino.
- THE FRIGHTENED PIGEON by Richard Burke. American newspaperman and his sweetheart become involved with the French underground in Vichy France.
- VICTORY WITHOUT PEACE by Roger Burlingame and Alden Stevens. March of Time technique applied to the swiftly moving Washington political scene of 1918 to 1923.
- THE FRAMEWORK OF BATTLE by John G. Burr. Military strategy for the layman illustrated by campaigns and battles of Napoleon, the American Civil War and World Wars I and II.
- LIFELINE by Robert Carse. Adventure and drama in this heroic account of our merchant marine of today.
- THE AMERICAN HOUSE by Virginia Chase. Amusing account of the trials of running a small town hotel as suffered by the ladylike wife and young daughters of the hotel's owner.
- ASIA'S LANDS AND PEOPLES by George Babcock Cressey. Geography, background and human problems of the peoples of Asia.
- REBELLION IN THE BACKLANDS by Euclydes da Cunha. Rebellion in Brazil almost fifty years ago.
- THE LORD IS A MAN OF WAR by Stanley F. Donath. Anger at the death of his father shot by Nazi Storm Troopers sends Jan Dvorin across the Atlantic to war-torn Europe to seek his own revenge.
- ROAD TO TEHRAN by Foster Rhea Dulles. Russian-American relations from the end of the American Revolution to the meeting at Teheran highlighting the parallels in the histories of the two countries.
- ESCAPE THE NIGHT by Mignon Eberhart. High feeling and family antagonism lead to a series of three murders centering about the innocent figure of the young and lovely Serena.
- BUSTED RANGE by Will Ermine. Neither double dealing, murder nor political domination prove too much for Cress Benton, the wily cowman, and his friend Donna Collett.
- THE HORNET'S NEST by Bruno Fischer. Mysterious deaths, fortune-hunting ladies and hard-boiled gangsters dominate this murder tale.
- DESTINATION TOKYO by Steve Fisher. Secret mission to Tokyo of a young naval intelligence officer aboard a submarine.
- GOOD NIGHT, SWEET PRINCE by Gene Fowler. Frank yet sympathetic account of John Barrymore—his rise to fame and the tragedy of his later years.

- BEHIND THE STEEL WALL by Arvid Fredborg. Swedish journalist's revealing picture of life and work in Germany behind the steel wall of the Nazi regime for two years after American correspondents left.
- GOD'S FRONT PORCH by Ketti Frings. Of Pinky Harrison, corporal, and his stop-over at Heavenly Bend Junction en route to heaven and God's Front Porch.
- THE D. A. CALLS A TURN by Erle Stanley Gardner. Doug Selby again turns the trick as he once more disentangles the many threads in this new Gardner brain-twister.
- JITTER RUN by Robert Germann. Unpredictable doings of a crazy family from the poker-playing colonel to his Shakespeare-citing son.
- BUGLES IN THE AFTERNOON by Ernest Haycox. Kern Shafter clears his name from military dishonor and wins the woman he loves in this romance of Indian fighting in the Dakota country.
- DER FUEHRER: HITLER'S RISE TO POWER by Konrad Heiden. Revealing biography of the world's arch rogue indicts not only the man, but our time as well.
- MY LOVE MUST WAIT by Ernestine Hill. Vivid, colorful romance of Matthew Flinders, 18th century explorer of Australia's coast line, whose maps are still in use today.
- MAP OF MY COUNTRY by John Albert Holmes. Fresh in form and seasoned in thought are these verses from one of our younger poets.
- LIMIT OF DARKNESS by Howard Hunt. Twenty-four hours with the Navy torpedo-bombing squadrons on Guadalcanal.
- PACIFIC PARTNER by George H. Johnston. Australia, its country and its people told by an Australian for Americans.
- HEART ON HER SLEEVE by Clarence B. Kelland. Murder, romance and double-talk center around red-headed Andree who plays the scatterbrain to save her father's factory from sabotage.
- HAPPY STORIES JUST TO LAUGH AT by Stephen B. Leacock. Leacock at his best, undisturbed by the tedium of reality.
- THE ROAD BACK TO PARIS by Abbott J. Liebling. New Yorker reporter's amiable, witty and heart-warming account of the first three years of the war which comes close to the core of the people who fight at home and at the front.
- THE HELICOPTERS ARE COMING by Clinton B. F. Macaulay. From Leonardo to the world of tomorrow—the story of the helicopter and what it may mean in the postwar world.
- THE THREE MESQUITEERS by William C. MacDonald. Law and order are brought back to the ranch country as Tucson Smith, Stony Brooke and Lullaby Jos-

- lin ferret out the secrets of a hostile gang.
- THE DEATHS OF LORA KAREN by Roman McDougald. Death by poison and blackmail baffle Investigator Cabot as he struggles to get his man.
- WHILE STILL WE LIVE by Helen MacInnes. Spine-tingling adventures of a Young English girl who joins the Polish underground.
- HEAVEN IS TOO HIGH by Mildred M. McNeilly. Exciting picture of Alaska, that little known Russian outpost, at the turn of the eighteenth century.
- THE WOUNDED GET BACK by Albert Q. Maisel. Miraculous story of the Naval Medical Corps in the South Pacific.
- FIRE WILL FREEZE by Margaret Millar. Lethal levities involving passengers of a snowbound bus and the insane woman in whose home they take refuge.
- GEORGE M. COHAN: PRINCE OF THE AMERICAN THEATER by Ward Morehouse. Real story of "Yankee Doodle Dandy," and America's favorite song writer.
- AN INCH OF TIME by James Norman. Paul Cortland, chasing heroin smugglers in northwest China, joins Chinese guerrillas, breaks up a drug ring and gets his girl.
- CARTRIDGE CASE LAW by Nelson Nye. Flash Marlott finds the real killer of the murdered miner, but nearly loses that girl from Texas.
- THE GREAT SMOKIES AND THE BLUE RIDGE by Roderick Peattie. Southern Appalachians—their history, forests, folklore and customs.
- HACKBERRY CAVALIER by George S. Perry. Tall tales of a Texas knight errant, skilled in the rescue of starry-eyed damsels.
- HOME IS THE HUNTER by Gontran de Montaigne Poncins. Sensitive portrayal of France as seen through recollections of an old family servant.
- PIPELINE TO BATTLE by Major Peter W. Rainier. Realistic story of how water was brought to the fighting men in the desert of North Africa.
- SCIENCE YEAR BOOK OF 1944 by John D. Ratcliff. Scientific achievements in the fields of medicine, physics, chemistry, agriculture and aviation for the year which included penicillin and radar among its triumphs.
- MARRIAGE IS A SERIOUS BUSINESS by Randolph Ray. Pleasantly informal discussion of marriage, particularly in wartime, by the rector of New York's Little Church around the Corner.
- HOME SWEET HOMICIDE by Craig Rice. Slightly mad detective story results when the three young Carstairs base their sleuthing technique on the novels of their mother, an irresponsible writer of mysteries.
- YOU ONLY HANG ONCE by Henry W. Roden. Racketeers, reformers, police, and politicians tangle in a fast-moving tale for the hard-boiled fan.
- PERSONS AND PLACES by George Santayana. Wise and witty autobiography of the famous Spanish-American philosopher.

## New Books in the Armed Services Edition

*The Bureau will appreciate comment from the naval service in regard to the Armed Services Edition (paper-bound) books, on such matters as choice of titles, format and distribution.*

- The following titles are included in the current series of 30 paper-bound books published for the armed services:
- H-211—Corporal Thomas R. St. George, C/O POSTMASTER
- H-212—Eugene Manlove Rhodes, BEYOND THE DESERT
- H-213—C. S. Forester, PAYMENT DEFERRED
- H-214—Arnold Bennett, BURIED ALIVE
- H-215—Stephen Vincent Benet, WESTERN STAR
- H-216—Oliver La Forge, LAUGHING BOY
- H-217—L. A. Richards, THE REPUBLIC OF PLATO
- H-218—Donald Culross Peattie, FORWARD THE NATION
- H-219—Carl Glick, THREE TIMES I BOW
- H-220—Cora Jarrett, NIGHT OVER FITCH'S POND
- H-221—Jack London, THE CRUISE OF THE SNARK
- H-222—Eugene Cunningham, RIDERS OF THE NIGHT
- H-223—Michael MacDougall, DANGER IN THE CARDS

- H-224—Stewart H. Holbrook, BURNING AN EMPIRE
- H-225—Richard Dempewolf, ANIMAL REVELLE
- H-226—Clark McMeekin, RED RASKALL
- H-227—Clarence E. Mulford, CORSON OF THE J C
- H-228—Kenneth Roberts, CAPTAIN CAUTION
- H-229—Grace Zaring Stone (Ethel Vance), THE COLD JOURNEY
- H-230—Thorne Smith, THE BISHOP'S JAGGERS
- H-231—Franklin P. Adams, INNOCENT MERRIMENT
- H-232—Frank H. Spearman, CARMEN OF THE RANCHO
- H-233—Robert W. Chambers, CARDIGAN
- H-234—Marjorie Barrows & George Eaton, BOX OFFICE
- H-235—Felix Riesenber, THE PACIFIC OCEAN
- H-236—Manuel Komroff, THE TRAVELS OF MARCO POLO
- H-237—Edmund Gilligan, THE RINGED HORIZON
- H-238—Charles Nordhoff & James Norman Hall, BOTANY BAY
- H-239—Richard Llewellyn, HOW GREEN WAS MY VALLEY
- H-240—Walter D. Edmonds, CHAD HANNA

**DRAGONWYCK** by Anya Seton. Stormy and violent tale of love and hate among the early high-class Dutch settlers of the Hudson Valley.

**THE FEATHER MERCHANTS** by Max Shulman. Satire on the civilians' sacrifices and what they expect of the men, told in Shulman's peculiar brand of whacky humor.

**AWOL: K-9 COMMANDO** by Bertrand Shurtleff. Rescued from the German Army's war-dog corps, AWOL returns to northern France on a commando raid and fights his own war against his former masters. Action. Adventure.

**THE TREE OF LIFE** by Ruth Smith, ed. Selections from the great religious writings of mankind.

**TOWARD A BETTER WORLD** by Jan C. Smuts. Selections from the speeches of the South African Premier as a contribution toward a better understanding of the world between the two wars.

**BONIN** by Robert Standish. Illuminating novel of how English and American pre-occupation allowed the Bonin Islands to fall into Japanese hands.

**LEND-LEASE WEAPON FOR VICTORY** by Edward R. Stettinius. Factual account of lend-lease and the part it played in the battle of supplies.

**YOU WOULDN'T KNOW ME FROM ADAM** by Colonel Lemuel Q. Stoopnagle. "Compendium of fantasy and fiddle-faddle, from a life fraught with caper and prank"—Fred Allen.

**THEY SHALL NOT SLEEP** by Leland Stowe. Pulitzer prize winner tells what he has seen in Burma, India, China and Russia.

**THE NAVY HUNTS THE CGR 3070** by Lt. Lawrence Thompson. Gallant adventure of the 58 ft. yawl, Zaida, and the 21 days she was lost at sea while on coastal picket duty.

**REUNION ON STRAWBERRY HILL** by Berenice Thorpe. Curiously ingratiating novel of the Lengaard family reunion.

**ROOKIE OF THE YEAR** by John R. Tunis. A cool-headed rookie breaks into baseball.

## Navy Regs

While a lawyer in Edinburgh, Scotland, was engaged in cleaning out an old deed box recently, he came across a quaint document, a chart for married life, the author of which had evidently been a sailor. In seven clauses there are set forth the duties of wife to husband, and those of husband to wife.

The full text of the document is as follows:

*Having also read to her the Articles of War, I explained to her the conditions under which we were to sail in company on life's voyage, namely—*

(1) *She is to obey signals without questions when received.*

(2) *She is to steer by my reckoning.*

(3) *She is to stand by me as a true consort in foul weather, battle, or shipwreck.*

(4) *She to run under my guns if assailed by picaroons, privateers or garda costas.*

(5) *Me to keep her in due repair, and see that she has her allowance of coats of paint, streamers, and buntings as befits a saucy pleasure boat.*

(6) *Me not to take other craft in tow, and if any be now attached, to cut their hawsers.*

(7) *Me to revictual her day by day.*

# The Month's Alnavs in Brief

No. 95—Citing JAG opinion modifying Alnav 32-44, making aviation personnel of V-5, whose service is extended beyond flight preparatory school, and personnel of V-7, V-9 and V-11 of the Naval Reserve and NAVC, and 6A and 3D of the Marine Corps eligible for mustering-out pay.

No. 96—Defining terms "commanding officer" and "unit" for purpose of administering provisions of the Servicemen's Voting Law and citing certain procedures to be carried out by COs under the act.

No. 97—Giving details for transition to new system for payment of Navy and Coast Guard personnel. (Story on page 68.)

No. 98—Appointing certain lieutenant commanders of the line on the active list of the regular Navy and the Naval Reserve to the rank of commander for temporary service, to rank from 1 March 1944.

No. 99—Announcing appointment to next higher rank, to rank from 1 June 1944, of ensigns and lieutenants (junior grade) on the active list of the regular Navy, Naval Reserve and Women's Reserve, line and staff, with continuous active duty in their respective ranks since 15 April 1943.

No. 100—Citing decision of Secretary of the Treasury, 29 April 1944, exempting from payment of the transportation tax those persons traveling on U. S. Government transportation requests, and announcing that effective 1 June 1944 those traveling on mileage must pay 15% tax on all transportation by common carrier, including seating and sleeping car accommodations obtained for official travel without use of TRs. The latter provision terminates use of the individual tax-exemption certificate. When TRs are not available and travel is performed on per diem orders, reimbursement for the tax paid on authorized transportation will be made if the traveler submits receipts or certificates of claim that TRs were not available when tickets were purchased. Reimbursement for tax paid on sleeping and parlor car accommodation will not be made unless the claim is supported by identification stubs or receipts.

No. 101—Calling for applications before 20 June 1944 for one-year course in aerological engineering convening 31 July 1944.

No. 102—Outlining procedure for submitting NMS Form 4 by all Medical Department activities effective 1 July 1944.

No. 103—Listing conditions which do NOT justify recommendation to BuPers for out-of-line (spot) promotion: (a) complement sheet allows higher rank for billet; (b) officer fully qualified for promotion by rea-

son of age, experience, performance and other special qualifications; (c) officer not recommended by previous selection board or panel; (d) reward for efficient performance of duty in current assignment; (e) eligibility established by completion of minimum service requirements; (f) duties require dealing or conferring with officers his senior.

No. 104—Making provisions of Alnav 121-42, relating to safeguarding of security in officers' fitness reports, applicable to entries in service records of enlisted men. Entries on page 9 of service record will indicate eligibility for area campaign awards by reason of service in ships or other units in areas as defined in General Order 194 but will not indicate location, operations or engagements participated in except those previously announced by general orders. Page 9 will be submitted quarterly or at the time of transfer or discharge, showing authorizations awarded to men not previously indicated in the record.

No. 105—Instructing all ensigns, and all other officers below the rank of captain who have not yet submitted a list of naval schools they have attended as required by Alnav 31-44, to report this information to BuPers 30 June 1944.

No. 106—Announcing appointment to chief warrant rank for temporary service, to rank from 1 June 1944, of those warrant officers on the active list of the Navy and the Naval Reserve with continuous active duty since 15 April 1943.

No. 107—Citing amendments to BuSandA regulations increasing clothing allowances of enlisted personnel. (See story, page 70.)

No. 108—Giving further changes in procedure necessary to put into effect new pay system referred to in Alnav 97-44 above.

No. 109—Directing that all fitness reports contain full name and file number of officer reported on. Initials are not to be used.

No. 110—Placing all advancements to petty officer ratings on a temporary basis, effective 1 July 1944. (See story, page 67).



Pointer (Armed Guard Center, Brooklyn)  
"In the future, don't starch my neckerchief!"

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.

## Scuttlebutt

Everywhere you go, there's a word for it. Back home, over the back fence or on Main Street, it's called gossip. In the public press, it's called rumor. For gossip and rumor, the Navy has its own word—scuttlebutt.

Discussing the latest scuttlebutt is such a popular pastime in the Navy that no person who loves the Navy would be so bold as to object to that pastime. After all, it is only human to want to "shoot the breeze."

However, when you hear scuttlebutt, the best and the safest policy is not to believe everything you hear. A reasonably curious and skeptical attitude would be better. Weigh carefully everything you hear, especially when it relates to the Navy, to your role in the Navy, to the progress of the war.

If you can't find the answer to what you want to know, ask questions of your superiors or shipmates who are in a position to know the actual facts or where to look for them.

Wherever available, read the official news and views of the Navy. Read the rules and regulations that come from official sources. The INFORMATION BULLETIN undertakes to furnish you information in an easily readable, understandable form. Other publications also are available for naval personnel.

Where there is no answer immediately available, just bear in mind that the Navy always is considering and reconsidering many of the problems and subjects that are such a great source for scuttlebutt. As new rules, regulations and policies are formulated, they are announced by the Navy and published for the benefit of naval personnel.

## LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

### ALL HANDS

SIR: There has been a friendly argument between two of us here regarding meaning of the term, "All Hands." I maintain it applies to all officers and enlisted men. The personnel officer states it pertains to enlisted men only. What is the word?—E.B., ACRM.

• You are correct. "All Hands" means the "whole ship's company."—Ed.

### SEA AND SHORE DUTY

SIR: May a man serving in the Pacific Fleet be assigned to shore duty on the East Coast? I have continuous sea service since first enlisting in 1931, and my home and family are in the Norfolk area.—C.S.K., CY, USN.

SIR: Will men with the most time in sea duty be given preference in exchange to shore duty? I have over 19 years' continuous sea duty and am now in the Pacific Fleet.—P.H.B., CFC, USN.

• Transfer from the Pacific Fleet to East Coast activities is authorized only in the cases of personnel under ComFairWest-Coast, who has authority to interchange with activities under the jurisdiction of all air functional training commands. The interchange program for ComSerPacSub-

ord-Command has not been extended as yet to include the First to Eighth Naval Districts, being limited at present to the Ninth, Eleventh, Twelfth and Thirteenth Naval Districts.

The needs of the service for enlisted men in their present sea billets is one of the chief factors in determining whether they may be transferred to shore duty. Consideration is given, where possible, to those men with long periods of sea duty. For further details, see page 68, February 1944 INFORMATION BULLETIN.—Ed.

### BENEFICIAL SUGGESTION

SIR: Why not save both time and paper by changing the spacing on all new Navy forms which require the use of typewriters to typewriter spacing?—D.F.E., Y1c.

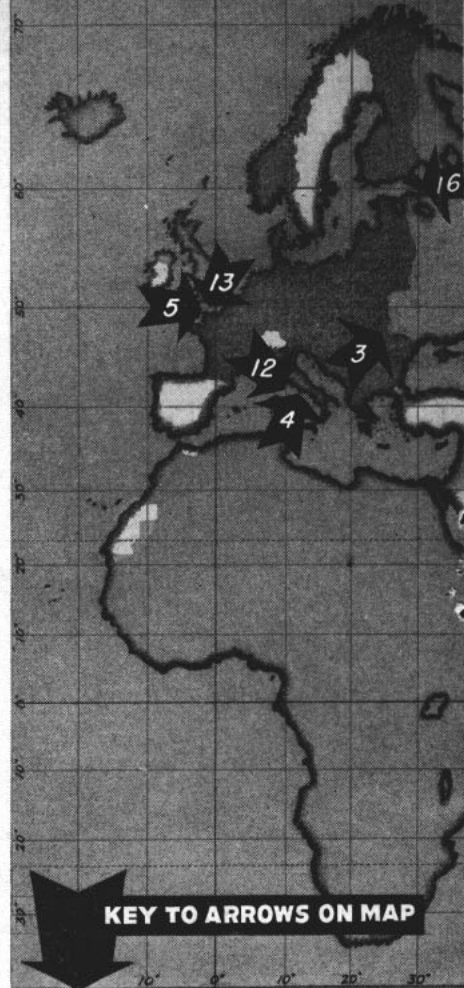
• All Navy forms for use with typewriter are now being adjusted to standard typewriter spacing.—Ed.

### MUSTERING-OUT PAY

SIR: Will a regular Navy man get mustering-out pay if he stays in the Navy after the present emergency?—L.J., SK2c, USN.

• An enlisted man of the regular Navy who remains in the service after the termination of the present war will be entitled to mustering-out pay when ultimately discharged for the purpose of effecting a permanent separation from the service, provided such payment is otherwise proper under provisions of Alnav 32-44. The fact that the man may voluntarily reenlist on the day following the date of such discharge will have no bearing on his right to MOP. However, under the provisions

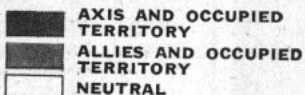
(Continued on Page 54)



KEY TO ARROWS ON MAP

1. 20-23 May—U. S. carrier planes attack Marcus and Wake Islands.
2. 27 May—Allies land on Biak.
3. 2 June—Shuttle-bombing Flying Fortresses from Italy raid Balkans and land in Russia.
4. 4 June—5th Army takes Rome.
5. 6 June—Allies invade France.
6. 8 June—Allied bombers sink four Jap destroyers off Biak.
7. 12-13 June—U. S. warships and carrier planes attack Kurils.
8. 14-19 June—U. S. forces land on Saipan, capture Jap airfield after heavy attacks on Marianas by Pacific Fleet warships and carrier planes; 353 Jap planes shot down in single day.
9. 14 June—U. S. carrier aircraft attack Bonin and Volcano Islands.
10. 16 June—Army B-29s bomb Japan.
11. 16 June—Chinese capture Ka-maing, main Jap supply base in north Burma.
12. 17 June—French forces land on Elba Island.
13. 18 June—U. S. troops cut across Cherbourg peninsula.
14. 18 June—Japs capture Chang-sha.
15. 18-19 June—U. S. carrier planes sink Jap carrier, batter other warships, drive off big Jap fleet.
16. 20 June—Red Army takes Viipuri in offensive against Finland.

**CHRONOMAP**


  
**AXIS AND OCCUPIED TERRITORY**  
**ALLIES AND OCCUPIED TERRITORY**  
**NEUTRAL**



# THE MONTH'S NEWS

PERIOD OF 21 MAY THROUGH 20 JUNE

## The War

At both ends, and within two weeks, the Axis last month felt the deadly wallop of Allied might in full offensive:

- *In the Pacific* the U. S. Navy's 5th Fleet defeated a major segment of the Jap grand fleet, brought down a record number of enemy aircraft and pushed through an invasion of the Marianas. At the same time, the Jap mainland was bombed by the Army's new B-29s, and the Navy added carrier raids on the Kurils, the Bonin and Volcano Islands, Marcus and Wake (see page 2).

- *In Europe* the Allies launched their long-planned invasion from the west, establishing beachheads in Normandy and moving to take Cherbourg harbor (see page 6).

Nor was that all:

Russia began to put the squeeze on Germany from the east by opening an offensive designed to take Finland out of the war. The Red Army crashed through Finnish defenses on the Karelian Isthmus and advanced 15 miles on a 25-mile front the first day. A

swift 60-mile drive up the isthmus resulted in the capture of the fortress city of Viipuri, 135 miles from Helsinki. Finns admitted that they could not withstand the sledge-hammer Soviet drive for long, without assistance from Germany, and this aid apparently was not forthcoming.

To the south, the offensive by the 5th and 8th Armies in Italy resulted in a union with the Allied forces on the Anzio beachhead, and the capture of Rome on 4 June, 270 days after the start of the Italian campaign. The Nazis surrendered Rome without a

## *Huge Offensives Opened Almost Simultaneously Against Nazis and Japs*

struggle, and its cultural and religious monuments and buildings were undamaged. General Kesselring's German 14th Army fled northward so fast that General Clark's U. S. 5th Army had difficulty keeping in contact. It was estimated that the Germans lost 70,000 men—about 60% of their troops in Italy—in 24 days.

A French army captured the island of Elba.

Blasting of Rumanian oil refineries and other targets in eastern Europe by U. S. planes was intensified through the inauguration of shuttle

### LAST AUGUST



Americans and Canadians, landed by a U. S. Navy task force, hit the beach on Kiska only to find that the Japs had fled under pre-invasion naval and air attacks. On the same day—15 August—Allied forces landed on Vella Lavella Island in the South Pacific.

### AUGUST 1944

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

★ **WHAT WILL WE DO THIS YEAR?** ★



Official U. S. Navy photograph

Rome: Cheering crowds greet Allied tanks rumbling through city.

bombing between Russian and Italian bases. It was revealed on 2 June that Flying Fortresses based in Italy had bombed Cluj, Rumanian oil center, and then proceeded to an unidentified Russian base behind the eastern front. A few days later the planes returned to Italy, bombing heretofore inaccessible targets en route.

In retaliation for these many-pronged attacks, Hitler struck back on 15 June with his vaunted "secret weapon"—a robot plane carrying one-ton bombs. Hundreds of these, apparently released from the German-occupied French coast, streaked across the Channel to fall indiscriminately on southern England. While admitting that the robot planes caused considerable casualties and damage, the British were not especially alarmed at the new threat after the first surprise at seeing the projectiles zooming along at 200 to 250 miles per hour with exhaust flames shooting from their tails. Some of the robots were exploded in midair by fighter planes and ack-ack, and bombing of the so-called "rocket coast" near Calais was intensified.

In the Southwest Pacific, Allied forces continued to nip off isolated Jap strongholds and bomb their bases at Truk and in the Marshalls. An invasion fleet under the command of Rear Admiral William M. Fechteler, USN, struck 27 May at Biak Island, only

880 miles from the Philippines. There the first tank battle of the Southwest Pacific was fought and the Jap tanks destroyed with 75-mm. cannon. Within three weeks all three airfields on Biak were captured and American planes were operating from the island. A Jap task force of one cruiser and six destroyers was engaged off the coast of Biak on 8 June by Mitchell medium bombers. When the battle was over, five destroyers were claimed sunk by the airmen and the cruiser and one destroyer had fled. A group of five destroyers, attempting either to evacuate or reinforce the island, was routed a few days later by our naval units.

Only in China were the Japanese having any success. A powerful army, driving along the Hankow-Canton railway, captured Changsha on 18 June and threatened to split China and isolate Allied air bases and Chinese guerilla forces nearest Japan.

In the India-Burma campaign, Allied troops advanced steadily near Kohima. Progress was made toward capture of Myitkyina. General Stillwell's Chinese forces took Kamaing.

Undersea warfare, both in the Atlantic and Pacific, was going especially well for the Allies. Our subs in the Pacific sank an average of more than two Japanese ships a day for a 30-day period, while ship losses in the Atlantic reached an all-time low.

## Navy News

• Although Christmas is still some months away, the Navy Mail Service already is making plans to handle a record volume of Christmas mail for Navy, Marine and Coast Guard personnel stationed overseas. The 30-day period from 15 September to 15 October has been designated as Christmas Mail Month for those outside the U. S. Limitations for gift packages are five pounds in weight, 15 inches in length and 36 inches in length and girth combined. Emphasis is being placed on the necessity of addressing packages properly, as several thousand Navy Christmas packages were delayed last year because of incorrect addresses.

• Our submarines are now sinking five times as many ships as they did at the beginning of the war, SecNav Forrestal announced in a naval review and war roundup on the day the Allies invaded France. Comparing sinkings from 7 Dec. 1941 to 7 May 1942 with the five-month period from 5 Jan. to 5 June 1944, he said our subs have sunk the following ships:

Type	7 Dec.- 7 May 1942	5 Jan.- 5 June 1944
Tankers .....	6	22
Transports .....	6	17
Freighters .....	21	129
Freighter-transports ...	1	22
Naval auxiliaries.....	3	5
Combatant ships .....	3	5
Total .....	40	200

Secretary Forrestal also announced that a new record in shipbuilding was established in May, when 400,000 tons of new naval vessels were completed. The previous peak was 305,000 tons in November 1943. Included in the May total were 198,000 tons of landing craft and 142,000 tons of combatant ships. In the latter group were a new battleship of the *Iowa* class, a new aircraft carrier of the *Essex* class and a new cruiser of the 10,000-ton *Cleveland* class.

• The largest Naval Academy class in history—914—was graduated on 7 June at exercises addressed by SecNav James Forrestal. He compared the U. S. Navy of 1845, the year the Academy was established, with the present fleet of more than 1,000 combat ships, and emphasized the Navy's part in the war.

"In the last analysis," he declared, "the defeat of Germany, as well as of Japan, will be effected by the Army on land, and the main part of that burden will be borne, as it always has been, by the queen of battle, by the infantry, by the men on foot, in trenches, with rifle fire and bayonet expelling the enemy from his positions. But these men and the supplies which sustain them can only get to the point of attack if we have command of the sea."

While the Academy is 99 years old, this was the 104th graduating class in wartime. Normally, this class

## CASUALTY FIGURES

Casualties among naval personnel through 20 June totaled 46,927. Totals since 7 December 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	15,181	4,976	8,214	2,517	30,888
U. S. Marine Corps	4,555	7,956	868	1,944	15,323
U. S. Coast Guard.	339	148	229	0	716
Total .....	20,075	13,080	9,311	4,461	46,927

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



would have graduated in 1945. Among the 914 graduates were 160 who entered the Academy from enlisted grades of the Navy. The largest previous class was 766 in 1943.

• Naval personnel who took part in the invasion of Normandy were given V-mail forms which they could fill out and return to their home town newspapers and radio stations. The forms, which were passed out after men returned to their British bases, were prepared by the Navy's public relations office in London to promote fleet and civilian morale by the quick release of information identifying personnel taking part in the invasion. Spaces were provided on the forms for such material as the name, age and rank of the individual, the country invaded, previous action, promotions, medals or citations previously won, and the names and addresses of relatives.

• Headquarters of the Naval Air Primary Training Command was moved 1 July from Fairfax Airport, Kansas City, Kans., to the Naval Air Station, Glenview, Ill. The change was made because no primary training is under way now at Kansas City, while there is a large primary training group at Glenview. There are 130 units under the Naval Air Primary Training Command, located throughout the country.

War bond purchases by naval personnel in May amounted to \$30,234,393, an increase of 54.4% over the same month in 1943, bringing the total since the Navy bond program started in October 1941 to \$572,437,895. The month's total was divided as follows: \$17,293,369 in purchases by civilian personnel under the payroll savings plan \$10,330,725 in allotment purchases by uniformed personnel of the Navy, Marine Corps and Coast Guard; \$2,610,299 in cash purchases by military and civilian personnel.

Returns from the Navy's Independence Day "extra" war bond sale (1 July to 8 July) will boost total sales substantially. The Navy holds two extra war bond sales each year—on Pearl Harbor day and on the Fourth of July. All cash bond sales made during the Independence Day drive will be credited to the fifth war loan total. Bonds bought by Waves will go for the purchase of two motor torpedo boats to be launched 30 July, second anniversary of the signing of the bill which established the Women's Reserve.

• The Navy will save more than \$10,000,000 during 1944 by renovating issue clothing, BuS&A estimates. Plants at Dutch Harbor and Pearl Harbor are cleaning and repairing about 120,000 pounds of special and protective clothing each month, while private plants in the U. S. are renovating 100,000 pounds of soiled, worn or salt-sprayed garments shipped in from cold regions. Clothing which cannot be repaired is sold for salvage.



Official U. S. Navy photograph

## Ralph A. Bard Named As Undersecretary

Ralph A. Bard, 59, Assistant Secretary of the Navy since early 1941, was nominated 19 June by President Roosevelt for the post of Undersecretary of the Navy, the position left vacant when James Forrestal was made Secretary on the death of Frank Knox. His appointment was confirmed by the Senate 21 June.

Recommended by Secretary Forrestal, Mr. Bard may be the Navy's representative on the War Production Board along with other duties.

The new Undersecretary was appointed Assistant Secretary on 24 February 1941 and was put in general administrative control of all naval shore establishments and matters affecting civilian employees.

Under his guidance a gigantic program in modern personnel administration was launched. Nothing in history has equaled the Navy's tremendous expansion ashore since the start of the war. Today, with more than 700 naval shore establishments employing 725,000 civilians, the Navy is the largest single employer of industrial labor in the U. S.

In addition to performing special duties assigned by the Secretary of the Navy, Mr. Bard had immediately responsible to him, as Assistant Secretary, the Division of Shore Establishments and Civilian Personnel, the Administrative Office, the Trans-

portation Branch, the Office of the Management Engineer and the Inspection Division.

Duties assigned to Mr. Forrestal when he was Undersecretary include: Liaison with departments and industrial agencies other than the Budget, Army, Material and Labor; legal matters (routine legislation); Judge Advocate General; contracts; tax questions; Compensation Board; Naval Examining Board; Naval Retiring Board, and Board of Medical Examiners. A reassignment of duties from the Secretary down will be made soon.

A Chicago businessman, Mr. Bard was president of his own investment firm, Ralph A. Bard & Co., and was a director of various companies before he became connected with the Navy. He has served as vice president of the Chicago Council of Boy Scouts; was Director of Military Relief, Central Division of the American Red Cross, during World War I, and in 1938 was Chicago's Community Fund drive chairman.

He and Mrs. Bard, the former Mary Hancock Spear, have four children. His sons and two sons-in-law are in the service—2nd Lt. Ralph A. Bard Jr., USMC; 1st Class Midshipman George M. Bard II, USN; Lt. (jg) Martin E. Manulis, USNR, and Major Thomas D. Johnson Jr., of the Army Air Forces.



Official U. S. Navy photograph  
*Admiral Fitch and anniversary cake.*

• Vice Admiral Aubrey W. Fitch, USN, Commander Aircraft, South Pacific, from September 1942 to May of this year, has been named Deputy Chief of Naval Operations for Air, succeeding Vice Admiral John S. McCain, USN, whose new assignment was not immediately disclosed.

In 18 months under Admiral Fitch's command Army, Navy, Marine and New Zealand airmen destroyed 3,218 Japanese planes—about five times as many as his forces lost.

Before sailing for San Francisco, Admiral Fitch and 14 Navy enlisted men, the only original members still with ComAirSoPac, celebrated the second anniversary of its establishment in April 1942, the month he arrived in the South Pacific.

• Vice Admiral Russell R. Woesche, USCG, was sworn in 14 June by Sec-Nav Forrestal for a third four-year term as commandant of the U. S. Coast Guard. Commissioned an ensign in the Coast Guard in 1906, he advanced through the ranks until his appointment as commandant on 14 June 1936. Admiral Woesche has presided over the



Admiral Woesche

greatest expansion of the Coast Guard in its history. It now includes 175,000 officers and men.

• A lumbering LCI, now converted into a gunboat, and a smaller, heavily armed "Gadget" recently sank seven Japanese barges in one night at Bougainville. The barges, some of them 40 feet long and capable of carrying 30 men, were slipping down a river toward the sea when intercepted. When the action was over

every barge in the group had been "shot out of the water." Just how an LCI can be converted into a gunboat and what a "Gadget" is are military secrets.

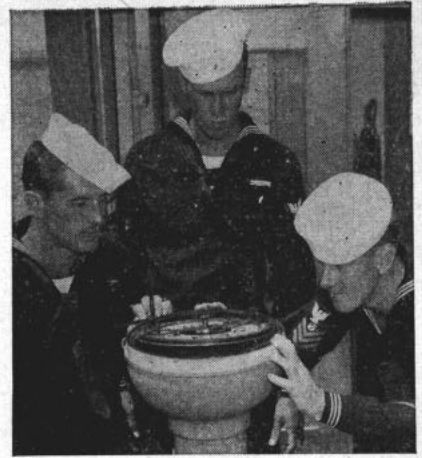
• Two German one-man submarines were sunk off the coast of Italy a few months ago by the PC 558, which was later reported lost. The tiny subs appeared to have a glass dome about two feet in diameter, extending 8 or 10 inches above the water. What appeared to be a propeller wake was observed about 10 feet astern of the dome. The subs disappeared after fire was opened with 20- and 40-mm. guns and depth charges were dropped.

• The average enlisted man in the Navy is 23.5 years old, the average soldier is 25.78 and the average marine is the same as the Navy, 23.5, according to statistics released by the Office of War Information. A breakdown by age groups reveals that 71.2% of Navy enlisted men, 60.5% of Army enlisted men and 77.3% of Marine enlisted personnel are under 26. Following is the distribution of enlisted men in each age group:

Age.	Army	Navy	Marines
19.9 and under	11.7%	34.1%	29.8%
20-22.9	26.3	24.6	32.7
23-25.9	22.5	12.5	15.8
26-28.9	14.3	8.7	8.4
29-31.9	10.3	7.1	5.0
32-34.9	7.1	5.3	2.6
35-37.9	5.2	4.0	1.9
38 and over..	2.6	3.7	3.8

Total ..... 100.0      100.0      100.0

• Orders were placed last month by the Clothing Division of BuS&A for 136,300,000 articles of clothing for enlisted personnel of the Navy. They included: 52,000,000 handkerchiefs, 30,000,000 nainsook underdrawers, 23,000,000 cotton undershirts, 30,000,000 pairs of black cotton mercerized socks and 1,300,000 pairs of woolen bathing trunks.



Official U. S. Navy photograph  
*Skipper Mealley (right) and senior members of his crew. (See below.)*

• A crew of 10 youthful sailors, captained by a 21-year-old boatswain's mate first class, recently sailed a new Navy vessel from an East Coast port to San Diego, Calif. Their ship was a 313-ton garbage lighter, which they called "a garbage scow with a plow bow." During the voyage they battled heavy winds and waves, which sometimes towered 40 feet, and sailed with a faulty compass. The skipper, James P. Mealley, is a veteran of four years in the Navy and has had two ships sunk from under him, the *Langley* and the *Pecos*. Most of his crew have been in the Navy only a few months.

• One Navy blimp squadron has rescued 18 stranded airmen from almost impenetrable Brazilian jungles within a month. Fifteen of the men—two RCAF flight officers, 12 Army flyers and one Navy pilot—were picked up



Official U. S. Navy photograph  
*Surabaya: Bombs leave smoke spirals in raid on Jap-held Java base.*

by a single airship which participated in all three operations. Navy airships were summoned in each rescue after it was found that no plane could land in the marshy or jungle terrain in which one Canadian plane, a Navy Widgeon, two B-25s and a B-24 had made forced landings.

• Appointment of district dental officers to maintain close contact with all dental activities in the naval districts has been announced by BuMed. Capt. Robert S. Davis, USN, Chief of the Dental Service, BuMed, said district dental officers "will plan for the establishment, maintenance and reduction of dental facilities in accordance with the commandant's plan for operation. They will recommend regarding assignments, transfers of officer and enlisted personnel within the district. They will advise local naval authorities relative to dental matters and be available for consultation."

• Eight Seabees in the Solomons recently raised a midget two-man submarine, scuttled by her crew during the second Battle of Savo Island. The sub was discovered 300 feet off shore in 20 feet of water. Two Seabees, using a homemade diving outfit, reported the sub was undamaged and lying right side up. Two unexploded torpedoes had been rendered harmless by long submersion. When pulled ashore the sub appeared to be a sister ship of those captured at Pearl Harbor. It was about 50 feet long and had two propellers. No bodies were found in it.

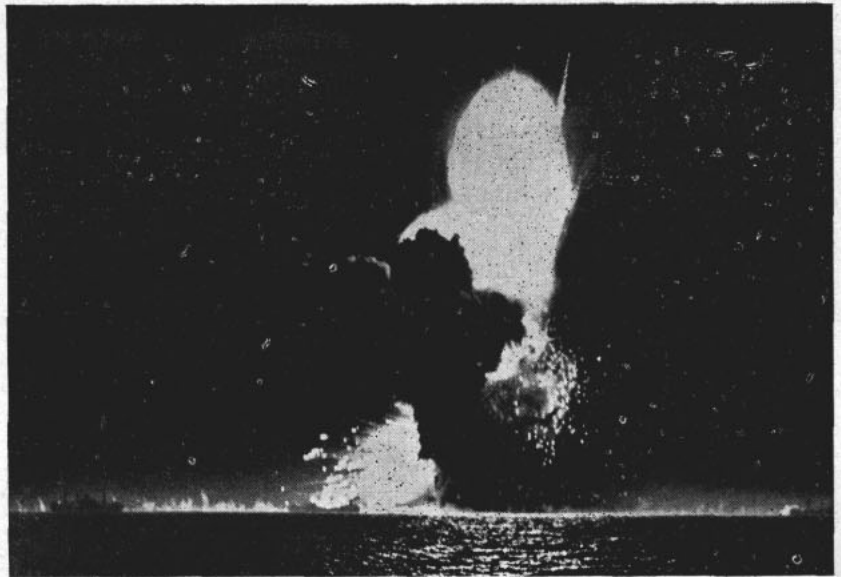
• Seventy-five percent of the rubber now used by the Navy is synthetic. Synthetic rubber is used 100% for smaller sizes of tires, footwear, protective clothing, medical and surgical goods and gas masks.

## Gunner's Prayer Is Answered

When things looked pretty black for a Marine divebomber over Rabaul, with a mess of Zeros in hot pursuit, the pilot, Capt. Harold Walker, USMC, heard his 19-year-old gunner, S/Sgt. Greydon Tabor, praying over the throat mike:

"Listen to me, Lord. I don't care about myself, but the captain here has a wife who loves him. Get him back, Lord. Listen to me . . ."

Then the voice faded and the gunner's twin 30s were quiet. When the plane got back to base Captain Walker had two holes in his leg and there were more than a hundred in the plane. Staff Sergeant Tabor was dead.



Official U. S. Coast Guard photograph  
*North Africa: Blast lights sky after Nazi bombs hit Allied freighter.*

• Members of the French Navy's Services Feminins de la Flotte (French counterpart of our Women's Reserve) are being trained in Navy schools under terms of an agreement between the two navies. One of the first to receive training will be Third Officer (Ensign) Denise Fenard, shown here, daughter of Admiral Raymond Fenard, chief of the French Naval Mission. She will take the two-month course this summer in the WR Midshipmen School, while two petty officers are now attending the enlisted boot camp in The Bronx, N. Y. The French Navy has nearly 2,000 women serving in North Africa.



• Hundreds of small Navy craft are now using a new Sperry gyrocompass only 19 inches in diameter and the same height as the standard gyrocompass. It is particularly adaptable for use in landing craft because it is non-magnetic, unaffected by cargoes of tanks, guns, trucks and jeeps carried aboard various types of landing craft.

• Civilian employes of the Navy, Coast Guard and Marine Corps who have made outstanding contributions to the war effort will be eligible for two new awards: the Distinguished Civilian Service Award and the Meritorious Civilian Service Award. The former will be awarded by the Secretary of the Navy and the latter by the commanding officer or commandant of a naval activity. The awards will consist of a certificate and a lapel emblem. Achievements since 7 Decem-

ber 1941 may be considered in making awards.

• Navy fighting men on duty in the Atlantic war theater are spiritually fine and are adjusting themselves "with remarkable fortitude, resourcefulness and a never-absent American sense of humor."

That statement was made by Capt. Robert D. Workman (ChC), USN, director of the Chaplains Division, who recently returned from a 25,000-mile tour of naval activities in the Caribbean, South America, the Mediterranean areas and the British Isles.

"From my own observations and from detailed reports reaching me from the Pacific, I can say that chaplains on duty with the fleet and at overseas bases are doing a magnifi-

## Pharmacist's Mate Is Midwife on LCI

With a 23-year-old pharmacist's mate serving as midwife, an Italian woman gave birth to a baby recently aboard a U. S. naval vessel.

The blessed event took place in an LCI en route from Anzio with refugees being evacuated to Southern Italy. Failing to find any instructions in a Navy medical book, Anthony Savarese, PhM2c, USNR, chose an aged Italian woman as his assistant and went to work. A healthy boy was delivered, the mother was all right and the father was happy.

The child was named for a chief boatswain's mate and a machinist's mate who were the largest contributors to a collection taken up by the crew for the baby.



Official U. S. Navy photograph

New Guinea: Jap freighter under attack from Navy PB4Y off Mapia.

cent job," Chaplain Workman reported. He was accompanied by Comdr. John R. Boslet (ChC), USN, and Lt. Comdr. Joshua L. Goldberg (ChC), USNR. The traveling chaplains found church services well attended and estimated that they themselves conducted services for more than 40,000 men. Among the church lead-

ers who greeted them on the tour were the Archbishop of Canterbury, the Cardinal of Naples and the Chief Rabbi of Algiers.

### Ships & Stations

- Selection specialists were so surprised when a 19-year-old recruit at the San Diego NTC scored a perfect 76 on his GCT and a perfect 77 on his arithmetic examination, that they "hand-graded" the tests to see if the grading machines had erred. But they found that the original scores were correct. (While probability odds are not calculable, this is the first such instance known to BuPers.) The recruit is T. W. Demaree of Pasadena, Calif., who was a sophomore pre-medical student at U.C.L.A. when he was called for Navy service.

- Two sailors stationed at NAS, Melbourne, Fla., who volunteered for night duty and did their sleeping in the afternoons in order to attend public high school from 9 a. m. until noon, received their diplomas with the spring graduating class of the local high school. When they reported to Melbourne NAS in 1943, Thurman J. Frashure, ARM3c, USNR, of Buckhannon, W. Va., and Paul R. Baker, AMM3c, USN, of Plant City, Fla., needed only a few credits to complete their high school educations. Now they plan to attend college when their duties with the Navy are over.

- When his son was lost while flying with the RAF against the Germans, 49-year-old Sidney McGillvary Brown left his post as professor of history at Lehigh University, Bethlehem, Pa., and enlisted in the Navy in October 1942. Credited with downing 13 German planes while flying with the RAF

in World War I and recipient of 15 decorations including the French Croix de Guerre, Brown has four college degrees (B.A., M.A., B.Litt. and Ph.D.), the three highest from Brasenose College, Oxford, England. He is the author of two books, "Medieval Europe" and the "Royal Pedant." He is now on duty in the public relations office of NAS, Norman, Okla., with a rate of Sp(T)2c.

- A 45-year-old World War I veteran, Leon McClelland, MM2c, USNR, is going through boot training for the third time at Great Lakes. McClelland, whose two adopted sons have been killed in action in the present war while serving in the Navy—one at Pearl Harbor and the other at Tarawa—first enlisted in the Navy on 3 April 1917. He was discharged on 20 Dec. 1919 but enlisted again on 13 Sept. 1920 and went through recruit training for the second time. He served until 19 Dec. 1921 when he accepted a discharge because the Navy was overmanned.

- When the most disastrous flood in years hit the town of Ottumwa, Iowa, officers, cadets and bluejackets answered the call for help and worked for several days rescuing marooned citizens and livestock and carrying property out of range of the high waters. They received high praise from the community for their work.

- *Seadust*, publication of the NTC, Gulfport, Miss., requested editorially



"one good, stinking, can-eating, razor-horned Billy-goat" for station mascot. The request soon was answered when a young citizen near Gulfport donated

"Curly," a spirited, silky-haired and long-horned Angora, about 2½ years old. "Curly" appears on all official occasions.

### The Home Front

- More than 74,000 veterans of the current war were placed in civilian jobs during February and March by the U. S. Employment Service. Many of the placements were made in ship and repair industries, manufacture of aircraft and parts, and in the iron and steel industry.

Regulations have been issued by Brig. Gen. Frank T. Hines, Administrator of Veterans Affairs, for the organization and operation of veterans' service committees in each state to centralize aid to returning veterans. These state committees will aid communities in establishing veterans' information centers.

- To provide an adequately trained medical representative aboard every merchant cargo ship, the War Shipping Administration has created the job of junior assistant purser-pharm-

### Enemy's 'Secrets' May Be Ours, Too

How loose talk may aid the enemy—even when it's about something he already knows—was illustrated recently in an address by Rear Admiral Francis S. Low, USN, chief of staff of the Tenth Fleet.

"Not long ago," he said, "the news did leak out that the Germans were using an acoustic torpedo, an explosive device which tracks a vessel by the noises generated by the target ship. Both we and the British were aware of this possibility (the thought is as old as the hills) and we knew what to do about it. But we would have preferred to have the Nazis continue the use of this torpedo in ignorance, long after we had learned to counteract its effectiveness.

"Instead, the Germans quickly found out that they would have to try something else. And we, in turn, shall have to try our best to counter whatever new weapon they may bring out to take the place of the one which did not live up to their expectations."



Official U. S. Navy photograph

**AFT-er EFFECT:** *Clementine, who's stationed at Midway, displays the new fly-switcher fashioned for her by Seabees from a length of 3/4-inch rope after the original was lost in an accident.*

acist's mate. After a five-week "boot" course, recruits are given 12 weeks at the Maritime Service Hospital Corps School and a five-week course in the work of pursers. It is estimated that only one out of every four merchant ships has a medical representative aboard.

• Development of the most powerful

aircraft engine in the world is claimed by the Allison Division of General Motors. It is a liquid-cooled 24-cylinder engine developing about 3,000 horsepower and weighing less than one pound per horsepower. The new engine has twice the piston displacement of the 12-cylinder Allison now used in Lightning, Mustang, Invader, Airacobra and Warhawk planes.

• A survey conducted by the War Department at one of its eastern separation centers indicates that 40% of the veterans being discharged do not want their old jobs back. The percentage was even higher at a West Coast center. Many veterans even do not want to return to their old home town.

• U. S. plane production during the first five months of 1944 was more than 5,000 four-engine bombers, WPB announced. Our monthly plane output now is at a rate of more than 4 to 1 compared with Germany and 7 to 1 compared with Japan. German plane production is estimated at 1,800 monthly, while Japan's is between 1,000 and 1,400 monthly.

• U. S. commercial airlines will operate 140,000 miles of lines around the globe after the war, the Civil Aeronautics Board disclosed. One new route will extend from New York to Newfoundland or Labrador, Eire, London, Berlin, Prague, Vienna, Istanbul and Cairo. Another will follow the same route to Eire, then branch off to Paris, Switzerland,

Rome, Athens, Cairo, Basra, Karachi and Calcutta.

• Due to inadequate storage facilities for a tremendous egg surplus in the U. S., War Food Administrator Marvin Jones announced that eggs are being converted into animal feed in order to support egg prices. Housewives were being urged to buy an extra dozen to alleviate the storage problem. Heavy milk output permitted a boost in ice cream quotas of 85% for June and 75% for July.

• In May, U. S. plants made 100 billion units of penicillin—one third more than in April and 250 times as much as a year ago. The available supply for civilians was doubled. Present average cost of penicillin treatments: \$35 for severe septicemia (1,000,000 units), \$5 for gonorrhea (150,000 units).

• The nation's shipyards continued their production pace during May. The Maritime Commission announced that 155 merchant ships of 1,537,915 deadweight tons had been delivered. This boosted the 1944 total to 719 ships with a combined deadweight tonnage of 7,247,557.

## Quotes of the Month

• *Gen. Eisenhower:* "My complete confidence in the ability of the Allied armies, navies and air forces to do all they are asked to do has been completely justified."

• *Admiral Halsey:* "Whereas we had a shoestring 19 months ago, we now have a large-sized boot. The Jap is a small man and he can be dislodged easily with a large-sized boot."

• *Japanese broadcast after Yawata bombing:* "We should not think that we have been passively attacked, but that we have actively pulled the enemy toward us."

• *Gen. Kurt Dittmar, Nazi military commentator:* "The Atlantic Wall never became an inflexible structure of steel and concrete."

• *Allied spokesman in Italy:* "Scattered remnants of the German 14th are mainly engaged in stealing one another's transport, to get away as fast as possible."

• *Viscount Halifax, British Ambassador, after a tour of U. S. war plants and training camps:* "Hitler would quake in his boots if he could see what you're doing."

• *Rear Admiral D. C. Ramsey, USN, Chief of BuAer:* "From our point of view, the sooner we get into a knock-down, drag-out fight with the enemy's navy, the better; for we can afford to play the game of ship for ship and they cannot."

• *Marshal Stalin:* "The wounded beast who has retired to his lair does not cease to be dangerous. We must finish it off in its own hiding place."

## THE FOLKS BACK HOME BUY BONDS...

U. S. PER CAPITA SALES "E" BONDS  
\$159.18



Each coin represents \$10

An average of \$159.18 worth of "E" bonds for every man, woman and child in the U. S. had been sold by the end of February, 1944. At \$18.75 each, this was the equivalent of eight and a half \$25 bonds for every civilian in the country. Connecticut led all states with an average of more than twelve and one-third \$25 bonds per resident. "E" bond sales now exceed half a billion pieces, enough to make a stack 39 1/2 miles high.

PICTOGRAPH CORPORATION

# THE WAR AT SEA

ALL DATES LOCAL TIME UNLESS OTHERWISE INDICATED

U. S. Navy Communiques  
And Pertinent Excerpts  
Of Other Official Reports

## 21 MAY

**PEARL HARBOR, Pacific Fleet Press Release**—A single Liberator of the 11th AAF bombed Shimushu and Ketoi Islands in the Kurils on the night of 18-19 May (West Longitude date). No opposition was encountered. Shimushu was bombed by search planes of Fleet Air Wing 4 before dawn 19 May. Nauru Island was attacked by planes of the 7th AAF during daylight 19 May. Phosphate works and defense installations were hit. Ponape Island was bombed by 7th AAF aircraft the same date. Remaining enemy positions in the Marshalls were bombed on the night of 18-19 May and on 19 May by Army, Navy and Marine aircraft.

**CHUNGKING, 14th USAAF**—Liberators on a sea sweep off the China coast yesterday damaged a 1,000-ton ship of an enemy convoy of three ships. Other Liberators in a sweep off the southeast China coast attacked a five-ship convoy. A 4,500-ton vessel and a 5,600-ton vessel were severely damaged.

**MOSCOW, Russian broadcast**—The Red Banner Baltic Fleet air arm bombed an enemy convoy in Narva Bay. Direct hits sank two trawlers and two patrol vessels. Other warships were seriously damaged. In the Finnish Gulf an enemy transport of 6,000 tons was sunk by other aircraft.

## 22 MAY

**PEARL HARBOR, Pacific Fleet Press Release**—Ponape Island was attacked by 7th AAF Mitchells at night on 19 May and during daylight 20 May (West Longitude date). No opposition was encountered. Enemy positions in the Marshalls were bombed and strafed by Army, Navy and Marine aircraft during the night of the 20th.

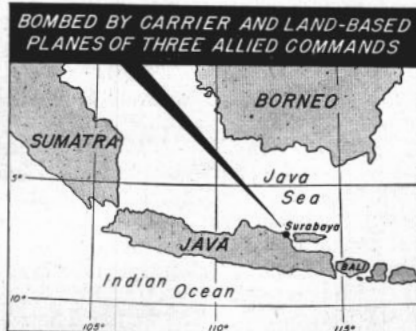
**LONDON, U. S. Strategic Air Forces**—Targets at Kiel, the location of a German naval base and submarine construction yards, were attacked today by Flying Fortresses, Mustangs, Thunderbolts and Lightnings of the 8th AAF. Some of the bombs were dropped through clouds by means of instruments.

**TOKYO, Japanese broadcast**—"On 20 May enemy naval forces appeared in the waters east of the Japanese Bonin Islands. The same day and 21 May they launched air attacks against Marcus Island. Japanese forces succeeded in bringing down at least 32 enemy planes. Our losses were very small."

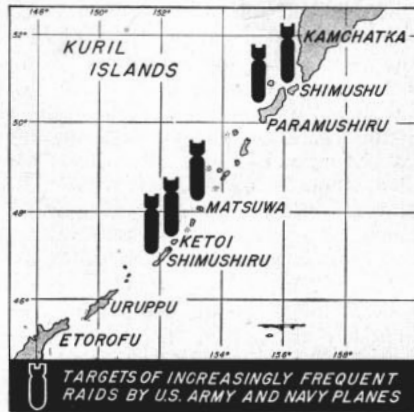
## 23 MAY

**PEARL HARBOR, Pacific Fleet press release**—Army, Navy and Marine shore-based aircraft dropped 230 tons of bombs on Wotje Atoll on 21 May (West Longitude date). Bombers and fighters flew 207 sorties in the coordinated attack. Specific targets were strafed. All our planes returned, although 10 suffered minor damage. Marine aircraft bombed Mille Atoll the same date.

**ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC AREA—Java:** A coordinated air strike on Surabaya involving forces from the Southeast Asia area, the Central



See 23 May.



See 21 May-17 June.

Pacific area and the Southwest Pacific area has been completed involving British, American, Australian, French and Dutch units of various categories.

Operating in conjunction with supporting forces, the Japanese naval base was attacked after dawn on Wednesday by British and American aircraft carriers. Shipping, naval installations, an oil refinery and airdromes suffered heavy damage as a result of direct hits. Complete surprise was achieved.

Ten ships in the harbor totaling some 35,000 tons, including a small tanker and possibly a destroyer, received direct hits. One ship was seen to blow up and others probably sank. Two floating dry docks were badly damaged. At Wonokromo the oil refinery was completely destroyed, the powerhouse being demolished by a direct hit. Storage tanks and stills were set on fire, smoke rising to 5,000 feet. Naval installations received heavy damage as a result of direct hits. A hospital ship close to the target area was carefully avoided. The important Bratt Naval Engineering Works were completely demolished.

Nineteen enemy aircraft at Malang and Tanjung-Perak airdromes were destroyed on the ground. Two enemy aircraft were shot down. Many other aircraft were damaged at both airdromes. We lost three planes. Our forces sustained no other casualties or damages.

That night land-based heavy bombers attacked the same general target areas causing further extensive damage including numerous hits in the railway marshaling yards. The enemy's reaction was weak and all our planes returned safely, having covered a flight of approximately 2,500 miles.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Manokwari:** Our air patrols strafed five small vessels, sinking one. Another coastal vessel was forced on the beach . . . **Numfor Island:** Fuel dumps were left in flames and 15 barges destroyed . . . **Wakde-Sarmi:** Our naval units bombed installations, destroying ammunition dumps . . . **Bougainville:** Seven barges were destroyed or damaged near Buka and Kieta.

**MOSCOW, Russian broadcast**—Airmen of the Red Banner Baltic Fleet subjected a 6,000-ton German supply ship to a bombing and sank it with a direct hit. Another enemy supply ship of 3,000 tons was sunk during the night of 22-23 May.

## 24 MAY

**PEARL HARBOR, Pacific Fleet Press Release**—Paramushiru and Shimushu in the Kuril Islands were bombed by planes of Fleet Air Wing 4 before dawn 21 May (West Longitude date). Moderate anti-aircraft fire was encountered. All our planes returned. A single search plane of Fleet Air Wing 4 bombed Shimushu before dawn 23 May. Ponape was bombed by 7th AAF aircraft 22 May.

**NAPLES, Navy**—Yesterday in support of a new Allied thrust from the Anzio beachhead, enemy positions and concentrations on that front were again bombarded from the sea. The result was satisfactory. Since 12 May, in the naval bombardments, more than 3,000 rounds have been fired by Allied cruisers operating off the coast. Two minesweepers are regularly and actively employed in enemy-mined waters in the Gulf of Gaeta and off the beachhead of Anzio. This contribution to the success of our operations has been invaluable.

**MOSCOW, Russian broadcast**—On 23 May ships of the Black Sea Fleet sank a German submarine.

## 25 MAY

Navy Department Communique  
No. 521

Pacific and Far East

United States submarines have reported the sinking of 15 vessels, including one combatant ship, as a result of operations against the enemy in waters of these areas, as follows:

One destroyer, one large cargo transport, one large tanker, two medium cargo transports, seven medium cargo vessels, one small transport, one medium tanker, one small tanker.

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

## U. S. Pacific Fleet Communique

Carrier-based aircraft of a Pacific Fleet task force commanded by Rear Admiral A. E. Montgomery, USN, attacked Marcus Island on 19 and 20 May (West Longitude date) and Wake Island 23 May.

At Marcus our aircraft in 373 sorties dropped 148 tons of bombs on airdrome installations. Ammunition and supply dumps were destroyed and gun positions and buildings damaged. Only two enemy aircraft were seen in the area. One of these, a medium bomber, was shot down near the target and the other, also a twin-engined plane, was strafed on the ground. A small cargo ship was set afire north of Marcus. Our losses were four planes and three men.

One hundred and fifty tons of bombs were dropped on Wake in 353 sorties. No enemy aircraft were sighted in the Wake area. Twenty buildings were destroyed and others damaged. Storage areas and other airdrome installations were heavily hit. Several small craft were sunk or damaged. None of our planes was shot down.

**PEARL HARBOR, Pacific Fleet Press Release**—Liberators of the 7th AAF bombed Ponape Island 23 May (West Longitude date). Enemy positions in the Marshalls were attacked 23 May by Army, Navy and Marine aircraft. Defense installations were hit and severely strafed.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Manokwari:** One of our air patrols sank an 1,800-ton cargo vessel . . . **Biak Island:** A coastal vessel was sunk offshore . . . **Wakde-Sarmi area:** Our light naval units strafed enemy shore positions . . . **Wewak-Hansa coast:** Night naval units shelled Euain village, west of But, and Tobanum, near Daogumay Bay, damaging buildings and starting fires.

## 26 MAY

**NAPLES, Navy**—In further support of the 5th and 8th Armies' thrust, enemy targets in the Anzio area were again bombarded from the sea on 24 and 25 May. Good results were reported, fires and explosions were seen, occupied buildings destroyed and gun positions and bivouacs were covered.

**CHUNGKING, 14th AAF**—Continuing activity against enemy shipping, Liberators on 25 May sank two cargo vessels off Samah Bay on the southern tip of Hainan Island. Direct hits were scored on both ships, which totaled 3,900 tons.

Moscow, *Russian broadcast*—Our air reconnaissance in the Barents Sea sighted an enemy convoy of five vessels, five torpedo carriers and other escort ships. Several concentrated bombing and torpedo assaults on the night of 25-26 May sank two supply ships with total displacements of 15,000 tons, one torpedo carrier and one supply vessel. Ten German aircraft were brought down and other ships severely damaged.

## 27 MAY

PEARL HARBOR, *U. S. Pacific Fleet Press Release*.—Shimushu in the Kuril Islands was bombed by a Ventura search plane of Fleet Air Wing 4 before dawn on 25 May (West Longitude date). No opposition was encountered. Matsuwa Island was bombed by a Liberator of the 11th AAF before dawn 25 May without opposition. Ponape Island was bombed by the 7th AAF Mitchells on 25 May.

Enemy islands in the Marshalls were bombed by Army, Navy and Marine aircraft the same date. Runways, batteries and barracks were hit. One Marine fighter pilot made a forced landing near Wotje and was rescued.

NAPLES, *Navy*.—Yesterday, 26 May, in support of the Army, enemy targets to the north of the Anzio beachhead were again bombarded from the sea by two Allied warships. Effective results were reported.

CHUNGKING, *14th AAF*.—Liberators of the 14th AAF on 26 May damaged a small merchant vessel southeast of Hongkong. Bombers attacked and left burning at least six river boats loaded with troops and supplies and damaged five others.

Moscow, *Russian broadcast*.—During the night of 26-27 May, torpedo-carrying aircraft sank two German transports in the Gulf of Riga. Two others totaling 7,000 tons were sunk in the Gulf of Finland.

## 28 MAY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Blak*. We have landed on Blak Island. This base is 200 miles west of Wakde and dominates Geelvink Bay and the western tip of New Guinea. Our ground forces went ashore under cover of naval air bombardment and are advancing toward airfields seven miles away. Our landing losses were light. For strategic purposes, capture of this base marks the practical end of the New Guinea campaign.

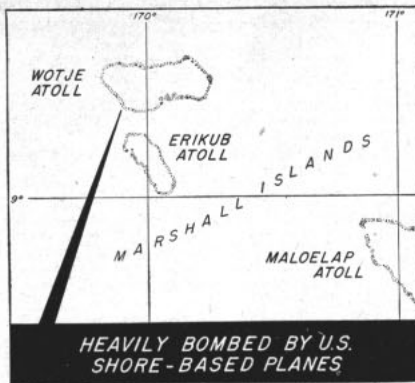
The final stage has also been reached in the campaign launched in this theatre 29 June 1943 by combined forces of Southwest Pacific and South Pacific areas. It has resulted in reconquest or neutralization of the Solomons, Bismarcks, Admiralties and New Guinea. From the forward point reached by the Japanese, we have advanced approximately 1,800 miles westward and 700 miles north.

NAPLES, *Navy*.—Yesterday, in support of the Army, positions north of Anzio were bombarded by a cruiser of the French Navy. Hostile guns were observed and silenced. Two destroyers also engaged targets with good results.

## 29 MAY

PEARL HARBOR, *U. S. Pacific Fleet Press Release*.—Ponape and Pakin Islands were strafed by 7th AAF bombers during daylight on 26 May (West Longitude date). Army, Navy and Marine aircraft attacked remaining enemy positions in the Marshalls on the same date. Storage areas, runways and gun batteries were hit.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Blak Island*. Our ground forces have consolidated their initial positions around Bosnek and are advancing toward Mokmer airdrome. Four of 12 enemy



See 23 May.

planes attacking our surface vessels were shot down by the ships' anti-aircraft fire. Our naval units shelled enemy positions along the coast to the west. . . *Bougainville*: Air patrols and light naval units destroyed four laden barges near Tup.

NAPLES, *Navy*.—Yesterday enemy artillery positions to the north of Anzio were further bombarded by a cruiser of the French Navy. Hostile guns were successfully neutralized. Targets in the same area were also bombarded by a destroyer. Fires and explosions were caused in enemy positions, while a direct hit was obtained on a mechanized transport. Since 12 May in support of the present offensive more than 7,000 rounds have been fired in many bombardments from the sea.

## 30 MAY

PEARL HARBOR, *U. S. Pacific Fleet Press Release*.—Saipan Island in the Marianas was bombed by search planes of Fleet Air Wing 2 and bombers of the 7th AAF during daylight of 28 May (West Longitude date). Twelve enemy fighters attacked our formations. Two enemy planes were shot down and two damaged. Shimushu in the Kuriles was bombed by Fleet Air Wing 4 before dawn 27 May. On 28 May remaining enemy positions in the Marshalls were bombed by Army, Navy and Marine aircraft. Runways, barracks, gun batteries and defense installations were hit.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Babo*: Our medium units sank a 1,000-ton vessel and destroyed five parked planes. . . *Caroline Islands*: Night reconnaissance units from the Admiralty Islands carried out harassing attacks on Woleai and islands in the Truk group.

NAPLES, *Navy*.—Enemy dumps, troop concentrations and roads to the north of Anzio were bombarded yesterday by a cruiser of the French Navy. The result was successful.

CHUNGKING, *14th USAAF*.—B-24s on a sea sweep off Hainan Island sank one 1,700-ton enemy freighter and damaged a large cargo vessel.

Moscow, *Russian broadcast*.—The air force of the Red Banner Fleet on 29 May bombed enemy shipping in the Gulf of Narva. Three German trawlers, a fast landing barge and a patrol cutter were sunk by direct hits. During the night of 29-30 May ships of the Baltic Fleet attacked three enemy trawlers in the Gulf of Narva. Two trawlers were sunk. The third German vessel was heavily damaged.

## 31 MAY

PEARL HARBOR, *Pacific Fleet press release*.—A single Liberator of the 11th AAF bombed Shimushu Island in the Kurils before dawn on 29 May (West Longitude date). No opposition was encountered. Another 11th AAF Liberator bombed Matsuwa Island before dawn on 29 May.

Ventura search planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu Islands in the Kurils before dawn on 29 May. Moderate anti-aircraft fire was encountered. Large fires were started at Shimushu.

LONDON, *Admiralty*.—The combined action of ships of a Canadian escort group resulted in the destruction of a U-boat in the North Atlantic recently.

## 1 JUNE

PEARL HARBOR, *Pacific Fleet press release*.—Shimushu Island in the Kurils was bombed by Ventura search planes of Fleet Air Wing 4 before dawn on 30 May (West

Longitude date). Moderate anti-aircraft fire was encountered.

Ventura search planes of Fleet Air Wing 2, Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Helicat fighters bombed and strafed enemy positions in the Marshalls on 29 May. Runways, piers and anti-aircraft batteries were hit. Meager anti-aircraft fire was encountered.

PEARL HARBOR, *Pacific Fleet announcement*.—Guam Island was bombed by Liberators of the 7th AAF during daylight on 28 May (West Longitude date). Approximately 10 enemy fighters attempted to intercept our formation. One fighter was probably shot down. Anti-aircraft fire ranged from moderate to intense.

Truk Atoll was attacked by 7th AAF Liberators at night on 30 May. The airstrips were hit, and a fire started which was visible 150 miles. One enemy plane was in the air over the target. Anti-aircraft fire was meager.

Wake Island was bombed on 30 May by 7th AAF Liberators, which obtained hits on Peacock and Wilkes Islands and Heel Point. Moderate anti-aircraft fire was encountered.

Ponape Island was raided by 7th AAF Mitchells during daylight on 30 May. Gun positions, runways and defense installations were hit. Anti-aircraft fire was meager and no interception was attempted.

Enemy positions in the Marshall Islands were bombed 30 May and severely strafed by Ventura search planes of Fleet Air Wing 2, Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing, and Navy Helicat fighters. Blockhouses, barracks and coastal guns were hit. Anti-aircraft fire was meager.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Wewak-Hansa coast*.—Air patrols and fighter bombers attacked targets, setting afire fuel-laden barges at Ramu River and destroying a fuel dump at Hansa Bay. Light naval units at night strafed Boroi village. *Bougainville*: Light surface units destroyed a barge and silenced shore batteries at Mawaraka.

CHUNGKING, *14th AAF communique*.—Delayed reports tell of an attack 26 May by 14th AAF Mitchells on two Japanese PT-boats off St. John's Island in the South China Sea. One sank immediately and the other was badly damaged and beached. All our aircraft returned safely.

## 2 JUNE

PEARL HARBOR, *Pacific Fleet press release*.—Shimushu in the Kuril Islands was bombed by Ventura search planes of Fleet Air Wing 4 before dawn on 31 May (West Longitude date). Several large and small fires were started in the vicinity of the airfield. Anti-aircraft fire was moderate. All of our planes returned.

CAIRO, *Middle East air communique*.—Middle East aircraft made a determined and successful attack on an important enemy convoy yesterday in the central Aegean north of Crete. After attacks by Beaufighters, Marauders and Baltimores, four ships were left burning. Two merchant vessels and two escorts and other vessels were damaged. One Messerschmitt 109 and an Arado 196 float plane in the convoy's escort were shot down.

During the past fortnight Middle East aircraft have ranged far and wide in the Aegean to attack shipping, harbors and airfields.

LONDON, *Admiralty communique*.—Carrier-borne aircraft of the Fleet Air Arm, continuing their offensive against enemy shipping off Norway, last night attacked a strongly escorted enemy convoy of three supply ships in the vicinity of Stadlandet. Hits with bombs were obtained on all three supply ships and in addition four escorting anti-aircraft ships were damaged by gunfire. Two naval fighter aircraft are missing from this operation.

The attack was the sixth successful strike made by carrier-borne naval aircraft in northern waters during the past two months.

## 3 JUNE

PEARL HARBOR, *Pacific Fleet press release*.—A single search plane of Fleet Air Wing 2 bombed and strafed shipping and shore installations at Truk Atoll at night on 1 June (West Longitude date). Four 1,000-pound bombs were dropped over a medium cargo vessel, two of them scoring direct hits, and two straddling the vessel, which was believed sunk. The search plane then strafed a number of cargo vessels, the seaplane base at Dublon and the air strips at Eten Island. Two of the small vessels were set on fire.

## Another Japanese Bedtime Story

Japan celebrated its Navy Day on 28 May with one of the most fantastic claims yet made, as reported in a Berlin broadcast.

Tokyo claims that the Japs have sunk more than 500 American ships, shot down 7,913 U. S. planes and killed at least a million American soldiers, sailors and marines. The breakdown on ships claimed sunk was: 18 battleships, 28 aircraft carriers, 100 cruisers, 185 submarines and at least 180 other vessels.

Fires were started at Dublon Island and Eten Island, and an ammunition dump exploded. In retiring, the plane was pursued by a single enemy plane which did not make an attack. Over the target anti-aircraft fire was moderate.

Two Liberators of the 11th AAF bombed Shimushiru Island in the Kurils before dawn on 1 June. Fires were started. No opposition was encountered.

Ventura search planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu Island before dawn on 1 June. Fires were started. Anti-aircraft fire was light and inaccurate.

#### 4 JUNE

**PEARL HARBOR, Pacific Fleet announcement**—Shimushu and Paramushiru Islands in the Kurils were bombed by Ventura search planes of Fleet Air Wing 4 before dawn on 2 June (West Longitude date). Two large fires were started on Shimushu. Anti-aircraft fire was moderate.

Matsuwa Island was bombed by Liberators of the 11th AAF before dawn on 2 June. No opposition was encountered. All of our planes returned.

Truk Atoll was bombed by 7th AAF Liberators before dawn on 3 June. Forty-one tons of bombs were dropped on storage areas and on runways. Several fires and explosions were observed. Anti-aircraft fire was meager. Two enemy fighters attempted to attack our force but did no damage.

Nauru Island was bombed by 7th AAF Mitchell bombers and search Venturas of Fleet Air Wing 2 on 2 June. Anti-aircraft batteries were hit and fires started. Anti-aircraft fire was moderate.

Ponape Island was bombed by 7th AAF Mitchells on 1 June. An airfield, hangars and adjacent buildings were hit. No anti-aircraft fire was encountered.

Remaining objectives in the Marshalls were attacked by Ventura search planes of Fleet Air Wing 2, Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Hellcat fighters on 31 May and 1-2 June. In these raids anti-aircraft batteries, coastal defense guns, runways and barracks were strafed and bombed. Anti-aircraft fire was generally meager.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Timor**—Our medium units destroyed a 1,000-ton enemy cargo vessel and a coastal vessel near Cape Batumerah. . . . **Numfor**: Our escorted medium units attacked enemy shore installations and destroyed barges. . . . **Biak**: Naval units shelled targets at Mokmer and Paral and sank three troop-laden barges along the coast east of Bosnek. . . . **Rabaul**: Fighter patrols destroyed five barges at Duke of York Island. . . . **Bougainville**: Our night surface patrols destroyed a barge off the southwest coast.

#### 5 JUNE

### Navy Department Communique No. 522

#### Pacific and Far East

1. U. S. submarines have reported the sinking of 16 vessels in operations against the enemy in these waters as follows:

One large transport, one large cargo vessel, seven medium cargo vessels, two small cargo vessels, four medium cargo transports, one small cargo transport.

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



See 24 May (Allied lines shown as of that date).

### Navy Department Communique No. 523 Atlantic

1. The escort carrier *USS Block Island* was sunk in the Atlantic during May 1944, as the result of enemy action.

2. The next of kin of casualties, which were light, have been notified.

**PEARL HARBOR, Pacific Fleet announcement**—Several enemy patrol-type vessels were sighted west of Truk Atoll on 2 June (West Longitude date) and attacked by a single search plane. One was probably sunk and all were heavily strafed. On 3 June another search plane sighted the disposition and made an attack which resulted in the sinking of one of the auxiliaries and severe damage to another.

Liberators of the 11th AAF bombed Ketoi Island in the Kurils before dawn on 4 June. No opposition was encountered. A single search plane of Fleet Air Wing 4 bombed Paramushiru Island before dawn on 4 June.

All of our planes returned from these operations.

**CHUNGKING, 14th AAF communique**—Warhawks shot up river craft on Tungting Lake. . . . Liberators on a river sweep over the Yangtze from Wuhu to Kichun bombed and sank three large barges. Other B-24s attacked an enemy vessel in the South China Sea with unobserved results. P-40s on a sweep over the Gulf of Tonkin strafed junks off the coast of French Indo-China.

**LONDON, Admiralty communique**—His Majesty's submarines, continuing the offensive against the enemy and enemy-controlled shipping in the Mediterranean and Aegean, have sunk another two large supply vessels, two of medium size, 22 small supply ships and five naval auxiliaries. In addition, seven supply ships including two of medium size have been damaged.

During the course of these operations His Majesty's submarines successfully bombed a number of shore targets including an oil refinery on the Italian coast, a railway goods yard and a seaplane hangar on the south coast of France and a radio station in Crete.

#### 6 JUNE

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Communique No. 1**—Under the command of General Eisenhower, Allied naval forces, supported by strong air forces, began landing Allied armies this morning on the northern coast of France.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Announcement**—After a night of heavy air bombardment, incessant attacks against the invasion coast and effective cover for our troops and naval forces were maintained throughout the morning. Air opposition has so far been slight.

Air attacks began shortly before midnight when well over 1,000 heavy bombers of the RAF Bomber Command opened up on German coastal defenses. During the night, troop carriers and gliders of the U. S. 9th AAF and the RAF flew paratroops and airborne infantry into the zone of operations while light bombers of the 2nd Tactical AAF attacked road and rail junctions and bridges.

At daybreak, more than 1,000 heavy bombers of the U. S. 8th AAF and waves of U. S. 9th AAF medium bombers took up the air bombardment of gun emplacements and defensive works in support of landing operations.

Fighter-bombers have made repeated attacks during the morning on gun batteries and communications in and behind the assault front. Fighters have been out in large numbers, supporting the heavy bombers and covering land and sea operations.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Communique No. 2**—Shortly before midnight on 5 June 1944, Allied night bombers opened the assault. They attacked in very great strength and continued until dawn.

Between 0630 and 0730 two naval task forces commanded by Rear Admiral I. R. Philip Vian, flying his flag in *HMS Scylla* (Capt. T. M. Brownrig, CBE, RN) and Rear Admiral Alan G. Kirk, USN, in the *USS Augusta* (Capt. Edward H. Jones, USN) launched their assault forces at enemy beaches.

Naval forces which had previously assembled under the overall command of Admiral Sir Bertram Ramsey made their departure in fresh weather and were joined during the night by bombarding



See 25 May.

forces which had previously left northern waters. The channels had to be swept through large enemy minefields.

This operation was completed before dawn, and while the minesweeping flotillas continued to sweep toward the enemy coast, the entire naval forces followed down and swept the channels behind them toward their objectives.

Shortly before the assault three enemy torpedo boats with armed trawlers in company attempted to interfere with the operation and were promptly driven off. One enemy trawler was sunk and another severely damaged.

The assault forces moved toward the beaches under cover of a heavy bombardment from destroyers and other support craft while heavier ships engaged the enemy batteries which had already been subjected to bombardment from the air. Some of these were silenced.

The Allied landings were effected under cover of air and naval bombardments and the airborne landings involving troop-carrying aircraft and gliders carrying large forces of troops were also made successfully at a number of points.

Continuous fighter cover was maintained over the beaches and for some distance inland, and over naval operations in the Channel. Our night fighters played an equally important role in protecting shipping and the troop-carrier forces and intruder operations.

Allied reconnaissance aircraft maintained a continuous watch by day and night over shipping and the ground forces. Our aircraft met with little enemy fighter opposition or anti-aircraft gunfire.

The naval casualties are regarded as being very light, especially when the magnitude of the operation is taken into account.

**PEARL HARBOR, Pacific Fleet announcement**—Truk Atoll was bombed during the night of 3-4 June (West Longitude date) by Liberators of the 7th AAF. The airfields at Moen and Paran Islands were hit. Four enemy fighters were airborne but did not attack our force. Anti-aircraft fire was meager and inaccurate.

Ponape Island was attacked on the night of 3 June by 7th AAF Liberators and on 4 June by 7th AAF Mitchells. Installations on Langar Island and anti-aircraft batteries were hit.

Nauru Island was bombed by 7th AAF Mitchells during daylight on 3 June, and by Ventura search planes of Fleet Air Wing 2 on 5 June. Gun positions were the principal targets. Anti-aircraft fire was intense.

Enemy positions in the Marshalls were bombed and strafed on 3-4 June by search Venturas of Fleet Air Wing 2, Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing and Navy Hellcat fighters. Gun positions and runways were hit. Anti-aircraft fire was meager.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Halmahera**: Our night air patrols bombed and sank an enemy destroyer and damaged two other vessels in waters to the east of Morotai Island. . . . **Manokwari**: Our night air patrols scored two direct hits on an enemy destroyer, leaving it dead in the water and probably in a sinking condition. Our attack planes struck enemy shipping and supply areas, sinking a small freighter and starting large fuel fires. . . . **Numfor Island**: Our medium units in a low-level attack destroyed two enemy troop-laden barges and damaged another.

#### 7 JUNE

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Communique No. 3**—Allied forces continued landings on the northern coast of France throughout yesterday and satisfactory progress was made. Rangers and Commandos formed part of the assaulting forces.



No further attempt at interference with our seaborne landing was made by enemy naval forces. Those coastal batteries still in action are being bombarded by Allied warships.

At twilight yesterday and for the fourth time during the day our heavy bombers attacked railways, communications and bridges in the general battle area. There was increased air opposition and 26 enemy aircraft which attempted to interfere were shot down. One Allied bomber and 17 fighters failed to return from this operation.

Other enemy air activity included an attack on our beach forces. This proved abortive and four of a formation of 12 Junkers 88s were destroyed.

In addition to attacks on defended positions and other objectives in immediate support of land operations, railway centers, bridges, military buildings and communications at Abancourt, Serqueux, Amiens and Vire were attacked repeatedly throughout yesterday by our medium and light bombers. Allied fighter-bombers and fighters flew low to attack enemy units and motor truck columns.

From dawn to dusk a vast Allied fighter force maintained a vigil over our shipping and over the assault area. This air cover was again completely successful.

Airborne operations were resumed successfully last night.

Coastal aircraft attacked German naval units in the Bay of Biscay.

A strong force of heavy night bombers attacked bridges and roads and rail communications behind the invasion area, including the junction at Chateaudun. Thirteen heavy bombers are missing. Light bombers were also out against the same type of target and night intruders destroyed 12 enemy aircraft without loss.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 4*—Allied troops have cleared all beaches of the enemy and have in some cases established links with flanking beachheads.

Inland fighting generally is heavy. An armored counterattack in the Caen area on Tuesday evening was repulsed. Enemy resistance is stiffening as his reserves come into action.

The landing of troops and seaborne military supplies continues on all beaches despite the northwesterly wind which has persisted since the assault.

Shortly before dawn today light coastal forces while sweeping to the eastward, encountered a superior force of enemy craft. Action was immediately joined and damage was inflicted on the enemy before he could make good his escape.

Enemy coastal batteries which were still in action today have been silenced by Allied naval forces. It is not yet known whether all have been finally reduced.

Allied aircraft have been directing the fire of the USS *Texas* (Capt. Charles A. Baker, USN) bearing the flag of Rear Admiral Carleton F. Bryant, USN, and HMS *Glasgow* (Capt. C. P. Clarke, DSO, RN) which, together with other Allied warships have been engaging inland targets behind the beaches.

Allied aircraft of all types and in great strength have closely supported our land and sea forces.

Early this morning airborne operations were resumed on a very large scale, supplies and tactical equipment being delivered to our ground forces.

In two operations this morning, medium and light bombers attacked large troop concentrations and military buildings close behind the enemy lines as well as gun positions in the battle area and railway lines south of the battle area.

Road, rail and other targets, including armored vehicles, troop concentrations, gun positions and ammunition dumps were also attacked during the morning by fighter-bombers.

Heavy bombers in medium strength attacked focal points on the road system in the area south of Caen early this afternoon. Fighters escorted the bombers and also strafed and bombed railway yards, locomotives, trains of oil tank cars, flak towers, radio installations and airfields over a 45-mile arc south and southwest of the battle area.

Continuous patrols were maintained over shipping, the beaches and the battle area. More enemy aircraft were encountered than on Tuesday and a number of them were shot down.

PEARL HARBOR, *Pacific Fleet announcement*—Guam Island was bombed by 7th AAF Liberators and Liberator search planes of Fleet Air Wing 2 during daylight on 5 June (West Longitude date).

*For maps of the actions in the Marianas and of the invasion of France, see pages 5 and 6.*

Antiaircraft fire ranged from moderate to intense. Our force was not attacked by enemy aircraft. All of our planes returned.

Nauru Island was bombed on 5 June by Mitchell bombers of the 7th AAF and Ventura search planes of Fleet Air Wing 2. The barracks area, phosphate plant and gun positions were principal targets.

Ponape Island was attacked by 7th AAF Mitchells on 5 June. Antiaircraft fire was meager.

On 4 June Mille Atoll in the Marshalls was attacked by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing. Runways were principal targets. Light-caliber antiaircraft fire was intense.

A search plane of Fleet Air Wing 2 sighted a group of small enemy cargo ships proceeding northwest of Truk on 5 June, and attacked and damaged one of the vessels. Another search plane shot down an enemy torpedo bomber west of Truk on 5 June.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari*: Our escorted attack planes destroyed two coastal vessels at Cape Sarbapan, 60 miles west of Manokwari. One plane was lost. . . . *Wewak-Hansa coast*: Light naval units at night destroyed three barges and shelled shore positions on Manam and Aris Islands and in the Bogia area. . . . *Bougainville*: Naval units at night shelled enemy positions at Tup.

**8 JUNE**

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 5*—Bayeux has fallen to our troops, which have also crossed the Bayeux-Caen road at several points. Progress continues despite determined enemy resistance. Fierce armored and infantry fighting has taken place. Contact has been established between our seaborne and airborne troops.

During the night forces of E-boats made unsuccessful attempts to interfere with the continual arrival of supplies. Support fire from Allied warships continued throughout yesterday.

Coastal aircraft attacked naval enemy units in the Bay of Biscay and Channel areas and at least two E-boats were sunk.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 6*—British and Canadian troops are continuing to make progress and repeated enemy attacks have been held. The American bridgeheads are being gradually enlarged. The enemy is fighting fiercely and his reserves have now been in action along the whole front. . . .

Last night enemy E-boats operating in four groups entered the assault area and attempted to interfere with our lines of communication. A series of running fights ensued and the attacks were successfully beaten off. Three of the enemy were seen to be repeatedly hit before they escaped. During the early hours of today E-boats were attacked off the French and Belgian coasts by coastal aircraft. One E-boat was sunk and three others sunk or severely damaged.

CHUNGKING, *14th AAF communique*—In West Tungting Lake three motor launches were shot up, killing 150 Japanese troops. A group of P-40s on a strafing mission damaged 40 boats. . . . In the eastern section a large flight of P-40s strafed oil barges. They hit a concentration near Yuankiang, starting large fires on 16 barges and causing many casualties.



See 28 May.

A delayed report confirms the previously announced sinking of a 1,700-ton freighter in the South China Sea on 6 April.

**9 JUNE**

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 7*—Allied troops have continued to make progress in all sectors despite further reinforcements of German armor. Landings have continued on all beaches and, by-passed strong points of enemy resistance are being steadily reduced.

During yesterday there was desultory firing from some coastal batteries, which were again silenced by gunfire from Allied warships. . . .

Rocket-firing fighters attacked German E-boats in the Channel, leaving one in a sinking condition.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 8*—American troops are across the Carentan-Valognes road in several places and have cut the broad-gauge railway to Cherbourg. . . .

During the 24 hours, 46 targets were engaged by Allied warships which shelled enemy concentrations and coastal batteries.

Before dawn this morning HMS *Tartar*, HMS *Ashanti*, HMCS *Hatda* and *Hurgn*, ORP (ship of the Polish Republic) *Blyskawia*, HMS *Eskimo*, ORP *Pioron* and HMS *Javelin* in company intercepted a force of German destroyers which had previously been reported off Ushant by naval aircraft.

The enemy was sighted and our ships turned toward them, avoiding their torpedoes. In the course of the action, at times conducted at point-blank range, HMS *Tartar* passed through the enemy's lines. One enemy destroyer was torpedoed and blew up. A second was driven ashore in flames. Two others escaped after receiving damage by gunfire. HMS *Tartar* sustained some damage and a few casualties but continued in action and has returned safely to harbor.

Unsuccessful attempts were again made after dawn by E-boats to enter the assault area both from the east and west. They were intercepted and driven off by light coastal forces off Point de Barfleur in a short-gun action. Hits were observed on two of the enemy before they escaped.

During the night destroyers under the command of Rear Admiral Don P. Moon, USN, intercepted a force of heavily armed enemy craft between the mainland and the Isles St. Marcouf and drove them off. Spotting for these ships was carried out both by aircraft and military forward observation officers who had been landed with the assault troops.

HMS *Belfast*, wearing the flag of Rear Admiral F. H. G. Dalrymple-Hamilton, CE, and HMS *Frobisher* have done considerable execution on enemy concentrations. This morning HMS *Frobisher* neutralized two enemy batteries and destroyed an ammunition dump.

PEARL HARBOR, *Pacific Fleet press release*—Truk Atoll was bombed by 7th AAF Liberators on the night of 7-8 June (West Longitude date). Airfields were the principal targets. Antiaircraft fire was meager and inaccurate.

Ponape Island was attacked by Liberators of the 7th AAF on the evening of 6 June and at night on 8 June. Airfields, plantation areas and Ponape town were bombed. Antiaircraft fire was meager.

Ventura search planes of Fleet Air Wing 2 bombed Pakin and Nauru Islands on 6 June. Antiaircraft batteries were hit at Pakin Island.

Enemy positions in the Marshalls were bombed and strafed by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Hellcat fighters on 6-7 June. Runways, coastal gun emplacements and antiaircraft batteries were principal targets. A Corsair fighter was downed near Mille Atoll on 7 June and its pilot rescued by a destroyer.

**10 JUNE**

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Waigew Island*: Our heavy units on patrol bombed and damaged an enemy heavy cruiser with two 500-pound bomb hits near the bow. Twelve enemy fighters attacked our formation but were driven off with one probably destroyed.

material was uninterrupted. . . . An enemy destroyer driven ashore off Batz in the Brest Peninsula earlier in the day by naval surface forces was attacked and left a smoldering hulk.

Coastal aircraft are cooperating with naval surface forces in a vigorous offensive against U-boats which are threatening to attack our lines of communications in the assault area.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 10*—Allied progress continues along the whole of the beachhead. Trevieres is in our hands. . . . Further troop-carrying and support operations to our forward formations were completed during the morning.

Allied warships have maintained their activity on the eastern and western flanks of the assault area in support of our ground forces.

Last night enemy E-boats operated to the west of the assault area. They were intercepted by light coastal forces under the command of Lieutenant Collins, RN, and a number of brief engagements ensued. Some damage was inflicted on the enemy. Neither damage nor casualties were sustained by our forces.

Enemy patrol vessels heading toward the assault area this morning were attacked off Jersey by our coastal aircraft, which also dispersed a cluster of E-boats. An unsuccessful attack was made by enemy aircraft on an Allied merchant convoy. One of the enemy was destroyed by gunfire from HMS *Wanderer*. There was no damage to the convoy or its escort.

PEARL HARBOR, *Pacific Fleet press release*—Truk Atoll was bombed by 7th AAF Liberators on 8 June (West Longitude date). No opposition was encountered.

Ventura search planes of Fleet Air Wing 2 bombed Nauru Island on 7 and 8 June and Ocean Island on 7 June. Barracks and gun emplacements were hit. Antiaircraft fire ranged from moderate to intense. 7th AAF Mitchells bombed Nauru Island on 8 June, hitting coastal defense guns and antiaircraft emplacements. Antiaircraft fire was intense.

A single search plane of Fleet Air Wing 2 bombed gun positions at Puluwat Island on 9 June.

Mitchell bombers of the 7th AAF attacked Ponape Island on 7 June. Hangars near the seaplane base and shops were hit. Meager antiaircraft fire was encountered. On 8 June a single 7th AAF Liberator bombed Ponape.

Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing, Ventura search planes of Fleet Air Wing 2 and Navy Hellcat fighters bombed and strafed remaining enemy positions in the Marshalls on 7-8 June.

Piers and antiaircraft batteries were bombed. At one objective a large explosion was caused near an antiaircraft emplacement. On 8 June two Corsair fighters were downed by antiaircraft fire near Maloelap. One of the pilots was rescued by a destroyer. A Dauntless divebomber was shot down near Mille the same day and its pilot rescued by a destroyer.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Geelvink Bay*: Ten of our medium bombers, with a fighter escort, attacked an eastbound enemy naval task force, consisting of one cruiser and six destroyers, in the Geelvink Bay area. Four enemy destroyers were sunk and a fifth damaged by mast-height bombing, direct hits being scored with 1,000-pound bombs. The cruiser and the remaining destroyer fled. . . . We lost three planes.

*Wewak-Hansa coast*: At Mushu Island our naval patrol craft at night destroyed two enemy barges.

LONDON, *Admiralty communique*—While on offensive patrol off the coast of Holland early this morning, light coastal forces engaged four heavily armed enemy trawlers southwest of Ijmuiden. Three enemy ships were sunk by torpedo. Many hits with gunfire were obtained on the fourth trawler, which last was seen making for the enemy coast in a damaged condition. Later, three other armed trawlers were sighted, apparently searching for survivors from the vessels which had been sunk. His Majesty's ships again attacked, and after being hit with a torpedo, one of the trawlers was seen to sink. . . . One of His Majesty's torpedo boats was sunk.

## 11 JUNE

### *Pacific Fleet Communique*

A powerful Pacific Fleet task force struck enemy positions on Saipan, Tinian and Guam, in the Marianas Islands with carrier aircraft on 10 June (West Longi-



See 11 June.

tude date). Further details are not now available.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 11*—As the result of an armored thrust British troops have reached Tilly-sur-Seulles. Naval guns yesterday lent effective support to our advance in this sector.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 12*—Good progress was made on the right. . . . American troops have liberated Lison and have advanced several miles southward on a broad front.

A particularly effective bombardment was carried out along the River Seulles by HMS *Argonaut* and HMS *Orion*. Allied warships also gave support to the armies yesterday by bombarding mobile batteries and enemy concentrations.

Enemy E-boats were active again during the night and a number of brisk gun actions ensued, during which one of the enemy was destroyed. Several of the enemy were damaged by gunfire before they evaded the pursuit. Early this morning our coastal aircraft attacked enemy E-boats off Ostend and left two of them on fire.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari*: Our attack planes struck enemy shipping in the harbor at midday, destroying three 1,000-ton cargo ships, damaging a coastal vessel and sinking a barge. Our heavy units sank a coastal vessel off Cape Waiois. . . . *Biak Island*: An enemy force of five destroyers, approaching Biak from the northwest under cover of darkness, was engaged by our naval forces. The enemy turned and fled at high speed, one vessel being possibly damaged by our long-range fire. An enemy troop-laden barge was sunk by our naval patrols. . . . *Aitape-Hansa coast*: Fighter-bombers harassed coastal sectors, destroying or damaging four barges. Our light naval units at night destroyed four barges at Mushu Island.

## 12 JUNE

### *Navy Department Communique No. 524*

1. PC 58 was sunk as a result of enemy action in the Mediterranean on 9 May.
2. The next of kin of casualties have been notified.

### *Navy Department Communique No. 525*

#### *Pacific and Far East*

1. U. S. submarines have reported sinking 18 vessels as a result of operations against the enemy in these waters, as follows:

- One large tanker
- One medium transport
- Six medium cargo transports
- Six medium cargo vessels
- Four small cargo vessels

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

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 13*—The American advance east of the Vire River has continued into the Forest of

Cerisy. In the Cherbourg peninsula enemy mobile batteries have been under heavy fire from Allied warships and some further progress has been made.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 14*—The fusion of our beachheads is now complete and a coastal strip some 60 miles long is firmly in our hands. . . . Allied warships have been giving deep supporting fire in the center and close support on the flanks of our armies.

PEARL HARBOR, *Pacific Fleet announcement*—Carrier aircraft again struck Guam, Rota, Tinian and Saipan on 11 June (West Longitude date).

Truk Atoll was attacked by Liberators of the 7th AAF at night on 9-10 June. Airfields at Param, Eten, Dublon and Moen Islands were principal targets. Several fires were started.

Ponape Island was bombed by 7th AAF Liberators on the night of 9 June. Ponape town and gun positions were hit.

Ventura search planes of Fleet Air Wing 2 bombed Ocean Island during daylight on 9 June, encountering moderate antiaircraft fire. Two of the planes continued to Nauru Island to strafe small craft there.

On 10 June Mitchells of the 7th AAF bombed Nauru and started fires visible 20 miles. Heavy antiaircraft fire downed one Mitchell bomber. A Catalina search plane of Fleet Air Wing 2 rescued the crew.

Enemy positions in the Marshalls were bombed and strafed on 9 June, during the night of 9-10 June and on 10 June. Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing, Catalina search planes of Fleet Air Wing 2 and Navy Hellcat fighters participated in these attacks. Coastal defense guns and antiaircraft batteries were hit.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari*: Our medium units bombed and strafed the township and near-by shipping. A 1,000-ton enemy freighter, six coastal vessels and a barge were destroyed in the harbor. . . . *Biak*: Our night naval patrols shelled shore targets on Korim Bay on the east coast, destroying or severely damaging eight barges. . . . *Bougainville*: Our naval units at night shelled Tinopus, Takai and silenced shore guns at Torau Bay.

## 13 JUNE

### *U. S. Pacific Fleet Communique*

Supplementing Pacific Ocean Area's Communique 46, the following information is now available concerning operations of Pacific Fleet forces against enemy installations at Guam, Saipan, Tinian and Rota Islands in the Marianas. These objectives were attacked by carrier aircraft on 10-11 June (West Longitude date).

On 10 June our fighter planes swept the objectives in force and destroyed 124 enemy aircraft. A large majority of these were destroyed in the air. Our losses were 11 Hellcat fighters and eight pilots.

On 11 June our attacks were continued, resulting in the destruction of 16 enemy aircraft, two small cargo ships at Saipan, and a small oiler northwest of Saipan.

A formation of enemy ships apparently attempting to escape from Saipan was brought under attack on 11 June. One large oiler, one destroyer, three corvettes, one large cargo ship, one medium cargo ship and three small cargo ships were sunk; five medium cargo ships and five escort vessels were damaged.

A second formation of enemy ships several hundred miles away was attacked and heavily damaged by our aircraft on 12 June. These were: three destroyers, one destroyer-escort, and two cargo ships.

In the operations on 11 June our losses were four aircraft and seven flight personnel.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 15*—After two days of hard fighting American troops have liberated Carentan, possession of which materially strengthens the link established between our two major beachheads. . . .

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 16*—Allied troops have advanced generally in all sectors. . . . More than 10,000 prisoners have now been taken. Attempts by enemy light craft were made last night to approach our lines of communication. The enemy was intercepted and driven off by our naval patrols.

E-boats, which had been attacked off Boulogne early in the morning by coastal aircraft, were again hit later in the day

by rocket and cannon-firing fighters. In these engagements, at least three enemy ships were sunk and others were left on fire or badly damaged.

On the night of 10 June several enemy planes approached our force, but failed to drive home an attack, and one of them was shot down by antiaircraft fire.

**PEARL HARBOR, Pacific Fleet announcement**—Truk Atoll was bombed by Liberators of the 7th AAF before dawn on 12 June (West Longitude date). Thirty-eight tons of bombs were dropped on airfields and the seaplane base. Three enemy fighters intercepted our force and damaged one Liberator. Antiaircraft fire was meager. All of our planes returned.

Ventura search planes of Group 1, Fleet Air Wing 2, bombed Nauru and Ocean Islands on 11 June. Gun positions and barracks were attacked. Moderate antiaircraft fire was encountered.

Ponape Island was bombed by 7th AAF Mitchells on 11 June, meeting light antiaircraft fire.

In the Marshalls Navy and Marine fighters and divebombers attacked Maloe-lap and Wotje Atolls on 11 June.

## 14 JUNE

### Pacific Fleet Communique

Attacks directed against enemy positions in the southern Marianas continued on 13 June (West Longitude date).

Battleships, cruisers and destroyers of the Pacific Fleet bombarded Tinian and Saipan Islands on 12 June. Large fires were started at Tanapag Harbor, and in the towns of Garapan and the Charan-Konoo. Our ships suffered no damage.

Further air attacks were coordinated with the naval shelling of Tinian and Saipan.

Pagan Island was attacked by carrier aircraft on 12 June. Enemy installations were well worked over and three enemy aircraft were destroyed and one probably destroyed.

In operations on 11 June our forces have reported the following additional losses: three fighter planes, one divebomber and four flight personnel.

More than 60 survivors of an enemy ship bombed and sunk northwest of Saipan on 11 June have been rescued and made prisoners of war.

On 12-13 June ships and aircraft of the Pacific Fleet attacked enemy installations in the Kurils. A fleet task force bombarded Matsuwa Island and aircraft bombed Shimushu and Paramushiru Island with airfields as their principal target.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Geelvink Bay:** Our medium units struck enemy shipping, sinking four 1,000-ton cargo vessels and three coastal vessels and sinking or seriously damaging a 2,000-ton cargo vessel. . . . **New Ireland:** Our naval units bombarded enemy shore positions at Fangelawa Bay and East Cape.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Communique No. 17—**West of Tilly-sur-Seulles, our armor found the enemy flank and struck south with great effect. Advance patrols of our forces have now reached Caumont. . . .

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Communique No. 18—**The armored battle continues in the Tilly-Caen area. The enemy has counterattacked constantly in a furious attempt to stem our advance. We are holding firm and vigorously searching out weak points in his attack. . . .

Shortly after midnight seven enemy M-class minesweepers were intercepted west of the Minquirers Rocks by the Polish naval vessel *Poirun* and HMS *Ashanti* while on patrol. Action was joined at about 3,000 yards, the enemy being illuminated with star shells.

The enemy vessels were repeatedly hit and, scattering, some of them sought shelter under guns of the coastal batteries on the Island of Jersey. Of the seven enemy vessels engaged, three were observed to sink and one was seen to receive such damage that its survival was considered unlikely. Of the remaining three, two were left stopped and burning fiercely.

Northwest of Cap de la Hague three enemy patrol vessels were intercepted and attacked early this morning by light coastal forces. The first ship in the enemy line was hit with a torpedo and the second set on fire.

## 15 JUNE

### Pacific Fleet Communique

Operations for the seizure of Saipan Island in the Marianas group have been

initiated by strong Pacific Ocean Areas forces.

Assault troops have effected landings on Saipan Island, following intensive preparatory bombing of Saipan, Tinian, Pagan, Guam and Rota Islands by carrier-based aircraft and by a portion of the battleships, cruisers and destroyers of the Pacific Fleet.

Landings are being continued against strong opposition under cover of supporting bombardment by our air and surface forces.

Initial reports indicate that our casualties are moderate.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Communique No. 19—**On all parts of the front Allied forces continue to carry the fight to the enemy. . . . Before dusk heavy night bombers with fighter escort attacked E-boats and the dockside at Le Havre.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Communique No. 20—**Further steady progress has been made west of Carentan and between the Rivers Vire and Elle. . . .

During yesterday mobile batteries on the flanks were engaged as necessary by Allied warships. On the eastern flank HMS *Belfast* gave valuable support against enemy concentrations. HMS *Nelson* engaged the batteries of Le Havre.

During an unsuccessful enemy air attack in the western assault area an enemy aircraft was shot down by the USS *Augusta* (Capt. Edward H. Jones, USN), wearing the flag of Rear Admiral Alan G. Kirk, USN.

Convoys of Allied merchant ships are arriving satisfactorily and the armies continue to be built up with men, stores and equipment. . . .

Photographic reconnaissance shows German naval forces in the port of Le Havre suffered very severely from an attack by heavy night bombers on the evening of 14 June.

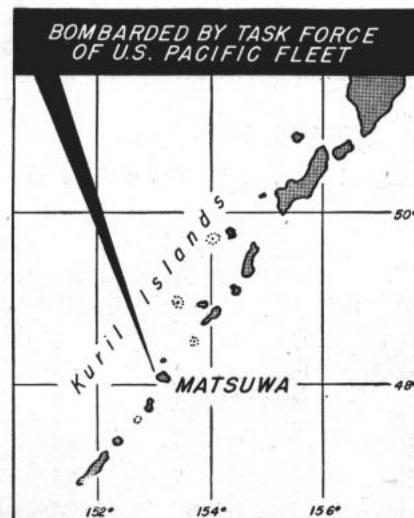
**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Aitape-Hansa coast:** Our light naval units at night destroyed three enemy barges. . . . **Bougainville:** Our air patrols and fighter-bombers attacked Buka airdrome and targets near Kieta and in southern Bougainville, damaging barges and minor installations. . . . **Woleai:** Our air patrols attacked a medium-sized enemy cargo vessel to the south, leaving it sinking.

## 16 JUNE

### Pacific Fleet Communique

Assault troops have secured beachheads on Saipan Island and are advancing inland against artillery, mortar and machine-gun fire. Virtually all heavy coastal and antiaircraft batteries on the island were knocked out by naval gunfire and bombing.

Our troops have captured Agingan Point. In the town of Charan-Konoo brisk fighting is continuing. The enemy has attempted several counterattacks with tanks. These attacks have been broken up by our troops with the support of ships and aircraft. In general, fighting is heavy,



See 14 June.

but good progress is being made against well-organized defenses.

### Pacific Fleet Communique

Chichi Jima and Haha Jima in the Bonin Islands and Iwo Jima in the Volcano Islands were attacked by carrier aircraft on 14 June (West Longitude date). Thirty-three enemy fighters which attempted to intercept our forces at Chichi Jima were shot down. Four multi-engine seaplanes were damaged at Chichi Jima. At Iwo Jima two airborne enemy aircraft were probably destroyed and 14 were destroyed on the ground.

One medium cargo ship was sunk by bombing at Chichi Jima and four small cargo ships and six small craft were damaged. A medium transport, discovered under way near the Bonins, was heavily damaged by aircraft and later sunk by one of our destroyers. One hundred and twelve survivors were rescued and made prisoners of war.

Ground installations, including barracks, airfields and fuel tanks, were bombed by our aircraft. Our losses were four aircraft and five flight personnel.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Communique No. 21—**There has been no major change in any sector, but Allied troops have made further progress west of Pont-l'Abbe. . . . Last night our heavy bombers in great strength attacked concentrations of E- and R-boats and minesweepers in Boulogne harbor.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, Communique No. 22—**Advances by Allied forces westward from Pont-l'Abbe, in the Cherbourg peninsula, have continued. . . .

Yesterday HMS *Ramillies* engaged a battery at Benerville, on our eastern flank, which she silenced in an hour's duel, while HMS *Nelson* engaged an enemy battery north of Le Havre which had been firing into the anchorage. Enemy batteries and concentrations were bombarded throughout the day by Allied cruisers.

On the western flank the USS *Texas* (Capt. Charles A. Baker, USN), wearing the flag of Rear Admiral Carleton F. Bryant, USN, the USS *Nevada* (Capt. Powell M. Rhea, USN) and the USS *Arkansas* (Capt. Frederick G. Richards, USN) carried out heavy bombardments in support of the armies near Isigny and Carentan.

## 17 JUNE

### U. S. Pacific Fleet Communique

U. S. assault troops are engaged in bitter fighting against defending forces on Saipan Island.

On 14 June (West Longitude date) and during the night of 14-15 June our troops were withdrawn a short distance toward the beach in some sectors in the face of intense mortar and artillery fire. Positions were consolidated and during the night our naval forces carried out a heavy bombardment of enemy strong points.

On the morning of 15 June enemy resistance in the strongly held sector north of Charan-Konoo was broken. At midday a major element of our forces commenced an attack which advanced our line nearly one-half mile in the southern sector of the island. Lesser advances were made in other sectors.

Our assumption that Saipan would be strongly held because of its strategic location in the Japanese defense system has been proved correct. Preliminary estimates indicate there are upward of two divisions of enemy troops defending Saipan.

### U. S. Pacific Fleet Communique

U. S. Marines supported by elements of an Army infantry division have improved their positions on Saipan Island and are driving forward toward Aslito airdrome. Harassment of our beachheads by enemy mortar fire has been considerably reduced.

On the night of 14 June (West Longitude date) enemy torpedo planes launched an attack against our carrier force, but were repulsed without damage to our ships.

Our heavy surface units bombarded Guam Island on 15 June.

Liberators of the 11th AAF bombed Matsuwa, Paramushiru and Shimushiru on 14 June. Five enemy aircraft were airborne near Matsuwa, but only one attempted to attack our force and did no damage. Fourteen enemy fighters appeared over Paramushiru and several made attacks, causing damage to one of

our planes. One enemy fighter was probably shot down and an enemy medium bomber was damaged. Ventura search planes of Fleet Air Wing 4 also bombed Paramushiru and Shumushu on 14 June. Fifteen enemy fighters attacked our force, causing minor damage to several of our aircraft. Shimushu was again attacked by 11th AAF Liberators on 15 June.

Army, Navy and Marine aircraft of Central Pacific air forces bombed objectives in the Marshall Islands and eastern Caroline Islands on 13 and 15 June (West Longitude date).

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 23*—Allied troops continue their advance with leading elements in St. Sauveur-Le Vicomte. . . .

Throughout yesterday Allied cruisers and destroyers engaged gun batteries which the enemy had established on the eastern bank of the River Orne. Concentrations of enemy armor northeast of Caen were bombed by HMS *Ramillies*. Merchant convoys continue to arrive at the beaches steadily and in safety.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 24*—Allied forces have pushed deeper into Normandy. . . . Early this morning coastal aircraft attacked enemy shipping in the Channel.

ALLIED HEADQUARTERS, ITALY, *Special communique*—On 17 June a detachment of the French Army B, which is commanded by Gen. Jean de Lattre de Tassigny, at the direction of the Supreme Allied Commander, landed successfully on the island of Elba.

## 18 JUNE

### U. S. Pacific Fleet Communique

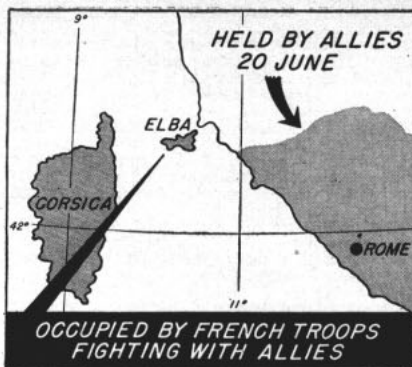
U. S. marines and Army troops advancing east across the southern portion of Saipan Island made gains averaging 1,500 yards during the night of 15-16 June and on 16 June (West Longitude date). The area now held by our forces extends from a point just south of Garapan for a distance of approximately five and one-half miles to Agingan and extends inland two miles at the point of deepest penetration. Our forces have captured Hinassu, due east of Lake Susupe.

Our positions were under sustained enemy fire during the night of 15-16 June, and before dawn on 16 June the enemy launched a determined counterattack. This attack, which was broken up, cost the enemy heavily in lives and destroyed more than 25 enemy tanks.

Early in the morning of 16 June our troops launched the offensive which resulted in general advances. Some of our forward echelons penetrated the naval air base at Aslito airdrome, but were later withdrawn under severe enemy fire.

During the action on 16 June our aircraft bombed and strafed enemy positions and during the night of 15-16 June enemy strong points were shelled by our ships.

On 15 June one of our destroyer transports encountered five enemy coast cargo ships and sank them. Twenty-nine survivors were rescued and made prisoners of war.



See 17-19 June.

### U. S. Pacific Fleet Communique

In the early morning of 17 June (West Longitude date) the enemy launched an amphibious counterattack against our forces on Saipan. A group of troop-carrying barges attempted a landing south of Garapan, but were repulsed by our armed landing craft. Thirteen enemy barges were sunk.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 25*—Allied forces in the area of St. Sauveur-Le Vicomte have made further progress westward. . . .

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 26*—Allied troops have cut off the Cherbourg peninsula from the rest of Normandy, reaching the west coast near Barneville-sur-Mer. . . . More than 15,000 prisoners have been counted so far.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*MacCluer Gulf*: A 1,000-ton vessel and a number of barges were either destroyed or badly damaged. . . . *Aitape-Sepik*: Air patrols near Wewak destroyed or damaged 11 barges. . . . *New Ireland*: Night naval patrols shelled shore targets.

## 19 JUNE

### U. S. Pacific Fleet Communiques

Our assault troops on Saipan Island have captured Aslito airdrome and have driven eastward across the island to Magicienne Bay, where we hold the western shore. Two pockets of enemy resistance remain east of Lake Susupe. The enemy continues to counterattack, but all attacks have been successfully repulsed.

Seabees are at work on the air strips at Aslito.

On 18 June (West Longitude date) our carrier task force, providing cover and support for our amphibious force, was subjected to a severe aerial attack which continued for several hours. The attack was successfully repulsed by our carrier aircraft and antiaircraft fire. Information presently available indicates that only

one of our surface units was damaged, and this damage was minor.

It is believed a portion of the enemy planes were carrier-based and used nearby shore bases as shuttle points. However, the effectiveness of this procedure was sharply limited by our systematic bombing and strafing of the airfields at Guam and Rota.

It is estimated that more than 300 enemy aircraft were destroyed by our forces during this engagement. No estimate is yet available of our own aircraft losses.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 27*—The wedge across the base of the Cherbourg peninsula is being strengthened and widened. . . . The enemy battery at Houlegate, east of Ouistreham, has been silent for 36 hours after an accurate bombardment by HMS *Ramillies*.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 28*—The Allies' strangle-hold on the Cherbourg peninsula has been strengthened by a series of local advances. . . . Allied warships continued to give support on the eastern flank by engaging enemy mobile batteries. North of Caen successful shoots were carried out by HMS *Diadem* against a concentration of enemy armor.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Sorong*: Our medium units again attacked in force, concentrating on shipping in the anchorage. Two 3,000-ton and three smaller freighter-transports were sunk; two 1,500-ton freighter-transports were destroyed or seriously damaged and six coastal vessels wrecked. As a result of the previous day's attack, the enemy was unable to effect any interception. . . . *Aru Island*: Our patrol units destroyed a coastal vessel and a barge carrying cargo and personnel. . . . *New Ireland*: Our night naval patrols sank a laden enemy barge in St. George's Channel.

ROME, *Allied Special communiques*—During 18 June French troops have made further substantial progress and now hold the greater part of the island of Elba. . . . By noon today operations were brought to a successful conclusion. One thousand eight hundred prisoners, of which the majority were Germans, have been captured.

## 20 JUNE

### Navy Department Communique No. 526

1. The submarine USS *Grayback* is overdue from patrol and must be presumed to be lost.

2. The next of kin of casualties of the *Grayback* have been so notified.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 29*—Coordinated attacks all along the north front on the Cherbourg peninsula have brought the port under artillery fire. . . .

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 30*—Allied troops are attacking the outer defenses of Cherbourg. Montebourg has been liberated. . . .

PEARL HARBOR, *Pacific Fleet announcement*—Truk Atoll was bombed by Liberators of the 7th AAF on 18 June (West Longitude date). Airfields on Moen Island were principal targets. No fighter opposition was encountered and antiaircraft fire was meager.

A single 7th AAF Liberator bombed Ponape on 18 June.

Nauru Island was attacked on 18 June by 7th AAF Mitchell bombers, which shelled and bombed antiaircraft emplacements and buildings. Antiaircraft fire was intense but inaccurate.

Enemy positions in the Marshalls were attacked during the day and night of 18 June by Catalina search planes of Fleet Air Wing 2, Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing and Navy Hellcat fighters. Antiaircraft fire did sufficient damage to a Dauntless divebomber to force it down on the water before reaching its base. The crew was rescued by a Catalina search plane of Group 1, Fleet Air Wing 2.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Aitape-Wewak coast*: Night air and naval patrols bombarded shore targets west of But silencing enemy guns, and sank or damaged five barges at Kajiruru and Mushu Islands. . . . *New Ireland*: Light naval units at night bombarded islands off the southeast coast of New Hanover, causing explosions, and shelled coastal targets south of Borpop.

## U. S. Naval Losses

U. S. Naval losses from the beginning of the war to 12 June are as follows:

Type	Sunk	Destroyed to		Total
		Presumed Lost	Prevent Capture	
Battleships .....	1	0	0	1
Aircraft carriers .....	6	0	0	6
Heavy cruisers .....	5	1	0	6
Light cruisers .....	3	0	0	3
Destroyers .....	36	4	1	41
Destroyer escorts .....	1	0	0	1
Submarines .....	2	20	1	23
Miscellaneous .....	67	4	7	78
<b>Total .....</b>	<b>121</b>	<b>29</b>	<b>9</b>	<b>159</b>



Chaser (SCTC, Miami)

"The Chaplain is writing to Mr. Anthony just now—he has a problem."

## Troopship!

(Continued from Page 22)

all. Even after having abandoned ship, many crews have returned to their vessels and brought them safely into port. All passenger ships, including transports, carry enough modern, unsinkable lifeboats, life rafts and life preservers to provide for 50% more than the number of persons aboard ship. When properly handled, the boats and rafts will stay afloat indefinitely.

### Drills:

Pay attention to all ship's drills. Remember what to do and when to do it. These drills are conducted for your protection. What you learn during drills may save your life. **KNOW THE EMERGENCY SIGNALS.** The general alarm will be given only at the direction of the ship's master or ship's officers.

### Lights:

As a precaution against mishaps at night, ships carry emergency lighting systems. Near each exit hangs a battery lamp ready at all times.

Since the majority of troop ships move under convoy, assistance will be close at hand in case of need. You may not see them, they may be out of sight, but they are on the job scouting the waters around you all the way across.



St. Louis Blues (NAS, St. Louis)

"Agnes, again I ask you, just how much air did you use?"

## What Is Your Naval I. Q.?

1. The average monthly production of destroyers in 1941 was 1.33 and in 1942 it was 6.75. What was it in 1943: (a) 7.25; (b) 9.42; (c) 10.83?

2. Is there any restriction on the type of matches permitted aboard ship?

3. The three ships in Columbus' fleet the first time he crossed the Atlantic were the *Nina*, the *Pinta* and the *Santa Maria*. Which was the flagship?

4. How is the size of wire rope determined?



5. This is the Army's Martin Marauder (B-26). By what designation is it known in the Navy?

6. Can you name the warrant grades in the naval service?

7. The national ensign must be displayed during battle. True or false?

8. What is a "bight" in referring to a rope?

9. What portion of Navy Regulations comprise the "Articles for the Government of the U. S. Navy?"

10. What is the difference between a medical survey and a medical dis-

charge as applied to enlisted personnel?

11. The medal shown here is: (a) the Navy and Marine Corps Medal; (b) the Air Medal; (c) the Silver Star Medal?



12. Where are (a) Changsha; (b) Valmontone; (c) Aitape; (d) Surabaya; (e) Myitkyina?

13. In what year was flogging outlawed as a corrective measure for enlisted personnel of the Navy?

14. The cross used as the insignia of Protestant and Catholic chaplains in the Navy is the (a) Greek Cross; (b) Latin cross; (c) St. Andrew's Cross?

15. After whom, or what, are submarine tenders named?

16. The U. S. Naval Academy at Annapolis, Md., is on (a) the Delaware River; (b) the Severn River; (c) the Potomac River; (d) Chesapeake Bay?

17. What is a "Ship of the Line"?

18. What is a "beam sea"?

19. What are the colors of the Commendation Ribbon?

20. In round figures, the approximate number of feet of piping in a modern battleship is (a) 27,000; (b) 133,000; (c) 422,000.

(Answers on Page 53)

## Captured U-Boat Skipper Saved by U. S. Naval Doctor

A former German U-boat commander who wanted to die is alive today due to the skillful surgery of a U. S. Navy medical officer.

The Nazi commander and his crew were rescued by a U. S. naval task force after an RAF bomber sank his submarine off the Azores. After taking some liquid food, the submarine commander revealed that he had shot himself in the mouth before his rescue.

In an emergency operation performed immediately at sea by Lt. Comdr. Jasper L. Custer (MC), USNR, of Shreveport, La., the bullet was removed from the German officer's spine—close to the base of his brain.

The Nazi confessed that in a moment of depression he had put his revolver into his mouth and pulled the

trigger. The shot not only failed of its purpose but apparently did not incapacitate or greatly pain the officer. He made no further attempts to commit suicide.



Official U. S. Navy photograph

X-ray photograph shows bullet lodged in German's spine.

# Amphibs Hit

(Continued from Page 11)

was a matter of months. Most of the landing craft and smaller naval units employed were built in the U. S. The small craft had to be transported across the Atlantic on the decks of tankers or cargo ships, many LCTs, for instance being carried on the decks of cargo vessels in three sections and reassembled in Britain.

The LCVPs and other small craft were all brought across the ocean "piggyback" on the decks of the larger ships. Only the larger landing craft types—seagoing LSTs, LSDs and LCI(L)s—made the crossing under their own power.

The LSTs had no trouble crossing the ocean. And the LCI(L)s, while small—and somewhat lively when the sea gets rough—all crossed the ocean under their own power, some without escort and many manned by officers and crews who had never made the crossing before.

Admiral Royal E. Ingersoll, USN, commander of the Atlantic Fleet, was responsible for keeping the sea lanes open for this flow of traffic across the Atlantic. He reported that since 1 January 1942 the Atlantic Fleet has escorted more than 7,000 ships across with the loss of 10. None of these was a troop ship. There were other

ship losses in the Atlantic, but these occurred among ships not escorted by the fleet.

It was expected that U-boat packs

would return to the Atlantic when the invasion started, but this threat is "not yet in evidence," Admiral Ingersoll said.

## Big Days in the War in Europe

### From the Invasion of Poland to the Invasion of France

#### 1939

- 1 Sept.—Germans invade Poland.
- 3 Sept.—Britain and France declare war on Germany.
- 4 Sept.—New Zealand and Australia declare war on Germany. Fighting begins on Maginot Line.
- 10 Sept.—Canada declares war on Germany.
- 27 Sept.—Warsaw surrenders.

#### 1940

- 9 April—Germans invade Norway and Denmark.
- 15 April—British land troops in Norway.
- 10 May—Germans invade Belgium, The Netherlands and Luxemburg.
- 14 May—Dutch army capitulates.
- 28 May—King Leopold orders Belgian forces to surrender.
- 29 May—British troops begin evacuation from Dunkirk.
- 10 June—British evacuate Norway.
- 14 June—Germans march into Paris.
- 22 June—French sign armistice with Germany.
- 12 Aug.—500 German planes raid Britain.
- 3 Sept.—U. S. announces trade of 50 over-age destroyers to Britain for leases on naval and air bases in Western Atlantic.
- 7 Sept.—Heavier night raids on London begin.
- 28 Oct.—Italians invade Greece.
- 20 Nov.—Hungary joins Axis.
- 24 Nov.—Slovakia follows Hungary and Rumania into Axis alliance.

#### 1941

- 1 March—Bulgaria signs Axis pact, Germans march in.
- 6 April—Germany attacks Yugoslavia and Greece.
- 27 April—Germans take Athens.

- 12 Dec.—British chase Italians from Egypt.
- 31 May—British withdrew from Crete.
- 22 June—Germans invade Russia.
- 24 Nov.—Russians begin first winter counterattack.
- 11 Dec.—U. S. declares war on Germany and Italy after they declared war on us.

#### 1942

- 14 Jan.—First ship is torpedoed off U. S. Atlantic coast.
- 26 Jan.—First American troops arrive in Northern Ireland.
- 30 May—First 1,000-plane RAF raid drops 3,000 tons of bombs on Cologne.
- 20 June—Germans capture Tobruk, push on toward Egypt.
- 1 July—Germans capture Sevastopol.
- 4 July—U. S. Army bombers make first raid on Western Europe.
- 19 Aug.—Allied troops raid Dieppe.
- 17 Sept.—Nazis penetrate Stalingrad.
- 23 Oct.—British break through Axis line at El Alamein.
- 7 Nov.—American and British forces land in Africa.
- 11 Nov.—Americans capture Casablanca and Oran, ending French resistance; Germans occupy all France.
- 27 Nov.—Most of French fleet scuttled at Toulon.

#### 1943

- 18 Jan.—Russians break siege of Stalingrad, drive westward.
- 23 Jan.—British capture Tripoli.
- 27 Jan.—Heavy bombers make first all-American assault on Germany.
- 7 May—Allies take Tunis and Bizerte.
- 9 May—All Axis resistance ends in North Africa.
- 17 May—RAF blasts two Ruhr dams.
- 11 June—Italians surrender Pantelleria.

## How Casualties From Beach Were Handled

Amphibious warfare calls for new medical techniques, and the Navy was ready on D day with its own complex organization to handle the flow of casualties from the beaches. Because of lessons learned at Sicily, Salerno and the South Pacific, the Navy had a higher ratio of doctors and hospital corpsmen than ever used before in any military operation.

While working as a team without any stars, the Army and the Navy had their responsibilities clearly allotted in order to avoid conflict of authority. The Army medics take care of their men until they are embarked. Then the Navy looks after the soldiers until they reach the high-water mark on the invasion shore. On the beach, however, both Army and Navy medical personnel give first aid as needed and collect the wounded for evacuation.

The Navy's heaviest responsibility is, in the very heat of battle, to fill evacuation ships with injured men and get them back to the embarkation point, giving all possible medical or surgical treatment while un-

der way. Here is the system used on the Allied beachhead:

At 20 or 30 minutes after H-hour, the Army sent ashore battalion landing teams, composed of two medical officers and 32 enlisted men. They tagged the wounded (men of the first waves were given aid by their own comrades) and marked their positions for later collectors.

The Navy sent ashore medical section shore parties, composed of one medical officer and eight hospital corpsmen. They set up a beach evacuation station, received cases sent or brought to them by the Army's collecting teams, gave additional first aid and prepared the casualties for evacuation.

Small craft were obtained through the beachmaster to transfer the casualties from the evacuation station to ships off shore. Army "ducks" were very useful for this purpose because they are as much at home at sea as on land. They would take a load of eight or ten litter cases from the beach, put out to sea, and drive up the bow-ramp of a waiting LST.

The roomy LSTs were found most efficient craft for the journey across the Channel. They had previously been stocked with an abundance of medical supplies and surgical equipment, and LST crews were specifically trained to do their share in embarking the wounded. After the tanks had roared ashore, litters were lowered to the tank deck which has brackets fitted along the bulkheads to receive the litters, three deep.

Going back across the Channel, doctors check their patients' tags, on which were recorded name and number, rough diagnosis and report of treatment. Operating rooms were set up on the after part of the tank deck or in the crew's mess hall for emergency operations. Since LSTs are notorious rough-riders, and the Channel was very choppy during the first few days, both surgeon and patient sometimes had to be lashed to the operating table.

When the casualties were on dry land once more the Army resumed responsibility for its soldiers.

- 10 July—Allied forces invade Sicily.
- 25 July—Mussolini resigns.
- 1 Aug.—175 U. S. Liberators from Middle East blast Ploesti refineries.
- 3 Aug.—RAF makes ninth attack on Hamburg in 10-day, 8,000-ton record-breaking blitz.
- 17 Aug.—Conquest of Sicily completed.
- 7 Sept.—British 8th Army invades Italy.
- 8 Sept.—Italy surrenders.
- 9 Sept.—American-British 5th Army lands at Salerno.
- 10 Sept.—Germans seize Rome.
- 11 Sept.—Most of Italian fleet escapes to Allies.
- 19 Sept.—Italians seize Sardinia for the Allies.
- 25 Sept.—Smolensk falls to Russians.
- 1 Oct.—5th Army takes Naples.
- 13 Oct.—Italy declares war on Germany.
- 6 Nov.—Russians retake Kiev.
- 9 Nov.—U. S., Britain announce 150 U-boats sunk in six months.
- 28 Nov.—President Roosevelt, Prime Minister Churchill, Marshal Stalin meet at Teheran, plan three-way attack on Axis Europe.
- 24 Dec.—Gen. Eisenhower named to lead invasion of Europe.

### 1944

- 4 Jan.—Red Army smashes across Polish border.
- 21 Jan.—Red Army lifts siege of Leningrad.
- 22 Jan.—Allies land behind Nazi lines at Anzio.
- 7 March—800 U. S. heavy bombers make first big daylight raid on Berlin.
- 31 March—U. S. bombers from Mediterranean area begin heavy raid on Balkans.
- 3 April—Red Army sweeps into Rumania.
- 10 April—Red Army retakes Odessa.
- 21 April-13 May—Allies' planes drop 130,000 tons of bombs on Europe.
- 9 May—Red Army recaptures Sevastopol.
- 11 May—Allies begin big offensive in Italy.
- 18 May—Cassino falls to Allies in Italy.
- 20 May—Allies resume pre-invasion bombing on huge scale.
- 2 June—Flying Fortresses establish shuttle-bombing service between European theater and U. S. bases in Russia.
- 4 June—5th Army captures Rome.
- 6 June—Allies begin invasion of Western Europe.

### Answers to Quiz on Page 51

1. (c).
2. Yes, only safety matches are permitted.
3. Santa Maria.
4. By its diameter.
5. The JM-1.
6. Boatswain, Gunner, Torpedoman, Electrician, Radio Electrician, Machinist, Carpenter, Ship's Clerk, Aerographer, Photographer, Pharmacist, Pay Clerk and Acting Pay Clerk.
7. True.
8. Any part of a rope except the end; usually refers to a bend in a rope.
9. The first 70 articles.
10. A medical survey is a report of a board of medical survey. A medical discharge is a separation from the Navy by discharge based on the report of a board of medical survey that the person in question is physically disqualified for retention in the naval service.
11. (b).
12. (a) China; (b) Italy; (c) New Guinea; (d) Java; (e) Burma.
13. 1850.
14. (b).
15. Pioneers in submarine development and also for characters in mythology.
16. (b) and (d).
17. Any ship capable, through fire-power and speed, of taking its place in the battle line of the fleet. Formerly, a vessel superior to a frigate, usually a 74-gun or three-decker ship.
18. One at right angles to a vessel's course.
19. Myrtle green and white.
20. (c).

# Manpower

(Continued from page 15)

the last war; it is an even more vital instrument in the winning of this war, and the work of the Manpower Board is now of material aid in the planning of our expanding operations in the Pacific. The problems which have been faced serve to emphasize the fact, recognized by all those actively concerned with the conduct of the war, that it would be fatal ever again to reduce our Navy to skeleton proportions. Narrow isolationism cannot serve as a bulwark against enemy aggression.

The fact that we have the strongest Navy in the history of the world is our best insurance against the attacks of enemy powers, the best insurance for safeguarding the peace after victory is won. But we don't get the correct total of this insurance if we merely add up battleships and cruisers and planes. It is on the hu-

man element in the Navy that we must depend to win our battles, to map out our strategy, to utilize what war production has accomplished and, in countless other ways, to back up our fighting forces. To quote the comments of the Navy's Commander-in-Chief, President Roosevelt: "Far more important than ships and planes are the men who make our Navy great. As one who has been associated with them, I can think of no tribute too high to offer to their courage and their determination."

We once boasted of a one- and then a two-ocean Navy. Today we talk in terms of a seven-ocean Navy whose job it is to keep vital supply lines open to all parts of the world. "Impossible" things have been achieved along technical lines by this branch of the service. Through helping to make sure that the effective use of manpower keeps pace with the Navy's present requirements, therefore, the Navy Manpower Survey is making a contribution of incalculable significance to the nation.

## Two Letters That Tell Their Own Stories

*The following letters, addressed to the former commanding officers of the writers, have been forwarded to BuPers.*

With reference to [my Bad Conduct Discharge] I would like to know if I can be reinstated in the Navy. On December 3, 1943, I received said discharge. Although I am making a fair salary, it is impossible for me to forget the disgrace brought on my family. The ordeal of hiding the "skeleton in the closet" is driving me berserk—and unless I can appease my mind, I am sure to go crazy over worrying about it.

My family and friends have been grand, insofar as the discharge, by not mentioning anything about it, but it's what's in their minds that disturbs me.

I beg your forgiveness in my breaking the Navy law and hope you will be able to help me in some way to rebuild my life.

Very truly yours,

\*\*\*

DEAR SIR:

I'm writing this letter to you, Sir, because you're an understanding man. . . . I was discharged from your base on the 24th of December, 1943, with a bad conduct discharge. I'm writing to you asking for your help. I want to get back in the Navy, Sir, and you're the only one I have to turn to. You see, Captain, I never had any parents hardly. I was brought up by foster parents.

I never knew what the word steal was until I was taken away from my foster parents and put into different homes, and then I got around with the wrong fellows and I wound up in a reform school.

I enlisted when I was 17 and came to ——— for my training. . . . When I was home on my boot leave I saw a couple of boys hanging around on the street corner, so I went and talked to them. They were friends of mine, and I asked them why they didn't enlist in the Navy. They asked me what it was like in the Navy, and I told them; so the next day they came to my house and told me they had enlisted, and I patted them on the back and said good luck.

Well, the other day one of the fellows came home on a furlough, and he walked up to me and asked what happened to me. I didn't have the nerve to tell him, so I started talking about something else; but he got it out of me, and he told me to write to you. He said that was the best thing to do.

I want to come back, Sir. I've learned my lesson and I'm waiting to hear from you. I'll be 18 on April 22, 1944, and I don't like the Army. Will you answer this letter, because I'd like to know if I can come back to ——— and I'll give you my word I'll do what's right. Don't mind my writing, I cut my fingers on a lathe. I'll be waiting to hear from you. Until then,

Thanks a million,

# LETTERS TO THE EDITOR

(Continued from Page 36)

of Alnav 155-41, during the war and for six months thereafter a man can be discharged at the expiration of his enlistment only for the purpose of reenlisting, and MOP is not payable to a man discharged for that purpose.—Ed.

## RULES ON LEAVE

SIR: (1) Does boot leave count against annual leave? (2) Is the 10 days' leave for graduates of Class A service schools still in effect? (3) Is leave for enlisted personnel based on enlistment year, fiscal year or calendar year? (4) What is the number of days of leave allowed a year? (5) What is the rule about days allowed for travel time?—A.A.G., Y3c.

• (1) Yes. (2) Yes. (3) Calendar year. (4) Up to 30 days. (5) They do not count as leave. For details, see Art. D-7028, BuPers Man.—Ed.

## BROKEN SERVICE

SIR: I have a question that applies to thousands of other broken-service men. It is not readily answerable by the average disbursing officer. My service record reads: USMC, 10-10-24 to 2-19-25, discharged, special order; USN, 2-19-25 to 2-18-29, discharged end enlistment; USNR, 2-12-42 to 11-12-42, discharged, special order; USN, 2-12-42 to date. Inasmuch as I was in the service on 1 July 1925, I was told that should I come back into the regular Navy my complete active service would count on transfer to the Fleet Reserve upon completion of 16 or 20 years' active duty. Is that correct? Also, should I be promoted to warrant grade or commissioned rank would that service count on transfer to the FR?—J.A.J. McC., CPhM(PA), USN.

• All active naval service, including active service in the Marine Corps, whether as an enlisted man, warrant or commissioned officer, is counted for the purpose of transfer to the Fleet Reserve. There is no requirement that such service be continuous. Since you were serving in the regular Navy on 1 July 1925, you will be eligible for transfer to the Fleet Reserve upon completion of 16 years' naval service.—Ed.

## ALLOTMENTS WHEN MISSING

TO THE EDITOR:  
What happens to an officer or an enlisted man's allotments when he is reported missing in action, but not dead? His insurance?—R.E.S., PHM3c.

• The law provides that total pay and allowances of a missing officer or enlisted man will be credited to his account during the continuance of the missing status, and that allotments for support of dependents and payment of insurance premiums will be paid therefrom. Also, family allowance benefits are available for the dependents of missing enlisted personnel when otherwise qualified. Insurance, therefore, remains in force during the missing status.—Ed.

## MAY WEAR ARMY MEDAL

TO THE EDITOR:  
I served in the U. S. Army for three years and was discharged with an excellent character, but as I did not re-enlist in the Army, I did not receive my Good Conduct Medal. Please inform me whether I am entitled to wear the Army good conduct ribbon while serving in the Navy and, if I am, could I apply for a Good Conduct Medal at the War Department?—N. C., Machinist, USN.

• Award of the Good Conduct Medal by the Army is not automatic with establishment of a record of good conduct. Whether you are entitled to it must be determined by the Decorations Section, Adjutant General's Department, U. S. Army, and any letter addressed there should be via your commanding officer. If the Army should award it to you, you would be entitled to wear it on your Navy uniform.—Ed.

## OFFICER QUALIFICATIONS

SIR: Is it possible for a Chief Specialist (A) (AA), assigned to limited shore duty for disabilities incurred in line of duty, to obtain a commission?—J.F.E., CSp (A) (AA).

• Enlisted personnel who have suffered disabilities which render them fit for limited shore duty only are not eligible for appointment to officer rank even though the disabilities may have been incurred in line of duty.—Ed.

## MARRIED MEN IN V-7

SIR: Are married men who have completed three years of college before induction eligible for V-7 provided they meet physical requirements?—G.K., F2c.

• Yes, provided they are fully qualified. See BuPers Circ. Ltr. No. 143-44 (N.D.B., 15 May 1944, 44-578).—Ed.

## 'WASP' RIBBONS

SIR: I served aboard the old *Wasp* up to the time of her sinking, 15 September 1942. Did she ever, from 17 November 1941 to the date she was lost, receive the Presidential Unit Citation? Do I rate the European-African-Middle Eastern theater ribbon for the two trips made to Malta ferrying planes? If so, do I rate a bronze star on it? What raids did she participate in around the Solomons that I could wear stars for on my Asiatic-Pacific ribbon?

I am now on a DE and have heard that we rate a star for each sub we sink or participate in sinking. Is this correct?—G.W.P., EM2c, USN.

• The *Wasp* has not been awarded the Presidential Unit Citation. Personnel of the *Wasp* are eligible for the ribbon bar of Asiatic-Pacific Area Campaign Medal and, if in the European-African-Middle Eastern area for a period of 30 days permanent duty or 30 consecutive days temporary duty, are eligible also for the European-African-Middle Eastern Area Campaign Medal. For information regarding engagement stars for attacks on enemy submarines and for other engagements, see page 66, March 1944 INFORMATION BULLETIN.—Ed.

## PO TO WARRANT

SIR: (1) What time is a PO1c (no sea-duty qualifications) required to serve in that rating before he is eligible for recommendation by his CO for temporary appointment to warrant grade? (2) Is the six months' sea-duty requirement for CPO waived for aviation rates?—C.J.J., AMM1c, USNR.

• COs are authorized to recommend any PO1c or CPO for temporary appointment to warrant grade or commissioned rank whenever they deem him qualified. (2) There is no sea-duty requirement for aviation ratings.—Ed.

## NO BAR FOR CG WITH USN

SIR: I am a Coast Guardsman with a sea-going unit doing special work for the Navy. Is there a campaign bar for this type of duty?—R.J.C., MoM2c, USCG.

• No.—Ed.

## ABILITY IN LANGUAGE

SIR: Is there any way in which the Navy can utilize my ability to read, write and speak the Russian language? The answer will help me determine whether to



Pelican (NS, New Orleans)

"Never mind the battleship you saw; just tell me when you see a tree!"

invite BuPers attention to my highly specialized qualifications as Russian translator and interpreter, no notation thereof having been made in my record when I enlisted.—N.A.S., RT2c, USNR.

• Requests for assignment of interpreters are infrequent, particularly in your rating. Men fully qualified as translators and interpreters of a foreign language may forward a complete statement to BuPers via their COs, requesting appropriate notations in their service records.—Ed.

## GOVERNMENT SCHOOL

SIR: Please inform me as to the requirements for the Navy School of Military Government and Administration. I speak and write and read perfect German and understand many different kinds of German dialects.—A.L.B., Cox.

• Procurement for this school is at present limited to officer personnel having the requirements set forth in Alnav 89-44, 11 May 1944. There is no present need for enlisted personnel with a knowledge of German.—Ed.

## EXCHANGING SALUTES

SIR: If an enlisted man approaches a commissioned officer who is in company with another enlisted man, is it proper for all three to exchange salutes or just the officer and the enlisted man approaching him?—E.T.N., SP2c, USCGR.

• Just the officer and the man approaching him. The point is covered by Art. 266(1), Navy Regs, which says: "Salutes shall be exchanged between officers and between officers and enlisted men on every occasion of their meeting, passing near or being addressed, except as indicated in Article 267. Juniors shall always salute first. When several officers in company are saluted all shall return the salute."—Ed.

## WHO CAN WEAR GRAY

SIR: (1) Has the Seabee uniform been changed to slate gray for PO2c and up? (2) May Seabees wear the dress blue uniform?—D.R.B., Slc.

• (1) No. The gray is authorized as a work uniform only for officers, CPOs, cooks and stewards. (2) Yes, when authorized locally.—Ed.

## SEABEES TO ACADEMY

SIR: Are Seabees eligible for selection as candidates for the Naval Academy and the Naval Academy Preparatory School?—J.H.K., Y2c, USNR.

• Yes.—Ed.

## RIBBONS IN R.O.T.C.

SIR: I am a member of the Naval R.O.T.C. and have been informed that a station regulation prohibits the wearing of campaign bars on this uniform. When I came to this unit from the fleet, I was entitled to wear three campaign bars. Can a local station regulation prohibit my wearing these bars on the N.R.O.T.C. uniform?—R.G.L., AS, USN.

• The N.R.O.T.C. uniform is one of the authorized naval uniforms, and ribbons may be worn on it.—Ed.

## AMERICAN AREA

SIR: Our ship put into a West Coast port and remained there 10 days. (1) Is that time considered as spent in the American Campaign Area? (2) Or is only the time that it took us to go from the boundary of the Asiatic-Pacific Area to port considered as spent in American Area?—R.A.S., Y1c, USNR.

• (1) No, the American Area campaign ribbon is awarded for service within designated areas outside continental U. S. (2) Yes.—Ed.

## CHIEF WARRANT OFFICERS

SIR: (1) Will chief warrant officers be promoted by the block system? (2) What are the requirements for their promotion? (3) Has the proposal to give chief warrants longevity pay died a sudden death or is there still hope? (4) In speaking of warrant officers and chief warrant officers, shouldn't some distinction be made between the two?—W.D.R., Chief Boatswain, USN(Ret.).

• (1) No. The block system for warrant officers applies only for promotion from warrant officer to chief warrant officer, the requirement being at least 12 months in warrant grade. See BuPers Circ. Ltr.





Chaser (SCTC, Miami)

BuPers via your CO, in accordance with BuPers Circ. Ltr. 159-42 (N.D.B., cum. ed., 42-1023) to ascertain whether a waiver would be justified in your case.—Ed.

### SHORTHAND REQUIRED

SIR: Does BuPers still require a man to know shorthand before he can be advanced to Y1c? The BuPers Manual states that shorthand is required, but it is a known fact that shorthand is being waived in many cases throughout the fleet while other men are being held back in rate because they do not know shorthand and cannot attend school because their duties are required aboard ship.—T.E.B., Y2c, USNR.

• Shorthand is definitely a requirement for advancement to Y1c. COs are not authorized to waive it, and BuPers will not waive it.—Ed.

### UNIFORM AT WEDDINGS

SIR: What directive applies to a Navy enlisted man wearing civilian clothes at a formal wedding when the groom is not a serviceman?—K.L.T., Sp(M)3c.

• The uniform shall be worn at all times except in the home with less than three guests present (see Aincv No. 29-42) or when taking exercise. Naval personnel thus are not authorized to wear civilian clothes at a wedding.—Ed.

### NOPE, NO HOPE

SIR: In 1942 I enlisted in the Naval Reserve for two years. As my enlistment period is approaching an end, may I hope for a discharge or change to an inactive duty status? I am 42 years old, married and on leave of absence from an essential war job.—W. N. S., Y3c.

• In accordance with the Act of 13 December 1941 the enlistments of Naval reservists are extended for the duration of the war and for a period of six months thereafter. Had the war ended 6 months before the end of your 2-year enlistment, your discharge might have been possible. However, due to existing conditions and the urgent need for personnel in the Navy, men are not discharged for personal reasons except in cases of extreme urgency and then such action is directed only if the exigencies of the service permit. Every man, of course, has the privilege of submitting an official request for discharge or release to inactive duty and information is available to him at his station of duty as to the proper procedure to follow. Such cases as are received in BuPers are carefully considered and decided on the individual merits of the case presented.—Ed.

### HOW CBM GOT THERE

SIR: Why is the chief boatswain's mate rating the leading one in the Navy? My answer is that in case of emergency he should be able to take over any job aboard ship. I believe that applies to the old-time Navy.—C. W. D., MoM1c, USN.

• The CBM is the leading rating of the Navy because it corresponds to the precedence of warrant officers [Navy Regulations, Art. 158(1)], which places the chief boatswain and the boatswain first among commissioned warrant officers and warrant officers respectively. The chief boatswain is the ranking line officer among chief warrants since his duties correspond closest to the duties of line officers. If your answer applies to men-of-war of the days of sail it may be correct.—Ed.

### NAVAL RESERVE MEDAL

SIR: Having over 20 years' active duty, over eight in the Fleet Reserve and three on the retired list before being recalled to active duty, am I eligible for the Naval Reserve Medal? The INFORMATION BULLETIN, December 1943, page 66, said: "Service on the honorary retired list of the Naval Reserve now is credited toward eligibility for the Naval Reserve Medal, under a recent JAG decision."—R. F. E., CMM, USN (Ret.).

• No. While your Fleet Reserve service is construed as service in the Naval Reserve and therefore may be counted toward the Naval Reserve Medal, your retired service is classed as in the retired list of the regular Navy and may not be counted. The honorary retired list of the Naval Reserve should not be confused with the retired list of the regular Navy. Only honorable service in the Naval Reserve, Naval Reserve Force, National Naval Volunteers or federally recognized Naval Militia is credited toward the Naval Reserve Medal.—Ed.

### HASH MARKS AND GOOD CONDUCT AWARD

So many letters about hash marks and the Good Conduct Award have been received that it is impossible to answer them individually. Regulations concerning the Good Conduct Award may be found in Art. A-1046 as revised 1944, BuPers Manual; for service stripes, in Arts. 8-8, 16-8, Uniform Regs. A digest of the questions asked and their answers follows:

(1) Who is entitled to wear hash marks and what length of time do they represent?

• Enlisted men of the Navy and the Naval Reserve may wear one hash mark for each four years of active duty.

(2) Can a man on a six-year cruise put one on at the end of three and a half years?

• No.

(3) Do reservists with an O-1 classification rate one after three years of active duty?

• No.

(4) Do minority enlistments count as four years for a hash mark?

• Yes.

(5) Are the regulations for service stripes any different for regulars and reservists?

• No.

### GOOD CONDUCT AWARD

(1) Can time served as an officer (temporary) be applied toward a Good Conduct Award?

• No.

(2) Do minority enlistments count as four years for an award?

• Yes.

(3) Is a man who served one year as an enlisted man in the Navy during the last war, and then became an officer in the Reserve, entitled to a Good Conduct Award?

• No.

(4) Is a man eligible for two Good Conduct Awards after a six- or seven-year enlistment (that is, four plus extensions)? • A man is eligible for two awards when he serves a four-year enlistment plus a three-year extension, but not when he serves four years with a two-year extension. Note, however, that he is eligible for two awards if he serves one six-year enlistment, and provided his service terminated with Honorable Discharge.—Ed.

### AVIATION ASSIGNMENTS

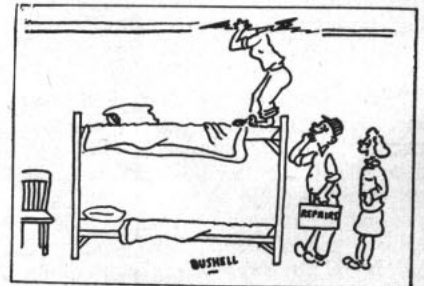
SIR: I spent six months in special training for duty on bombers and heavy patrol planes, but have been put in an air group of fighters and dive bombers on duties not required by my rating. What can I do to get transferred to the work for which I have been trained?—W. J. D., AOMB2c, USNR.

• You may apply via your CO to either ComAirLant or ComAirPac (depending on where you are) for duty in a multi-engine squadron needing an AOMB.—Ed.

### RESERVE SERVICE CREDIT

SIR: I have a total of 13 years in the Naval Reserve. I was out six months between my first and second enlistments. Am I eligible for the 10-year Naval Reserve Medal? Since I changed to the regular Navy in October 1942, does my reserve time count toward retirement in the regular Navy?—R.B., WPTc.

• Yes, in both cases.—Ed.



Conning Tower (NTS, WR, Bronx, N. Y.)

"She stood at attention when the ensign walked in!"

104-44 (N.D.B., 15 April 1944, 44-436). (2) Chief warrant officers are appointed to higher commissioned rank to meet the needs of the service only upon recommendation of their COs to BuPers, in accordance with BuPers Circ. Ltr. 152-43 (N.D.B., cum. ed., 43-1326). (3) It is still pending in Congress. (4) The distinction is automatic, as clearly outlined in Art. 158, Navy Regs.—Ed.

### NO V-7 FOR COAST GUARD

SIR: May a Coast Guard enlisted man apply for Navy V-7 if he meets requirements?—R.H.L., S1c.

• No. The Coast Guard does not participate in the Navy V-7 program.—Ed.

### V-12 TO RM SCHOOL

SIR: May a man with 19 months of sea duty be commissioned upon completion of V-12 training, prior to assignment to further training or duty?—G.W.V., AS, USNR.

• No. Regardless of previous service, all students completing V-12 training must also complete the prescribed course of training at a reserve midshipmen's school.—Ed.

### AVIATION DUTY

SIR: (1) Is it BuPers' present policy to keep on aviation duty those who enlisted as V-2 but who hold general service rates? (2) Is the Bureau considering establishment of the rating of aviation yeoman?—C.E.S., Y2c.

• (1) No. You may apply to BuPers via your CO for change of classification to V-6, if you wish. (2) No.—Ed.

### 'DALLAS' A DESTROYER

SIR: Having served three years on the USS Dallas (DD 199), I was interested in your list of vessels that have received the Presidential Unit Citation (page 49, May 1944 INFORMATION BULLETIN). You mention the Dallas as being a cruiser and having received the citation on 10 November 1942. Could this possibly be a mistake or a misprint? We haven't a cruiser listed by that name. I wasn't on the Dallas at the time the ship was awarded the citation, but loving the old ship as I do, I'd like to know if the old girl has been slighted or forgotten in the wartime rush.—N.C.A., RM1c, USN.

• Listing of the Dallas as a cruiser was an error. She's the DD 199 and was named for an early American naval hero, Commodore Alexander J. Dallas, not the city of Dallas, Texas, as was assumed when the list was compiled.—Ed.

### NATURALIZED CITIZENS

SIR: I am 31 years of age and have been in the service for 18 months. I have an accredited college degree, with two years of college mathematics. I have been a naturalized American citizen (born in Russia) since 27 February 1939. May I apply for a commission?—N.D., PhM2c, USNR.

• Foreign-born persons must have been naturalized citizens for 10 years and must have resided continuously in the U. S. for at least that period of time before they are eligible for a commission in the Naval Reserve. However, BuPers has waived those requirements in the cases of enlisted men of certain outstanding qualifications for which there was a particular need. You may submit your qualifications to

# Amphibious Warfare

(Continued from Page 31)

General Wolfe and Admiral Saunders, who attacked up the St. Lawrence River in 1759.

In those days they were called "con-junct expeditions," and notable ex-amples of early ones were the capture of Gibraltar in July 1704 by the com-bined forces of the English and Dutch under Sir George Rooke; and the cap-ture of Cape Town in September 1795 by the forces of Craig, Clarke and Elphinstone. The combination of sea and land forces was also used effec-tively against Spain in the 16th Cen-tury, by Drake in the West Indies in 1585 and by Essex and Howard at Cadiz in 1596.

More recent examples from the first World War would include the battle of Gallipoli in 1915, and that famous prototype of all commando raids—the attack on Zeebrugge and Ostend which blocked the canal leading to the German submarine base at Bruges. This raid, in fact, was carried out by Lord Mountbatten's predecessor as Director of Combined Operations in this war, Britain's Admiral of the Fleet, Lord Keyes.

There is one development in the technique which is new to this cen-tury, and it makes the use, of the word "amphibious" almost outmoded. That is the emergence of air power as a member of the modern attack team. It was Prime Minister Church-ill who, in speaking of Lord Mount-batten, said, "He is truly a triphibian—equally at home on land, sea or air."

Amphibious warfare today is really triphibious war—a war conducted in three elements rather than two. This was so even in the first World War, where certain features of the raid on Zeebrugge depended on air support.

There is a rough general pattern to this three-dimensional war evident in the invasion of Europe.

Controlling factors in picking the "when" and "where" of an invasion are many: terrain, for one. Will the invasion strike on sandy beaches, rocky shores, flat rolling land? Will you attack where the terrain is most favorable, but where the enemy's fortifications and preparedness are therefore greatest? Or will you try a less favorable spot, hoping to find a weak spot in his armor?

What kind of weather will you need? How will it affect landing op-erations and air support? Will you come in at the flood of the tide, or get there earlier, so as to spot and demolish underwater obstacles? How far can you hit from home bases and still have air support (a controlling factor in the choice of an invasion spot in Italy, for example)? How good are the enemy's communications, and what are his defenses?

There are many things about the enemy you need to know. How do you learn about them? Perhaps by secret agents, ferreting out all those tiny details which, added up, tell much. Or by photo reconnaissance, sharp de-tailed pictures by the piercing eye of the aerial camera. A photo-recon-naissance unit in North Africa made 50,000,000 photographs before the in-vasion of Sicily was launched.

Other information can be gleaned from the enemy press, from reports of prisoners, from friendly people in occupied countries, and from raids.

Then come the preparations—the tremendous gathering of men, ma-terials, guns, ships and planes; the plans, general and detailed; the time-table of D Day and H Hour. The ob-stacles ahead are many.

There will be mines offshore, and sharp underwater obstacles of con-crete and rail, to obstruct and rip landing craft as they try to come in. There may be devices to launch tor-pedoes into the crowded mass of in-vasion ships. Ashore, there is barbed wire, and a multitude of mines buried in the sandy beach. There will be steep canals or ditches (one on the Normandy front was 15 feet deep). There will be high concrete walls to scale or breach. There will be fire from shore batteries and machine guns, interlacing belts of fire that sweep the beaches from every angle.

Inland there will be other canals, walls and antitank traps, as well as areas the enemy can flood to mire down your mechanized advance. Mor-

tars, long "zeroed in" on their targets, will be dropping their death-dealing explosives on men huddled on the beach. Artillery also has the range, dropping big stuff on the beach and among the boats coming in. Fighter planes come in to strafe and bomb.

If the invader gets off the beach, he must face various zones of fortified strength—bunkers and blockhouses and pillboxes, fortified villages where every house is an enemy stronghold. Mobile railroad guns may bring up extra firepower. Then the enemy's reserves are thrown into action. First, the local reserves. Then the tactical reserves, armored forces held back from the coast at centers where they can move quickly forward to counter-attack. Then the strategic reserves—those divisions the enemy must keep ready to move to the danger area—once he is sure which it is.

Which brings up the other side of the picture. Against these obstacles the invader has certain advantages of his own. He can pick the two main elements—time and place. That an-cient seafaring amphibian, Drake, wrote that "Time . . . is half a vic-tory, which being lost is irrecover-able." The invader calls the first move. The element of surprise, if any, is his. He can feint, lure the de-fenders elsewhere. And the defender must guess what the strategy is.

Will Normandy be the main thrust? Or will there be others? Should he counter this blow now, with his full strength? Or is the invader seeking to draw him away from the main target? If he moves now, he may be off balance for the next thrust. But if he doesn't move, the beachhead is consolidated—and the chance to



Official U. S. Navy photograph

**Biak:** Lookout scans for enemy planes through smoke of naval shelling in support of the landing.

liquidate it perhaps lost forever, as the invader switches his main strength through the opening made in the vaunted "Atlantic Wall."

For the defender, as well as the invader, there are some unhappy choices to be made. As that early amphibian of Quebec, General Wolfe, said, "War is an option of difficulties"!

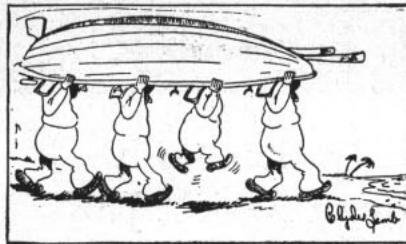
The pattern of attack for the invader is by now a familiar one. His bombers bombard the chosen area for hours, days, perhaps weeks before the attack, softening up its defenses and weakening communications to the rear. In the final hours, they must hurl their air strength against the coastal batteries, to diminish their fire potential to a point where they can do less damage to the landing. Minesweepers sweep a clear path for the invasion armada, starting early, reaching enemy territory under cover of darkness and working feverishly through the night. PT-boats and other light escort craft protect them against any prowling intruders. Marking buoys are set out to guide the various sections of the invasion armada.

The opening move, probably, will be a heavy naval bombardment, with naval guns from 4 to 16 inch working over the enemy to add the final touches to such of his batteries as can be reached from the sea, throwing a tremendous weight of explosive to shatter his defenses and kill or stun the defenders. Ships accustomed to firing at an enemy miles away now go in at close quarters. Rangers may raid key enemy batteries along the shore, to put them out of action if possible, or at least to so harass them as to make their fire ineffective.

Planes launch their attack on the beach areas and inland, strafing and bombing ahead of the assault waves, breaking up barbed wire and exploding minefields. Other planes go further inland against the enemy's rear communications, highways and railroads, smashing up his troop concentrations and tank units, making it difficult for him to move swiftly to the threatened area of the beachhead. Parachute landings on airfields and bridges further disrupt his defense, prepare way for airborne invaders.

Once the beachhead is obtained, it must be secured, then widened. You can't just "dig in"—you move, or die. Each wave must move on, to force the enemy back and make room for new waves. The enemy's mortars and artillery must be pushed out of range, so that he cannot interfere with reinforcements pouring in. A port must eventually be secured to permit landing of larger forces and equipment for the coming decisive battles inland.

The Navy's part in this is increasingly great as modern warfare develops. To launch and maintain a successful invasion calls for supremacy in at least two of the three elements—sea and air—before success can be assured on the third, land. The



Star and Bull (USS Orion)

Navy must get the troops there, safeguard the convoys, reduce the coast defenses by bombardment, clear out the underwater obstacles, shepherd the landing craft, get them actually on to the beaches, set up the flow of seaborne equipment to proper points on the beach, back them up with fire support.

Speaking of this part of the European invasion, correspondent Ernie Pyle wrote: "The first crack in the beach defense finally was accomplished by terrific and wonderful naval gunfire which knocked out the big emplacements. They tell epic stories of destroyers that ran right up into shallow water and had it out point-blank with guns in those concrete emplacements ashore."

In addition, naval gun support goes inland with the troops, too, giving them aid against specific targets, coming to the rescue when a tight spot is encountered. Destroyers at Gela, in Sicily, were called on when advancing Nazi tanks threatened to wipe out the beachhead. As the Nazi tanks came rolling over a hill, they were met by withering fire from the 5-inch guns of the destroyers, directed by observers ashore. The attack was broken up before the Nazis knew what hit them.

Like other elements of "three-dimensional" war, this business of gunfire support is now three-sided, too. Land forces can get swift "artillery" support not only from ships but from planes. An infantry group in Normandy pinned down by murderous mortar fire signaled frantically for air support from planes above, and directed them to the enemy's locations, so that they could blast him out.

Strangely enough, modern amphibian warfare, with its landing and beaching craft, represents a remarkable contradiction of training and tradition for the Navy. For years Navy men have been taught to think that the clearest symbol of professional incompetence for a naval man was to run a ship aground. Now they are taught to do it as a profession.

And running big Navy ships right up against shore batteries is not exactly the normal procedure, either. You think of most naval shelling as being against an opponent out of sight over the horizon. But in the channel invasion, battleships, cruisers and destroyers were using practically point-blank fire against German shore defenses. Value of naval gunfire in

such a situation, of course, is that it can deliver a tremendous weight of explosive power at terrific velocity, impelling armor-piercing projectiles with extreme accuracy on an almost flat trajectory. The demolition power of such gunfire has become an important—and sometimes decisive—part of invasion assault technique.

The techniques and equipment of amphibious warfare have even revolutionized some of the tactics of land warfare, as was seen in Africa, Sicily and Italy. "Leap frog" tactics can be used with notable effect if you have sea supremacy and landing craft. The disorganizing effect is similar to that achieved by parachute landings.

Another way in which these tactics have changed land warfare came up in Italy. It used to be that a retreating army could successfully delay pursuit by blowing up the bridges as it retreated. In some steep sections of Italy, this presented tough problems for Army engineers. But one way of solving the problem was by sea. Whole divisions near the coast could put out in ships and landing craft and "leapfrog" up the coast, to continue the pursuit.

One of the newest tricks reported in the invasion of Europe was, in a way, one of the oldest in history. It must have proved pretty surprising to a certain group of German gunners.

One of the many jobs for Ranger or commando units is to get ashore and put the enemy's key gun batteries out of action before they are able to mess up the landing attempt. But at some points, the German batteries were mounted atop cliffs, or, worse yet, in the sides of cliffs, where it was difficult for naval guns to bring fire to bear on them.

At one point the Germans had a 155-mm. battery atop cliffs where it was ready to work havoc on the assault waves. They probably thought their position practically immune to attack—but the Rangers had thought up a new angle for just such a case as this. To help scale the cliffs, a correspondent reported, they had borrowed hydraulic fire ladders from the London Fire Department. To the top rung of the ladders, they lashed .30-caliber machine guns. And when they came up, they came up fast, and firing. The ancients with their scaling ladders would have been interested to see an old idea come through with such a new twist.

The idea of amphibious warfare may be as old as history, but the technique sees constant change and new developments. As an example of full cooperative warfare, using to the utmost all the power of all the military services, it is worked without parallel. It has worked in the Pacific, in the Mediterranean and in the Channel. It broke the Atlantic wall—and it doesn't expect to be stopped by the Pacific one.

# DECORATIONS AND CITATIONS

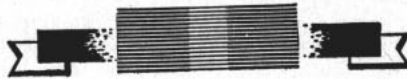
## Medal of Honor Awarded Posthumously To Two Marines for Heroism Against Japs

A Marine lieutenant who destroyed eight pill boxes at Tarawa before he was killed and a Marine private who sacrificed his life to save a comrade have been awarded the Medal of Honor.

First Lieut. William D. Hawkins, USMC, of El Paso, Tex., as commanding officer of a scout sniper platoon in the assault on Tarawa, repeatedly risked his life to direct and lead attacks on pillboxes and installations with grenades and demolitions. On the second day he personally led an assault on a position fortified with five Jap machine guns, firing point-blank into the loopholes and completing the destructions with grenades. Although seriously wounded in the chest during this skirmish, he continued to carry the fight to the enemy and destroyed three more pillboxes before he was mortally wounded.

Pfc. Henry Gurke, USMC, of Neche, N. Dak., and another marine were in a shallow two-man foxhole engaged in the defense of a vital road block near the initial landing point at Empress Augusta Bay when the Japanese started throwing hand grenades in their direction. As one grenade dropped squarely in the foxhole, Gurke, mindful that his companion could provide more effective resistance with the automatic weapon he was using, thrust him roughly aside and flung his own body over the missile to smother the explosion. He sacrificed himself that his comrade might carry on the fight.

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.



NAVY CROSS

★ Comdr. (then Lieut.) William L. Kabler, USN, Bristol, Va.: When a U. S. warship he commanded was attacked by 15 hostile planes of various types, he fought his ship with such skill that the crew was able to destroy one plane, damage others and frustrate the attack.

★ Lt. Comdr. Hubert M. Hayter, USN, Abingdon, Va. (posthumously): As damage control officer aboard the USS *New Orleans* in action against the Japanese off Savo Island, he directed the evacuation of all men when a torpedo hit exploded the magazine and gasoline storage. Although rapidly becoming affected by asphyxiating gas, he continued to direct evacuation and gave his own mask to an affected seaman. After clearing all compartments, he kept at his duties until overcome.

★ Lieut. Robert T. Johnson, USNR, Fredericktown, Ohio (missing in action): When his plane was summoned to the vicinity of a hostile blockade runner 2 January 1944 in the South Atlantic area, he gallantly fought his stricken plane, which was hit by withering antiaircraft fire almost immediately. He remained on the scene until a relief plane arrived, and his courageous action resulted in the destruction of a valuable enemy ship even though his own damaged plane plunged into the sea.

★ Edward C. Moore, GM2c, USNR, Spokane, Wash.: When the *LCI(L)1* broached in the surf during the invasion of Sicily, he operated his gun with such skill and efficiency despite perilous exposure that he succeeded in silencing at least one and possibly two machine-gun nests. He contributed immeasurably to the safe disembarkation of troops.

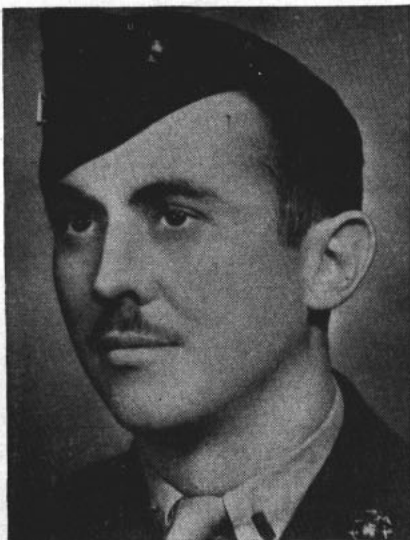
★ Charles B. Fletcher, Y2c, USNR, Alderson, W. Va.: Attached to the *LCI(L)5* during the invasion of Sicily, he determined the depth over sand bars by swimming toward the beach within hazardous range of shore batteries. He later risked his life under a deadly hail of machine-gun fire to bring several exhausted and helpless soldiers safely through the heavy surf.

★ James Dudley Barker, PhM2c, USNR, Medical Lake, Wash. (posthumously): Seriously wounded while disembarking on Tarawa, he refused medical aid for himself and, undaunted by a hail of machine-gun and mortar fire, steadfastly administered aid to comrades on the beach. He remained at his post even when urged to seek protection in a nearby dugout and was mortally wounded by an enemy sniper.

★ Earl L. Storms, PhM2c, USN, Gardena, Calif.: Serving with the 1st Marine Division on Cape Gloucester 14 January 1944, he constantly exposed himself to heavy fire to minister to 15 comrades wounded during a fierce encounter. His prompt and gallant actions undoubtedly saved many lives.

★ Finley A. Gordon, PhM3c, USN, Philadelphia, Pa. (posthumously): Attached to the 1st Marine Division during the desperate encounter at "Hill 150," Cape Gloucester, 10 January 1944, he constantly exposed himself to heavy fire while ministering to six injured marines. He continued his work until killed while aiding a mortally wounded officer.

★ James L. Lee Jr., PhM3c, USNR, Round Rock, Tex. (posthumously): Attached to a marine battalion during the battle of Piva Forks, Bougainville, he disregarded warnings that he faced certain death and braved heavy fire



First Lieut. William D. Hawkins



Official U. S. Marine Corps photographs  
Pfc. Henry Gurke

in an attempt to reach an injured marine. Struck by bullets almost immediately, he dragged himself to the side of the wounded man and was administering first aid when both he and his patient were killed by machine-gun fire.

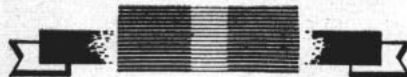
Gold Star In Lieu of Second



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Aubrey W. Fitch, USN, Washington, D. C.: In a post of great responsibility as Commander Aircraft, South Pacific Force from 21 September 1942 to 15 April 1944, he overcame tremendous obstacles in the early phase of offensive operations and skillfully coordinated Navy, Marine Corps, Army and New Zealand air units.

★ Vice Admiral Marc A. Mitscher, USN, Oklahoma City, Okla.: As commanding officer of the Carrier Force, Central Pacific Force, during operations against the Marshalls and Truk and Tinian-Saipan Islands in January and February 1944, he skillfully prevented enemy aircraft from interfering with our invasion forces. Although intercepted by Jap planes prior to the assault on Tinian-Saipan, he pressed home his attack and inflicted heavy damage.



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Arthur B. Cook, USN, Evansville, Ind.: As Commander Caribbean Sea Frontier and Commandant Tenth Naval District, he exercised highest qualities of leadership, judgment and initiative throughout a vitally important period and contributed materially to the successful prosecution of the war.

★ Rear Admiral Daniel E. Barbey, USN, Portland, Oreg.: As commander of Amphibious Forces, 7th Fleet, from 8 January 1943 to 12 May 1944, he skillfully developed an organization of men and material untried in battle. Working in closest cooperation with Army commanders, he contributed immeasurably to the success of the campaigns in New Britain, New Guinea and the Admiralties.

★ Rear Admiral Richard L. Conolly, USN, Waukegan, Ill.: In a duty of great responsibility as commander of a naval attack against Kwajalein Atoll, he showed brilliant initiative and sound judgment in directing training and preparation of troops and ships and in formulating plans for the assault.

★ Rear Admiral Charles A. Pownall, USN, Tyrone, Pa.: As task force commander of the Central Pacific Force during the seizure of the Gilbert Islands and a raid on the Marshall Islands he interposed the task group under his command between our forces and enemy bases, repeatedly bombing enemy installations and maintaining control of the air throughout the entire operation. He later directed vigorous assaults which culminated in the successful completion of our operations.

Gold Star in Lieu of Second

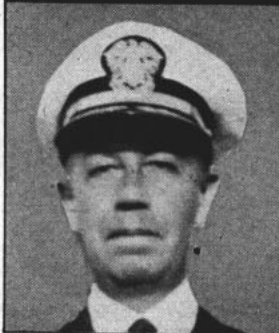


LEGION OF MERIT

★ Capt. Mays L. Lewis, USN, Norfolk, Va.: As liaison officer with the U. S. 5th Army during the invasion of Salerno and advanced landings at Anzio, he tactfully coordinated complex plans involving joint participation by the Allied forces ashore and afloat. He also developed the plan for the advance landings of ground units behind hostile lines.

★ Comdr. John A. Glick, USN, Winchester, N. H.: Commanding the USS *Bristol* during the assault on Salerno, he delivered accurate and decisive gunfire in support of landing operations. Though the *Bristol* suffered continuous pounding from enemy batteries, he fought the ship dauntlessly and contributed materially to the success of our operations.

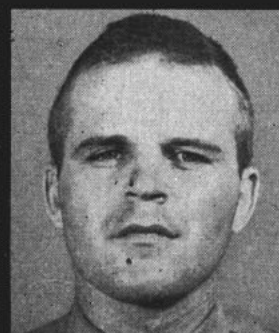
## NAVY CROSS AWARDS



Frank G. Gould  
Comdr., USN



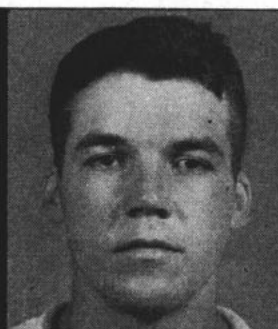
William L. Kabler  
Comdr., USN



Robert T. Johnson  
Lieut., USNR



Edward G. Moore  
GM2c, USNR



Charles B. Fletcher  
Y2c, USNR



Earl L. Storms  
PhM2c, USNR

Photographs not available of Lt. Comdr. Hubert M. Hayter, James D. Barker, Finley A. Gordon and James L. Lee Jr. Report of citation of Commander Gould appeared in May issue of Information Bulletin.



LEGION OF MERIT

★ Rear Admiral Augustin T. Beaugard, USN (Ret., inactive), Coronado, Calif.: As Chief of the Naval Mission to Brazil and Commandant NOB, Rio de Janeiro, from 1 December 1942 to 8 May 1943, he achieved a closer and more effective relationship between the two countries through his understanding of the people and language of Brazil and his sound diplomatic policy.

★ Rear Admiral Henry S. Kendall, USN, Washington, D. C.: Commanding a fleet air wing from August 1942 to February 1944 in the Solomons area, he provided efficient air searches, rescue missions and offensive actions against the Japanese on Bougainville, Rabaul and other targets. He was largely responsible for the safety of Allied shipping in the South Pacific area.

★ Rear Admiral Edward J. Marquart, USN (Ret., inactive), Pasadena, Calif.: As Commandant Navy Yard, New York, and Commandant Third Naval District from June 1941 to May 1943, he displayed sound judgment, brilliant leadership and inspiring initiative through a vitally important period.

★ Capt. Charles W. Harwood, USCG, Nashua, N. H.: As commander of a naval task force group and command-



Official U. S. Navy photograph

**ADMIRAL NIMITZ HONORED BY CONGRESS:** For his masterful conduct of naval warfare in the Pacific, Admiral Chester W. Nimitz, USN, Commander-in-Chief of the Pacific Fleet and Pacific Ocean Areas, has been awarded a second Distinguished Service Medal. He is shown here being congratulated by Admiral Ernest J. King, USN, Commander-in-Chief of the U. S. Fleet, as Mrs. Nimitz, Admiral William F. Halsey Jr., USN, then Commander South Pacific Force and South Pacific Areas, and Mary Nimitz, the admiral's 13-year-old daughter, look on. The decoration was bestowed by special act of Congress.

#### LEGION OF MERIT cont.

ing officer of the USS *Joseph T. Dickman* during the assault on Sicily, he was instrumental in landing and supporting assault battalions directly on enemy-held beaches fronting Cela. His thorough indoctrination of the forces under his command and his relentless determination in the face of desperate enemy resistance contributed materially to the success of the invasion.

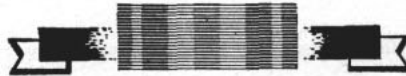
★ Col. Edward S. Johnston, USA: As deputy chief of staff to an amphibious force commander during the invasion of French Morocco he organized the military component of a joint staff and achieved a high degree of efficiency for exercise of command over complex operations.

★ Capt. Heber H. McLean, USN, Llano, Tex.: As commander of a submarine division, operations officer and chief of staff of a task force from August 1942 to December 1943, he exercised outstanding skill in preparation of operations and coordinated the efforts of numerous units of the Allied commands.

★ Comdr. Sherman W. Betts, USN, Baldwin, N. Y.: As aerological officer and assistant planning officer on the staff of a commander amphibious force from June 1943 to January 1944, he rendered invaluable services during the execution of operations against Woodlark-Kiriwina, Lae, Finschafen, Arawe, Cape Gloucester and Saidor. On one occasion he carried out a hazardous scouting assignment and obtained vital information.

★ Albert F. Unkenholz, CCM, USNR, Brooklyn, N. Y.; Charles W. Woodmaney, CM1c, USNR, Cranston, R. I.; Thomas L. Coakley, BM2c, USNR, Madison, N. J., and William K. Parrish, S2c, USNR, Richmond, Va.: Members of a pontoon causeway crew that rescued 90 survivors of the USS *LST 158* when that vessel was bombed during the invasion of Sicily, they un-

hesitatingly risked their lives by repeated trips in an amphibious truck to survivors struggling in the water near the burning, exploding ship.



SILVER STAR MEDAL

★ Comdr. Gordon M. Bruce, (MC) USNR, Englewood, N. J.: Commanding a medical battalion during the landings at Bougainville, he made his way along 5,000 yards of beach exposed to heavy fire to aid troops at Cape Torokina, where medical facilities were overtaxed. He entered the aid station and assumed vital duties even while it was being persistently machine gunned.

★ Lt. Comdr. Edward C. Thompson Jr., USCG, Norfolk, Va.: Although forced to maintain fire silence in order to support a surprise attack during



Official U. S. Navy photograph

**ADMIRAL GIFFEN HONORED:** Vice Admiral (then Rear Admiral) Robert C. Giffen, USN, of Annapolis, Md., received a Gold Star in lieu of a second Distinguished Service Medal recently for his part in the capture of Makin and Kwajalein Atolls. He is now Commander Caribbean Sea Frontier.

the invasion of Sicily, he kept his patrol craft at a hazardous anchorage 3,000 yards off shore and continued to provide vital signals to direct the landing craft, despite constant exposure to hostile searchlights and imminent danger of enemy fire. His devotion to duty contributed materially to the success of our assault forces.

★ Ens. John G. Donnell, USNR, Portland, Oreg.: (posthumously): In charge of a scout boat unit during the advanced landings at Anzio, he operated in dangerous waters and under continual enemy fire. Experienced in three previous amphibious landings, he accurately directed the initial boat waves to their assigned landing points.

★ Boatswain Thomas C. Chezick, USN, Seattle, Wash.: Attached to the USS *LST 379* during the invasion of Sicily, he directed a battle against flames which swept his ship when hostile bullets and bombs punctured gasoline tanks. Remaining in a spreading pool of gasoline, he contributed greatly to the safety of the ship during the hazardous assignment.

★ Matthew J. Carr, CSM, USN, Brooklyn, N. Y.: Throughout hazardous war patrols of a U. S. submarine in enemy waters, he performed his duties as helmsman with expert skill and tireless efficiency. He was first to sight and report a large enemy freighter and enabled his ship to approach undetected and destroy the hostile ship.

★ Eino Karkkianen, CWT, USNR, Chicago, Ill.: When the USS *Beatty* was sunk by enemy aircraft in the Central Mediterranean 6 November 1943 and the engineering and lower deck compartments flooded, he risked his life to lead a party of men into the forward fire room and worked for over an hour and a half in an attempt to raise steam and restore power.

★ Clifford B. Barnhill, CM1c, USN, Bremerton, Wash.; Russell B. Barringer, SF1c, USN, New Edinburg, Ark., and Harold W. Stineman, F1c, USN, Cleveland, Ohio: Members of a fire and rescue party during the assault on Sicily, they courageously boarded the fire-swept *LST 158* despite continuous explosions of ammunition and gasoline. They assisted in removing a helplessly wounded Army officer and evacuating him to safety.

★ Joe E. Dodd, MoMM1c, USNR, Willis, Okla.; Norman L. Bowers, S1c, USNR, Baltimore, Md., and Julian A. Maynor Jr., S1c, USNR, Tampa, Fla.: Crew members in a landing craft from the USS *LST 332* during the assault on Sicily, they worked desperately, heedless of enemy fire, to clear and save the craft when it grounded on the rocks. Later they carried remaining dry ammunition and ordnance ashore through the surf and enemy fire.

★ Alvin K. Anderson, BM2c, USCG, Chicago, Ill.: As coxswain of a boat during the amphibious assault on Salerno, he proceeded through enemy-mined waters to an assigned position close off shore. He maintained his station for three hours under sustained enemy fire while an accurate range was lighted, and assisted in guiding the assault waves to the heavily defended beach.

★ Marvin L. Berry, PhM2c, USN, Grand Saline, Tex.: Attached to a Marine battalion during the battle of Piva Forks, Bougainville, he gallantly remained to care for wounded although ordered to evacuate to a place of safety. He cared for 19 injured men and removed them to protected positions despite enemy barrages. He later voluntarily proceeded beyond the front lines to minister to and evacuate seven injured men.

★ Joseph R. Cardin, PhM2c, USN, Springfield, Mass. (posthumously): With a Marine rifle battalion during the attack against Piva Forks, Bougainville, he proceeded beyond his own lines when severe enemy fire killed or wounded many marines. Endeavoring to assist two wounded men lying in the fire lane of an enemy machine gun, he was struck down when attempting to evacuate them.

★ Jacques A. Walthall, PhM2c, USNR, Birmingham, Ala.: Serving with a Marine battalion in the battle of Piva Forks, Bougainville, he fearlessly advanced beyond the lines to assist men wounded in battle. Although seriously wounded himself, he crawled through 500 yards of swamp to procure medical aid for his wounded comrades.

★ John A. Zielinski, SF2c, USNR, Plymouth, Pa., and Robert E. Jansen, SM3c, USNR, Pittsfield, Mass.: As crew members in the USS LST 379 during the assault on Sicily, they succeeded with their shipmates in checking the blaze which swept the ship when enemy bombs and bullets punctured gasoline tanks. They rushed firefighting apparatus to the scene with courageous disregard of their own danger from the spreading flames.

★ Sidney J. Fitzgerald Jr., PhM3c, USN, Palmyra, Ala.: With no thought for his own life, he braved intense enemy fire to treat casualties suffered by his battalion in action against the Japanese on Guadalcanal 13-17 September 1942.

★ John E. Hardy, PhM3c, USNR, Tucson, Ariz. (posthumously): Attached to the 2d Marine Division during the

landing on Tarawa, he was severely injured while disembarking. Subjected to intense enemy fire he rescued four comrades from the water and carried on valiantly for more than five hours until killed by a Japanese grenade.

★ Lee E. Aucoin, S1c, USNR, Eunice, La. (posthumously): Coxswain of a landing craft in the first assault wave on Cape Gloucester, he successfully beached his craft without casualties. Subjected to savage aircraft attack as his LST was leaving, he ran aft to man the machine gun and was instantly killed by bomb fragments.

★ Joseph E. Garnier, S2c, USNR, Lewiston, Me. (posthumously): Serving in the USS Skill during an attack by an enemy submarine off Salerno, he was thrown clear of the ship when a torpedo struck. He unhesitatingly swam back to the burning vessel and rendered every possible aid to the men abandoning ship. While attempting to reach safety, he was killed by an underwater explosion.

Gold Star in Lieu of Second



Distinguished Flying Cross

★ Lt. Comdr. Edward H. O'Hare, USN, St. Louis, Mo. (missing in action): Sighting three hostile fighters south of Wake Island 5 October 1943, he singlehandedly destroyed one while his unit accounted for the other two. He pursued the planes to the island where two twin-engined bombers and a fourth fighter were destroyed on the ground. He encountered a third bomber and crippled it, a plane of his unit completing the destruction.



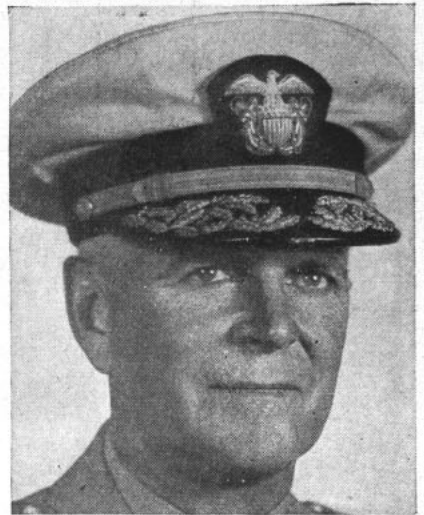
DISTINGUISHED FLYING CROSS

★ Lt. (jg) Frank F. Hare, USNR, Philadelphia, Pa. (posthumously): Sighting a surfaced hostile submarine he made a daring strike in the face of persistent anti-aircraft fire and pressed home his attack until the submarine was undoubtedly damaged before he himself was fatally wounded.

★ Lt. (jg) Ernest E. Jackson, USNR, Covina, Calif. (posthumously): Piloting a fighter plane against an enemy submarine in the Atlantic, he relentlessly strafed the surfaced ship and assisted a torpedo bomber to press home a successful depth bomb attack. He continued to work in close coordination with the bomber until all his ammunition was expended.

★ Ens. James A. Warren, USNR, Sparta, Mich. (missing in action): Piloting a combat plane against the Japanese in the Solomons area, he on one occasion destroyed an enemy plane after attacking a hostile group and later shot down two Japanese dive bombers which threatened our vessels. He carried out many hazardous missions from 31 August to 23 December 1943.

★ Harry E. Mackey Jr., AMM2c, USNR, Indianapolis, Ind. (posthumously): As plane captain of a patrol plane during an antisubmarine sweep,



Official U. S. Navy photograph

**HELPED PLAN INVASIONS:** The Distinguished Service Medal has been awarded Rear Admiral Harry W. Hill, USN, of Oakland, Calif., for his brilliant leadership in preparing troops and ships, and formulating plans for the operations against Tarawa, Eniwetok, Apamama and Majuro Atolls. He was in command of naval attack forces prior to and during those operations from 19 September 1943 until 12 March 1944.

he deliberately and coolly directed the orderly parachuting of the crew when the plane was forced down at sea. He placed himself in the position of the last man to jump. His calm judgment contributed materially to the saving of several lives.

★ Earl J. Gibson, ARM3c, USNR, Amherstdale, W. Va. (posthumously): Serving in a patrol plane during an attack on an enemy submarine, he coolly and courageously operated his camera in the face of withering anti-aircraft fire from a surfaced sub to photograph the engagement. He remained steadfastly at his hazardous post until mortally wounded.

### Chilean Naval Attache Awarded Legion of Merit

Capt. Immanuel Holger, former Chilean naval attache in Washington, recently was presented the Legion of Merit (Degree of Officer) by Assistant Secretary of the Navy Ralph A. Bard.

The citation stated that Captain Holger, by his wholehearted cooperation and untiring efforts, vitally strengthened the understanding and friendship between his country and the U. S. during a period of great activity.



Captain Holger



Official U. S. Navy photograph

**LED TASK FORCE:** A Gold Star in lieu of a second Distinguished Service Medal has been awarded Commodore (then Capt.) James Fife Jr., USN, for outstanding service as a submarine squadron commander and commander of a task force from 29 July 1942 until 15 March 1944.



Official U. S. Navy photograph  
**CITED FOR DOWNING P-36: Lt. (jg) Marvin J. Franger, USNR, of Tivoli, Tex., won the Silver Star Medal for shooting down an American-built P-36 (single-motored Curtiss Hawk fighter plane now out of production) over Africa. It was a plane purchased from us in 1936 by the Nazis and used against us seven years later.**



NAVY AND MARINE CORPS MEDAL

★ Rear Admiral (then Capt.) Philip B. Eaton, USCG, Washington, D. C.: Following a train wreck near Dickerson, Md., on 24 September 1942, he crawled on his hands and knees beneath a mass of heavy pipes and carried an injured man to safety on his back. Then, returning with a comrade, he repeated this courageous action until all who were not inextricably pinned in the wreckage were brought out.

★ Lieut. Roy M. Hutchins Jr., USCG, Coral Gables, Fla.: Serving in the Coast Guard cutter *Algonquin* during the rescue of survivors from the wrecked SS *Svend Foyn* near Greenland on 21 March 1943, he climbed over the side of his vessel and descended the cargo net to the survivors' lifeboat. He tied lines around two of the boat's exhausted occupants and assisted in hauling them onto the *Algonquin*, despite rough seas which swamped and tossed the lifeboat.

★ Lt. (jg) Richard L. Fuller, USCG, Lancaster, Mass.: While assisting in the rescue of Army and Coast Guard personnel stranded on the Greenland Ice Cap from 4 December 1942 to 8 May 1943, he and four men volunteered to remain at the Comanche Bay beachhead station, despite intense cold, high winds and treacherous ice. Pushing over the ice cap within six miles of the marooned aviators, he was compelled to turn back when confronted with impassable crevasses. After he had made several valiant attempts to reach the flyers, his feet were frozen and he was forced to return to his station.

★ Frank A. Anderson, GM1c, USNR, Concord, Mass. (missing in action): Standing in water up to his waist during the sinking of his ship 6 January 1944, he set all depth charges on

safety, with utter disregard of his own life, to prevent the possibility of underwater explosions.

★ Richard J. Cariens, MM1c, USCGR, Horton, Kans.: Following an explosion aboard an Army aircraft rescue boat at a dock, he unhesitatingly boarded the rescue boat, located and repaired a ruptured fuel line. He probably prevented another explosion of high-octane gasoline, which would have endangered port installations and vessels docked in the vicinity (22 September 1943).

★ Ronald C. Bradley, MoMM2c, USNR, Oak Park, Ill.; Everett Barton, WT3c, USNR, Orient, Ill.; John S. E. Bowling, F1c, USNR, Bluefield, W. Va. (honorably discharged); Charles F. Linkswiler, MoMM2c, USNR, Canton, Ohio, and Lowry D. Cozart Jr., Cox., USN, Nashville, Tenn.: When the forward falls of the USS *LST 379* carried away as the assault boat was entered in the water during the attack on Sicily, they unhesitatingly dived into the treacherous sea to rescue members of the crew and Army personnel. They handled life rafts so skillfully that a number of men were returned to safety.

★ Odell I. Bradshaw, MoMM3c, USCGR, Fort Worth, Tex.: Hearing the cries of a seaman who was drowning in the Altamaha River, in Georgia, on 28 May 1943, he removed his clothes and plunged into the treacherous and swift current. He reached the exhausted seaman, who had gone down once, and carried him safely back to shore.

★ Jack W. Frost, Cox., USNR, Chico, Calif.: Participating in the rescue of survivors of the USS *Maddox* during the invasion of Sicily, he swam 50 yards through dangerous surf in a gallant but futile attempt to recover the body of the destroyed ship's commanding officer.

★ Herman H. Kramm, GM3c, USCGR, Albany, N. Y.: During the rescue of survivors from the USS *Plymouth*, he and several comrades volunteered to man a small boat and go to the aid of several survivors floating helplessly downwind in the turbulent seas. Although the boat was half swamped in launching by the heavy rolling of his vessel, he worked tirelessly to keep the



Official U. S. Navy photograph  
**QUARTERMASTER CITED: Dale E. Woods, QM1c, USN, receives the Silver Star Medal from Lt. Comdr. C. D. Simonsen, USN, commander of Utility Squadron 13. Although suffering from a fractured foot and a severely sprained back, Woods remained at his station after his ship was torpedoed and successfully assisted in centering the rudder, thereby permitting the ship to be steered by the engines.**

boat from being smashed or flooded and assisted in picking up several survivors from the shark-infested waters.

★ Robert L. Magee, C1c, USN, Lindenhurst, N. Y. (posthumously): When the compartment of a U. S. warship in which he was working with several comrades filled with carbon dioxide gas, 8 November 1943, he unhesitatingly reentered the room after escaping and effected the rescue of a shipmate who had been overcome. He collapsed at the foot of the ladder after evacuating the stricken man.



Bronze Star Medal

★ Lt. (jg) Derrill E. Harlan, USNR, Lincoln, Neb.: Commanding the Armed Guard crew when his ship was attacked by enemy aircraft in the Mediterranean, he directed steady fire which destroyed three hostile craft even after a torpedo hit had stunned many of the battery personnel. Although the enemy flew close to the water through the column of ships, his

## Two Cruiser COs Decorated by Army

The Oak Leaf Cluster in lieu of a third Legion of Merit has been awarded by the U. S. Army to Rear Admiral Leo H. Thebaud, USN, of Madison, N. J., and Capt. Paul Hendren, USN, of Chapel Hill, N. C., for their support of the 7th Army during the invasion of Sicily.



Admiral Thebaud

Admiral (then Captain) Thebaud, as commanding officer of the USS *Boise*, played an important part in the planning and execution of the amphibious landings behind

enemy lines and directed naval gunfire in support of the advancing 7th Army.

As commanding officer of the USS *Philadelphia*, Captain Hendren employed his ship's battery in support of Army amphibious operations. His skill and seamanship were important factors in the success of the initial landing operations and the rapid advance of the 7th Army towards Messina.



Captain Hendren



strict fire control prevented any of the ships being hit by his fire.

★ Lewis V. Barbarick Jr., CPhM, USN, San Angelo, Tex.; Walter T. Goldie, CPhM, USN, Detroit, Mich., and Ralph K. Parker, AS, USN, Fort Meade, Fla.: When taken from the oily waters surrounding their bombed and torpedoed ship USS *Yorktown* during the Battle of Midway, they immediately reported to the medical officer in charge and, taking no time for rest or food, worked among the hundreds of survivors for a period of 18 hours.

Gold Star in Lieu of Second



AIR MEDAL

★ Donald W. Carpenter, AMM3c, USN, Grand Rapids, Mich. (missing in action): When his plane attacked a blockade runner in the South Atlantic 2 January 1944, he skillfully and courageously performed his duties until arrival of a relief plane. On the return journey his own damaged aircraft plunged into the sea.

★ Edward J. Fisher, AOM3c, USNR, Buffalo, N. Y. (missing in action): As crew member of a bombing plane summoned to the vicinity of an enemy blockade runner and hit instantly by a barrage of antiaircraft, he performed his duties courageously throughout a vicious counterattack. On return course his badly damaged plane plunged into the sea with all hands.



AIR MEDAL

★ Lieut. William E. Fitch, USNR, Somerville, Mass. (missing in action): As division leader of Bombing Squadron 16 during operations against Mille and Kwajalein, he led his division through heavy fire to destroy one building and damage another. He also



Official U. S. Coast Guard photograph

**GRENADÉ TOSSER:** Arthur A. Arnold, S1c, USCG, of New Alexandria, Va., receives the Silver Star Medal from Comdr. Lawrence W. Snell, USNR, for hurling hand grenades that silenced two German machine-gun nests during the invasion at Gela, Sicily. When his landing craft was swept by machine-gun fire, Arnold stood up and accurately blasted the two nests, permitting troops from his Coast Guard barge to land.



Official U. S. Navy photograph

**TEAMWORK SINKS SUB:** Three Navy flyers, who teamed up to deliver the death blow to a U-boat in the Atlantic, recently received the Air Medal from Vice Admiral Patrick N. L. Bellinger, USN, Commander Air Forces, Atlantic Fleet. From left to right are Admiral Bellinger, Lieut. Harold G. Bradshaw, USN, of Salt Lake City, Utah; Lt. (jg) James E. Ogle III, USNR, of Johnstown, Pa., and Lt. (jg) Marshall E. Burstad, USNR, of Rolfe, Ia.

divebombed a hostile vessel and left it in flames.

★ Lt. (jg) John O. Benton, USNR, Wooster, Ohio (posthumously): During periods of intense operations at Tarawa and Wake Island, he pressed home vigorous, determined attacks and inflicted severe damage on installations, enemy personnel, grounded planes and small craft in the areas attacked.

★ Lt. (jg) Paul K. Conrath, USNR, Marietta, Ohio (missing in action): Attached to an air attack group in action against Wake Island and at Tarawa, he took part in numerous bombings and strafing raids. At Tarawa he inflicted devastating damage on installations and provided efficient protection for ground troops.

★ Lt. (jg) Edward L. Heacock, USNR, Wyncote, Pa. (missing in action): As fighter pilot during operations against the Gilbert and Marshall Islands, he fought his plane with exceptional skill and contributed to the annihilation of 10 hostile fighters and two bombers. He destroyed another plane before being shot down by three enemy planes.

★ Lt. (jg) Charles C. Hoover, USNR, Foley, Ala. (posthumously) and Lt. (jg) Donald C. Kane, USNR, Chicago, Ill. (missing in action): During a period of intense offensive operations against the Japanese at Bougainville, in November 1943, they assisted in the protection of an important task force. Later they pressed home determined, aggressive attacks on enemy bases at Tarawa in the face of heavy enemy fire.

★ Lt. (jg) Stephen D. Wright, USNR, Philadelphia, Pa. (missing in action): During intense air operations against Wake Island and Tarawa, he attacked many enemy bases in the face of heavy antiaircraft fire and inflicted severe damage on hostile shore installations, small craft and grounded planes in the target areas.

★ Ens. Eugene Bowers, USNR, Chelalis, Wash. (missing in action): As

navigator of a bombing plane in the South Atlantic 2 January 1944, he engaged a blockade runner and held down the enemy ship until relief planes arrived. His own plane was hit and damaged and on the return course plunged into the sea with all hands.

★ Ens. John D. Cowan, USNR, Mineola, Tex. (missing in action): Piloting a bomber in the South Atlantic area 2 January 1944, he braved antiaircraft fire to hold down a blockade runner until a relief plane arrived. His own plane was hit and on the return jour-



Official U. S. Navy photograph

**CPO HONORED:** The Navy and Marine Corps Medal was awarded recently to William J. Ward, CPhM, USN, of Dallas, Tex., for heroic conduct aboard the USS *Neosho* during the Coral Sea battle.

## AIR MEDAL cont.

ney the damaged craft plunged into the sea.

★ Ens. Robert E. Kaap, USNR, Milwaukee, Wis. (missing in action): As assistant engineering officer of a fighting squadron in action against the Japanese at Wake Island 5-6 October 1943, he made numerous strafing runs despite unfavorable weather conditions. He shot down one attacking plane and assisted in silencing machine-gun and antiaircraft positions.

★ Ens. James H. Wells, USNR, Batavia, N. Y. (missing in action): Copilot of a plane called to the vicinity of an enemy blockade runner in the South Atlantic and immediately hit by withering antiaircraft fire, he steadfastly remained in the perilous zone until a relief plane arrived. Although his damaged plane ultimately crashed into the sea, his courageous action contributed to the destruction of a valuable enemy ship.

★ Ens. Melvin E. Wold, USNR, Eureka, Calif. (missing in action): Piloting a fighter plane against the Japanese in the Solomons area, he flew numerous combat missions and personally destroyed a divebomber attempting to attack our ships.

★ Donald M. Betts, ARM1c, USNR, Charles City, Iowa (missing in action): As radio-gunner in a divebomber attacking the strongly fortified Rabaul harbor 5 November 1943, he skillfully and courageously manned his guns and pressed home vigorous attacks in an operation which prevented the enemy from launching a major counteroffensive during our subsequent occupation of Bougainville.



Official U. S. Navy photograph

**BLASTED JAP SHIPPING:** Lt. (jg) Richard R. Harding, USNR, of Lexington, Mass., received the Air Medal recently for penetrating thick antiaircraft fire and making accurate attacks on Jap shore installations and shipping. He also participated in an attack in which four Japanese destroyers were sunk and a cruiser damaged.

★ John J. Gamel, AOM1c, USN, Kennett, Mo. (posthumously): Attacking Japanese forces at Wake Island 5-6 October 1943 and at Tarawa, he skillfully performed essential duties in the face of heavy antiaircraft fire and greatly assisted in the destruction of grounded aircraft, fuel dumps, ammunition depots and in the complete

devastation of above-ground installations at Tarawa.

★ Charles A. Chalman, AMM2c, USN, Rockford, Ill. (missing in action): During the air assault against Wake Island 5-6 October and the assault on Tarawa, he performed his duties as combat crewman with efficiency and greatly assisted in the destruction of grounded aircraft, fuel and ammunition dumps and installations.

★ Charles R. Holden, ARM2c, USN, Ft. Worth, Tex. (posthumously): Radioman of a patrol plane in the Solomons area from 10 August to 5 September 1943, he participated in the bombing of many enemy units, including one destroyer, and assisted in damaging or sinking numerous barges and ships in the face of shattering antiaircraft fire.

★ Myles C. James, ARM2c, USNR, Joplin, Mo., (posthumously): As radio gunner of a dive bomber during a raid on Rabaul, 5 November 1943, he skillfully and courageously pressed home vigorous strafing attacks when his plane dived into a hail of fire. He inflicted heavy damage before he was fatally wounded.

★ Gordon H. Marshall, ARM2c, USNR, East Orange, N. J. (missing in action): Applying his skill under extremely difficult conditions during a raid on Marcus Island, 1 September 1943, his conscientious devotion to duty, presence of mind and disregard of his own safety contributed to the infliction of severe damage on the enemy.

★ Donald W. Carpenter, AMM3c, USN, Grand Rapids, Mich. (missing in action): As waist gunner in a bomber when a submarine was sighted in the South Atlantic, he fired with precision and excellent timing and contributed materially to the sinking of the hostile submarine.

★ Edward J. Fisher, AOM3c, USNR, Buffalo, N. Y. (missing in action): When an enemy submarine was sighted in the South Atlantic area and his patrol plane maneuvered to attack, he manned his gun and fired with accuracy and excellent timing, contributing materially to the sinking of the vessel.

★ George E. Roper, S2c, USNR, Social Circle, Ga. (missing in action): Serving in a bombing plane attacking an enemy blockade runner in the South Atlantic 2 January 1944, he performed his duties with courage and efficiency until a relief plane arrived. On the return course, his own damaged plane plunged into the sea with all hands.



Official U. S. Navy photograph

**HAD GRANDSTAND SEAT:** When their Grumman Avenger torpedo bomber was shot down in the 11 November 1943 raid on Rabaul, these two enlisted men sat in a rubber raft and watched 55 Jap planes being blasted from the air by planes from our task force. They won the Air Medal for their part in this and other Pacific actions. They are A. J. Myers, AOM2c, USNR, (left) of Alvarado, Tex., and J. W. G. Estes, ARM1c, USNR, of Bruce, Miss.

## USS *Sailfish* Wins

### Unit Citation

For sinking four important Japanese ships from strongly escorted convoys, the submarine USS *Sailfish* has been awarded the Presidential Unit Citation. During her 10th war patrol the *Sailfish* struck at enemy convoys with accuracy and determination in Japanese-controlled waters. Besides sinking four vessels, she inflicted heavy damage on another.

# BULLETIN BOARD

## HOW AND WHEN YOU MAY VOTE (VIII)

The following language of the Secretary of the Navy, James Forrestal, states clearly and succinctly the policy of the Navy Department in the matter of serviceman voting:

"To facilitate voting by the armed forces, members of the merchant marine, and certain civilians, attached to and serving with the armed forces, the Congress of the United States has passed Public Law 277—78th Congress.

"Voting is the sacred privilege of a citizen in a democracy. The policy of the Department is to give maximum assistance to Navy, Marine Corps, Coast Guard and certain members of the merchant marine, and to members of the American Red Cross, the Society of Friends, the Women Air Force Service Pilots, and United Service Organizations, who are attached to and serving with the armed forces of the United States, in the exercise of their voting privilege, whenever practicable and compatible with military operations.

"Every individual concerned with the administration of the law shall take all necessary steps to prevent fraud, to protect voters against coercion of any sort, and to safeguard the integrity and secrecy of ballots."

In order to place this policy in effect the Secretary of the Navy has established within the Office of the Secretary of the Navy a War Ballot Office. In charge of this office is the War Ballot Officer, who acts as the personal representative of the Secretary of the Navy and is responsible for the supervision of the Navy Department's War Ballot Program. In addition to the appointment of assistants to the War Ballot Officer, officers from the Marine Corps and Coast Guard have been assigned to assist in the coordination of the War Ballot Program in all branches of the naval service.

Careful supervision and direction of the War Ballot Program in all naval activities is being made possible by the appointment of a limited number of war ballot supervisors assigned to cover specified areas of naval activities, to visit each major command and as many commands of lower echelon as time permits. These authoritative

field representatives of the War Ballot Office will provide assistance in the organization and administration of the War Ballot Program to the several command voting supervisors, now designated as the personal representatives of their respective area, fleet commanders and district commandants (SecNav dispatch 251342/May).

In turn, it has been further directed that individual assistance be given to every prospective serviceman voter

who wishes such assistance by providing that commanding officers of all naval units designate a voting officer and such assistants as may be required to aid eligible personnel to cast their votes in all forthcoming primaries and elections (Alnav 96-44).

Information on voting procedures in the primary elections of the several states has been published monthly in the INFORMATION BULLETIN since 1 Dec. 1943. Similar articles appeared

### IF YOU LIVE IN ANY OF THE STATES OR TERRITORIES LISTED THIS INFORMATION ON VOTING IS OF INTEREST TO YOU

State or Territory	Primary date or Election date	Earliest date State will receive serviceman's application for 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
Alaska <sup>1</sup>	12 Sept.	3 Aug.	9 Sept.	9 Sept.
*Arizona	18 July	At any time	15 July	18 July
Arkansas	25 July 8 Aug.	At any time At any time	No time limit No time limit	25 July 8 Aug.
Colorado	12 Sept.	21 Aug.	No time limit	9 Sept.
Hawaii	7 Oct.	No provision for absentee servicemen voting.		
Kansas	1 Aug.	At any time	No time limit	31 July
Kentucky	5 Aug.	Pending the set-up of voting procedures, information is unavailable.		
*Louisiana	12 Sept. 17 Oct.	At any time At any time	No time limit No time limit	11 Sept. 16 Oct.
Maine <sup>2</sup>	11 Sept.	At any time	No time limit	11 Sept.
*Mississippi	4 July 29 Aug.	At any time At any time	No time limit No time limit	4 July 29 Aug.
Mo.	1 Aug.	At any time	31 July	2 Aug.
*Montana	18 July	At any time	No time limit	18 July
Nevada	5 Sept.	At any time	2 Sept.	5 Sept.
New York	1 Aug.	No provision for absentee servicemen voting in primary.		
*South Carolina	25 July 22 Aug.	At any time At any time	No time limit No time limit	25 July 22 Aug.
*Texas	22 July 26 Aug.	At any time At any time	19 July 23 Aug.	19 July 23 Aug.
Utah	11 July 15 Aug.	At any time At any time	6 July 10 July	11 July 15 Aug.
Vermont	8 Aug.	At any time	4 Aug.	8 Aug.
Virginia	1 Aug.	At any time	No time limit	25 July
Wisconsin	15 Aug.	At any time	No time limit	15 Aug.
Wyoming	18 July	1 July	No time limit	18 July

<sup>1</sup>On 12 September, Territory of Alaska will hold its territorial election.

<sup>2</sup>On 11 September, Maine will hold general election for representatives in Congress and state and local offices.

\*Serviceman must take special steps, other than mailing postcard and executing state absentee ballot, in order to be registered for voting. See comments on individual states on next page.

# BUPERS BULLETIN BOARD

in the U. S. Marine Corps Headquarters Bulletin and the Coast Guard Bulletin. Similar articles will continue to be published monthly. In addition, distribution of five Navy Department voting posters will be made before October. At appropriate times, voting information will be radioed to all ships and stations for use in ship and station newspapers. In a word, every effort is being expended by the Navy Department to assure all hands the opportunity of casting a ballot for the candidates of their choice in primary and general elections.

## Comments

Eighteen states and the territory of Hawaii will hold their primaries between 15 July and 17 October inclusive. One state, Maine, will hold its general election on 11 September for all state and local offices as well as for Representatives in Congress. The Territory of Alaska will hold its general election on 12 September.

The following has been prepared to stress certain procedures common to all states and to point out provisions of state law of particular states. The following five points are emphasized.

1. The serviceman applying for a primary ballot must state his party affiliation.
2. The serviceman should print or type his name, service number and address under his signature on the postcard application.
3. The serviceman, upon receiving his absentee ballot, should execute it in accordance with instructions accompanying it and return it at once.
4. No commissioned, warrant, non-commissioned or petty officer should attempt to influence any member of the armed forces to vote or not to vote for any particular candidate.
5. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be immediately referred to the secretary of state of the state of his residence.

**ALASKA** holds its territorial election on 12 September. No further election is held in November. The postcard which is available from the commanding officer will be honored. No further steps are necessary to effect registration.

**ARIZONA** holds its primaries on 18 July. The postcard application which is available from the commanding officer will be honored. Registration is required by the state law affecting these primaries. However, such registration may be effected by the spouse, parent, next of kin or any informed elector by completing a special form provided by each county recorder.

**ARKANSAS** holds its first primaries on 25 July and its run-off primary on 8 August. The postcard application which is available from the commanding officer will be honored. Such postcard application will be treated as an application for both primaries, if the serviceman applicant so indicates thereon. Previous registration is not required.

**COLORADO** holds its primaries on 12 September. Servicemen may use postcard application available from commanding officer. Previous registration is not required.

**HAWAII** has no provision for absentee voting for servicemen. Voter must appear in person in his home precinct or at a polling place, within the territory, designated by the Governor.

**KANSAS** holds its primaries on 1 August. No special form of application is required. The postcard application which is available from the commanding officer will be honored. Registration is not required.

**KENTUCKY** holds its primaries on 5 August. Pending the set-up of voting procedures, information relative to absentee servicemen's voting is unavailable.

**LOUISIANA** permits servicemen to apply for state absentee ballot by mailing the postcard available from commanding officer. One application is sufficient for both the first and second primaries. The laws of Louisiana affecting these primaries require personal appearance by a prospective voter before proper registration of officials within the state in order to effect registration.

**MAINE** holds its state election on 11 September. At this election voting will be for representatives in Congress and state and local offices. The postcard, which is available from the commanding officer, will be honored both as an application for a ballot and for registration. Voting for President and Vice President will take place at the general election to be held on 7 November. One application is sufficient for both elections.

**MISSISSIPPI** holds its first primary on 4 July, and its run-off primary on 29 August. Registration is required by the state law. Those in the armed services may register by affidavit before 7 July if the form for such affidavit is requested by a member of the naval service or any person interested in such member. State absentee ballots may be requested by any member of the naval service or any one interested in such member. The postcard application which is available from the commanding officer will be honored. Such request should be sent to the circuit clerk of the home county of the party executive committee of the county of the absent voter. Only one request for absentee

ballot is necessary for all primaries and elections held in the year in which the request is made. Payment of a poll tax is not required of those in the military service as a prerequisite to vote.

**MISSOURI** holds its primaries on 1 August. The postcard application which is available from the commanding officer will be honored. Registration is not required.

**MONTANA** holds its primaries on 18 July. The postcard application which is available from the commanding officer will be honored. Registration is required by the state laws of Montana affecting these primaries. Registration may be effected by applying therefor to the county clerk and recorder of the county of residence of the serviceman applicant.

**NEVADA** holds its primaries on 5 September. The postcard application available from the commanding officer will be honored. No registration is required.

**NEW YORK** holds its primaries on 1 August. Because the state laws make no provisions for absentee servicemen voting in these primaries, the serviceman must vote in person if he desires to exercise his franchise.

**SOUTH CAROLINA** holds its first primary on 25 July and its second primary on 22 August. Servicemen may request a primary ballot, if enrolled prior to 27 June with a local party club. Application for such enrollment or for a primary ballot should be made to a local club or county secretary by the serviceman or by a relative or friend in his behalf.

**TEXAS** holds its first primary on 22 July and its run-off primaries on 26 August. The postcard application which is available from the commanding officer will be honored. If the serviceman applicant states on his postcard application that he desires it treated as an application for both the first and the run-off primaries, it will be treated as a valid application for both primaries. The previous payment of a poll tax is required by the state laws affecting these primaries. Therefore, the postcard application must be accompanied by either a poll tax receipt or an affidavit of its loss. Previous registration is not required.

**UTAH** holds its first primaries on 11 July and its run-off primaries on 15 August. The postcard application which is available from the commanding officer will be honored. One such postcard application will be treated as an application for both the first and the run-off primaries.

**VERMONT** holds its primaries on 8 August. The postcard application which is available from the commanding officer will be honored. Registration is required by the state laws affecting these primaries. However, it is effected by completing the oath on the state absentee ballot envelope.

**VIRGINIA** holds its primaries on 1 August. The postcard application which is available from the commanding officer will be honored. The usual requirement of previous registration and payment of a poll tax as a condition precedent to the exercise of the voting privilege is waived.

**WISCONSIN** holds its primaries on 15 August. The postcard application available from commanding officer will be honored. Registration will be effected by receipt of the postcard by the clerk of the city, village or town of the residence of the serviceman applicant, or by necessary information being given to such clerk by any interested party.

**WYOMING** holds its primaries on 18 July. Application for a state absentee ballot must be made on a special application form furnished by the Secretary of State, Cheyenne, Wyoming, or by the appropriate local election offices. Such requests may be made by forwarding the postcard application which is available from the commanding officer, and by stating on it that the serviceman applicant desires it to be treated as a request for an application for a state absentee ballot. While registration is required by the state laws affecting these primaries, it may be effected by completing the affidavit printed on the state absentee ballot envelope.



Hoist (NTS, San Diego)

"Got any good books on navigation?"

# BU PERS BULLETIN BOARD

## New Petty Officer Advancements Placed On Temporary Basis Beginning 1 July

All advancements of enlisted personnel to petty officer ratings were placed on a temporary basis effective 1 July 1944 under Alnav 110-44, dated 16 June 1944. This applies to the regular Navy and Naval Reserve, including the Women's Reserve.

Men with permanent enlisted status serving temporarily as warrant or commissioned officers may continue to advance in enlisted status, but these enlisted advancements hereafter become temporary.

Until further notice, the Alnav provides that no discharges of Naval Reservists for the purpose of reenlisting in the regular Navy will be authorized.

The Alnav does not affect enlisted advancements made before 1 July 1944, and current instructions of BuPers governing changes to pay grade 1 from 1-A remain in effect. The term "pay grade 1" has been substituted, however, for "permanent appointment," with no designation to indicate it, for example, merely CBM instead of CBM(PA).

Effective 1 July 1944 all advancements will carry in records and correspondence the designation "T," meaning temporary. For example, CBM(AA) becomes CBM(AA)(T) and BM1c becomes BM1c(T).

Discharges and releases from active duty will be effected in the rating held at the time of discharge or release, whether temporary or permanent, with exceptions as set forth in BuPers Circ. Ltr. 18-42. Reenlistments of regular Navy person-

nel will be made in their permanent ratings, after which they will be advanced immediately upon reenlistment to temporary ratings held at time of discharge.

Until such a time as the Navy goes back on a permanent advancement basis, temporary changes to pay grade 1 and temporary advancements in rating will be made permanent only immediately prior to submission of application for retirement from the regular Navy after 30 years' service, or on the dates preceding the effective date for transfer to the Fleet Reserve or to the honorary retired list of the Naval Reserve.

## USMCR Officers Over 38 May Apply For Inactive Duty

Marine Reserve officers commissioned since 7 Dec. 1941 who have reached their 38th birthday may apply for transfer to inactive duty under current instructions of Lt. Gen. Alexander A. Vandegrift, USMC, Commandant of the Marine Corps, to all commanding officers.

## Leatherneck Starts Overseas Edition; Available to S.S.S.

Starting 1 July, *The Leatherneck*, the magazine of the United States Marines, will publish an overseas edition identified as *The Leatherneck—Pacific Edition*. Official overseas publication of the Marine Corps, it will contain 40 pages and be published twice monthly.

The *Leatherneck—Pacific Edition* will be editorially slanted to educate, entertain and indoctrinate overseas personnel.

The selling price is 10¢ and the magazine will cost the ship's service stores or post exchanges 9¢. The magazine, at the option of the ship's service stores, will be shipped direct or through a designated wholesaler.

Ship's service stores and post exchanges desiring supplies of magazines as well as posters and other advertising material may communicate with *The Leatherneck*, Marine Barracks, Eighth and Eye Streets, S.E., Washington 25, D. C.

## Families Urged to Send Emergency News By Letter, Not Despatch

Naval personnel at sea or abroad are urged to instruct their families to communicate with them by V-mail, rather than by despatch, in the event of an emergency at home.

In many cases, men at sea have received despatches notifying them of the illness, dying condition or death of a relative. A study of instances reported to BuPers indicates that receipt of such brief despatches may do more harm than good.

A despatch such as FATHER PASSED AWAY is of dubious help to the man at sea. It is so brief that it disturbs, yet does not comfort with adequate information. The man who receives the message is stricken not only by grief, but by doubts and worries: Had his father been in pain? What was the financial condition of the family? Would the mother have trouble with legal and financial details? Did they need money or help? Even the news, SON BORN, without additional details, may create anxiety as to the condition of the mother and child.

In addition to impairing his morale and efficiency, getting emergency news to a fighting man *quickly* is often of no advantage. Frequently there is nothing the man can do about it at that time; he cannot assist his family; he may even be unable to communicate with them for some time. As further information may take some while to reach him, he is subject to prolonged and unnecessary worry and doubt.

It is recommended, therefore, that naval personnel ask—now, without waiting for the emergency to arise—their families to communicate any such news *fully*, by letter or V-Mail, unless there is some specific thing the man can do immediately to help out in the emergency at home, in which case a despatch might well be warranted.

Families should be advised that these letters ought to include specifically whether there is anything required from the man overseas in the way of information, advice or finan-

*The letters N.D.B., as used in this section and elsewhere in the INFORMATION BULLETIN, refer to the official Navy Department Bulletin. Followed by the abbreviations "cum. ed.," they indicate the cumulative edition of 31 December 1943, which superseded all semi-monthly issues through that date.*



Seabag (NTS, Norfolk)

"Sir, the other vessel can't make out our code message."

# BU PERS BULLETIN BOARD

cial help. The Navy will continue to forward despatches, but suggests for the good of the men and the service that, during wartime, the motto might well be: "Don't telegraph—write it V-Mail!"

Men on duty within the continental limits of the U. S. in most cases may be reached by commercial telegram. Some foreign shore stations are equipped to receive cablegrams and expeditionary force messages; ships and many mobile units, however, cannot be reached by cable. If cable service is available the officer or enlisted man should inform his family of the availability of such service and furnish them with the code address.

## Insignia Authorized for Amphibious Forces

A shoulder insignia for enlisted personnel of the amphibious forces, consisting of an American eagle perched on a submarine gun which crosses the stock of a Navy patent anchor (reproduced at left), has been approved by Sec-Nav. The insignia is gold on a background of the same shade of scarlet as the scarlet chevrons on a rating badge.



Regulations call for wearing the insignia on the left sleeve, the top to be one-half inch below the shoulder seam. It will not be worn in the presence of enemy ground forces or at any time when the senior officer present considers that its wearing might endanger the security of his command.

Those eligible to wear the insignia are:

(1) Enlisted personnel who have satisfactorily completed training courses in the different phases of amphibious warfare at bases of the Amphibious Training Command, Atlantic or Pacific, and who are awaiting assignment, or have been assigned, to ships or elements of the amphibious forces.

(2) Personnel on duty with the following and not necessarily attached to any ship: scouts and raiders, naval combat demolition units, beach jumpers, joint assault signal companies, beach battalions, standard landing craft units.

(3) All enlisted personnel serving aboard the following types of vessels: LST, LSM, LCS, AKA, APD, LCI(L),



The Pointer (NAGC, Brooklyn, N. Y.)  
"Boom! Boom-boom!"

LCT, LCC, APA, LCS(L) (3), LSV, LSD, AGC.

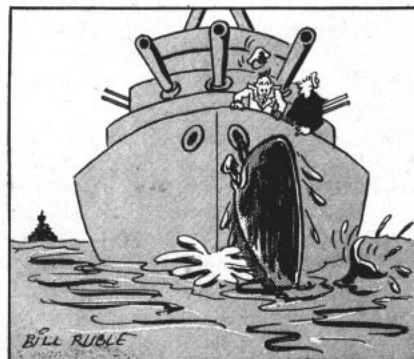
Authorization to wear the insignia will be entered in each eligible enlisted man's service record. The authorization terminates upon detachment from the amphibious forces.

(Details in BuPers, Circ. Ltr. 173-44, N.D.B., 15 June, 44—695.)

## New Ruling on Lapsed U. S. Government Life Insurance Policies

A new ruling has been announced by the Veterans Administration for the benefit of holders of U. S. Government Life Insurance policies (not National Service Life Insurance) whose insurance has lapsed but is still running under the extended term insurance provision.

Such policies now may be reinstated without a health statement or other medical evidence upon application by the policyholder and payment of premiums with interest, not less than five years prior to the expiration date of the extended insurance in the case of regular life policies; and in the case of endowment policies when the extended insurance provides protection to the end of the endowment period.



News (NTC, Farragut, Idaho)

"I put a worm on just to see what would happen."

## Streamlined Pay System Inaugurated on 1 July

A plan to facilitate prompt payment and registration of allotments of Navy and Coast Guard personnel was put into effect 1 July 1944 by BuSandA on all ships and stations where forms for the new system were available.

In order to pay personnel promptly, regardless of location and changes of duty, pay records will be issued for each officer and enlisted man or woman.

A pay record about the size of an ordinary typewriter sheet will be prepared for each person at the time of transition to the new procedure and will be renewed on each 1 January and 1 July thereafter. At those times the old cards will be closed and balanced and submitted to the Field Branch, BuSandA.

The pay record will be given to the person for whom issued when he is detached from any activity, and is to be carried by him to his new assignment. There he will turn it in to his new disbursing officer or commanding officer, who will retain custody of it until the person covered by the card is again detached. At that time the pay record will be returned to the person detached, to be surrendered again at his next duty station.

A small, waterproof card, known as a personal memorandum card, will be given as soon as practicable to each person in the Navy and Coast Guard and should be retained in personal possession at all times. There is space on this card for notations of pay received, change in status and other data.

When pay records are lost, as in the sinking of a ship, these personal pay memorandum cards may thus provide the essential data for making out the affidavits required by the disbursing officer for opening new pay accounts. Pay cards lost or destroyed will be duplicated by the nearest disbursing officers as soon as a sworn statement is furnished.

Details for inaugurating the new pay procedure were announced in Alnav 97-44, dated 31 May 1944. The plan itself had been announced previously in the INFORMATION BULLETIN, February 1944, p. 69.

Where the new forms are not yet available, the procedure will become effective on the first of the month following receipt of the forms.

# BUPERS BULLETIN BOARD

## Reallocation of V-5 Officers Options to Flight Trainees

Because the high quality of Navy pilots has resulted in a lower rate of attrition than anticipated, the Navy has revised its flight training program in order not to exceed required combat strength.

Revision in the training program will be accomplished by immediate termination of procurement of civilians, lengthening of the course of instruction, raising the standards for qualification and reducing the personnel now under training.

Commencing 29 June 1944 entries from pre-flight training to primary flight training will be reduced to approximately one-third of the previously scheduled rate of entries.

Reduction in pilot requirements are such that only about 50% of those students in stages earlier than primary flying will be permitted to continue flight training.

Commencing with the group scheduled to compete pre-flight training on 29 June 1944, and each two weeks thereafter, the Commanding Officers of the 4 pre-flight schools will determine which students currently completing a minimum of 11 weeks of pre-flight training are best qualified to enter primary flight training as determined from a ranking by weighted progress marks.

Those affected by the cut are the following groups: "Tarmac"—on general duty at aeronautic activities awaiting further assignment; Naval Flight Preparatory School; Civil Aeronautics Administration-War Training Service; Naval Pre-Flight School.

Those not chosen for flight training may be diverted into other branches of the service where their previous training will be used to best advantage. They will be given an opportunity to choose one of the following alternatives:

(1) Those who have successfully completed a minimum of two years of college work may transfer to Reserve Midshipman training leading to appointment as ensign for general service.

(2) Those who were formerly in good standing in V-12 at the time of transfer may reenter V-12 on 1 Nov.

(3) Those who desire to qualify for designation as combat air crewmen may transfer to the rating of S2c, CA. Some will be entered directly into combat aircrewman training in the air gunnery schools. Others, dependent upon the number involved, will be processed through courses of instruction in AMM, AOM, or ARM duties and then sent to the gunnery schools. After gunnery school, all will be sent to air operational training to earn aircrew wings and combat aircrewman designation. Some will attain a third-class petty officer rating.

Every effort will be made to accelerate the over-all training course for such students in view of their superior previous training and aptitude.

(4) Those who desire immediate active service in the aeronautical organization may transfer to S2c and be sent directly to Commander Fleet Air, West Coast or Commander Air Force, Atlantic Fleet, for further assignment to duty aboard aircraft carriers, aircraft squadrons or advanced base aviation units.

(5) Those who desire to serve in other enlisted branches of the naval service may be transferred to a Naval Training Center for reclassification.

(6) Those who went directly into

V-5 from civilian life and who do not desire any of the above options may be granted discharge from the service. Upon discharge they will be subject to induction under Selective Service procedures.

Men who are separated from the flight training program in good standing and who elect to remain in the naval service may be recommended for reassignment to flight training at a later date under any service quotas which may be established later.

Enlisted men from the ranks who do not desire any of the options listed, will be transferred to their former status.

Men taken out of the program at this time will be given an opportunity to return to flight training later through any future enlisted or V-12 aviation quotas which may be made available.

## 'Juice Won't Mix With Sea Water'

Men working with electrical equipment aboard naval vessels will increase the odds of their living to a ripe old age if they make sure that ventilation terminals are turned so as to cool themselves—not the equipment.

Numerous casualties have resulted from sea water and spray entering through ventilation ducts and discharging on electrical equipment. To avoid this hazard BuShips has issued instructions that terminals should be adjusted to blow air along walkways and platforms, keeping watch stations cool enough to be continuously manned, without being aimed directly at apparatus. This not only will reduce the danger of water damage but also will maintain the working areas at a more comfortable temperature. Terminals are made adjustable to facilitate this control and to permit some variations for changes in the weather.

In the tropics, for example, most men prefer the air blast directed on their chests or other parts of the body, but this becomes very uncomfortable in cool weather. Adjustments should be made so that the blast blows past, rather than on, the individual.



**DON'T POINT AIR  
TERMINALS TOWARD  
HOT STUFF...**

**DIRECT AIR AWAY  
FROM ELECTRICAL  
EQUIPMENT!**

Operating personnel are responsible for keeping terminals properly directed at all times. It requires only one "slug" of water to short out vital apparatus, and loss of power in foul weather can result in serious consequences.

Pointing terminals toward electrical equipment even temporarily is dangerous, for although this may be done in calm weather when no actual hazard exists, readjusting the blast may be overlooked until after the damage has been done.

Whatever you do, BuShips has advised, just remember these pointers for the safety of yourself and the electrical equipment you are operating:

- Air blasts are for personnel, not for equipment.
- Adjust terminals to sweep working areas, walkways and platforms.
- Direct air away from electrical equipment.

# BUPERS BULLETIN BOARD

## *New System of Transfer to Shore Duty Gives Break to Disabled Men From Overseas*

Disabled enlisted patients classified for duty ashore (except Seabees and Hospital Corps personnel) will be assigned hereafter to duty in the naval district or river command in which they are hospitalized or in their home naval district, river command or naval air training command.

This procedure, announced in a BuPers directive, supersedes the previous system whereby such personnel — currently more than 1,500 a month—have been transferred to the nearest receiving ship or receiving station to await assignment by BuPers. The change was made to avert loss of man days and to reduce paper work.

Men evacuated from overseas and later found qualified for limited shore duty may designate their home naval district, river command or naval air training command as the one in which they wish to serve and may be transferred there at government expense. Other qualified personnel may have the same privilege — at their own travel expense.

In cases where a report of medical survey recommends assignment of a man to a warmer climate or other locality, the medical officer in command will exercise independent judgment and transfer the man to the commandant of the nearest naval district, river command or air training command which best fits the individual's case.

Disabled Seabee personnel classified for shore duty will be transferred to the Naval Construction Training Center at Camp Endicott, Davisville, R. I., or at Camp Parks, Shoemaker, Calif., depending on which is nearer. Men evacuated from an overseas activity for hospitalization get their choice of the two stations with transfer at government expense. Others also may choose either station but at no extra government expense.

Excepted from this provision relating to Seabees are those under training in the shore establishment for qualification in general-service rating requirements and transfer to V-6. They will be returned to the command from which hospitalized.

Hospital Corps personnel will be retained for duty at the hospital where hospitalized, awaiting further orders from BuPers.

In especially deserving cases a delay not exceeding seven days, exclusive of travel time, may be granted in effecting the transfer of enlisted men under the directive, the delay to count as

leave. However, men entitled to rehabilitation leave may be granted up to 30 days' delay, exclusive of travel time, on the basis of two and one-half days' delay for each month of service outside continental U. S., provided they have not previously received rehabilitation or convalescent leave.

(Details in BuPers Ltr. Pers-6303-DW-12 P16-3/MM, 27 May 1944, to commandants of continental naval districts and river commands and chiefs of naval air training commands.)

## *Cuba Open to Service Personnel on Leave*

Uniformed officers and enlisted personnel of U. S. armed forces now may enter Cuba on authorized leaves if they carry proper identification cards issued by their commanding officers and proper leave papers. It is no longer necessary to carry passport or visa or to have travel orders to enter Cuba.

The change is announced in BuPers Circ. Ltr. 156-44 (N.D.B., 31 May 1944, 44-663.)

## *Navy Approves Rules To Safeguard Status Of Amateur Athletes*

Athletes classified as professional or amateur before they entered the naval service are "frozen" for the duration in their pre-war status under rules proposed by the Amateur Athletic Union of the U. S. and approved by the Navy Department.

Regardless of his pre-war athletic status, an athlete in the Navy is eligible to play on service teams, and the teams may play other teams, either professional or amateur, as authorized by his CO.

No amateur athlete will be penalized because he plays as a member of a Navy team, even though the team occasionally may play against professionals. Men who were professionals prior to entering the service are not eligible to compete in A. A. U. tournaments, as individuals or members of any team, including a Navy team.

A man who was an amateur before entering the service and subsequently, as an individual or as a team member, competes against professionals for his own personal profit, despite the above provisions, loses his amateur status in the A. A. U. His status is not impaired, however, when, with authority

of his CO, he takes part in a professional competition for the benefit of his station or other official fund or recognized charity approved by the Navy Department.

An individual, regardless of service team affiliation, will continue to be eligible as an amateur or professional, either as an individual or a team member, based solely on his status prior to entering the service unless he loses his amateur status as provided above.

Nothing in the rules and regulations is construed as permitting participation in athletic contests which are in violation of established Navy Department policy.

The rules and regulations are contained in BuPers Circ. Ltr. 148-44 (N.D.B., 13 May 1944, 44-625.)

## *Raise Clothing Allowance For Enlisted Personnel*

Higher clothing allowances for enlisted personnel of the Navy and Coast Guard were announced in Alnav 107-44, 12 June 1944.

The initial clothing allowance for all personnel (exclusive of chief petty officers, cooks and stewards and members of naval, Naval Academy and Coast Guard Academy bands, who receive \$300) is raised from \$136.66 to \$145.40, and the quarterly clothing maintenance allowance beginning with the second year of service from \$8.75 to \$9.

If men are advanced to CPO or to cook or steward, or if they are assigned as band members, within 30 days after enlistment or reporting for active duty, they will receive the difference between the initial enlisted allowance and \$300.





# BUPers BULLETIN BOARD

## Discharge Option Granted Certain WRs Married to Navy Men

Until 15 October 1944 BuPers will consider written resignations or requests for discharge, on grounds of marriage to a Navy man, by members of the Women's Reserve who were enlisted or appointed prior to 15 April 1943.

This consideration is authorized in BuPers Ltr. Pers-107-hs-QR8/P19, 20 May 1944, to all activities in continental U. S.

Resignations or requests for discharge under the authority of this letter are purely optional. They will not be solicited nor will any pressure be exerted upon individuals to request a discharge for this reason. On and after 15 October 1944 no such requests will be considered if based solely on marriage to a Navy man.

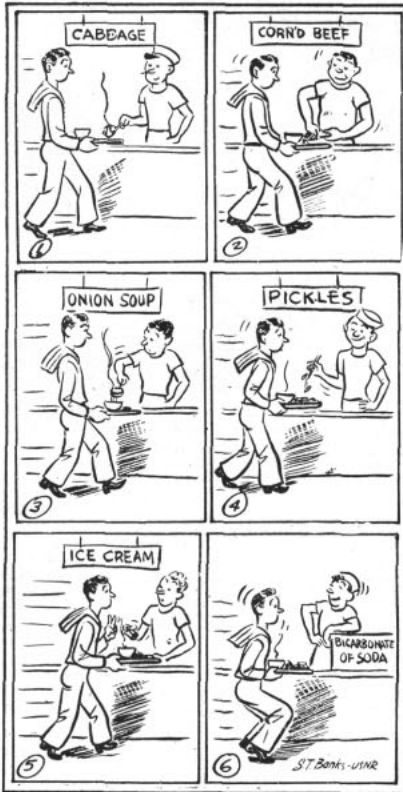
The option was granted because Women's Reservists enlisted or appointed prior to 15 April 1943 entered the Navy with the understanding that marriage to a Navy man would be disqualifying. The option serves to fulfill previous commitments to those who joined the Navy before the policy was modified to permit marriage to a Navy man. The termination of the option of remaining in the service is to equalize the rights and privileges of all members of the Women's Reserve in this respect.

A statement of intent to marry a Navy man will not be accepted as a reason for separation from the service. Marriage to a man in the Marine Corps or Coast Guard does not and never has constituted a reason for resignation or discharge.

## New Booklet Containing Revised Qualifications Coming Out This Month

BuPers will begin distribution sometime in July of *Qualifications for Advancement in Rating*, a booklet containing the qualifications for all enlisted ratings of the Navy. Published as a reprint of Part D, Chapter 5, Section 2, BuPers Manual, it will incorporate changes in qualifications since the current revision of the Manual was issued in 1942.

The new booklet will be particularly helpful to all executive and personnel officers, petty officers and strikers for petty officer ratings. Distribution will be made to all ships and stations without the necessity of requests for it to BuPers.



St. Louis Blues (NAS, St. Louis)

## Training Course Notes

Initial distribution of the new training courses for aviation ratings, described in the INFORMATION BULLETIN for May 1944, page 71, has been completed.

Activities receiving sets of the 13 available titles in this series of 28 books are as follows: fleet air wings (headquarters squadron), carrier aircraft service units, Acorns, and CVs, CVLs, CVEs, and AVs. Shipments to each of these units were based upon the aviation enlisted complement sheets. Sample sets of three copies each have also been sent to the commanding officers of naval air stations, auxiliary air stations, naval air facilities and auxiliary air facilities. The balance of all orders received since the initial distribution will be forwarded when the books are received from the publishers. It is expected that the series should be completely available about 1 August 1944.

Supplies of *Instructions for Enlisted Training*, 1943 edition, are now completely exhausted. A new booklet, *Program of Enlisted Training*, is in preparation and an initial automatic distribution will be made in July to all naval activities on the Standard

Navy Distribution Lists. Additional copies will be available upon request from commanding officers of naval activities to:

- (1) Bureau of Naval Personnel, Training Aids Division, Washington 25, D. C.
- (2) Educational Officer, 11th Naval District, San Diego, California.
- (3) Educational Officer, 14th Naval District, c/o Fleet Post Office, San Francisco, Calif.

Commissioning allowances of enlisted training courses are now being sent automatically in advance of commissioning date to the prospective commanding officers of the following types of ships: DD, DE, SC, PC, PCE, PF, LST, LSM, LCI(L), AD, AO, AGP, ARG, AKN, AP, AS, AE, AK, AKS, AKA, APA, AV and AF. The shipments are made to the proposed fitting-out yards of the vessels and a letter announcing the allotment is sent under separate cover to the appropriate navy yard commandant, supervisor of shipbuilding or pre-commissioning detail. Therefore, prospective commanding officers are requested to check with one of these officials before placing a reorder for a commissioning allowance of training courses.

Navy training course material is now available for CM2c and SF2c ratings: NavPers 10115, *Instruction Manual for Use in Preparation for Ratings of Carpenter's Mate 2/c and Shipfitter 2/c*; NavPers 10116, *Progress Tests and Examination Questions for Carpenter's Mate 2/c and Shipfitter 2/c*; and NavPers 10116A, *Answers to Progress Tests and Examination Questions for Carpenter's Mate 2/c and Shipfitter 2/c*. The answer book is restricted for official use of the educational officer only.

The study material has been prepared in three booklets instead of two so that the answer key may be used many times by training officers. This also eliminates the necessity of tearing apart a combination question and answer book and putting the torn pages together again for grading purposes. Candidates for the rate of CM2c will complete progress tests 1-7 inclusive. Strikers for SF2c will complete progress tests 1-3 inclusive and 8-10 inclusive. There are also two sets of examination questions for each rating.

Distribution of the *Shipfitter's Manual* by A. Crivelli, which was temporary substitute material for shipfitter ratings, has been cancelled due to the availability of NavPers 10115, NavPers 10116 and NavPers 10116A.

# INDEX FOR JULY 1944



## THIS MONTH'S COVERS

The open bow of an LCV frames a closeup of the invasion of France (see page 2) as American soldiers wade through waist-deep surf toward the Normandy beach, swept by German machine-gun fire (Official U. S. Coast Guard photograph). **INSIDE FRONT COVER:** Battleships follow landing craft to within "popgun range" of Eniwetok Island, in the Marshalls, during the capture of that Jap stronghold. (For news of new offensives in the Pacific, see page 8.) **OPPOSITE PAGE:** Army troops file down ramps of LCI(L)s to land in Tor River area of New Guinea. (Official U. S. Navy photographs.)

## DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin, 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.

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.

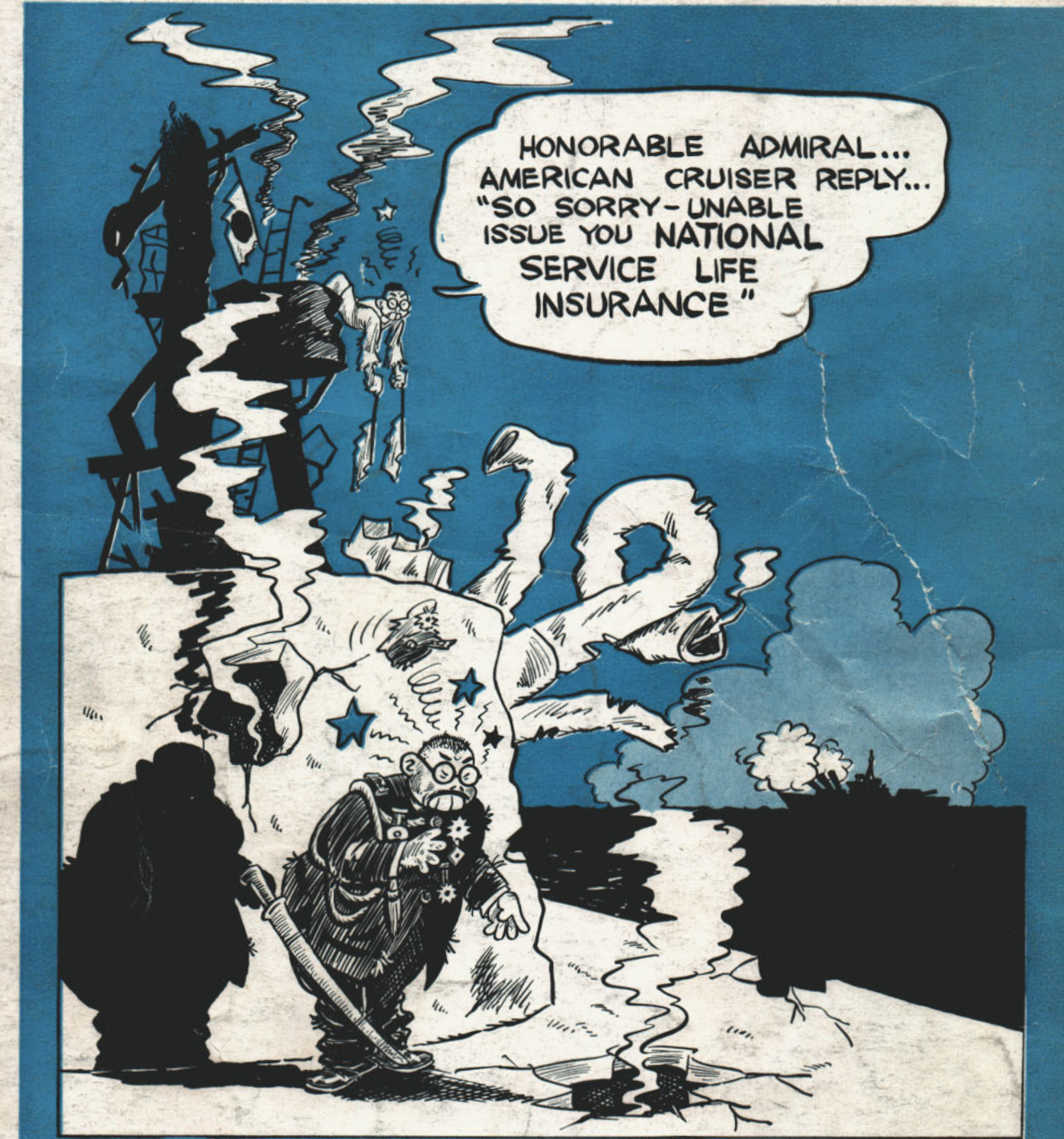
Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

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 DISTRIBUTION DOES NOT ALLOW FOR PERSONAL COPIES  
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HONORABLE ADMIRAL...  
AMERICAN CRUISER REPLY...  
"SO SORRY-UNABLE  
ISSUE YOU NATIONAL  
SERVICE LIFE  
INSURANCE"

**94 OUT OF EVERY 100 U.S. NAVY MEN  
HOLD NATIONAL SERVICE LIFE INSURANCE**

**HOW ABOUT YOU?**