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PERS-41130 AUGUST 1944

BUREAU OF

# NAVAL PERSONNEL

INFORMATION BULLETIN

NAVPERS-0

THIS MAGAZINE IS FOR

## ALL HANDS

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JAP FLEET IN ACTION

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

AUGUST 1944

NUMBER 329

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

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

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

**PASS THIS COPY ALONG  
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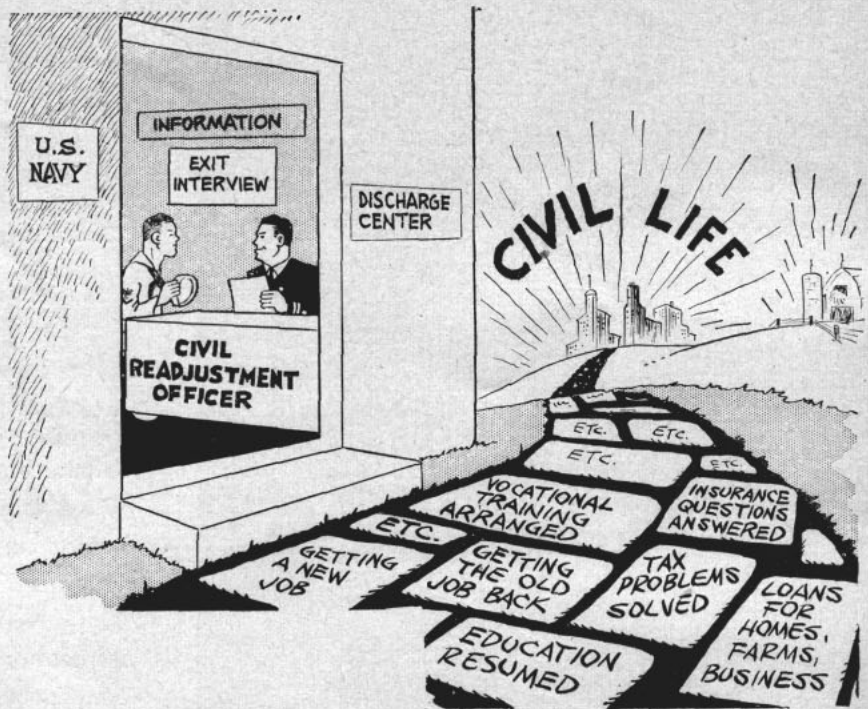
# PAVING THE ROAD BACK

## Civil Readjustment Officers Will Give Help to Dischargees

Do you know what laws have been passed in your absence to help you—after you leave the service—to resume a useful, satisfying role in your country's future? Do you know, for example, what your rights and benefits are under the "G. I. Bill of Rights" after your discharge from the service? Do you know how and where you can obtain government hospitalization and medical treatment, if necessary, after you again become a civilian? Do you know how to go about getting your old job back or finding a new one?

Because you are obviously going to need help in answering all these questions, BuPers has created a Civil Readjustment Program designed to provide simple, understandable information on the services and benefits to which you will become entitled. The program will help guide you to the next step along the road back, and will put you in touch with the agencies or organizations which carry out the provisions of law enacted for your benefit as a veteran.

This Civil Readjustment program will not function as an employment agency nor perform any of the services which other authorized govern-



ment agencies are established to provide. It will act as an advisory and informational service only, referring you to sources of help in solving the many questions and problems which will confront you on the road back to civilian life.

District Civil Readjustment Officers have been established in the 11 naval districts within the continental limits of the United States, and also in the Severn River and Potomac River Naval Commands. These officers participated in a six-day indoctrination conference recently conducted by BuPers in Washington, D. C. The aims and objectives of the program were outlined fully and the policies and procedures explained in detail. These district officers, upon return to their stations, assisted in the selection and training of Civil Readjustment Officers at each naval activity in their district or command.

The District Civil Readjustment Officers will maintain constant contact with all naval facilities where men are being discharged; will consult with officers of the Veterans Administration, U. S. Employment Service, Selective Service System, State Boards of Vocational Education, home services of the American Red Cross and any other agencies or organizations prepared to help the returned veteran; they will call upon the services of district legal

officers, legal assistance officers, American Bar Association committees, legal aid societies, Navy educational services officers and similar officers and groups.

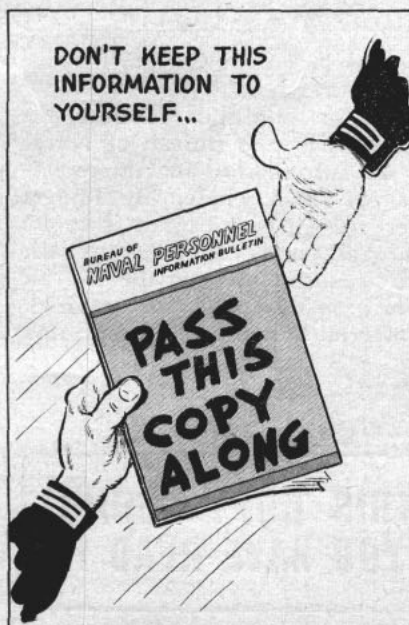
Civil Readjustment Officers at individual stations will receive full training on existing rights and benefits available to veterans and will be instructed on future additional provisions.

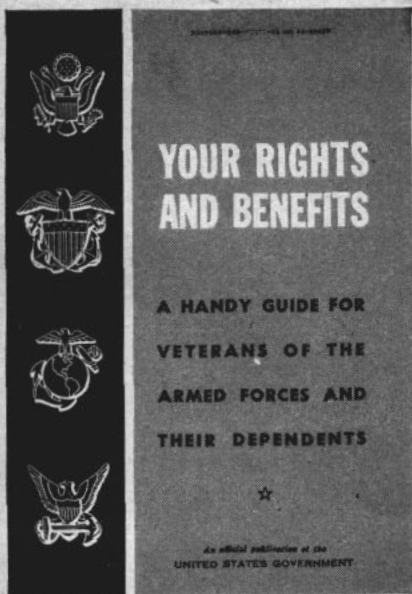
When you are discharged from the service, you will be given an "exit in-

## Help Yourself: Know What You Want to Ask

*While the Civil Readjustment Officer, whose function is described in the article on this page, normally will not interview you until you are at the point of being discharged, you can help a lot by knowing what you want to say to him when you are interviewed.*

*Continued reading of the Information Bulletin will bring you current general information on which to base your plans. The CRO will then, when the time comes, be able to fill in the specific information you need and help you start exactly in the direction in which you wish to go.*





COVER of 20-page booklet which Civil Readjustment Officer will give personnel at time of exit interview.

interview" by your local CRO. He will go over with you, point by point, your rights and benefits as a veteran of this war. Although some of the items may not be of specific interest to you, he will explain the general provisions relating to educational aid, sources of private or Governmental employment opportunities, loans, unemployment compensation, vocational training, disability pensions and related matters. After determining the programs or benefits in which you are interested, he will "steer" you to the place or places where application must be made. Further advice or assistance will be available to you for at least three months after your discharge.

As part of this interview, the CRO will examine your discharge certificate



Chaser (SCTC, Miami, Fla.)

*"Invasion or no invasion, it's rather premature to be ordering a suit of civvies."*

to see that it is complete with respect to any items affecting your eligibility for veterans' rights and benefits. He will then hand you:

(1) A copy of the booklet "Your Rights and Benefits—A Handy Guide for Veterans of the Armed Forces and Their Dependents." This 20-page booklet, an official publication of the Retraining and Reemployment Administration, outlines the rights and benefits to which you are entitled. The government agencies and other organizations where services and additional information may be obtained are listed. Information for dependents of veterans is also included.

(2) A notice of separation, which will provide certain information for the civilian agencies which will subsequently attempt to serve you. In addition to your name, address and insurance data will appear the ratings which you held, the service schools attended, courses taken, off-duty educational courses completed, non-service education, such as elementary schools, colleges or universities, vocational or trade courses completed, type of job held in civilian life before the war, name of your last employer and kind of business engaged in.

(3) A description of your duties in the highest rating you held in the Navy and a list of comparable civilian jobs. This will help you tell a prospective employer what you did and learned in the Navy and will show him some of the civilian jobs you are now qualified to handle.

The notice of separation and the description of duties and comparable civilian jobs are not yet available, but will be distributed as soon as they are developed.

The Navy recognizes that one of your gravest concerns is the problem of employment after you return from the war. Through its Civil Readjustment Program, the Navy Department intends to help you over the initial hurdles in your return to civilian life—by informing you fully and completely of your rights and benefits and how to make effective use of them.

To achieve this, you will be handled as individuals and not as "routine cases." It is recognized that all individuals are different, and that you deserve all the attention you need.

The program does *not* mean that the war is over or that peace is in sight (see editorial, page 36). It does mean, however, that the Navy Department is fully aware of its responsibility to the men and women in its service and is doing everything possible to aid and assist you upon your return to civilian life,

## Recent Law Enlarges Rights on Discharge

Additional rights and privileges of armed services personnel in connection with discharge or release to inactive duty are granted by Sections 104 and 105 of the Servicemen's Readjustment Act of 1944 (known as the "G. I. Bill of Rights"), Public Law 346.

The sections, quoted by SecNav in Alnav 132-44, 14 July 1944, for compliance of the naval service, read:

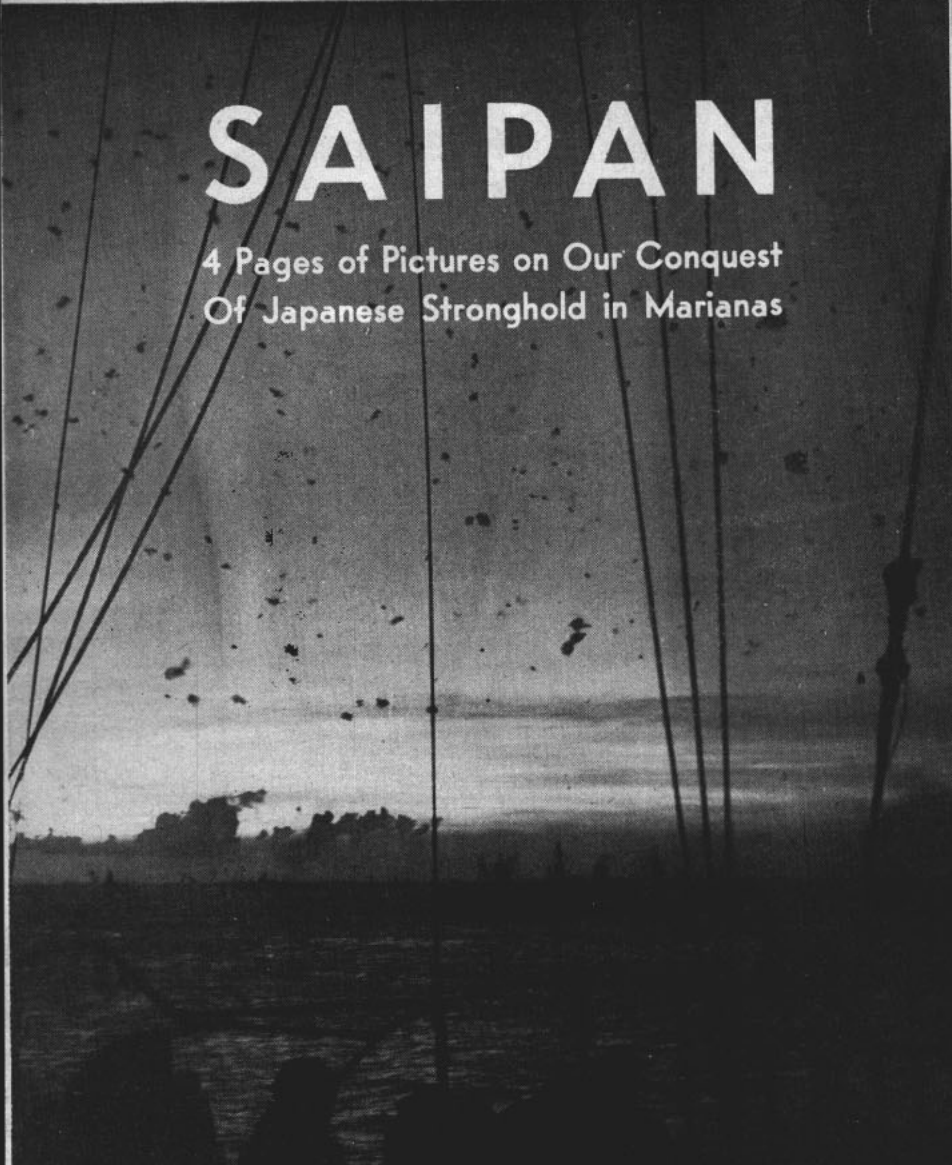
"Sec. 104—No person shall be discharged or released from active duty in the armed forces until his certificate of discharge or release from active duty and final pay, or a substantial portion thereof, are ready for delivery to him or to his next of kin or legal representative; and no person shall be discharged or released from active service on account of disability until and unless he has executed a claim for compensation, pension, or hospitalization, to be filed with the Veterans Administration, or has signed a statement that he has had explained to him the right to file such claim; provided, that this section shall not preclude immediate transfer to a veterans' facility for necessary hospital care, nor preclude the discharge of any person who refuses to sign such claim or statement; and provided further, that refusal or failure to file a claim shall be without prejudice to any right the veteran may subsequently assert. Any person entitled to a prosthetic appliance (artificial limb) shall be entitled, in addition, to necessary fitting and training, including institutional training, in the use of such appliance, whether in a service or a Veterans Administration hospital, or by out-patient treatment, including such service under contract.

"Sec. 105—No person in the armed forces shall be required to sign a statement of any nature relating to the origin, incurrence, or aggravation of any disease or injury he may have, and any such statement against his own interest signed at any time, shall be null and void and of no force and effect."

The Alnav cancelled all directives in conflict with the foregoing.

# SAIPAN

4 Pages of Pictures on Our Conquest  
Of Japanese Stronghold in Marianas



Official U. S. Coast Guard Photograph

*ANTI-AIRCRAFT bursts splotch the evening sky over Saipan as U. S. Navy task force units covering landings on 14 June repulse Jap air attack.*



*BLASTS from the 14-inch guns of a U. S. battleship help clear the way for the landing of marines*

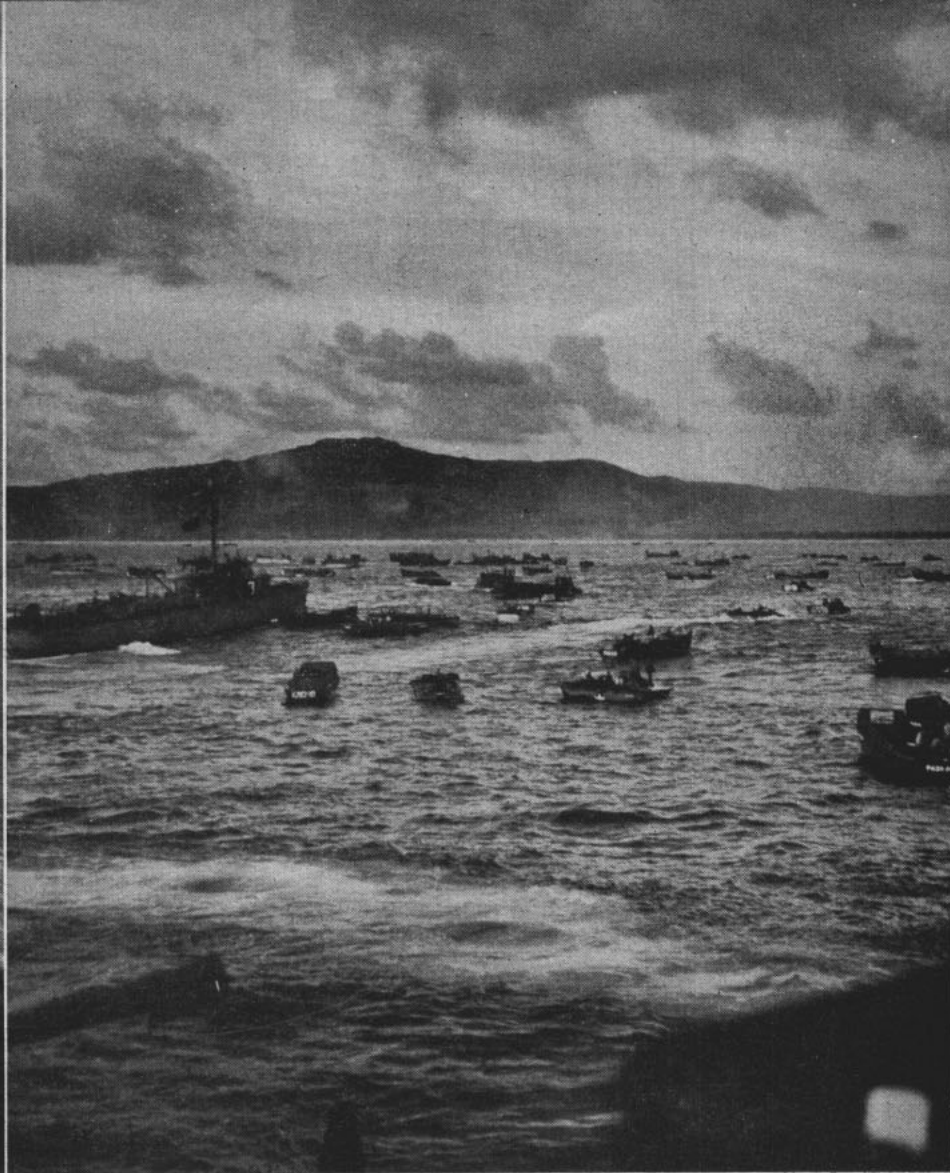
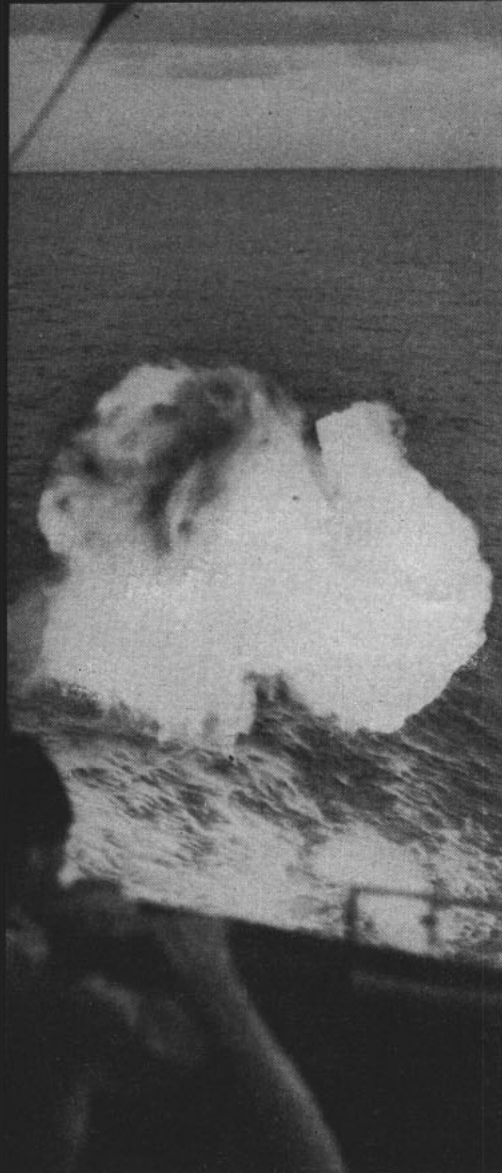


*BUCKET BRIGADE: Marines form a human conveyor belt to speed unloading of supplies.*



Official U. S. Marine Corps Photograph

*UNDER FIRE on the beach, invaders crawl toward their assigned positions just after landing.*



Official U. S. Navy Photograph  
*and Army troops on the largest island tackled by our Central Pacific forces up till then.*

Official U. S. Coast Guard Photograph  
*SEAGOING TAXIS are massed off-shore as the first waves churn toward the beach. Fires raised by intensive shelling and bombing can be seen on the island.*



Official U. S. Marine Corps Photograph  
*MISSION ACCOMPLISHED: Marine riflemen move in on building blasted by tank.*

Official U. S. Coast Guard Photograph  
*CHARAN-KANO A IN SMOKE: Some of bitterest fighting of the war won town in 24 hours.*



Official U. S. Marine Corps Photograph

**GRENADE BARRAGE:** Marine at left tosses "pineapple" toward nest of Japs on Saipan as another (center) gets ready to heave his.



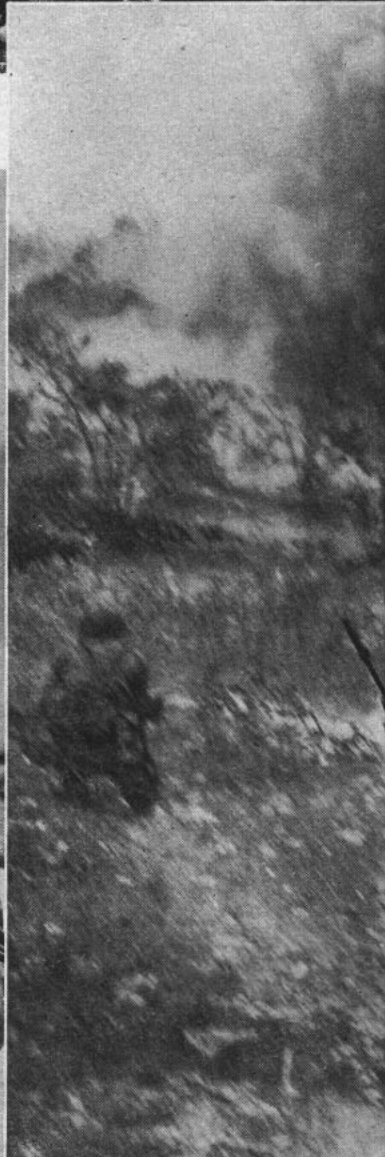
Official U. S. Navy Photograph

**CASUALTIES** are transferred from destroyer to this battleship.



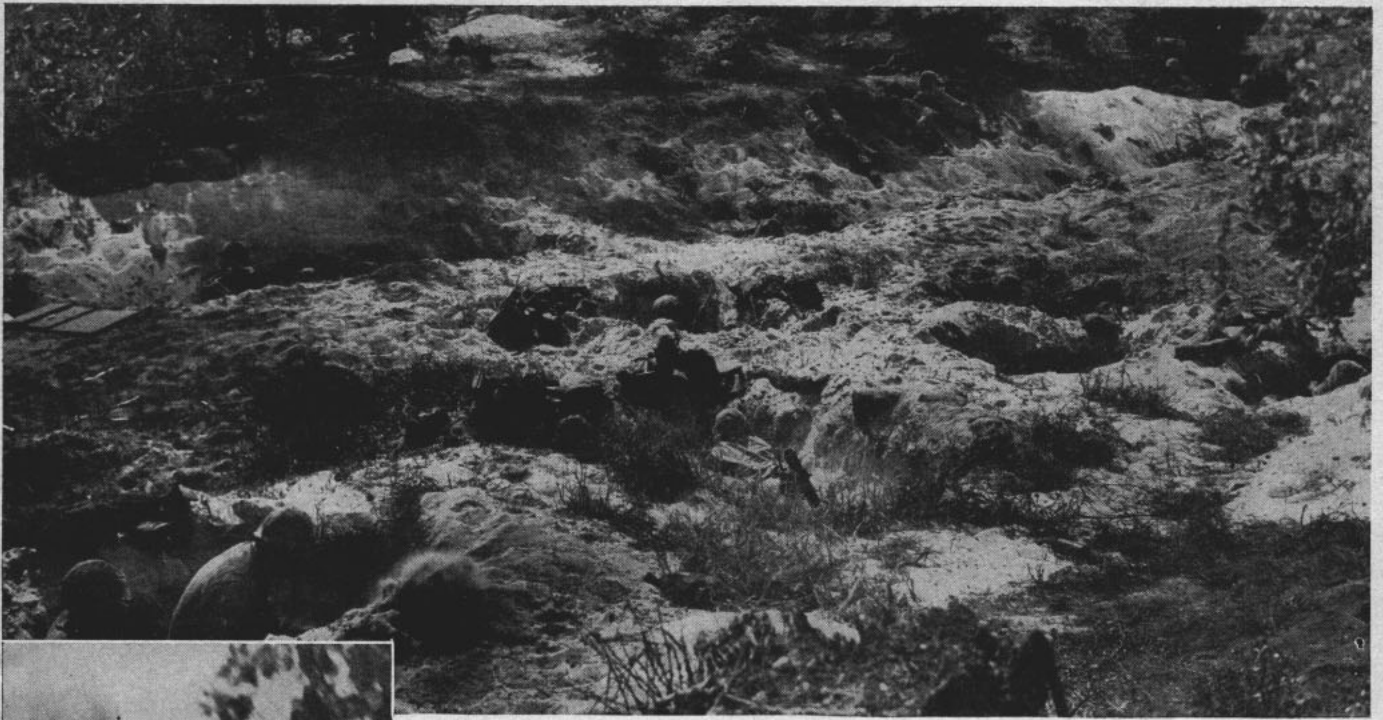
Official U. S. Coast Guard Photograph

**JAP BOY**, one of 23,000 civilians on Saipan, makes friends with marine.



**HIT** by shrapnel from an exploding Jap mortar.





Official U. S. Marine Corps Photograph  
**FOXHOLES** and Jap mortar craters afford protection for Marines within hand-grenade throwing range of enemy.



Official U. S. Coast Guard Photograph  
**TIME OUT FOR REPAIRS:** Resourceful Marines patch hole where a shell went through bottom of Alligator during landing.



Official U. S. Marine Corps Photograph  
**PRICE OF VICTORY:** Marines bid farewell to comrades who fell during initial assault on the strongly defended island.



Official U. S. Marine Corps Photograph  
**tar shell, an American fighter goes down.**



*On 2d Anniversary . . .*

## Waves Pass 70,000 Mark

### Women Reservists Are Relieving Male Personnel In an Increasing Variety of U. S. Shore Billets

There are 37,300 naval officers and men at sea or overseas today who were released from continental shore billets by members of the Women's Reserve. There are 30,000 others in the Fleet who would have gone from training camps to continental shore billets had there not been Waves to fill expanding complements at naval activities within the U. S.

These 67,300 officers and men are fighting today, perhaps off the beaches of Normandy or in Task Force 58, because women of the Navy have volunteered to carry on in their places ashore for the duration.

The Women's Reserve, as it observed its second anniversary on 30 July 1944, could thus look back upon a brief but glowing record of expansion and achievement: During its two years of existence its members have freed enough officers and men to man a fleet of 10 battleships, 10 aircraft carriers, 28 cruisers and 50 destroyers.

By latest count, the Women's Reserve now includes 72,350 members, of whom some 5,000 are awaiting call to active duty. It is headed for a total of nearly 100,000 by the end of 1944. So long as more women volunteer, the process of releasing more men for combat duty will continue.

In two years' time Waves have become an integral part of the Navy—not merely an adjunct. Some shore

establishments have found that women are better suited than men for certain kinds of work.

Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy, has stated that he would like to have Wave hospital corpsmen retained in the Navy after the war. So well have Waves acquitted themselves in BuShips that Rear Admiral Edward L. Cochrane, USN, chief of the bureau, stated not long ago that "it is no exaggeration to say that without their assistance, it would have been impossible for the Bureau to have carried on successfully the present \$26,000,000,000 naval shipbuilding program."

There is a Wave ensign in BuShips, a former yeoman, whose job is to get machinery from manufacturers to shipyards. She was one of hundreds in the U. S. who put in long hours of overtime months before D-day in Normandy. In a small way she felt she was a part of the invasion fleet and "any overtime was more than compensated for on reading of the wonderful job done by our boys on those craft."

Since its first anniversary a year ago (INFORMATION BULLETIN, Aug. 1943, p. 6), the Women's Reserve has added nearly 50,000 members and taken over more specialized jobs previously filled only by men.

With the passage last fall of legislation which removed previous restric-

Official U. S. Navy Photographs  
*ABOVE: Waves serve as instructors on firing range at Naval Air Gunnery School, Hollywood, Fla.*

tions on rank, the director of the Women's Reserve, Mildred H. McAfee, was elevated to the rank of captain. The assistant director, Tova P. Wiley, now holds the rank of commander, and there are several Wave officers with the rank of lieutenant commander. This legislation also made it possible for the Navy to promote Wave junior officers by the same Alnav system applied to men.

The policy of allowing enlisted Waves equal opportunities with men to strike for higher ratings has permitted several hundred to reach petty officer first class status, and at least four to make chief petty officers.

Waves are now considered directly eligible for 34 different ratings, and may be granted others if approved by BuPers. Some of the ratings newly earned by Waves are aviation machinist's mate (instrument mechanic), electrician's mate, radio technician, aviation radio technician, aviation ordnanceman, printer, ship's service man, specialist (gunnery), specialist (mail) and specialist (welfare).

Nearly 700 enlisted women have been sent through the Naval Reserve Midshipmen School (WR) and have been commissioned. This means that about one-tenth of all Wave officers now in service have come up from enlisted status.

The Women's Reserve training program has been changed from time to time to meet the Navy's needs. There now are 20 enlisted training units in operation, in addition to the large boot camp at the U. S. Naval Training School (WR), The Bronx, New York, where over 5,000 women are in training at one time and 1,680 are graduated every two weeks.

Advance training units range from yeoman, storekeeper and radio schools to such new fields as aviation free gunnery, celestial navigation, mail specialist, and sound motion picture technician. Some of these are regular schools with a steady flow of trainees; others train just a few as needed.

One brand new type of training is just starting at the Naval Training Center, Great Lakes. Enlisted women will be trained there as anti-aircraft gunnery instructors and then will be sent to naval operating bases and Armed Guard centers to teach enlisted men how to shoot enemy planes out of the sky.

More and more enlisted Waves are studying for their ratings on the job. Seamen make up 26.1% of all enlisted Waves now on duty; another 16.6% are seamen in training schools.

Besides the Northampton training center for Wave officers, there are 12 other officer training schools and two in-service training units. These cover such fields as Japanese language, radio and radar, air navigation, educational services, communications, supply and other fields.

Today there are more women officers in the Supply Corps than there were regular Navy Supply Corps officers before the war. And in the Communications Division of Naval Operations at Washington, D. C., women officers actually outnumber men, although the general ratio for the Navy Department is one Wave officer to every three men officers.

Waves are now performing nearly every conceivable type of duty at 500 naval shore establishments. Seamen Waves are holding down about 40 different types of billets. Some of these



*These Wave officers teach celestial navigation at NAS, Norfolk.*

are bookkeeper, typist, key punch operator, mechanical draftsman, statistical draftsman, cartographer, research assistant, receptionist, escort, teletype operator, switchboard operator, multi-lith operator, assistant printer, photo lithographer, photograph printer, assistant master-at-arms, laboratory technician, chauffeur, laundry worker, commercial artist, film projectionist.

Most rated Waves are either yeomen or storekeepers, although hospital corpsmen are a close third. Aviation ratings are fourth and specialists fifth. Women now hold 12 of the 16 specialist ratings.

About 9,000 enlisted women are in the Hospital Corps, many of them holding first class ratings. Many women officers also are in the Medical Department, most of them as specialists in medical fields. There are 34 women doctors and two dentists. Both officers and enlisted women are doing a great deal of work in occupational therapy and in physiotherapy.

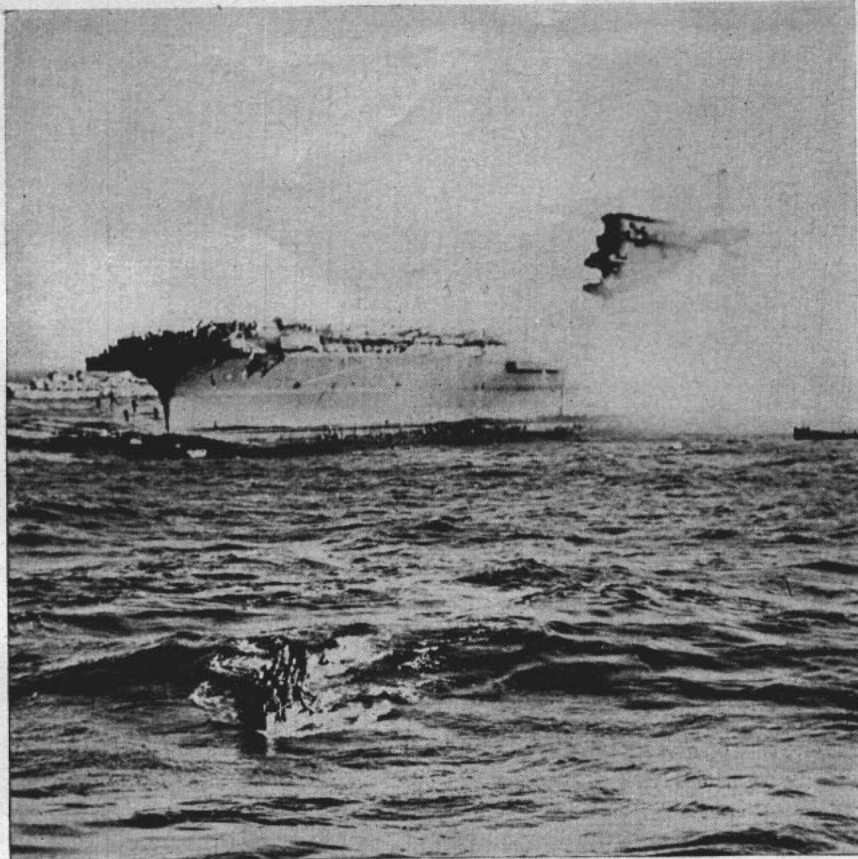
The Navy Postal Service is another sphere in which women have a large representation—more than 1,000 out of the 6,000 mail personnel in continental stations. This ratio will go higher when the training of men for specialist (M) stops in the near future and only Waves are trained for this rating.

All aviation cadets who have completed their training during the past year are likely to have worked with Waves serving as Link trainer instructors, "mech" plane captains of training ships, free gunnery instructors or control-tower operators.

So far the Women's Reserve has been limited to duty within the continental U. S., but a bill is now before Congress to grant the Navy permission to send its women overseas. Should the measure be approved, Waves will have a still wider field in which to justify Admiral King's tribute to the Women's Reserve—"an inspiration to all hands in the naval service."



*Wave PbMs assist dentist at NTC, Sampson, N. Y. Specialists (Y) direct traffic at NAS, Anacostia, D. C.*



*FIRST STEP in the casualty list—locate known survivors, sometimes widely scattered. Here men from a burning carrier are picked up by launches from escorting ships, as others slide down ropes into the water.*

ARNOLD PEABODY GUNNERS MATE FIRST CLASS USNR WAS KILLED IN ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT EXTENDS TO YOU ITS SINCEREST SYMPATHY IN YOUR GREAT LOSS. HIS REMAINS HAVE BEEN BURIED AT SEA. IF FURTHER DETAILS ARE RECEIVED YOU WILL BE INFORMED. TO PREVENT POSSIBLE AID TO OUR ENEMIES PLEASE DO NOT DIVULGE THE NAME OF HIS SHIP OR STATION

VICE ADMIRAL RANDALL JACOBS  
THE CHIEF OF NAVAL PERSONNEL

This is followed in a few days by a letter, such as the one which follows, bearing the personal signature of the Secretary of the Navy.

"My dear Mr. and Mrs. Peabody:  
"I desire to offer to you my personal condolence in the death of your son, James Arnold Peabody, United States Naval Reserve, which occurred on 22 July 1944, while in the performance of his duties.

"It is hoped that you may find comfort in the thought that he made the supreme sacrifice, upholding the highest traditions of the Navy, in the defense of his country.

Sincerely yours,  
James Forrestal  
Secretary of the Navy"

Then the grieving parents will undoubtedly hear from the commanding or senior surviving officer of the *Big City*, as soon as the exigencies of war permit. He will write somewhat as follows:

"It was my sad duty to notify the Navy Department regarding the death of your son James.

"Because of military restrictions I cannot give you all of the details of his death, but you may be assured your son gave his life in the tradition of the Navy—gloriously, fearlessly and proudly.

"As his commanding officer I want you to know that James was a shipmate of whom we were all proud and with whom we were honored to serve.

"The Navy and the nation can ill afford to lose the valuable services of such a person as your son."

Within a short time, too, the parents will undoubtedly receive a letter from the chaplain who presided over their son's burial. This will be a note of solace, giving in some detail the color,

## Behind the Casualty List . . .

### How the Navy Speeds the Sad News—Truthfully and Tactfully—from the Battlefronts to the Home Front

From the battlefronts of the world come messages of victory—but with them must come, also, crisp formalized reports of casualty:

*Name, rank or rate, number, status, and date.*

In these brief dispatches lie worlds of tragedy, despair and courage for those on the home front.

Behind them, also, is the unflinching bravery of men—bravery in the face of enemies they know must be defeated before they can end, once and for all, the necessity of casualty notification.

Every man who sails or flies realizes his may be the life sacrificed in gaining victory. He knows that at home someone will be waiting, with that fear which lurks deep in the eyes of every Navy wife, mother and child, and which leaps out when the telegraph boy rings the doorbell.

For every casualty which reddens a deck or landing beach, there is someone at home who must bear the sad news.

The task of telling this news truthfully, tactfully and promptly is the responsibility of BuPers.

Because most Navy action is in the Pacific, where big task forces day and night hunt down the Japs, that area

is used as the background for this story of casualty notification.

\* \* \*

In the phosphorescent blackness of the far Pacific, a destroyer probes the waters after a battle action.

An arm waves feebly. The destroyer's whaleboat edges across the swells and works up from leeward. Eager hands haul the exhausted man aboard.

In widening circles, firefly flashlights wink hopefully, prayerfully. Some sink from sight—

Soon Radio-Washington will pick up a message: the CO, *uss Big City*, is sending casualty reports.

In the Casualty Notification and Processing Section of the Dependents Benefits Division of BuPers, the security officer hands the dispatch to an analysis officer.

What is going to be told the parents of the brave officers and men who are dead, missing, and wounded?

Suppose Peabody, James Arnold, GM1c, a lithe, tow-haired farm boy from central Ohio, is reported as dead. An official telegram in somewhat the following form is dispatched by BuPers:

THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR SON JAMES

feeling and beauty of the ritual under which men of the Navy are sent to their resting places.

After a period the commanding or senior surviving officer's action report will reach the Navy Department. A letter from BuPers, based on this action report and giving as many details as possible without contravening security, will be sent to the parents, who are always anxious to have every detail surrounding the death of their son.

Concurrently with the dispatch of all these words of sympathy and comfort, the Navy proceeds to render all possible material assistance to the family.

The six months' death gratuity is payable. Since it is clear that Peabody met his death in line of duty and not as a result of his own misconduct, this gratuity, equal to six times the monthly base pay to which Peabody was entitled at the time of his death, will be paid as promptly as his beneficiaries return their application therefor and supply other necessary data.

Forms on which to claim the arrears of pay due Peabody at the time of his death are sent to his heirs by BuPers. Final settlement is made by the General Accounting Office.

Payments of Government or National Service Life Insurance, carried by more than 90% of naval personnel, are made by the Veterans Administration. The monthly instalment payments begin as soon as the certificate of death from the *Big City's* medical officer and a claim from the beneficiary are received and the case adjudicated by the Veterans Administration.

Pension rights, and other benefits dependent on death, are explained in letters and in a pamphlet, prepared and sent to next of kin by BuPers, entitled Benefit Guide for Officers and Enlisted Personnel.

Patrick Albany, a red-haired, blue-eyed, 22-year-old watertender third class from Pittsburgh, is reported as "missing in action" aboard the *Big City*.

A telegram from the Chief of Naval Personnel goes to Albany's wife in somewhat the following form:

THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR HUSBAND PATRICK ALBANY WATERTENDER THIRD CLASS USN IS MISSING FOLLOWING ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT APPRECIATES YOUR GREAT ANXIETY BUT DETAILS NOT NOW AVAILABLE AND DELAY IN RECEIPT THEREOF MUST NECESSARILY BE EXPECTED.

This also contains the caution against revealing the name of the ship.

The telegram is followed promptly by a letter by which the Bureau con-

*In most instances, fictitious names of "casualties" are used in this story to typify casualty notification. However, due to the size of the naval service, there may be instances of coincidental resemblance.*

firms the report that Albany is missing in action and assures the next of kin that when additional information becomes available it will be sent.

Also enclosed is a booklet, Information Concerning Naval Personnel Reported Missing. It explains the meaning of the term "missing" and outlines the procedure for continuing pay and allowances and for the payment of allotments therefrom during the period of the "missing" status.

The commanding officer, the chaplain, and the Chief of Naval Personnel send letters, the latter based on the action report, to Mrs. Albany.

The status of "missing" is the most difficult for next of kin to understand correctly.

A telegram reporting that someone is "missing in action" means that he cannot be accounted for after combat. If he is reported "missing," with no reference to action, it means he cannot be accounted for after some other activity in which he has participated. In either case, the telegram means that as yet no information is available to indicate what has happened to him. So far as is known he has not been found. There is no evidence he has survived or that he has been taken prisoner. Nor is there proof that he is dead.

It often is extremely difficult to determine what has happened to "missing" naval personnel. In some cases, unfortunately, complete details may never be known. In this respect the Navy's problem is often more difficult than that facing the Army, because the oceans swallow up so rapidly all evidence of engagements fought upon them.

In the absence of a report of survivorship or of prisoner of war status, or of the receipt of evidence of death, Albany will be carried as "missing in action" for at least 12 months. At the end of that period the Secretary of the Navy, following an exhaustive review of all circumstances surrounding the "missing" status, will continue such status or will make a finding of presumptive death.

The "missing" status will be continued in those cases where there still is some doubt whether the "missing" persons are dead or alive or are prisoners of war. Pay and allowances continue throughout the "missing" status, and allotments continue to be paid therefrom.

A finding of death is made when the evidence indicates beyond doubt that the presumption of continuance of life has been overcome. If such a finding is made, the date of the presumptive death is the day following the expiration of the 12 months' absence. Such a finding is merely to the effect that as of the date thereof the officer or man is, for the purpose of naval administration, no longer alive. It does not mean that death actually occurred on that date. If a finding of death is



Official U. S. Navy Photographs

**PERSONAL LETTERS** go out to next of kin from commanding or senior surviving officer. Above: Lt. E. C. Leber, USNR, writes families of the 29 casualties when his PC 558 was torpedoed in Mediterranean.

made, pay accounts are closed as of the presumed date of death, and the various benefits, such as the six months' death gratuity, become payable.

Going through the records one is surprised to note the "missing" officers and men who have eventually been located and brought back to safety. From the hundreds of tiny islands in the Pacific where natives often rescue and assist them to their bases, from the frozen wastes of Greenland and the Aleutians where our ships carry on a tireless search, these "missing" persons have returned under miraculous circumstances, sometimes long after reasonable hope is gone.

Nothing gives a greater thrill than sending a dispatch that a person previously reported as "missing" is known to be a survivor.

While the *Big City* was sending several thousand Japs to their dragon-infested heaven, Ensign Hilary Estabrook Barnville, D-V(S), USNR, anti-aircraft gunnery officer from Bato Rouge, Louisiana, was wounded in the right thigh by shrapnel. He continued at his station until the order to abandon ship came. Then he shepherded his gun crews over the side before being helped over himself. The first report to the Navy Department may only list him as "wounded in action." Personnel are reported as "wounded in action" only when hospitalization is required.

To the ensign's sister a telegram somewhat as follows will be sent by the Chief of Naval Personnel:

THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR BROTHER ENSIGN HILARY ESTABROOK BARNVILLE USNR HAS BEEN WOUNDED IN ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT APPRECIATES YOUR GREAT ANXIETY BUT EXTENT OF WOUNDS NOT NOW AVAILABLE AND DELAY IN RECEIPT THEREOF MUST NECESSARILY BE EXPECTED BUT WILL BE FURNISHED YOU PROMPTLY IF RECEIVED.

This dispatch also urges keeping secure the name of the ship.

If further details concerning Ensign Barnville's wounds are received in BuPers, an amplifying letter is sent to his sister, giving the details and, if possible, telling her how she may address mail to her brother.

If you are nicked by a piece of enemy steel or are even injured aboard ship, write to your family as soon as possible. All the words at the command of the Navy cannot take the place of a brief note from you.

Seven months after the *Big City* went down, a letter such as this may be sent from BuPers:



Official U. S. Navy Photograph

**BUSY BUPERS PHONES** are these in Casualty Section, which answers inquiries of anxious relatives. Wave in foreground notes information sought by caller as others answer questions, look up information in files.

"Mr. Frank Quigley  
"R.F.D. No. 1  
"Mohican, Kansas

"Dear Mr. Quigley:

"On 1 December 1943 you were informed that you son Roland Quigley, Chief Electrician's Mate, United States Navy, had been reported as missing in action and you were assured that any additional information which became available would be given to you. The Navy Department has now learned that mail with your son's name on it has been mailed from Japanese territory.

"While your son has not been officially reported by the Japanese government as a prisoner of war, the mailing of this correspondence is regarded by the Navy Department as acceptable evidence that he is in fact a prisoner of war.

"From information received by the Navy Department it is believed that your son is being held in Malaya Prisoner of War Camp, Japanese territory.

"The Prisoner of War Information Bureau, Office of the Provost Marshal General, War Department, Washington 25, D. C., has jurisdiction over all matters pertaining to prisoners of war, and will write to you and explain the proper way in which mail may be sent to your son.

"The Navy Department joins you in the hope that your son will return safely to you and his home.

"By direction of the Chief of Naval Personnel.

Sincerely yours."

Quigley's story slowly develops as additional scraps of information trickle back to the Allies—to ONI, to Red Cross centers, to the International Red Cross Office at Geneva, to

military short-wave monitors on both coasts, to patient guardians of the air waves who pick up broadcasts from Japanese camps, and to the parents who receive heavily censored post-cards.

Usually, however, first information about our men interned by the enemy comes in the form of cables from the International Red Cross at Geneva. These cables, based on advices from the enemy, are sent to the Prisoner of War Information Bureau in Washington. Patient checking of the lists frequently reveals a Navy person. A telegram is immediately sent by BuPers to the next of kin.

It is because of such cases as Quigley's that the Navy is reluctant to make a finding of presumptive death unless, after 12 months, the facts are almost incontrovertible. Under the law, findings of presumptive death cannot be made in regard to personnel "missing" for less than 12 months.

When a ship such as the *Big City* goes down in the vicinity of South Pacific islands, it is not uncommon to have men swim ashore, hide out from the Japs for weeks and eventually make their way back to safety. In that case, the following wire immediately is dispatched to the next of kin:

THE NAVY DEPARTMENT IS GLAD TO INFORM YOU THAT YOUR SON VERNON LANGLEY COXSWAIN USN PREVIOUSLY REPORTED MISSING FOLLOWING ACTION IN THE PERFORMANCE OF HIS DUTY IS NOW REPORTED TO BE A SURVIVOR. HE WILL DOUBTLESSLY COMMUNICATE DIRECTLY WITH YOU AT AN EARLY DATE INFORMING YOU AS TO HIS WELFARE AND WHEREABOUTS. THE ANXIETY

CAUSED YOU BY THE PREVIOUS MESSAGE IS DEEPLY REGRETTED.

VICE ADMIRAL RANDALL JACOBS  
THE CHIEF OF NAVAL PERSONNEL.

No problems in notification of next of kin are more difficult than those surrounding the Armed Guard crews on our merchant ships. These officers and men are in reality on detached duty on merchant ships the world over.

There was the case of the ss *James W. Denver*, for instance, whose crew turned up at five different locations thousands of miles apart, and over intervals ranging from a couple of weeks to about two months.

In another sinking—that of the ss *Henry Knox*—survivors were picked up by natives and taken to the Maldiv Islands in the Arabian Sea. Eventually they reached mainland.

Because of the worldwide traffic of our merchant ships, these examples illustrate the difficulty of ascertaining the status of "missing" Armed Guard personnel.

Notifying the next of kin of naval casualties is grim business. Everyone connected with the work realizes that one error in notification could result in untold unhappiness. From the moment the dispatch arrives announcing the casualty to the Navy Department until the last possible step has been taken to assuage the grief of loved ones left behind, BuPers works with utmost diligence and consideration.

The Navy endeavors, when practicable, to notify the next of kin of casualties before public announcement of a ship loss is made. On occasion, although rarely, announcement of the loss has been made before the casualties have been known, when the release did not compromise security.

During July 1943, for example, this procedure was followed in announcing the loss of the USS *Helena*, the USS *Strong*, and the USS *Gwin*, and, more recently, the USS *Liscome Bay*.

When this does happen, the Casualty Section is deluged by calls, telegrams and letters from the next of kin of officers and men aboard.

And even though the news story or radio report clearly states that the next of kin have been notified—as is the case 98 times out of 100—the gnawing anxiety of the folks at home will drive them to 'phone, wire or write about their individual Navy officer and enlisted man.

No information about a casualty or about a man whose safety is even questioned is given over the telephone until his status has been carefully checked. In any event, it is standard practice for everyone in the Casualty Section to make the most complete check in every case where next of kin is to be informed of a casualty.

## How to Report a Casualty

Commanding officers must report casualties specifically under one of the following heads:

- (a) *Dead* (giving cause)
- (b) *Killed in action*
- (c) *Killed* (not as a result of enemy action)
- (d) *Wounded in action* (to such a degree, that is, as to require hospitalization)
- (e) *Injured* (to such a degree as to require hospitalization, but not as a result of enemy action)
- (f) *Missing in action*
- (g) *Missing* (not as a result of enemy action)

Such phrases as "lost," "perished" or "missing and presumed dead" should *never* be used.

The first step in notification on a new casualty is to make positive the identification of a man named in the dispatch from the commanding officer.

When casualties occur outside the United States, the commanding officer notifies the Secretary of the Navy, who empowers BuPers to inform the next of kin.

When the casualty takes place within the continental limits of the United States, the commanding officer notifies the next of kin directly, at the same time sending word to the Navy Department of the casualty.

With the scores of possibilities of error resulting from similarity of names, garbles in transmission, mea-

ger identification and inevitable human mistakes, it would be foolhardy to make notification without a complete check.

Not only is the man's or officer's jacket studied to see that his page nine or orders show him attached to the ship which has been hit, but also his Family Allowance jacket, muster roll, beneficiary slip, and any other possible source of information, are checked before the unit releases word.

Casualty messages are sent to the next of kin by telegraph. The messages originating in Washington are never delivered between 2200 and 0700. They are delivered by messenger except in the most unusual cases, such as having the addressees reside many miles from the nearest telegraph office. Even then a special courier is generally hired to carry the message directly to the home. Whenever possible, the telegram is given to the "man of the family."

Receipt of word of casualties in BuPers sets in motion the complex process of notifying not only the next of kin but also all naval and other activities which would bring aid to the beneficiaries (see box below).

For all this grimness, the task of notifying the next of kin has its compensations in the genuine gratitude and stouthearted bravery evidenced by those who receive the messages.

The correspondence reaching the Navy Department from the next of kin who have been informed of a casualty is a tribute to the fundamental

## Activities Notified In Event of a Casualty

Following are some of the activities which must be notified by the Casualty Notification and Processing Section on most cases the Section handles:

1. BuS&A, Field Branch, to cancel or change allotments, to settle pay accounts, to pay six months death gratuity, to cancel fidelity bonds in the case of bonded officers and to terminate family allowance payments.
2. Veterans Administration, for insurance and pensions.
3. General Accounting Office, for final settlement of all accounts.
4. Bureau of Medicine and Surgery, to complete health records, to prepare death certificates, to record the place of burial and be prepared to make arrangements for transfers of bodies after the war of those who die outside the continental United States.
5. Public Relations, so that the home-town papers, etc., can be notified.
6. Navy Relief, so that it can extend its benefits.
7. Fleet Post Office Directory, so

that it can arrange for returning mail.

8. Various BuPers activities, such as Files, Officer Distribution Division, Fitness Reports, Reviews, Officer Performance, Service Records, Appointments and Promotions, Status Changes and Detail Section.

9. Medals and Awards.

10. Navy Register.


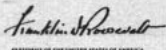
11. The Prisoner of War Office of the Navy, and the War Department Prisoner of War Information Bureau.

12. The Commandant of the Naval District in which next of kin reside, so that a Chaplain may call, if practicable. It has been the practice on casualties occurring in the Washington, D. C. area to have the Chaplain visit the next of kin but under new arrangements this practice has been enlarged to encompass all United States areas where possible.

13. American Red Cross.

14. Special notification is made in some instances to one or more of the following: Merchant Marine Reserve, the Naval Mutual Aid Association, Navy Athletic Association and the United States Naval Academy.



  
 IN GRATEFUL MEMORY OF  
**John Paul Smith**  
 WHO DIED IN THE SERVICE OF HIS COUNTRY AT  
 Pearl Harbor, U.S., attached U.S.S. Arizona, 7 December 1941  
 HE STANDS IN THE UNBROKEN LINE OF PATRIOTS WHO HAVE DARED TO DIE  
 THAT FREEDOM MIGHT LIVE, AND GROW AND INCREASE ITS BLESSINGS  
 FREEDOM LIVES AND THROUGH IT, HE LIVES—  
 IN A WAY THAT HUMBLER THE UNDERTAKINGS OF MOST MEN  
  
FRANKLIN D. ROOSEVELT  
PRESIDENT OF THE UNITED STATES OF AMERICA



Official U. S. Navy Photographs

*Asbore, on a South Pacific island (left), or afloat, on a U. S. carrier (right), men who died in the service of their country receive final honors. In center is Presidential Accolade sent to family.*

greatness of American people in time of war.

The vast majority of those writing to the department show a courage, a resolve, and a dignity which never could be exhibited except by those who love freedom and their country.

For instance:

"Dear Mr. Secretary:

"Mrs. — and I deeply appreciate your letter of sympathy. We apologize for not having acknowledged it long before this, but it has not been until recently that we have felt we were able to do so.

"There are times when it is almost impossible to accept the truth, and this is one of them. Evidently it was not for us to be one of the fortunate parents to welcome our son home after the war is over.

"Since the birth of this nation, no generation has escaped a war, and this one was not to be the first exception. It seems a shame that nations can't live together in peace and contentment. The cream of the country must suffer for the wrongs of others. It was ever thus and probably will never be otherwise.

"The Navy Department was most kind to us during our days of anxiety and its kindness is most appreciated. Sincerely yours."

Another:

"Dear Mr. Secretary:

"Mrs. — and I wish you to know that we are deeply touched by your letter of sympathy to us on the loss of our son who died in a training crash in this country. We wish also to tell you about the fine courtesies and sensibilities of your officers and men concerned, in all official matters, from the time of the death through the burial at Arlington and later ceremonies. Official form and individual

discrimination were perfectly blended.

"In particular we wish to report the fine courtesy of the commanding and other senior officers of our son's squadron. In going far and above the call of formal duties, these officers did much to ease the shock to us. Neither of us could have supposed this to be possible had not your officers done it.

"As a result we both have a new feeling about the Navy—a feeling that it belongs to us personally and that it regards itself as part of the nation rather than as a profession only. Staffing with such men is the best security for a nation of free men; for, in such a nation, continuing concert in action can be nourished only

by kinship of spirit made manifest through kinship of sympathy.

Yours sincerely."

One more:

"My dear Mr. Secretary:

"I should like to thank you for your letter of the tenth, extending your sympathy for the loss of my husband in the explosion of his ship.

"It has been a privilege for the last three years to have known of the fineness of the Navy through my husband. Since his death, I have been deeply grateful for the unusual thoughtfulness and consideration shown by every officer and seaman connected with the loss of his ship.

"It must be particularly gratifying that the efficiency of the Coast Guard and hospitals are responsible for the saving of such a large number and for their remarkable recovery from both injury and shock.

"There must be further satisfaction in learning that after the explosion without chiefs or officers, the men conducted themselves in a way, I am told, that was inspiring and truly a credit to their naval training.

"May I, again, express my appreciation for your letter.

Sincerely yours."

This unselfish exhibition of character is a driving force in keeping the Bureau ever aware of the consideration which next of kin should receive in every case.

Often photographs appear of American prisoners in enemy camps. These always lead to mountains of inquiries from relatives of missing men, who are certain that the men in the photograph are their missing ones. This leads to long, diligent investigation and correspondence to verify the pos-

### Breaking the News . . .

You may have anyone you wish inform your family in the event you become a casualty. Many indicate they would like a close friend or relative or the pastor to break the news, should it ever become necessary.

The Navy will respect your wishes scrupulously. It will notify whom you select; otherwise, the next of kin.

You may designate persons outside your immediate family whom you'd like to have informed in case anything happens. This will also be done.

Some persons have said they want word withheld until a certain date—perhaps until a baby can be born. This has occurred in several instances and the man's wishes have been carefully fulfilled.

If for any reason you wish to change or add to your list of those you'd like notified—or if there is a change of address—be prompt about notifying the Bureau. It's for your sake—and theirs.



sibility or to disprove it eventually.

There are also the countless letters from persons who have not heard from their servicemen in some time. The dominating fear, of course, is that the man is a casualty, and it takes no small amount of reassurance that he is safe and well and that he may send and receive mail via the Fleet Post Office.

The men themselves could spare their next of kin much anxiety and the Navy a great deal of work by sending an occasional note home.

This is particularly true in view of the immense amount of scuttlebutt—some of it Axis propaganda—that ships have been lost when actually they have not even been hit.

The many "service" agencies, such as the Red Cross, the veterans' organizations and the Veterans Administration, carry on voluminous correspondence with BuPers and there are also many reports from the Fleet upon which BuPers bases much of its correspondence to the next of kin. These include supplementary reports of death, giving fuller details of a casualty, and letters of condolence.

These latter must be cleared by BuPers, because often the casualty is being carried in a missing status, as required by law, whereas the commanding officer might refer to him as "lost," implying prematurely that he is dead.

Personal effects of naval casualties are routed to Naval Supply Depots at Scotia, New York, or Clearfield, Utah, and are released to the next of kin from there at the direction of BuPers.

In certain cases where there may be trinkets or valuables of a highly sentimental or economic significance, these effects are forwarded directly to BuPers for appropriate handling.

Often clothing and other effects in excess of allowances are shipped by the men to the folks at home without an explanation. This causes untold anxiety until the man has written or BuPers has been able to determine that he is alive and well.

Typical of the daily correspondence which the Bureau receives are the following letters (all names changed):

"Navy Department  
"Kind Sirs:

"Could there be any information of Oliver G. Silver? My mother can hardly stand just waiting and waiting, and not knowing anything. Once I saw in the paper where an H. D. Collier oil tanker was torpedoed in the Arabian Sea. Was Oliver G. Silver on that ship? And if so did an explosion follow? Could you please give us any information or do you think there could be any chance of his being a prisoner of the Japs? Please give us what information can be let out to us, as we are very anxious to know about my brother.

Sincerely yours."

## Some DOs and DON'Ts in Reporting Casualties

Casualty Notification and Processing personnel know that commanding or senior surviving officers have more to do than to sit down and write out long dispatches about who was "missing" and who "saved". They are more concerned by far with rescuing the "missing" and with getting survivors to a place where they can be fed and clothed.

But every man who has gone to sea realizes what it means to the next of kin to receive some word of certainty—no matter how sorrowful—about their men.

Here are some DOs and DON'Ts for senior surviving officers and for the men themselves to help get word quickly and correctly to the wondering ones at home:

Provide all details possible as to full name, serial or service number, rank or rating, and branch of service. These greatly help identification in a Navy of some 3,000,000 with more than 21,000 Smiths and 15,000 Joneses. Too often, only the barest details are available, and these may be garbled in transmission.

Use the correct description of the casualty status. Do not say a man is "lost, presumed dead" when you mean he is "missing." Public Law 490 as amended clearly defines the "missing" status, and the Bureau must be guided by the law. It is perfectly proper and desirable to make a further report, changing a man's status from "missing" to "dead," when all evidence points to that conclusion after exhaustive search. The Judge Advocate General usually concurs in the commanding officer's belief.

Send letters of condolence which conform to the facts already sent to the Bureau. Condolence letters from senior surviving officers are considered one of the finest sources of comfort to the bereaved. Almost universally these letters are warm tributes to the memory of the man who has made the sacrifice. But when the senior surviving officer has notified the Secretary of the Navy that he considers a man as "missing" and then inadvertently writes in a letter to the next of kin his regret at the "loss" of the man, he starts a bar-

rage of correspondence and doubt on the part of the family which sometimes takes months to quiet.

Copies of condolence letters, together with the originals, are to be directed via BuPers. This often prevents such errors. And these letters are often the first notice of casualty the Bureau has had, because of strained communications in wartime.

Chaplain's letters are also a source of deep gratification to the next of kin. The solace which such letters bring is almost beyond measure.

When a chaplain holds a memorial service and writes a description of it in the letter, he ought to be careful not to imply that the man is dead, when he is actually being carried in the "missing" status. When such a letter does reach the Bureau for forwarding, a covering letter explaining the situation must be written. A striking example of what can happen if a casualty status change is not reported is the receipt of photographs of markers of graves of men who have been listed as "missing."

The commanding officer is urged to caution the crew to use the utmost care in filling out their beneficiary slips and other papers indicating next of kin and heirs.

He is also requested to forward personal effects of dead or missing personnel to the Naval Supply Depot at Scotia, N. Y., or Clearfield, Utah, and to send records, properly closed out, to the Bureau.

When death occurs outside the continental limits of the United States, burial is to be made at the place of death—either at sea or in Allied territory.

Best guides for proper notification to the Navy are Article 908 of Navy Regulations and Article D-9601 of the BuPers Manual, as well as supplementary Alnavs (see references listed at the end of this article).

Above all, it is well to remember that almost as tragic as notification of a real casualty is notification to the wrong next of kin resulting from some omission or error in advice to the Navy Department.

\* \* \*

Another:

"Dear Sir:

"Received my check for the six month death gratuity in the case of my son Howard V. Torkel F2c USN and thank you very much. My son gave his life. Will he receive a medal? It is important that I keep all records of each one as I have three other sons in the Navy. Thanking you again for all your help, I always remain,

A Navy Mother."

Over the signature of the President, an accolade is issued to commemorate the sacrifice of all who have died in service. These are beautiful documents in scroll and Old English type

expressing appreciation in behalf of the nation. They are sent in sturdy cardboard tubes to next of kin as permanent mementos honoring the valor of our dead.

These accolades bring forth many letters of pleased and sincere thanks.

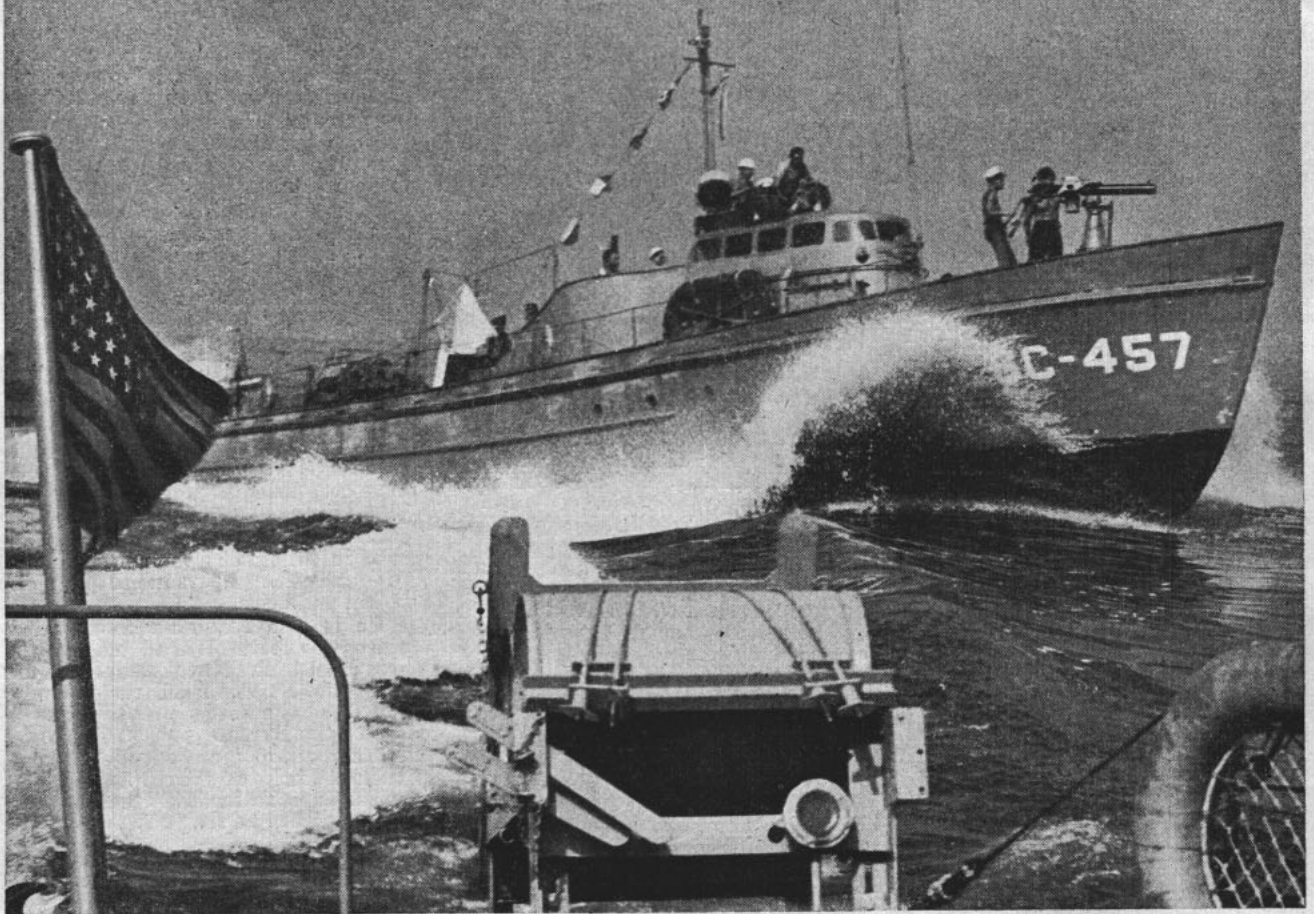
One of these letters reads:

"Gentlemen:

"This is to acknowledge receipt of the Memorial Accolade for my son Vernon Leonard George, who gave his life at Pearl Harbor. I am sincerely grateful for this tribute to his memory from our President and in behalf of my son I forward my sincere thanks."

(Continued on Page 62)

# 1790...1944



*SUB BUSTERS: These 83-foot Coast Guard cutters helped chase U-boats from U. S. east coast. During the invasion of Normandy such "match boxes" saved more than 800 Allied soldiers and sailors from drowning.*



*SMOKE SCREEN is laid down by a Coast Guard-manned LST during a landing in the Southwest Pacific, where—as in other theaters of war—CG invasion craft operate side-by-side with Navy vessels.*

Official U. S. Coast Guard Photographs

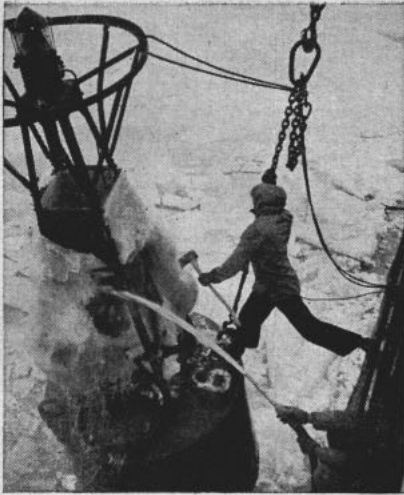
THE U. S. COAST GUARD, established by Congress on 4 Aug. 1790 as the Revenue Cutter Service, observes its 154th anniversary this month with more than 169,000 officers and enlisted personnel serving on all major war fronts.

In time of peace the Coast Guard, operating under the Treasury Department, is mainly concerned with protecting life and property and enforcing Federal laws at sea. During war or national emergency it becomes part of the Navy, as it did 1 Nov. 1941.

Coast Guardsmen were at Tulagi and Guadalcanal. They manned landing barges at Tarawa and Makin, helped storm beaches in the Marshalls and New Guinea. They operated assault transports and landing craft at Saipan and were very much a part of European operations from North Africa to Normandy.

It's no wonder, then, that Coast Guardsmen would:

*... like to find the guy that  
named the Coast Guard,  
And find out just what coast he  
had in mind . . .*



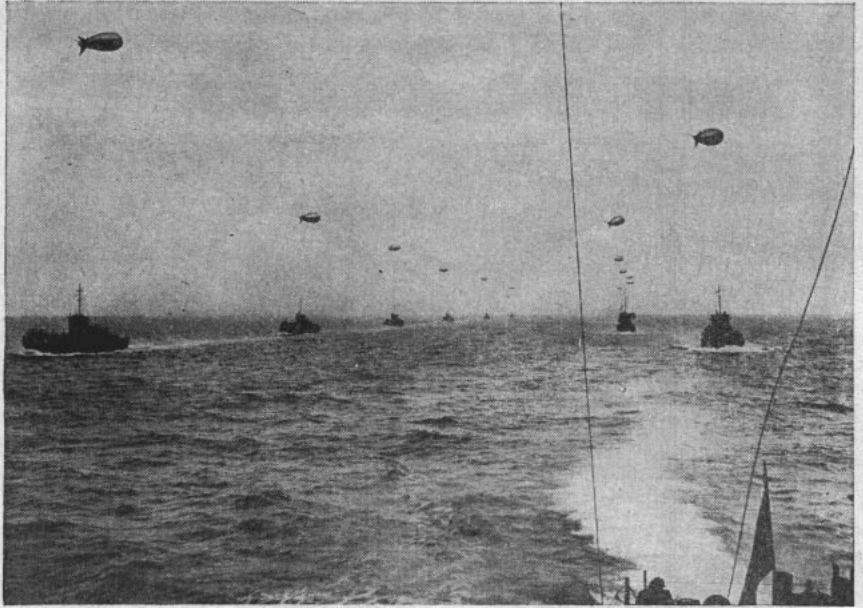
*ICE is removed from navigation buoy by Coast Guardsmen using axe and stream of water.*



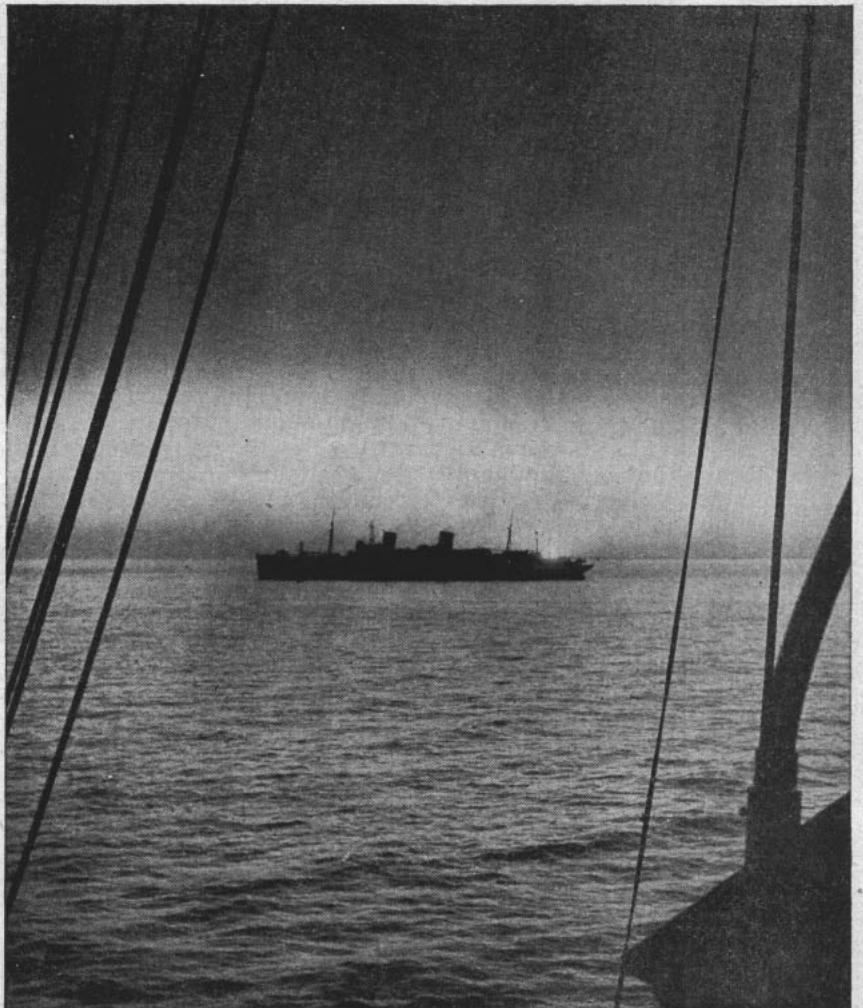
*U-BOAT, riddled by gunfire, is about to sink after encountering Coast Guard cutter "Spencer."*



*GEYSERS are raised by bombs dropping close to Coast Guard ship as gunners fight off Jap planes.*

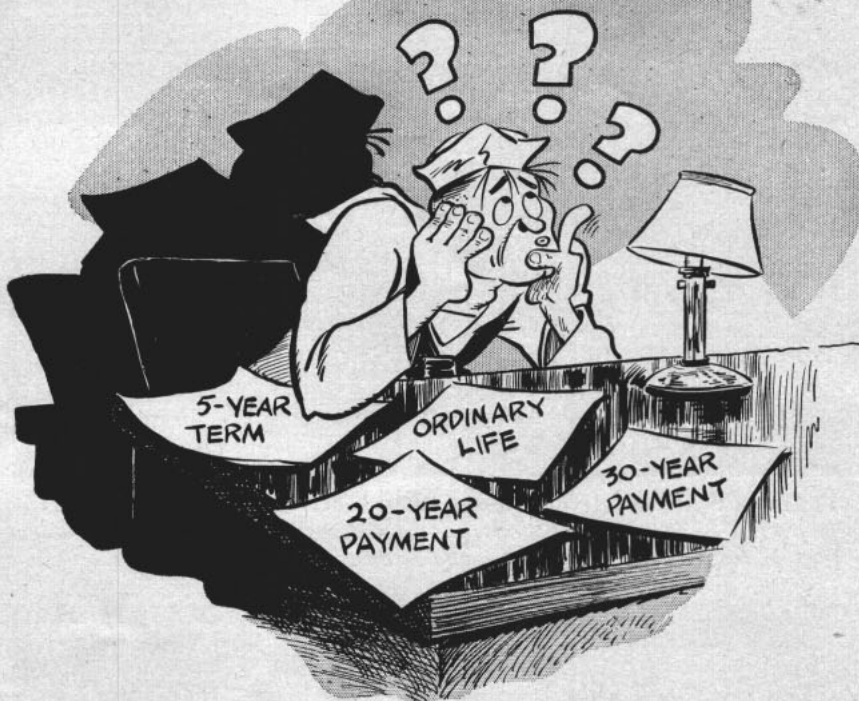


*D-DAY OFF NORMANDY found these Coast Guard-manned LCI(L)s, protected by barrage balloons, moving across the English Channel as part of huge Allied armada for the assault on the French coast.*



*Official U. S. Coast Guard Photographs*  
*USS WAKEFIELD, formerly the liner "Manhattan," is back in the fight as a Coast Guard transport after being damaged early in the war. This recent photograph shows her silhouetted against the setting sun.*

# TO CONVERT... OR NOT TO CONVERT?



IT had been obvious even before he spoke that the seaman in the insurance office was really stumped.

"Sir," he began, when his turn came to take a seat at the insurance officer's desk, "I would like to know whether or not to convert my National Service Life Insurance."

His question—to convert or not to convert?—is one that's being asked hundreds of times a day by naval personnel on duty around the world. And it's one to which no quick answer, covering all cases, can be given. A general discussion of the advantages and disadvantages of conversion may, however, help you to reach the best decision in your own case.

To refresh your memory, it might be worthwhile to remind you of the basic facts of National Service Life Insurance before pointing out the pros and cons of conversion.

- National Service Life Insurance is originally issued to you on a five year basis (Five-Year Level Premium Term), and will expire five years from the effective date of your policy under the present law.

- After being in force at least one year, your term policy may be changed (converted) to a permanent plan of insurance, namely: Ordinary Life, 20-Year Payment Life or 30-Year Payment Life.

- A maximum of \$10,000, or any portion in multiples of \$500 (minimum \$1,000), may be converted. Any part you do not convert may be continued on the term basis or discontinued.

You may be anxious to convert now, in order to gain the advantage of a permanent insurance policy while still at a young age. In normal times with normal mortality experience, such practice is generally believed wise because it makes possible lifetime protection with fixed premium, at low cost. In addition, it provides a secure and systematic savings program through cash and loan values plus paid-up insurance and extended-term insurance provisions.

Unless you're fairly familiar with the technicalities of insurance, the previously mentioned terms probably need further explanation and clarification.

**Cash value** means that, at any time after one year, you can turn in your policy for cash, whereas the holders of term policies will have had insurance protection only. All permanent forms of National Service Life Insurance have a cash value at the end of the first policy year, which is available for an emergency; but, once surrendered, the insurance cannot be reinstated.

**Loan value** means that you can borrow up to 94% on your cash value, at an interest rate of 5% annually. This loan remains a lien against the policy and can be repaid at any time in full or in amounts of \$5 or any multiple thereof. It should be repaid as soon as possible, to avoid interest charges.

**Paid-up insurance** works this way: Mike Garrity, Y1c, after leaving the Navy, converts his term insurance to a \$10,000 Ordinary Life

policy, at age 25. Five years later, Mike has a cash value of \$457.60. His paid-up insurance value at the end of five years, according to insurance tables, would amount to \$1,186.60. That is, instead of cashing in his converted policy, Garrity drops his Ordinary Life policy and applies for a paid-up insurance policy for \$1,186.60 and thus has insurance for life for this amount, with no additional premiums or payments of any kind.

**Extended-Term Insurance** provides that your policy will be extended *automatically* as term insurance any time after the first year (on any policy except the Five-Year Level Premium plan) if you should, for any reasons, not be able to pay the premiums when due. For example, Mike Garrity, after having his Ordinary Life policy in force for five years, is forced by financial hardships to stop payment of premiums. Mike would be able to cease payments and still have \$10,000 insurance protection for nearly six more years. Of course, he can reinstate his Ordinary Life policy at any time by payment of back premiums, plus interest, and submitting proof of health satisfactory to the Veterans Administration.

## How to do it

Your insurance may be converted at any time when it is in force, after you have had it for one year and before the end of the five-year period (without taking a medical examination), into one of three types of insurance plans:

**Ordinary Life** is the lowest-costing form of permanent insurance—but you must always pay the premiums as long as you live.

**20-Year Payment** has the highest premium rate of the three plans, but is all paid up in 20 years, and the insurance continues in force for the remainder of your life for the face amount of the policy.

**30-Year Payment** is the same as the 20-Year Payment plan, except that you pay for 10 years longer, and at the end of that time the policy is all paid up. Like the 20-Year Payment plan, this insurance continues in force for the remainder of your life for the face amount of the policy.

All you need do is complete Veterans Administration Insurance Form 358, in duplicate—the original being sent to Veterans Administration, the copy being retained by you.

If available, your certificate of National Service Life Insurance also should be forwarded to the Veterans Administration in order that it may be properly endorsed.

Unless you pay your premiums directly (which is not recommended while you are in the service) you

should not send these forms to the Veterans Administration until the officer carrying your pay accounts has (a) registered a new allotment for the increased premiums and (b) stopped your previous allotment.

### You have a choice

If you should choose to convert, you must also decide whether you wish your new insurance to be effective as of the present date, or to have it dated back to the time your National Service Life Insurance originally became effective or to any date on which a premium was due.

The first optional method you may select is entitled, "As of current effective date," meaning that the new policy selected may be effective as of the date

any current premium becomes due. The premium rate on your new policy will be the rate for your then attained age. This is your age on your birthday nearest the effective date of the new policy selected.

Or you may desire option Number 2 which is "At a date prior to a current effective date." In other words, the new policy you select may be effective as of the date any premium has become due, including the original effective date of first policy. But the difference in reserve between your term insurance and the new plan of insurance selected at this time must be paid. You may be advised of the amount by writing to the Director of Insurance, Veterans Administration, Washington 25, D. C. The required reserve amounts to, roughly, the difference in premiums

between the amount paid for the term policy and the amount which would have been paid had the insured converted at the younger age selected, plus interest on the difference. The new premium rate is that for your age on your birthday nearest the effective date of the new policy selected.

### Why NOT to convert now

However, conversion is not encouraged by the Navy Department at this time.

Why? Because, if you're in the same boat as most servicemen, you will probably be better off by continuing your term insurance plan, rather than by changing to one of the higher premium permanent plans of insurance. You are getting maximum protection for minimum outlay.

The benefits that would be payable to your beneficiary are identical for both the term and the permanent (converted) plans of insurance. Incidentally, many policyholders have the MISTAKEN idea that the present National Service Life Insurance Act permits a lump sum payment to the beneficiary of the permanent plan, in the event of the death of the insured (policyholder).

Moreover, as long as your term insurance is in force, you may convert at any time (after the first year and within the five-year period) to one of the permanent plans of insurance, regardless of whether you are in or out of the Navy. This privilege of conversion applies even though your premium payments are being waived (paid by the Government) because you are totally disabled.

It is well to keep in mind that, after the war, a possible temporary decrease in your earning power might force you to stop payment on the higher-premium permanent plan of insurance. If you continue the low-premium term insurance, you might be financially able to maintain such insurance protection during this period of lower personal income.

Not so long ago, improper conversion resulted in a serious handicap to the dependents of an aviation machinist's mate. In spite of advice to the contrary, the enlisted man changed his term insurance to the 20-Year Payment plan. He chose to reduce the amount of the term insurance he was carrying from \$10,000 to \$5,000 in order to handle the increased outlay.

A short time later, he was fatally injured in a plane crash. His wife and small child were thus entitled to only 50% of the benefits they would have had for the full amount of insurance on the original insurance plan.

The best bet for most servicemen will probably be to by-pass conversion for the duration. However, if you feel your case is exceptional, consult your insurance officer and profit by his advice.

## National Service Life Insurance

# GUARANTEED VALUES

(Figures are for \$10,000 policy taken at age 25\*)

END OF POLICY YEAR	CASH VALUE	PAID-UP INSURANCE	EXTENSION	
			YEAR	DAYS
<b>ORDINARY LIFE</b>				
1	\$ 86.00	\$ 237.80	1 and	34
2	174.70	475.50	2 "	87
3	266.10	712.80	3 "	158
4	360.40	949.90	4 "	249
5	457.60	1186.60	5 "	354
<b>20-PAYMENT LIFE</b>				
1	\$ 178.10	\$ 492.40	2 and	110
2	362.40	986.30	4 "	294
3	553.10	1481.60	7 "	193
4	750.60	1978.40	10 "	166
5	954.90	2476.10	13 "	195
<b>10-PAYMENT LIFE</b>				
1	\$ 123.00	\$ 340.00	1 and	210
2	250.10	680.70	3 "	91
3	381.40	1021.60	5 "	9
4	517.10	1363.00	6 "	329
5	657.30	1704.44	8 "	321

\*For policies taken before age 25, amounts are less than shown here; for policies taken after age 25, they are larger.

*This is the first of a series of articles which the INFORMATION BULLETIN will publish on life in the submarine service.*



### Submarine Stories:

# Reputations Hang On a Pinch of Salt

By CECIL FINKS, USN  
Chief Commissary Steward

*The author of this article, who hails from Toledo, Ohio, has been in the Navy seven years and has served in submarines six years. He has made eight successful submarine war patrols and will soon have expanded that record. Previously to his naval service he had civilian experience as a cook, and he knows Navy cooking by having come up through the succession of ratings to his present one. Moreover, he has trained many other cooks and bakers at the Submarine Base and School, New London, Conn.*

**SUBMARINE** chow is famous! That much goes without challenge. Everyone in the Navy says so, and everybody on the outside knows the reputation of submarine food.

Yet, it didn't become famous by accident. That is why I would like to introduce the submarine cook, whose reputation often hangs on a pinch of salt or is drowned in a cup of soup.

Submariners have fastidious appetites. They want, deserve and assuredly get the best in food. They also get the best cooks, and, as a result, the competition for submarine cooks is almost as spirited as a "battle surface" against a surprised enemy. A submarine cook's reputation is like the seat of his trousers; it follows him everywhere.

You will hear stories all the time that submarine crews lose weight on their submarine patrols. Don't believe it. Men on my submarines didn't lose weight on patrol. They lost weight when they came ashore. When they came back after liberty, we put them back into shape.

From all this, you will see that submarine cooks are very jealous of their reputation—more jealous perhaps than the chefs of New York's leading hotels. And that reputation is hard to earn when you are working for such practical critics as a healthy submarine crew.

We encounter disadvantages, too. For example, here's a disadvantage that we meet rather frequently. Whenever a submarine is under attack and is rigged for depth-charging, the electric power to the ovens is shut off. Suppose you had a batch of bread in the oven when the attack began. Off goes the power. That's one batch of bread that will never be served.

On my sub one night (and I can't go into details) I lost three batches of bread that way. But I had fresh bread for the crew the very next morning. Submarine cooks are like that. They are submariners; they have to work just as hard as the engine room gang or the torpedo gang.

The perfect submarine cook is the one with the greatest imagination. He is always dreaming up surprises for his shipmates. I mean surprises like fudge, pecan brittle, hot apple pie . . . and many others.

These are not the regular dishes we serve at the regular meal hours. These are what we call "extras." There is nothing that will make a cook more popular than his "extras."

Electric ranges on the submarines never grow cold. They are busy night and day. During the day they are used for the regular meals. As soon as the meals are over, the baking starts.

Of course, when you start to bake a batch of bread for the next day's meals, you know that it is a foregone conclusion that you will have to bake two batches in order to salvage one. We always plan on two batches.

A submarine is not so large, and aromas have easy access to the whole boat. That bread being baked smells almost as sweet to the men in the forward torpedo room as it does to the man in the galley. The result is that as soon as the bread is out of the oven, along come the torpedomen.

Then come the signalmen, crowding by the motor machinist's mates or the quartermasters. Or perhaps the captain and the executive officer feel hungry just at that moment, and they, too, will have slices of fresh bread supercharged with jam. The parade never ends.

It would be futile to hide the bread, and we wouldn't want to do that anyway. We found that the best way was to put the fresh bread on the mess tables in the crew's quarters. When we expose it this way, we save more. To attempt to hide it only sharpens the appetites of more and more people.

Every submarine crew has one or two famous eaters—people who eat all the time. Usually we call such people "seagulls." But on one patrol we had a signalman who ate so much that the ordinary title of "seagull" wouldn't fit.

The crew named him "Bubblegut." He was always complaining he was hungry.

As an experiment on the morning of our last day out of port, we tried to see if we could separate him from that hungry feeling. For breakfast he had 21 hotcakes and 21 ham sandwiches, along with liberal portions of hot coffee and other available snacks.

But he was still hungry when we docked at noon. Since we were just finishing a patrol and were starting our liberty period, no meal was going to be served aboard the submarine that noon. As soon as liberty was granted, Bubblegut dashed for the submarine tender — where luncheon was being served.

One of the problems a submarine cook must meet in order to keep his reputation intact is to be able to satisfy sectional tastes. A cook would not be expected to perform such artistry on a surface ship — but on a submarine it's different. Hominy grits must taste as homelike to a man from Mississippi as beans do to a lad from Boston.

This takes skill, and skill won't come from just an occasional peek into the Navy's standard cook book.

I found that one way to satisfy the tastes of hungry submariners is never to make a dish look or taste the same way twice. Of course, I follow the same general principles, but I always manage to make some slight change.

For example, take eggs. There are almost as many ways of serving eggs as there are points on the compass. They can be boiled, fried, creamed, poached, scrambled or sliced. The ways of working them into an omelet are many. To a man with an imagination, eggs need never be served the same way twice, unless the crew have some favorite way on which they insist.

One point I learned long ago. A man's memory about food is a strange thing. He can remember his past meals only so far and no farther. For example, I defy any person to tell me what he had for lunch on Tuesday noon two weeks ago, unless there was

some significant incident to make him remember.

Yet, if he gets scrambled eggs three times a week served in the same way, he will soon be heard to complain: "Why do we get scrambled eggs all the time?" A good submarine cook never hears such complaints.

Eating is an important part of a submariner's life, and that is why imagination is an important ingredient of every dish a submarine cook prepares.

Pie is a favorite dish of the submariners. They never complain about pie. Every time we bake a batch of pies, we begin distributing them to the various compartments of the boat as soon as they are cool enough to be eaten.

We don't even give the torpedomen a chance to come to the galley for them. We beat the gun and distribute them right away. That makes submariners happy.

Another point. When the lookout watches are being changed, we never



of submariners diminish is when there is great tension. I remember on one particular patrol which was outstandingly successful that we were at battle stations from Christmas Day to New Year's almost without let-up. We ended up on New Year's Day with a "battle surface."

During all that time, no man was doing much eating. No one was hungry. The men were living on their nerves, and they were too busy to think much about food. Finally, after the successful gunfire of the battle surface, our job was finished and we started home. Then, there occurred such an eating marathon as has seldom been experienced. I have never seen a group of men so hungry. I thought they would never stop eating.

Submarines take on patrol only foods of good keeping qualities. Submariners just won't eat dehydrated foods. The potato supply usually has ended after 30 days, and the eggs are all gone after 45 days. Then the submarine cook's problems begin. It is no easy matter to make submariners forget potatoes and eggs. But every good submarine cook knows a few dodges. Men never get tired of food if it is made interesting. And there are many ways of making food interesting.

Submarine cooks have to be able to take a considerable amount of joshing and good-natured complaint about their cooking. The best defense is to hand the joshing back. Cooks on submarines can't hide from the rest of the crew. Everyone knows who baked the pies, made the bread and broiled the steaks. Usually the ones who complain the most are the ones who eat the most. Now and then a good practical joke is a great boost to morale.

On one patrol we had another gargantuan eater whom the crew called "Light Lunch." He was always poking into the galley. He would eat anything in sight.

A submarine is about the only ship in the Navy where this is permitted. On a submarine, a man can eat at any time he likes. One of the privileges he obtains the day he steps aboard a sub-

send the new lookouts up to their posts hungry. We always have hot soup and cinnamon buns ready for them, as well as for the watch just relieved.

I think that the aroma of pork and beans creates more work for the submarine cook than any other thing. There's something good about the smell of pork and beans. Perhaps it brings visions of home. I think it does.

On one recent war patrol, we carried 1,200 pounds of tinned pork and beans. No matter how many times we served them, the crew kept begging for more. When we reached port, we didn't have a single tin left. But, none of this pork and beans was served at any of the regular meals. It was served only for night snacks.

Steak, fried chicken and hamburg and onions are the other dishes which have a tantalizing odor which creeps about a submarine. When there is a wonderful odor as a preface to a meal, it is a wise thing to have extra portions ready. We do.

The only time when the appetites



marine is to rifle the chill box. Every man is expected to do it, and all do.

One day while Light Lunch was hovering about the galley complaining of his hunger a striker was baking some banana cream pies. There is nothing so enticing to a gourmand as a banana cream pie.

From experience, the striker knew that Light Lunch would eat the first thing that was available. Accordingly, he began to prepare a special pie. Into one of the pie shells he packed a whole dish of mashed potatoes, and then he carried off the deception by smoothing off the top so that the pie looked exactly like the others, and into the oven it went with all the rest.

The potatoes were soon of a fairly solid subsistency, but the general appearance was beautiful. When it came from the oven, the striker took a small wedge out of this special pie and left the pie in its dish, with a knife close aboard. It was a tasty-looking temptation.

Sure enough, Light Lunch was soon back. Following his usual custom, he reached for the pie and began to cut himself a sizable hunk. But the temptation was too great, and there was larceny in his heart that day. He decided to have the whole pie—and to have it by himself.

As it happened, the submarine was operating on the surface, and Light Lunch carried his booty up to the cigarette deck and began to munch. He had nearly finished the pie before his memory caught up with his palate.

"I say—what is this," he began, but his complaint was drowned in laughter, for the whole crew had been tipped off to the horseplay.

All jokes don't end that way.

One day when we were in an Allied port, a cook from one of the Allied ships came aboard. Sailors are hungry people the world over, so we decided to have a laugh at his expense.

That morning we were baking lemon meringue pies, but we had several pie shells which we yet had not filled. Into one of them we poured great gobs of mayonnaise, which we knew would resemble the lemon filling. Into the oven went this pie, and soon it was out again, looking as perfect as ever a lemon meringue pie did look. We took out a small segment and left the gooey knife close by. We knew the sight would be an insurmountable temptation.

When the cook came back to the galley, we asked him if he were hungry. Of course he was.

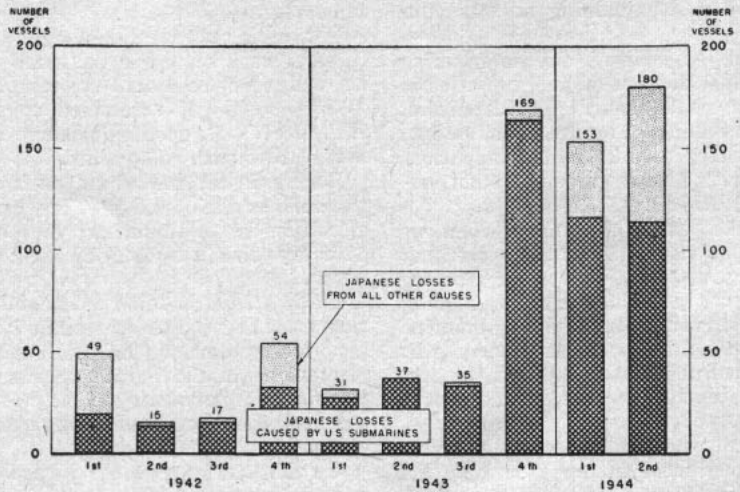
Wouldn't he have some pie?

Of course he would. He cut himself a huge chunk.

He began to eat it. His face lighted up. He finished the chunk and asked for another.

"Say, that's wonderful pie," he exclaimed. "Will you write down the recipe?"

The joke was on us.



## The Campaign Against Japanese Shipping

The following is from the statement released by Secretary of the Navy James Forrestal at a press conference last month.

The accompanying chart shows the number of Japanese merchant vessels announced by the U. S. Navy as sunk during each three months since 1 Jan. 1942.

The chart shows a total of 740 sinkings of which 570 are credited to submarines. These totals include all sinkings reported by submarine, surface and air units, including Army Air Force units, under the command of Admiral Nimitz and, formerly, Admiral Halsey. The statistics do not include sinkings reported by other commands, but the totals on this chart represent more than three-quarters of all Japanese merchant vessel sinkings announced by all commands.

The rising trend of sinkings speaks for itself. Our attack against the lifelines of the Japanese Empire progresses with mounting success even though some of our submarine skippers have begun to complain about the scarcity of targets.

Two facts, brought out by the chart, merit emphasis.

First, 77% of the Jap merchant ship sinkings are attributable to submarine attack.

Second, as we push our ring of advance bases closer around Japan proper, air and surface attacks on Jap shipping are becoming more and more profitable. This trend is reflected in the larger dotted areas on the chart bars for the last two quarters. It will be accelerated by our advance into the Marianas.

Shipping is Japan's jugular vein. At least one-third of Japan's war-time consumption must be supplied by overseas imports.

At the same time Japan must pump back out to her defense perimeter—China, Burma, the Southwest and Central Pacific, and the Kurils—a vast stream of men and munitions which can only reach the battlefield in ships.

Petroleum has posed the most difficult problem. So heavy and successful have been our attacks on their tankers that the Japs apparently are moving bulk petroleum shipments in dry cargo ships. The pinch is particularly acute in fuel oil, needed for the Japanese fleet.

Three factors have enabled Japan to mitigate the effect of our sinkings to date.

First, Japan accumulated before the war stockpiles of imported materials, including an estimated three-year reserve of gasoline. These stockpiles are diminishing.

Second, Japan's steady retreat since mid-1942 shortened her lines of communications. The Japs on Paramushiru are 900 miles closer to their home base than were the Japs on Kiska, those on Saipan were 1,700 miles nearer home than their predecessors on Tarawa. The shorter the haul, the fewer ships Japan needs.

Third, starting the war with a merchant marine estimated as large as 7,000,000 tons, Japan probably had a surplus of shipping and, thanks to her retreat, probably maintained a slight surplus—until recently.

Now we believe that the accelerated rate of sinkings, which the chart shows, has caught up with the Jap retreat. She is losing merchant ships faster than she can afford to, even in the light of her shorter supply lines. Continuation of present trends will leave her by the end of 1944 with a sizeable and growing deficit.



# 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.

**ACES WILD AT GOLDEN EAGLE** by Jackson Gregory. Three quick-shooting hombres become fast friends in a rough, tough Western town and start on a long career of adventure.

**ADVENTURES IN SYMPHONIC MUSIC** by Edward Downes. Composers, artists and the musical compositions which they have made familiar to us.

**ALFRED AHOY!** by Foster Humpreville. Choice sketches of that lovable mariner whose mentality is not robust, but "whose heart is of pure platinum."

**AMERICA** by Stephen Vincent Benet. Brief readable history of the United States phrased in answer to the question "What is the American spirit—the American ideal?"

**THE ANGEL WITH THE TRUMPET** by Ernst Lothar. Vienna from the days of Franz Joseph to the coming of Hitler, as lived by the Alt family.

**THE ART OF ILLUSION** by John Mulholland. Feats of magic with complete instructions for their performance by an outstanding master of the art of sleight of hand.

**ATTAINING MATURITY** by Luella Cole. A guide book for all who seek to attain maturity.

**BEDFORD VILLAGE** by Hervey Allen. Continues the story of Salathiel Albine begun in *Forest and the Port*, on the early Pennsylvania frontier.

**CASE OF THE DOWAGER'S ETCHINGS** by Rufus King. Murder stalked the palatial home of Mrs. Giles just after the quiet little man who loved etchings came there to live.

**CONTEMPORARY ITALY** by Count Carlo Sforza. Italy's place in the world today—an outstanding discussion by Italy's returned statesman.

**CRAZY LIKE A FOX** by S. J. Perelman. The world spins and things are no longer what they seem when Perelman takes over.

**DEVIL AND THE DEEP** by C. M. Dixon. Life on the waterfront and on the high seas—a novel of America's merchant seamen in the early days of the war.

**EXPLORING WE WOULD GO** by Ellen Gatti. A New York business woman accompanies her husband to the Belgian Congo. Jungle living vividly described.

**FIRE BELL IN THE NIGHT** by Constance Robertson. Tavern brawls, jail breaks, escapes in the night and a touch of romance combine to make a fast moving novel of New York State in the slave-running days.

**FIRST FLEET** by Reg Ingraham. Informative, detailed story of the U. S. Coast Guard; chiefly its activities in this present war.

**FLIGHT ABOVE CLOUD** by John Pudney. Poems by a squadron leader of the R. A. F., written in the calm between raids.

**FUNDAMENTALS OF OPTICAL ENGINEERING** by Donald Jacobs. Range finders, periscopes, telescopes, gunsights and other instruments of applied optics.

**GREAT TALES OF TERROR AND THE SUPERNATURAL** edited by Herbert Wise and Phyllis Fraser. Ghostly volume of first rate hair-raising thrillers.

**HEYDAY OF A WIZARD: THE LIFE OF DANIEL HOME, MEDIUM** by Jean Burton. Famous 19th century American spiritualist whose seances astounded and confused the world.

**HISTORY OF THE UNITED STATES** by Dwight L. Dumond. The United States from the days of the colonists to the present, high-lighting social and intellectual aspects.

**HITLER'S GENERALS** by W. E. Hart. Personal lives and military careers of nine

of Hitler's generals, told with an inside slant.

**HORSETHIEF PASS** by Charles Snow. New western by an old-timer.

**HOW TO LIVE IN THE COUNTRY WITHOUT FARMING** by Milton Wend. Blueprint for successful living in the country, by a man who lived the plan described.

**I NEVER LEFT HOME** by Bob Hope. Easy humor, smooth timing and corny gags as Bob "ad glibs" his way overseas.

**INTRODUCING AFRICA** by Carveth Wells. Factual book by a well-known explorer.

**JAPAN'S ISLANDS OF MYSTERY** by Willard Price. Adventure and information on the islands of the Pacific by one of the few white men to enter Japan's Pacific mandate in pre-Pearl Harbor days.

**KING LIVETH** by Jeffery Farnol. King Alfred's England defends itself against the Danish invasion. Action. Adventure.

**LAKE HURON** by Fred Landon. Lake Huron, the early settlements which fringed its shores, and the men who explored its woods and sailed its waters.

**LAKE MICHIGAN** by Milo M. Quaife. The stories of the first lake steamer, of the early days of Chicago and Milwaukee and dozens more.

**LIFE WITH ALICE** by Dick Richards. Escapades of Alice, the playful elephant of the Bronx Zoo.

**LOOK AWAY, LOOK AWAY** by Leslie Turner White. Planters and scoundrels escaping the carpetbag regime, voyage to Brazil in an old Mississippi River boat.

**LOOM OF LANGUAGE** edited by Lancelot Hogben. Language, its origin, growth, and present use plus a basic vocabulary for self expression.

**LUCK IN ALL WEATHERS** by Donal Hamilton Haines. Everyday hunting and fishing by a sportsman who knows how.

**MAKING OF MODERN CHINA** by Owen and Eleanor Lattimore. Absorbing account of the long past of China.

**McGRAW OF THE GIANTS** by Frank Graham. Man who made baseball history, from his days as third baseman with the Baltimore Orioles through his thirty years as leader of the Giants.

**MEN OF SCIENCE IN AMERICA** by Bernard Jaffe. Scientific discovery in America as seen in the lives and works of twenty of our greatest scientists.

**MIRACLES AHEAD** by Norman V. Carlisle and Frank B. Latham. Preview of what's on the drawing boards for tomorrow's living, whether helicabs, prefabricated housing or the future of medicine.

**THE MOCKING BIRD IS SINGING** by E. Louise Mally. Louisiana and Texas, the old and new South, form the background of this well-paced historical novel of Civil War days.

**MORE BY CORWIN** by Norman Corwin. Corwin enthusiasts can't afford to miss this new collection of plays by America's No. 1 radio dramatist.

**MR. ANGEL COMES ABOARD** by Charles Booth. Fast-paced adventure and romance against an Havana background.

**NEVER WHISTLE IN A DRESSING ROOM** by Maurice Zolotow. Broadway in its mad-

der moments as glimpsed through sketches of the entertainment world.

**NORTHWEST OF THE WORLD** by Olaf Swenson. Exciting experiences of a famous fur trader with the Siberian natives.

**THE ONE STORY: THE LIFE OF CHRIST** by Manuel Komroff. Life of Jesus of Nazareth woven into one single story from the books by four of the men who knew him best.

**THE PASS** by Thomas Savage. Lured by the loneliness and grandeur of the prairie, young Jess Bentley and his bride pit themselves against the wilderness of early Montana.

**PRIVATE BREGER'S WAR** by David Breger. Cartoons of Private Breger's adventures in England and at the front.

**PURSER'S PROGRESS** by Tom O'Reilly. Screwball humor as the purser of S.S. Mulligan Stew "goes down to the sea with clips and carbons".

**SEA-BORNE** by James B. Connolly. "Thirty years a-voyaging."

**SEAS OF THE GODS** edited by Whit Burnett. Anthology of short stories and extracts from novels showing the essential strength of the spirit in man.

**SECRET OF THE SPA** by Charles L. Leonard. F.B.I. gets a nice little problem concerning a gang peddling dope to service men in this detective story.

**THE SEVEN SLEEPERS** by Mark Van Doren. Brief, thoughtful lyrics, including some poems of the war.

**SILVERTIP'S CHASE** by Max Brand. Retribution, wealth, and romance involving a gold mine, a couple of crooks and chiefly Frost, the timber wolf.

**SIXTY TO GO** by R. L. Yorck. Adventure with the French Underground on the Riviera.

**SNAKES ALIVE** by Clifford Pope. Entertaining, popular, reliable. R. L. Ditmars calls this one of the best books on reptiles he has ever seen.

**TEN YEARS IN JAPAN** by Joseph Grew. Ambassador Grew's diary discusses fully his long years of service in Tokyo.

**THEN THERE WAS ONE** by Eugene Burns. First year of victory for the USS *Enterprise*, flagship of Admiral Halsey.

**THEY ALL HAD GLAMOUR** by Edward Marks. Intimate glimpses of the fabulous theatrical figures of the last hundred years.

**THEY PLAYED THE GAME** by Harry Grayson. Dramatic sketches of famous figures of the baseball world.

**THEY'LL DO IT EVERY TIME** by Jimmy Hatlo. Cartoons of everyday life by Hatlo. Need one say more?

**UNFINISHED BUSINESS** by Stephen Bonsal. Business of peacemaking, tragically left unfinished a quarter of a century ago, told by the confidential interpreter of the late President Wilson and Colonel House.

**THE WOMAN IN THE PICTURE** by John August. Murder, romance and a cross-continental chase are encountered by a resourceful newspaperman and a beautiful woman in their attempt to foil the American Fifth Column.

**YANKEE FROM OLYMPUS** by Catherine Drinker Bowen. Three generations of the Holmes family each of which produced its great man—Abel, Oliver Wendell, the doctor, and Oliver Wendell, the justice.

## New Books in the Armed Services Edition

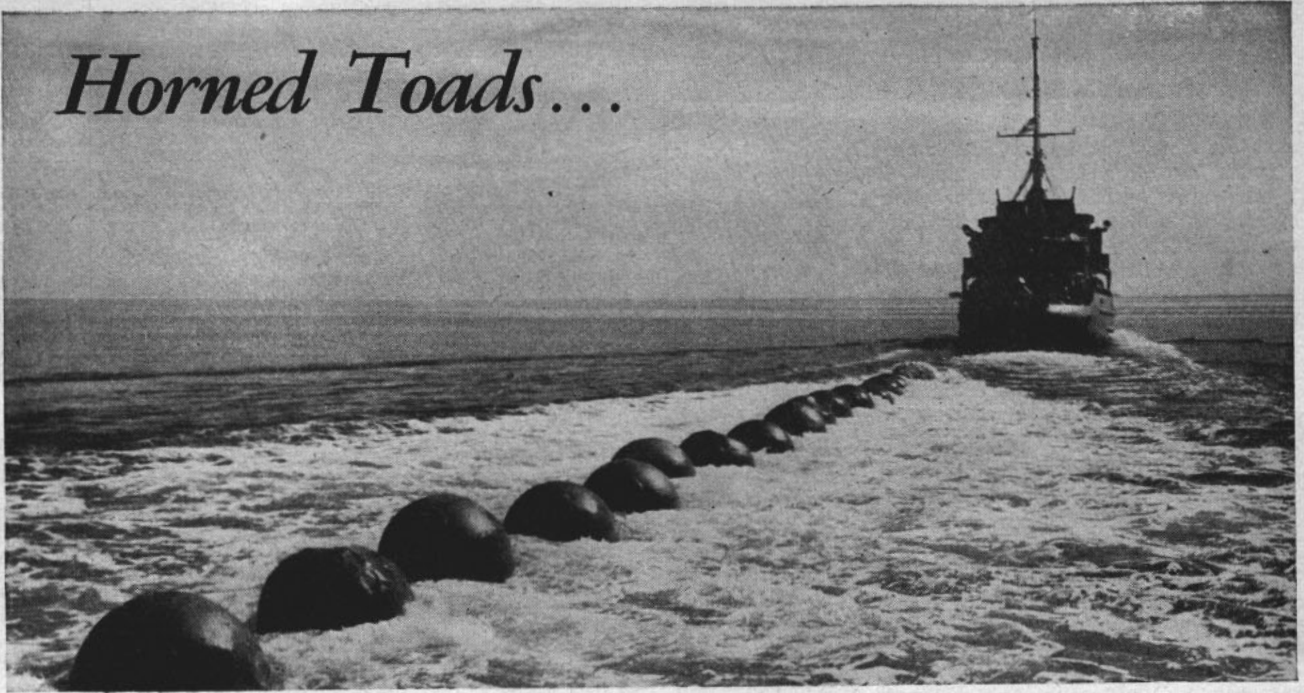
*The Bureau will appreciate comment from the naval service in regard to the Armed Services Edition (paper bound) books, on such matters as choice of titles, format and distribution.*

The following titles are included in the current series of 30 paper-bound books published for the armed services:

I-241—Boyle, AVALANCHE  
 I-242—Ayling, SEMPER FIDELIS  
 I-243—Rorick, MR. AND MRS. CUGAT  
 I-244—Bradford, OL' MAN ADAM AN' HIS CHILLUN  
 I-245—Tuttle, THE MYSTERY OF THE RED TRIANGLE  
 I-246—Kimbrough, WE FOLLOWED OUR HEARTS TO HOLLYWOOD  
 I-247—Sears, DESERTS ON THE MARCH  
 I-248—Household, ROGUE MALE

I-249—Haines, HIGH TENSION  
 I-250—Barton, THE BOOK NOBODY KNOWS  
 I-251—Drago, STAGECOACH KINGDOM  
 I-252—Stories by Katherine Mansfield  
 I-253—Thurber, THE MIDDLE-AGED MAN ON THE FLYING TRAPEZE  
 I-254—Haycox, DEEP WEST  
 I-255—Kelland, ARIZONA  
 I-256—Benton, COW BY THE TAIL  
 I-257—Mulford, HOPALONG CASSIDY'S PROTEGE  
 I-258—Baarslag, COAST GUARD TO THE RESCUE  
 I-259—Ellsberg, ON THE BOTTOM  
 I-260—Maugham, ASHENDEN  
 I-261—Strachey, QUEEN VICTORIA  
 I-262—Griswold, THE TIDES OF MALVERN  
 I-263—Johnston, TEN. . . AND OUT!  
 I-264—Conrad, VICTORY  
 I-265—Bromfield, MRS. PARKINGTON  
 I-266—Sabatini, THE SEA HAWK  
 I-267—Davis, HONEY IN THE HORN  
 I-268—Bronte, JANE EYRE  
 I-269—Forbes, PARADISE  
 I-270—Spring, MY SON! MY SON!

# Horned Toads...



*Stern view of tender as she hauls the net, with its flotation buoys, along her wake.*



Official U. S. Navy Photographs

## Net Tenders Shield Allied Ships From Enemy Submarines

THOSE odd-looking "horned" craft you may have seen operating around harbors or fleet anchorages are playing an important part in the constant campaign against enemy submarines and other torpedo carriers.

They are the Navy's ANs—sometimes called "Bulls" or "Horned Toads," because of the twin permanent booms which form their prows—and their job is to lay and tend the steel nets which close off ports and shield anchored warships against underwater attack.

Two types of nets are used—one designed to ensnare a sub or to warn of its presence, the other to stop a torpedo. Some nets are more than two miles long and extend from the surface of the water to the bottom. Net layer crews are called upon to repair breaks in sections after overly strong currents or storms have ripped holes in the heavy mesh.

ANs come in two sizes—one, carrying a crew of 44, is 152 feet long; the other, with a complement of 52, is 195 feet overall. Both are Diesel-electric driven.

Most of the tenders operate at advance bases. Others protect U. S. ports. Despite their diminutive size and specialized duties, ANs can fight, too. One of them shot down a Zero at Pearl Harbor and another got two Jap planes at Tulagi.

*Closeup of tender's prow shows booms used as booms for lifting net.*



*Gulls on MK II buoy watch as net tender prepares to move new section into position.*



*Completely mended, the torpedo net now maintains its protection of ships anchored in distance.*

Official U. S. Navy Photographs

# Legislative Matters of Naval Interest

The following legislation has been signed by the President and become law:

Granting a 50% pay increase to officers, warrant officers, nurses and enlisted men of the Army and Navy required by orders to participate in regular and frequent glider flights, not to exceed \$100 a month for officers, warrant officers and nurses and \$50 a month for enlisted men (Public Law No. 409).

Relieving members of the armed forces of income, gross income and personal property tax liability in states in which they are assigned temporarily and providing that absence from the home state does not affect their citizenship (Public Law No. 415).

Appropriating funds for the Navy Department for fiscal year ending 30 June 1945 (Public Law No. 347). For details, see INFORMATION BULLETIN, May 1944, p. 60.

Authorizing payment of transportation to their homes of discharged naval, Marine Corps and Coast Guard personnel under age at time of enlistment, to include pay and allowances to the date of termination of enlistment (Public Law No. 398).

• Several measures of interest to the Navy were still pending when Congress recessed 23 June 1944 until 1 Aug. 1944. (On the latter date, Congress is scheduled to begin a series of three-day recesses that will postpone consideration of any major legislation until late fall.) These measures include the following:

To authorize foreign service for the Women's Reserve: Reported favorably by the House Naval Affairs Committee with amendments making the measure applicable to the Marine Corps Women's Reserve and the U. S. Coast Guard Women's Reserve and

making foreign duty voluntary, except in Hawaii. The Senate Naval Affairs Committee postponed action on the measure until after the recess (H.R. 5067, S. 2028).

To establish the grade of Admiral of the Fleet of the U. S. Navy: Proposed grade was changed to "Fleet Admiral," the rank to be established only for the duration, and approved by Senate Naval Affairs Committee and passed by the Senate. The House, where consideration was delayed by objections from the floor, will take up the measure later (S. 2019).

To continue free mailing privileges to members of the armed forces until six months after the end of the present war; passed by the House and sent to the Senate (H.R. 4949).

To authorize the Secretary of the Navy to furlough officers on the active list of the Marine Corps, and the

Coast Guard when it operates as part of the Navy. Passed by the Senate, sent to the House (S. 1974).

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

To be vice admiral on the retired list, USN, by act of Congress, Rear Admiral Emory S. Land, USN (Ret), now serving as Administrator, War Shipping Administration, and Chairman, U. S. Maritime Commission.

To be rear admirals: Robert O. Glover, Frank E. Beatty; Andrew F. Carter, USNR, to continue while serving as executive, Army-Navy Petroleum Board.

Recess appointees as rear admirals for temporary service pending Senate confirmation: Clifton A. F. Sprague, George R. Henderson, Ralph A. Ofs-tie, William D. Sample and Walter A. Buck (SC).

Recess appointment as commodore, to continue while serving in amphibious forces, pending Senate confirmation: Albert G. Noble.

## What Is Your Naval I. Q.?

1. "Rocks and Shoals" is used as a name for (a) certain air currents; (b) Articles for the Government of the U. S. Navy; (c) the Strait of Gibraltar.

2. Supply the missing word: The Marianas Islands formerly were known as the.....Islands.

3. In what condition is a rope when it is (a) flemished down; (b) faked down?

4. On which side of their uniforms do naval aides to the President of the United States (and naval aides at the White House) wear their aiguillettes?

5. Name the four types of lighted sound buoys currently in use.

6. Identify the following places which have been bombed in recent months by Navy planes: (1) Wotje; (2) Matsuwa; (3) Chichi Jima; (4) Shimushu; (5) Nauru.

7. True or false: Women's Reserve members have equal rights with Navy men as regards disability and death benefits?

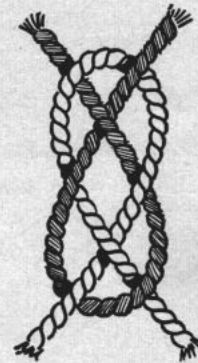
8. What is another term for the accommodation ladder?

9. Which is closer to Manila, the island of Saipan in the Marianas, or the island of Noemfoor off the coast of Dutch New Guinea?

10. The Bronze Star Medal takes precedence (a) next after the Navy and Marine Corps Medal and next before the Air Medal; (b) next after the Purple Heart Medal and next before the Presidential Unit Citation?

11. What signals are displayed by U.S. Weather Bureau stations to indicate the approach of hurricane winds?

12. True or false: Maximum profit allowed ship's stores is 15%?



13. The knot pictured here is a (1) chain knot; (2) victory knot; (3) figure-of-eight knot?

14. In the absence of the SecNav, the UndSecNav, the AsstSecNav and Cominch and CNO, on whom would the duties of SecNav temporarily devolve?

15. A gale is defined as "a force of wind 28 to 55 knots." Give the force of a (1) moderate gale; (2) fresh gale; (3) strong gale; (4) whole gale.

16. What type ships are named for astronomers and mathematicians?

17. The phrase, "Fathers of Our Navy," is applied to what three Americans of Colonial days?

18. How many of the following nautical expressions are synonymous: (a) Irish pennant; (b) cow's tail; (c) fag?

19. The Battle of Jutland was fought on (a) 31 May 1916; (b) 6 June 1917; (c) 10 August 1919?

20. The command, "Toss oars," means (a) to prepare to get the oars up or out; (b) to begin pulling; (c) to raise the oars from the rowlocks to a perpendicular position, blades fore and aft, with the handles resting on the bottom of the boat?

(Answers on Page 62)



Mainsheet (NTC, Bainbridge, Md.)

"But the family sent me this tie for Father's Day."

# Wartime Military Courtesy

## Present Conflict Has Seen Some Changes And Common Sense Covers Most Situations

"Courtesy," says one writer, "is an essential lubricant of any machine composed of human beings." Military courtesy is that lubricant for the military machine.

Because military courtesy is taken from the usages of war and is a thing of considerable tradition, being handed down from one generation of fighting men to another, the present war has not greatly affected rules of naval etiquette. However, while the essential principles remain the same, modern battle conditions have required some minor changes.

Because of the great influx of civilians into the naval service as reserves, the actual practice differs in some minor respects, since the length of time necessary for thorough indoctrination has not been always available. However, this influence has not been as great, nor the changes as many, as might be expected, because the reserves have for the most part understood that they were coming into a different way of living when they joined a military service and were ready enough to adopt its new ways. They realized that there were reasons for the rules of military etiquette, even though on the surface they might not understand them.

Today's Navy is composed about 90% of men, and women, who have been used to the ways of civilian rather than military life. They find themselves facing two main groups of problems—afloat, and ashore.

First, until they actually get afloat and under battle conditions, their knowledge of military courtesy and etiquette has to come out of books, study courses and lectures. You do such and such under such and such conditions. Then you get out on a BB or carrier and find that, in many cases, Tradition gives way to General Quarters. Wardroom etiquette isn't quite the same when you don't have regular meal hours and are munching sandwiches at battle stations.

Secondly, ashore—how do you behave now that you're going around in uniform instead of civilian clothes? When going through doors, or into automobiles, or in buildings, do you follow military practice or civilian? How are military people addressed and introduced, both in their own circles and by civilians? When should your cap be on, when off; and what courtesies does a military man properly extend to others?

The notes which follow are an attempt to set down in one place, for easy reference, most of the main aspects of military courtesy and etiquette, both as to the traditional elements which still survive and those which have changed under conditions of time or war.

Some customs, such as formal social calls and the leaving of visiting cards, are more or less in abeyance during wartime, and are therefore omitted here. Also, the sword, which was the symbol of authority and chivalry, and which for thousands of years was the instrument of battle most used by man, has become a casualty of modern war. Although confined in modern usage to military ceremony, the sword was condemned to naval extinction by the Secretary of the Navy's order of 15 October 1942, abolishing it as a part of the uniform for the Navy, Coast Guard and Marine Corps.

One of the main aspects of military courtesy, the salute, has already been covered at length in the *INFORMATION BULLETIN* earlier this year (see "The Salute," January 1944 issue). Most of

the remaining aspects are grouped in this article under the following main headings:

- Relations of Seniors and Juniors
- Etiquette Ashore
- Courtesy to Ladies
- Forms of Address and Introduction
- Wardroom Etiquette
- Quarterdeck Etiquette
- Boat Etiquette

### *Relations of Seniors and Juniors*

This phase of military courtesy, which covers relations between officers and between officers and men, has seen perhaps less change during war than almost any other, probably for the very reason that it is the most fundamental part of all military courtesy, and the main source of most naval etiquette.

The twin foundations of military courtesy among officers are (a) precedence and (b) deference to seniors. Officers take precedence according to their rank, and this precedence is not confined to strictly military relations

## WHAT'S THE ANSWER?

Here are just a few of the questions of military courtesy and etiquette covered by this article. How many can you answer correctly? Test yourself, then look up the solutions. The numbers after each question tell you on what page to look for the answer.

- You're walking on the street and you meet a lady you know. Should you: (a) salute? (b) raise your cap? (c) just nod? (d) wave your hand in greeting? (p. 30)
- What wartime facts have most changed wardroom etiquette? (p. 35)
- On being introduced to a senior officer, should you extend your hand to shake hands? (p. 29)
- You step into a hotel elevator in which there are ladies. Should you remove your cap? (p. 30)
- You are passing a radio store and hear strains of The Star-Spangled Banner coming out. What do you do? (p. 30)
- Should you sit in the stern sheets of a boat if a senior officer is present? (p. 35)
- What is the only occasion upon which a lieutenant commander may be addressed as "commander"? (p. 33)

on ship or shore, but extends to the mess, to the club, and to their social life.

Naval courtesy prescribes that junior officers shall accord their seniors certain tokens of deference and respect, which correspond to those younger men would accord to their elders under the usages of polite society. It also prescribes that seniors shall, with equal punctiliousness, acknowledge and respond to these tokens of respect required of juniors, so that there is nothing servile in the interchange, but rather a sort of ritual for observance by those serving their country in a strictly ordered fraternity of military service.

A junior officer approaching a senior for the purpose of making an official report or request maintains an attitude of military attention. He does not take a seat, or smoke, until invited to do so. (Some have brought up the question: is it OK when with a senior to say, "Do you mind if I smoke, sir?" Under some circumstances, perhaps yes. But if with the captain, the answer is definitely no. And for anything approaching official relations, the choice has been rather precisely put by one writer: the invitation should be "awaited" rather than "anticipated.")

Unless he is on watch, a person in the naval service always uncovers when he enters a room in which a senior is present.

Unless it has been otherwise directed, when a senior enters a room in which junior officers or enlisted men are seated, the one who first sees him orders "Attention." All present remain at attention until ordered to "Carry on."

Similarly, when a junior or enlisted man observes his group being approached by a senior (except at work or meals) he commands "Attention." Those present remain at attention until the senior makes the gesture to "Carry on." If addressed by a senior, a junior should, if seated, rise and remain at attention. Men seated at work, at games or at mess are not required to rise when an officer, other than a flag officer or the captain of the ship, passes, unless they be called to attention or when it is necessary to clear a gangway.

The place of honor is on the right. Accordingly, when a junior walks, rides or sits with a senior, he takes position alongside and to the left. When pacing to and fro, however, positions are not changed. The junior keeps step with the senior. On board

ship, the senior is generally afforded the outboard position. The junior opens doors and enters last.

There is only one proper response to an oral order—"Aye Aye, Sir." It means three things: you heard the order, you understand the order, you will carry out the order to the best of your ability. Such responses to an order as "O.K., sir," "All right, sir," or "Very well, sir" are taboo. (But "Very well" or "Very good" is quite proper when spoken by a senior in acknowledgment of a report made by a junior.)

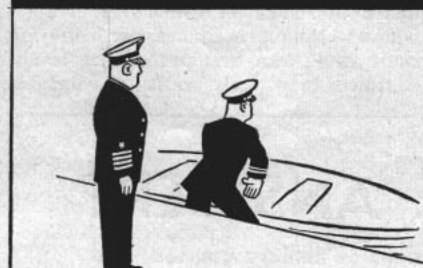
An order gives a junior a job to be done and leaves it up to him as to how it is to be done. It does not always specify the exact time when it shall be executed, but frequently fixes a certain time limit.

A command directs a specific action, without alternatives.

If you are an officer and tell your chief boatswain's mate you want him to have the collision mat overhauled by the end of the week, you have given him an order. If you tell the boatswain's mate on watch to pipe sweepers, you have given him a command.

By custom and tradition of the service, a senior's expressed wish or desire is the same as an order.

## BOAT ETIQUETTE



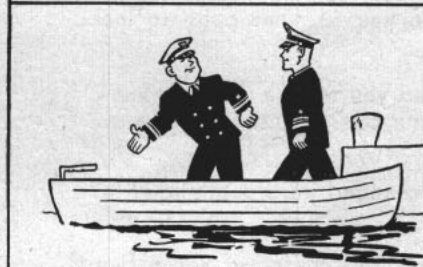
ENTERING BOAT, JUNIORS GO FIRST  
LEAVING BOAT, SENIORS GO FIRST



ALWAYS STAND WHEN A SENIOR  
ENTERS OR LEAVES A BOAT



WHEN A SENIOR OFFICER IS  
PRESENT, DO NOT SIT IN STERN  
SHEETS UNLESS ASKED TO DO SO



SENIORS ARE ACCORDED THE  
MOST DESIRABLE SEATS



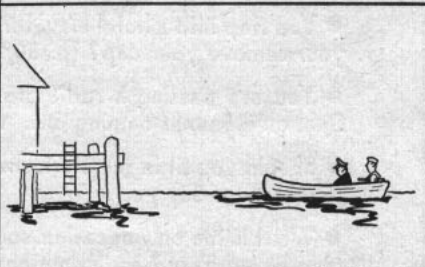
ALWAYS OFFER A SEAT TO A SENIOR



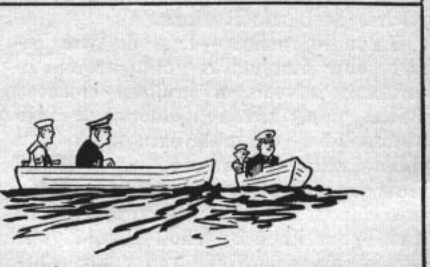
GET INTO BOATS BEFORE LAST BOAT GOES—  
DON'T MAKE LAST-MINUTE DASH



IF BOAT IS TOO CROWDED AND YOU  
ARE JUNIOR, CATCH NEXT BOAT



HAUL CLEAR OF LANDINGS AND  
GANGWAYS WHILE WAITING



**DON'T** CROSS BOWS, CROWD, OR IGNORE  
PRESENCE OF A SENIOR

# ETIQUETTE ASHORE

Although social calls ashore in wartime are generally discontinued, an officer joining a ship may wonder whether, in addition to reporting for duty, he should also make the usual visit of courtesy to his commanding officer within 48 hours. In wartime, this depends largely upon the circumstances, as there will be many times, naturally, when the CO has his hands full with more urgent matters and getting the cut of the newcomer's job has to wait.

In this connection, the executive officer can be your guide, for the normal procedure anyway is to ask the exec when it would be convenient for the captain to receive you.

There are certain differences in phrasing which should be noted: a senior officer sends his "compliments" to a junior ("Admiral Smith presents his compliments to Captain Brown and says," etc.). A junior never presents his compliments to a senior, but sends his "respects." Upon making a call upon a commanding officer, it would be perfectly correct for him to say, "Captain, I came to pay my respects," or to say to the orderly before entering the cabin, "Tell the Captain that Ensign Jones would like to pay his respects."

In written correspondence, the senior officer may "call" attention to something, but the junior may only "invite" it. A junior writing a memorandum to a senior subscribes it "Very respectfully;" a senior writing to a junior may use "Respectfully."

Never offer to shake hands with a senior officer unless he extends his hand first. On the other hand, it is considered good form to offer your hand to officers and men junior to you upon being introduced.

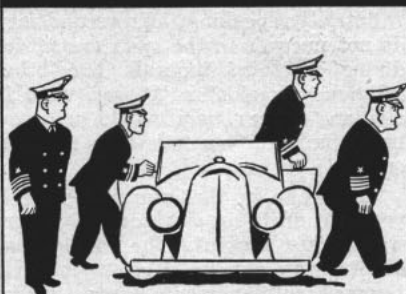
## Etiquette Ashore

The question is sometimes asked: How do you greet civilians—by the salute, or otherwise?

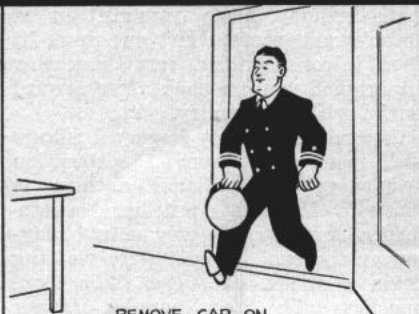
The military salute is the mark and privilege of the military man. It is used in lieu of tipping the hat to ladies, and it may be used to greet civilian males.

Raising the cap instead is an un-military custom, which went out in the naval service when it was decreed that the salute to flag and to superiors would be the hand salute. *Naval Customs, Traditions and Usage* says: "Since standing at attention and rendering the hand salute is the highest respect that one pays the colors or the commander in chief of the Navy afloat or ashore, it should suffice for the meeting with gentlemen or ladies in the open."

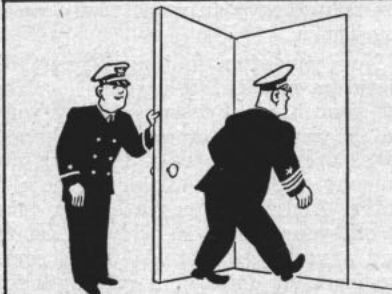
The process of getting into an automobile is the same as that of getting into a boat—juniors first in, last out. The junior takes his proper seat, to the left. A lieutenant and a captain getting into an automobile would get in in that order, with the lieutenant



ENTER AND LEAVE CAR IN SAME ORDER AS BOAT (JUNIOR FIRST IN, LAST OUT)



REMOVE CAP ON ENTERING AN OFFICE OR ROOM



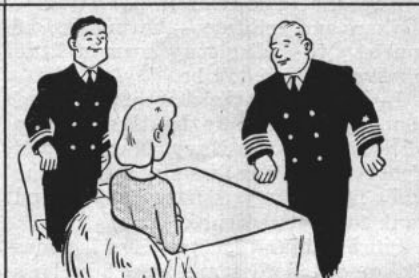
JUNIOR OPENS DOORS FOR SENIOR AND FOLLOWS HIM



INTRODUCE OFFICERS TO CIVILIANS BY THEIR MILITARY TITLE



IT IS COURTEOUS TO ASK PERMISSION OF SENIORS AND OF LADIES BEFORE SMOKING



IF SENIOR STOPS AT YOUR TABLE, REMAIN STANDING UNLESS HE INDICATES OTHERWISE



INTRODUCE JUNIORS TO SENIORS, MEN TO LADIES, YOUNG TO OLD



RISE TO ACKNOWLEDGE INTRODUCTION

taking the seat in the far, or left-hand, corner, and the captain on the right. When they got out, the captain would leave first. (In entering buildings or rooms, however, the junior opens doors for the senior and enters the opening last.)

The junior always walks on the left. The custom of the "right hand rule" is an old one, quaintly expressed by George Washington in his 30th "Rule of Civility," which said: "In walking, the highest place in most countries seems to be on the right hand, there-

fore place yourself on the left of him whom you desire to honor."

Passing through the halls of a building, you may remove your cap or leave it on, as you choose. The cap is removed, of course, upon entering an office or other room.

The idea of a naval officer carrying bundles was frowned upon in peacetime days. Today two new factors enter the picture. First, it is the Government's desire, under the ODT program, to conserve transportation—to encourage all citizens to carry things

home themselves and thus save gasoline, rubber and manpower. Secondly, in many instances it is a case of "carry it—or else!" You either lug your laundry home yourself, or it doesn't get there. If you think it doesn't look dignified, just think how undignified you can look after several weeks without laundry.

According to Navy Regs, all officers and men shall come to attention "whenever the national anthem is played." However, that has been interpreted to include only actual playing on the spot. If you were walking down a street, passed a radio store and heard The Star-Spangled Banner being broadcast over the radio, you would not be expected to whip to a sudden stop in traffic, face the music and salute. Of course, if you were at a public gathering where the anthem was broadcast as part of the ceremony, that would be different and you would render the required honors.

The occasions when you may be out of uniform ashore are two: when engaged in exercise, and when in your own home with less than three guests present.

### Courtesy to Ladies

Now that gals come in two styles—civilian and military—the subject of courtesy to ladies may seem a little involved. It needn't be.

In most cases the new questions of courtesy brought up by the presence of women in the Navy, Marines and Coast Guard are simply solved—the rules of military courtesy apply, and rank takes precedence.

Since military courtesy also includes deference to ladies, and since a senior's wish is also an implied command, there may be occasions when a senior male officer will indicate that he prefers courtesy-to-ladies above strict military usage. In such a case, the junior Women's Reservist acts accordingly without any hesitation or embarrassing counter-deference.

However, be it said for the guidance of all concerned, such deference is neither requested nor desired by the Women's Reserve, and they would be heartily relieved to have it overlooked and to be accepted simply as working fellow members of a military organization, which they are. Since military courtesy is at its optimum when there is a minimum of variation, this is common-sense policy.

As for courtesy and etiquette with civilian ladies, the subject is no doubt an academic one to the majority of the Navy today as they are currently engaged in quarters of the world where women are a little on the scarce side. Nonetheless, on the theory that you never can tell when you *will* see one and it's just as well to be prepared, here are a few of the main etiquette points:

When meeting a civilian lady of his acquaintance on the street, a military

man acknowledges her greeting with a salute. If you remain to talk with her, you do not uncover, but keep your cap on.

(Strictly speaking, officers and men do not uncover in the open except for divine worship, funerals and other religious ceremonies. If you were in civilian clothes, you would uncover, but in uniform you follow the military custom.)

It used to be that you always took your hat off in an elevator when there were ladies present. The custom was on its way out in cities, with their jammed and impersonal crowds in skyscraper and hotel elevators. Wartime added the final touch, for all elevators are doing heavy duty and really packing 'em in.

Now you often find signs in public elevators reading, "Please do *not* take off your hat." Reason: holding your hat in your hand or over your breast takes up room, actually decreases the amount of space available in the elevator. And when you reach up to take it off, your elbow is likely as not to find a nearby target and make some unsuspecting dowager a candidate for a Seeing Eye dog.

However, suppose you're in an elevator when a lady enters, and others in the car take off *their* hats? What do you do then? You would be correct in keeping your own cap on, but you might feel either uncomfortable or conspicuous. In such a case, the common-sense thing would be to follow the example of the others, not only for your own peace of mind, but lest you appear to be *withholding* a courtesy which others were willing to offer freely.

Walking with a lady, you give her the same place of honor you would a senior officer—on your right. It has also been a custom for many years for the man to take the outside of the walk, although the reasons for this are by now somewhat outdated.

Back when there was more likelihood of carriages dashing by and splattering you with mud, it was a normal and reasonable courtesy for the man to take the outside and thus provide shelter. It was also a protection to the lady should passing horses rear or buck or swerve in their course.

Although there is no longer much justification for this precaution, the custom has remained, so (as in the elevator case) it is just as well to observe it rather than seem to be withholding a common courtesy. However, since the positions on the outside *or* on a lady's left are both perfectly correct, there is little need for waltzing around her heels continually whenever you change course. You will be observing proper courtesy in either position.

When walking with a lady you offer her your arm only when assistance is appropriate, such as when there is a real necessity of assisting her through crowded traffic or over rough ground or other impediment. Usually you do not take her by the arm, but allow her to take yours.

When walking with more than one lady, you have a double problem: staving off possible competition, and figuring out where you should be—on the outside, inside, or middle. The traditional school has been that the gentleman does not take the middle position, but remains on the outside.

Again, as the main justification for this went out with the horse-and-buggy, there seems little purpose in continuing it against what is really a more natural human bent—the normal one people always fall into of "divvy-ing themselves up." If there are two men and one lady, let the lady take the middle, where she is equally accessible to both her companions. Similarly, if there are two ladies and one man, let *him* take the middle position, also.

That's the way you would normally take seats someplace, and it has more human naturalness to it. Also, it avoids the unfortunate preference that arises if, in placing yourself alongside one of two ladies, you simultaneously place yourself as far as possible away from the other.

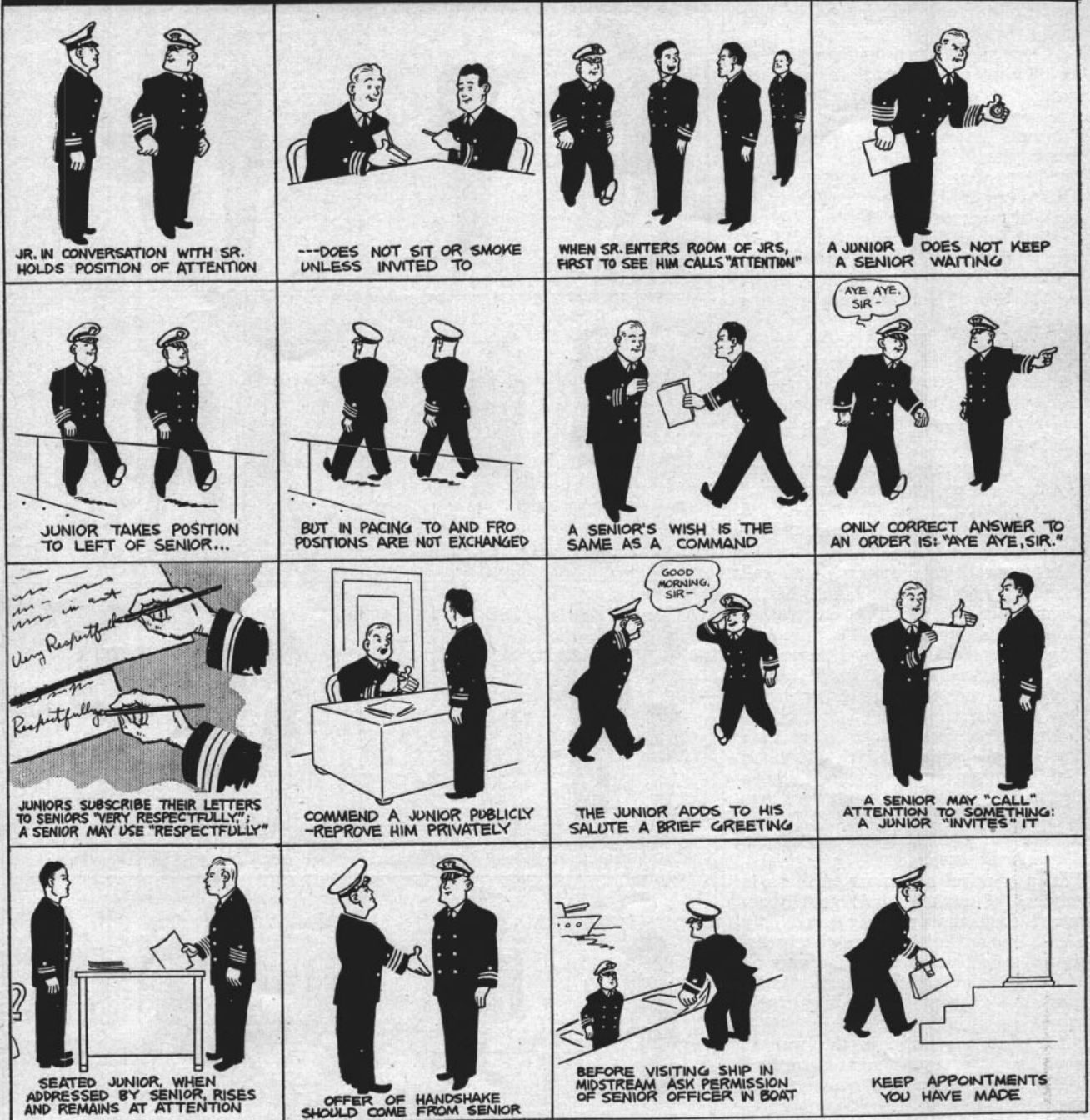
When walking with women in uniform (upon social rather than military occasions), a different problem comes up. Do you, if you are senior, take the inside or right-hand position? Or do you, as a gentleman, accord that courtesy to the woman? On a social occasion, be a gentleman. Dinner-and-the-movies is no place for rank.

In streetcars and buses, the question of whether you rise and give your seat to a lady is not so much a matter of military courtesy as it is a matter of courtesy, period. It's an easy temptation to remain sitting and say, "Boy, I've put in just as hard a day as she has, and then some." However, as the





# RELATIONS OF SENIORS AND JUNIORS



song goes, "It ain't necessarily so." And anyway, that isn't the point.

Woman rated that courtesy from you in peacetime and they are, if anything, working harder now that war is here, with millions of them in factories or in homes, without help, and in either case doing long stretches of work.

So—you don't *have* to give up your seat, but don't work on the theory that being in uniform has absolved you from normal requirements of courtesy. It makes your actions more conspicuous, not less. And any courtesy you extend reflects favorably not only on you but on the naval service.

Neither the streetcars, the buses nor the Navy will give you a Good Conduct medal for it, but a military man in good health and physical condition looks kind of silly pointing out that women are just as well able to stand up as he is. If that is really true, combat training is being given to the wrong people.

## Forms of Address And Introduction

Although the military customs generally predominate, there are some slight differences in methods of ad-

ressing and introducing military personnel, according to whether you are in military or civilian circles at the time.

Naval officers with the rank of commander or above, in both line and staff, are always addressed and introduced by their titles. Those with rank of lieutenant commander or below are generally addressed and introduced in military circles as "Mr. —."

Officers of the medical corps are addressed by their titles, if commander or above, while those of the rank of lieutenant commander or below are

addressed as "Dr. —." (However, if a senior officer of the medical corps prefers to be addressed as "Dr." rather than by his military title, such preference should, of course, be honored.)

All chaplains are properly addressed as "Chaplain," regardless of their rank.

A captain or commander of the Women's Reserve and the Navy Nurse Corps should be introduced by title, but thereafter may be addressed as "Miss (or Mrs.) Jones." Below the rank of commander, "Miss" or "Mrs." is used for both introduction and address. When the marital status of a Wave or Nurse officer is not known, use the title of her rank in addressing her.

Officers of the United States Public Health Service, of whatever rank, are addressed and introduced as "Dr. —" if they are either M.D.s or dentists, and as "Mr. —" if they are in the sanitary engineer branch.

A chief warrant officer or warrant officer is never addressed as "chief." He is always called "Mr. —." A midshipman is also addressed and introduced as "Mr. —."

In general, it is preferable to call a senior by his title *and* name: that is, Commander Doe, Mr. Doe, etc., rather than by the impersonal "Sir." In prolonged conversation, where the repetition of this would seem forced or awkward, the shorter "Sir" is naturally used more often.

The correct response to a question from a Women's Reserve officer is "Yes, lieutenant" or "Yes, Miss Brown." The Navy Department has not authorized the use of "Ma'am" or "Sir" in addressing officers of the Women's Reserve.





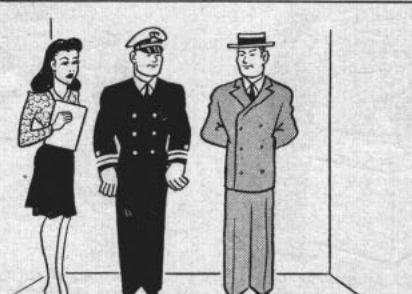
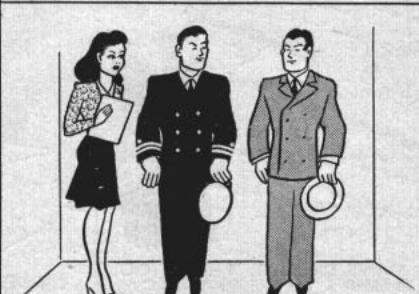
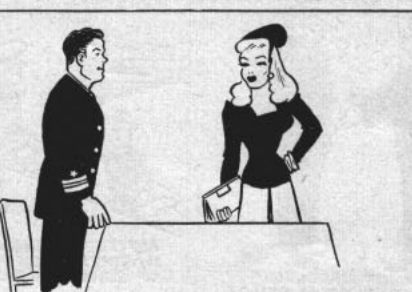

In any naval organization there is only one "Captain" (the regularly assigned commanding officer) and only one "Commander" (the regularly assigned executive officer) who may be addressed as "Captain" and "Commander" without appending their name.

That, at any rate, is the way it would be if everyone went according to the book. In actual practice, the use of "Captain" or "Commander" without the name is frequently heard ashore, where more of those ranks are regularly encountered than would normally occur on any ship.

Addressing a lieutenant commander as "Commander," for short, has no foundation in naval etiquette nor should it be mistakenly used as a form of courtesy to the officer concerned. In this, Navy usage differs from Army, where a lieutenant colonel may be addressed as "Colonel."

However, these Army and Navy titles differ in origin and purpose. The Army title of lieutenant colonel is not, as the compound might seem to indicate, a bridge between the ranks

# COURTESY TO LADIES

 <p style="text-align: center;">PROPER GREETING TO LADIES IS SALUTE</p>	 <p style="text-align: center;">WHEN TALKING WITH A LADY ON STREET, REMAIN COVERED</p>
 <p style="text-align: center;">IN WALKING, TAKE POSITION TO LEFT <u>OR</u> OUTSIDE</p>	 <p style="text-align: center;">WITH TWO LADIES, WALK OUTSIDE <u>OR</u> IN CENTER</p>
 <p style="text-align: center;">IN PUBLIC ELEVATORS, IT IS PERMISSIBLE TO REMAIN COVERED,.....</p>	 <p style="text-align: center;">BUT IF OTHERS UNCOVER, YOU MAY FOLLOW THEIR EXAMPLE</p>
 <p style="text-align: center;">IF A LADY STOPS AT YOUR TABLE, YOU REMAIN STANDING</p>	 <p style="text-align: center;">ARM IS OFFERED TO A LADY ONLY WHEN ASSISTANCE IS NEEDED</p>

of lieutenant and colonel; actually, the rank comes between major and colonel. The emphasis therefore is on the latter half of the title. The word "lieutenant" comes from two French words, *lieu*, place of, and *tenant*, holding; so that a lieutenant may be regarded as one who may hold or take the place of another.

The Navy's title of lieutenant commander came about in an altogether different way. While it is in a sense a bridge between the ranks of lieutenant and commander, as its name indi-

cates, it is a bridge with the heavier part of its foundation on the lieutenant side of the river.

The title was introduced in the United States Navy in 1862 with the reorganization of the service. Previous to this time, all lieutenants in command of smaller men-of-war were called "lieutenant commanding," and so signed themselves. From this was derived the title of "lieutenant commander."

Since many, in addressing a lieutenant colonel, are accustomed to using

the shorter form of "Colonel," it is understandably easy to fall into the same habit with the rank of lieutenant commander. The practice, nonetheless, is not the correct one. The only time you may address a lieutenant commander as "Commander" is when he is the regularly assigned executive officer.

A naval officer is introduced to civilians by his title, and the method of introduction should give the cue as to how he should be addressed from then on. If you were introducing an officer below the rank of commander, you might say, "This is Lieutenant Jones. Mr. Jones is an old shipmate of mine." This serves a double purpose: it gives the civilian to whom you are introducing an officer knowledge of the naval man's rank, in the event he does not know it, and it also "tips" him off as to the correct method of address—"Mr. Jones."

With Women's Reserve and Navy Nurse Corps officers, the procedure is similar, except that with *all* ranks you would use "Miss" or "Mrs." after introducing them by title.

As many people are not familiar with all Navy rank insignia and corps devices, it's usually a good idea to let an introduction, however brief, be reasonably informative. A lieutenant in the Navy Nurse Corps might be introduced by saying, "This is Lieutenant Johnson. Miss Johnson is in the Navy Nurse Corps here." With a Wave: "This is on duty at the Navy Department." (Of course, in being informative, don't reveal security information.)

The Navy today is a cross-section of America. Some of the Best People are also the best seamen. In the same family, one man may be a machinist's mate and his brother a lieutenant. The ensign's sister is a Wave yeoman, and so on. General Pershing holds the highest U. S. military rank, General of the Armies, but his son entered this war as a private. Your own Secretary of the Navy entered the last war as a seaman second class.

So, while the distinction between officer and enlisted personnel still exists in all formal and official relations, it does so less and less in nonmilitary relationships.

Military and civilian practices differ in introducing and addressing enlisted personnel. Under military conditions, enlisted personnel are known by their last names. That is the customary and expected procedure. But in a social gathering, civilians would feel unnecessarily curt in addressing any enlisted man or woman by last name alone. Few hostesses would feel comfortable engaging a visiting Wave yeoman in small talk by saying, "Well, Hepplewhite, what do you think of the Dodgers' chances?"

It is customary therefore for those outside the service to extend to an

enlisted man or woman the same courtesies they would naturally have extended to them in civil life, and to prefix their name with "Mr.," "Miss" or "Mrs." as the case may be. In introducing them, one procedure might be to give the rating and name, then the mode of address, as in: "This is Machinist's Mate Smith. Mr. Smith will be visiting us for a while."

On the other hand, a procedure which has greater simplicity is that generally used with enlisted personnel of the Army, introducing them by rank rather than by specialty: "Sergeant Jones," "Corporal Smith," "Private Hargrove," and so on. The nearest equivalent in Navy terminology would be the term "petty officer," and this could be used to provide a simple method of introduction: "This is Petty Officer Jones." Below petty officer, you would say, "This is Seaman Jones" or "Fireman Jones." Both would therefore be addressed as "Mr. Jones."

To be realistic about it, most introductions, of course, occur on a good

deal less formal basis than in the books anyway, and it's likely to go: "Mary, this is Bob Johnson, who was in the same ship with me."

## Quarterdeck Etiquette

Unlike wardroom etiquette (which follows next), quarterdeck etiquette has not had many changes during the war. All officers and men, upon reaching the quarterdeck, either from a boat, from the shore, or from another part of the ship, salute the national ensign. If the ensign is not hoisted this salute is tendered only when leaving or coming on board ship.

In making the salute, which is entirely distinct from the salute to the officer of the deck, the person making it stops at the top of the gangway or upon arriving at the quarterdeck, faces the colors and renders the salute, after which the officer of the deck is saluted. In leaving the quarterdeck the same salutes are rendered in reverse order. The officer of the deck

## HOW TO ADDRESS AND INTRODUCE NAVAL PERSONNEL

Person addressed or introduced:	TO MILITARY PERSONNEL		TO CIVILIANS	
	Introduce as:	Address as:	Introduce as:	Address as:
NAVAL OFFICER (Comdr. or above)	"Captain (or appropriate rank) Smith"	(same)	"Captain Smith" <sup>1</sup>	(same)
NAVAL OFFICER (Lt. Comdr. or below)	"Mr. Smith"	(same)	"Lt. Comdr. Smith" <sup>2</sup>	"Mr. Smith"
WOMEN'S RESERVE OFFICER (Comdr. or above)	"Commander Smith"	"Miss (or Mrs.) Smith"	"Commander Smith"	"Miss (or Mrs.) Smith"
WOMEN'S RESERVE OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Comdr. Smith"	"Miss (or Mrs.) Smith"
MEDICAL CORPS OFFICER (Comdr. or above)	"Commander Smith" <sup>3</sup>	(same)	"Commander Smith"	(same)
MEDICAL CORPS OFFICER (Lt. Comdr. or below)	"Dr. Smith"	(same)	"Lt. Smith, of the Navy Medical Corps"	"Dr. Smith"
CHAPLAIN CORPS OFFICER	"Chaplain Smith"	(same)	"Chaplain Smith"	(same)
NAVY NURSE CORPS OFFICER (Comdr. or above)	"Commander Smith"	"Miss (or Mrs.) Smith"	"Commander Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
NAVY NURSE CORPS OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (M.D. or dentist)	"Dr. Smith" <sup>4</sup>	(same)	"Dr. Smith, of the Public Health Service"	"Dr. Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (Sanitary Engineer)	"Mr. Smith"	(same)	"Mr. Smith, of the Public Health Service"	"Mr. Smith"
COMMISSIONED WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
MIDSHIPMAN	"Mr. Smith"	(same)	"Midshipman Smith"	"Mr. Smith"
WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
CHIEF PETTY OFFICER	"Chief Machinist's Mate Smith"	"Smith"	"Chief Machinist's Mate Smith"	"Mr. Smith"
AVIATION CADET	"Aviation Cadet Smith"	"Mr. Smith"	"Aviation Cadet Smith"	"Mr. Smith"
PETTY OFFICER	Use name and rate, as: "Smith, Gunner's Mate, 2nd"	"Smith"	"Gunner's Mate Smith" OR "Petty Officer Smith"	"Mr. Smith"
SEAMAN	"Seaman Smith"	"Smith"	"Seaman Smith"	"Mr. Smith"

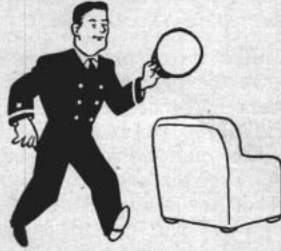
NOTES: <sup>1</sup> When not in uniform (as in peacetime, or in beach attire) a captain or lieutenant would be introduced as "of the Navy" to distinguish his rank from the similar-sounding Army one.

<sup>2</sup> A suggested form of introduction is: "This is Lieut. Comdr. Smith. Mr. Smith is now stationed here." This indicates both (a) the officer's rank and (b) how to address him.

<sup>3</sup> If a senior officer of the Medical Corps prefers to be addressed as "Dr.," such preference should be honored.

<sup>4</sup> In any case where you had reason to believe the Dr.'s insignia might not be recognized, it would be correct to add "—of the Public Health Service" in introducing him.

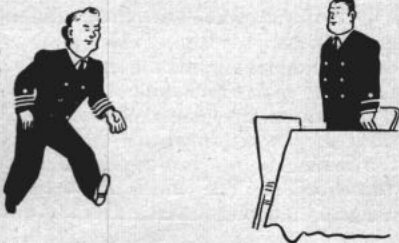
# WARDROOM ETIQUETTE



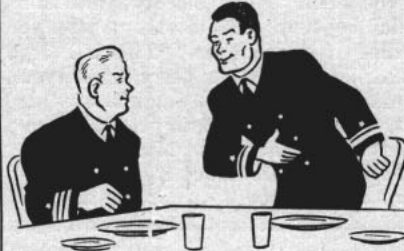
**DON'T** ENTER OR LOUNGE IN WARDROOM OUT OF UNIFORM



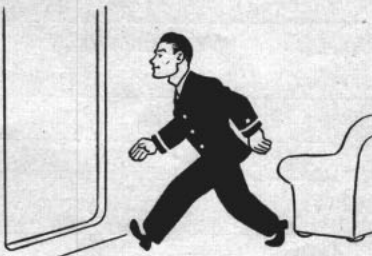
**DO** GET TO MEALS ON TIME. IF UNAVOIDABLY LATE, MAKE APOLOGIES TO PRESIDING OFFICER



**DON'T** SIT DOWN TO MEALS BEFORE PRESIDING OFFICER SITS DOWN (EXCEPTION: BREAKFAST)



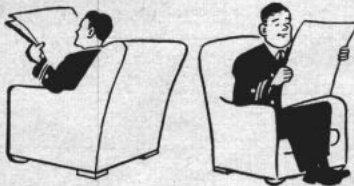
**DO** ASK TO BE EXCUSED IF YOU MUST LEAVE BEFORE MEAL IS OVER



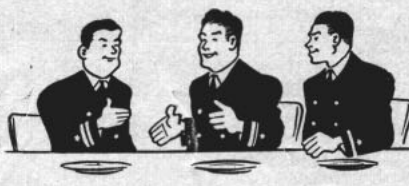
**DON'T** LOITER IN WARDROOM DURING WORKING HOURS



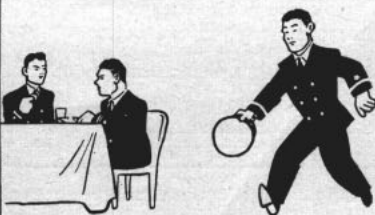
**DO** PAY MESS BILLS PROMPTLY



**DON'T** BE BOISTEROUS OR NOISY IN WARDROOM



**DO** AVOID DISCUSSION AT MESS OF RELIGION, POLITICS, LADIES



**DON'T** WEAR A CAP IN WARDROOM (ESPECIALLY WHEN YOUR SHIPMATES ARE EATING)



**DO** BECOME KNOWN, NOT FOR "STICKING YOUR NECK OUT" BUT AS "A GOOD LISTENER"

\* MODIFICATIONS OF WARDROOM ETIQUETTE DUE TO WARTIME CONDITIONS ARE COVERED AT LENGTH IN ARTICLE

returns both salutes, and it is his duty to require that they be properly made.

The commanding officer clearly defines the limits of the quarterdeck to embrace as much of the main or other appropriate deck as may be necessary for the proper conduct of official and ceremonial customs.

The etiquette of the quarterdeck should be strictly enforced by the watch officer. For officers and enlisted men alike, it requires adherence to these rules:

- 1) Avoid appearing on the quarterdeck out of uniform.
- 2) Never smoke on the quarterdeck.
- 3) Avoid putting hands in pockets (especially on the quarterdeck).
- 4) Avoid horseplay on the quarterdeck.
- 5) Never walk on the starboard side of the quarterdeck unless invited by the admiral or the captain.
- 6) Don't engage in recreational athletics on the quarterdeck unless it is sanctioned by the captain, and then only after working hours.

The starboard gangway to the quarterdeck is used by all commissioned officers, warrant officers and their visitors; the port gangway is used by all others. If the construction of the ship or other circumstances make a change in this rule expedient, the change may be made at the discretion of the commanding officer. In heavy weather, the lee gangway is used by everyone.

## Wardroom Etiquette

The whole subject of wardroom etiquette has undergone so many changes due to the exigencies of war and battle that perhaps the best approach would be, in the interest of completeness, to take up the generally prevailing rules of wardroom etiquette as they would be under peacetime conditions, and then to show some of the variations that have been brought about by war.

The wardroom is the commissioned officers' mess and lounge room. The main peacetime rules of its etiquette were:

- 1) Do not enter or lounge in the wardroom out of uniform.
- 2) Don't sit down to meals before the presiding officer does. (Exception: breakfast.)
- 3) If necessary to leave before the completion of the meal, ask to be excused.
- 4) Always introduce guests to all wardroom officers, particularly on small ships.
- 5) Never be late for meals. If you are unavoidably late, make your apologies to the presiding officer.
- 6) Do not loiter in the wardroom during working hours.
- 7) Avoid wearing a cap in the wardroom, especially when your shipmates are eating.

- 8) Avoid being boisterous or noisy in the wardroom.
- 9) Don't talk "shop" continuously.
- 10) Pay mess bills promptly.
- 11) Gambling or drinking on board ship is a general court-martial offense.
- 12) Remember that the more experienced officers in the mess will respect a frank admission of ignorance, but that they will soon "have your number" if you assume a presumptuous attitude and continually make blunders.
- 13) The Lord loveth a cheerful giver, but the wardroom cherishes a good listener.

One of the oldest mess customs is that religion, politics and women should not be discussed.

The executive officer is the president of the mess. *Navy Regulations* prescribe the seating arrangement: Officers are assigned permanent seats at the table; alternately, in the order of rank, to the right or left of the presiding officer, except that the seat opposite that of the presiding officer is occupied by the mess treasurer. (Second ranking officer sits to the right of the presiding officer, third to the left, etc.)

So much for life up to 7 Dec. 1941.

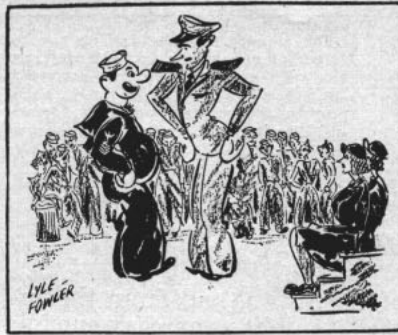
Today, in many cases, the routine of the wardroom is vastly different. Regular mealtimes go out the window when you're at General Quarters. If before eating you waited for the presiding officer to sit down, you'd get weak around the knees, for many times the presiding officer will be topside at battle station, as will your comrades.

Many an officer can report that, far from eating in the wardroom, he has subsisted on sandwiches and coffee served topside whenever he could snatch a hasty bite, and that this has sometimes gone on for days at a stretch. A rule about "never be late for meals" is hardly binding under such circumstances.

Also, the custom of not talking "shop" was a useful one in times when war was not the business of the day and when in addition you had opportunities of picking up other subjects of conversation. Today, the reaction is "What else is there to talk about?"

No point in asking a man just in from the Gilberts if he's seen any good plays lately, or checking with someone who was on the Truk raid to see what good books he's come across. They've had their hands full. Mealtime, when they get it, is frequently a chance to exchange those little bits of information and "dope" about their experiences that increase the knowledge of all fighting men. Talking "shop," in such cases, leads not to too much dullness in the conversation, but just breeds a little more trouble for Tojo.

Even the seating arrangements in some wardrooms have undergone



Beam (NATC, Corpus Christi, Tex.)

*"Yes, Sir, I know how to talk to these men—but you'll have to get them wimmin outa here."*

change, instead of adhering to the old system of rigid precedence. Many ships will scatter their higher ranking officers among many tables, rather than concentrate them at one place, where a single (un)lucky hit might wipe all out at once. It is sometimes the custom also, where eating in shifts, to see that there is a "cross-sectioning" of rank among the various shifts, for the same reason.

In peacetime, wardroom etiquette may go back to "the book" again, but for the duration common sense and necessity have made a few changes.

### Boat Etiquette

- 1) Unless otherwise directed by the senior officer present, officers enter boats in inverse order of rank (juniors first) and leave in order of rank (juniors last).
- 2) Always stand and salute when

a senior enters or leaves a boat, unless you are an enlisted man and there is an officer or petty officer in charge to render the honors.

- 3) When a senior officer is present, do not sit in the stern sheets unless asked to do so.
- 4) The seniors are accorded the most desirable seats.
- 5) Always offer a seat to a senior.
- 6) When leaving ship, get in the boat a minute before the boat goes, or when the OOD says the boat is ready—don't make a last-second dash down the gangway.
- 7) If the boat is crowded, and you are junior, get off and get on the next one.
- 8) Juniors show deference to seniors by not crossing the bows of their boats, crowding them or ignoring their presence.
- 9) A landing over another boat should not be made without permission, and permission to do so is not asked if it can be avoided.

### Finale

Even Mark Twain, who was no lover of things military, had one of his characters say: "Armor is a proud burden and a man stands straight in it."

And while observance of military courtesy will not of itself necessarily earn anyone Chaucer's brief but famed accolade: "He was a verrey perfight gentil knight," on the other hand, it will help. Observance of it is not incompatible with the qualities of a first-class fighting man, as the record of American naval heroes will show.

## I - WITNESS

BY SGT. JOHN B. T. CAMPBELL JR.  
Marine Corps Combat Correspondent

SAIPAN, Marianas Islands—We could see the greatest task force in the history of the Pacific belting away at the island with guns and planes, and some of us weren't too far away from feeling sorry for the Japs. We've got over those notions now.

The Jap controlled the high points on this island. He knew the terrain perfectly and could observe our dispositions, down to a gnat's eyelash. He waited, except for casual firing, until we had landed and partially put our artillery into position. This took until nightfall, and then he opened up on us with concealed guns—some of which are thought to be eight-inchers.

I found a foxhole and was settling into it when a tired-looking youngster came along and asked if he could get into it, too. There wasn't really room, but at a time like this a man likes company more than comfort and I made him welcome. He turned out to be a hospital apprentice from Kansas City, Mo. It's a fine thing to have a hospital apprentice for a bunk mate on such a night as this turned out to be.

All night long, the Japs pitched shells into our position, doing a lot of damage to equipment and killing and wounding men.

The reason things were not worse was that the Japs had some other targets to work over.

The morning was worse than the night. In the night the Japs had known within a couple of yards where our installations were. In the morning they knew to a half inch. The infantry would call for artillery support and the men would get out of their foxholes and work their guns. Then the Jap artillery would open up on them and drive them into the ground—but usually not before men had been killed or wounded and weapons put out of action.

While this was going on, planes and ground observers were trying to spot the Jap emplacements. The artillerymen were burning to duel with the Japs, but there can be no duel if you can't see your opponent. The Japs pushed our front lines back a bit and some of the artillery positions came under direct rifle fire.

It was about 1100 that a plane at last spotted the Jap positions. The planes attacked with rockets and the long-suffering artillerymen, who had been "taking it" for almost 20 hours, began to dish it out. In a very few minutes the Jap positions were plastered. They had been concealed in the side of a hill. By 1400 not a peep was coming from them.

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.

## On Thinking the War Is Over

From the recent great victories of the Allies, and from the increasing emphasis of post-war planning, it might seem easy enough to conclude that for all practical purposes the war is over. However, without gainsaying the victories and without denying the planning, it is not only wrong but dangerous to believe that final victory is imminent.

The truth of the matter is simple: Victory will come at the moment the Germans and Japanese decide to surrender unconditionally—but that has been true from the beginning, and from a military standpoint the end is not yet in sight. There will be long campaigns to plan, much hard work and many casualties before the victory is won. The triumphs of the moment are impressive and important, but not yet conclusive. We know from bitter, costly experience that the enemy is skillful, resourceful and tenacious; until he actually lays down his arms we cannot say the war is over.

As for the post-war studies and planning now under way it does not necessarily follow that, because they are being undertaken now, they portend an immediate end of fighting. To interpret this planning in such a light is wishful thinking indeed. These plans are only evidence that we recognize that the war will be over, and victoriously so, *sometime*. It is not only sensible but necessary that plans be made. But they should not be misinterpreted to mean more than the confidence of ultimate victory and the intelligent assurance that those who make the victory possible shall not be defeated by the problems of peace.

No, the war is not yet over, and wishing or misreading the signs will not make it so. The only way we can win is to get up steam and fight, and the closer victory comes the harder we must fight to bring it to us sooner.

## 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.

### LEAVE AND TRAVEL TIME

SIR: In your July issue, the question "What is the rule about days allowed for travel time?" was answered: "They do not count as leave. For details, see Article D-7028, BuPers Manual."

I have read over carefully referenced article and find nothing in it which states that travel time does not count as leave. It has always been my belief that a man away from his station and duty on authorized absence is on leave. I respectfully refer you to Article 1727, Navy Regulations, which in the case of an officer states, "The time required for an officer to travel to and from the place where his leave is spent shall be considered as leave and shall be included in the report of days absent. Also, in the Navy's standard transfer form, under Special Instructions, it states, "LEAVE: . . . . . days leave and . . . . . days travel time is hereby authorized, this delay to count as leave."—R. B. B., Lt. Comdr., USN (Ret).

• In general, you are correct. A man who travels on leave travels on his own time. But "travel time" has a specific official

meaning (i.e., traveling time involved in proceeding on government business) and within the sense of that official meaning it was used properly in the matter at question. By BuPers Manual D-7028 (15), 10 days leave AND TRAVEL TIME may be granted graduates of class A schools prior to transferring to duty afloat. (However, present policy is, wherever possible, to grant five days and travel time, although in some cases it is not practical to grant leave.) Where leave is granted with travel time upon such graduation, official travel time to a new duty is involved and such travel time does not count as leave.—ED.

### NO SANTA CLAUS

SIR: Is it true that officers on active duty prior to 1 June 1942, receive six months' base pay upon returning to civilian status?—R.F.M., Lt., USNR.

• No. There is no such provision of law. Mustering-out pay is the only benefit of the type you mention. Its provisions were covered in the INFORMATION BULLETIN, March 1944, p. 70.—ED.

### FOUR-STAR ADMIRALS

SIR: I understand the U. S. Navy has had only three full, permanent four-star admirals, namely Admirals Porter, Faragat and Dewey. A shipmate says a few four-star admirals have been made during the last year. Please advise.—A.R. B., CPhM.

• There have been only three officers of the Navy assigned permanent rank above




(Continued on page 60)



KEY TO NUMBERS ON MAP

1. 21 June—Allies open month of record bombing of Nazi Europe with 2,200-plane U. S. raid on Berlin.
2. 23 June—Red Army unleashes gigantic offensive against Germans.
3. 26 June—Yanks take Cherbourg.
4. 26 June—British and Chinese take Mongaung in northern Burma.
5. 30 June—Thousands of Danes riot against Nazis in Copenhagen.
6. 2 July—U. S. troops land on Noemfoor Island, off New Guinea.
7. 3 July—Russians take Minsk.
8. 4 July—Pacific Fleet carrier force raids Bonin, Volcano Islands.
9. 4 July—British retake Ukru, India, chase Japs back into Burma.
10. 8 July—Organized Jap resistance ends on Saipan.
11. 8 July—B-29s raid Japan.
12. 9 July—British and Canadians take Caen.
13. 13 July—Land-based Navy heavy bombers raid Volcano Islands.
14. 15 July—U. S. battleships join in shelling of Guam as carrier planes continue daily raids on island.
15. 18 July—British break through at east end of Normandy peninsula.
16. 19 July—Allies take Leghorn and Ancona in Italy.
17. 19 July—Red Army drives across 1941 German-Soviet border.
18. 20 July—U. S. forces land on Guam.

**CHRONOMAP**

-  AXIS AND OCCUPIED TERRITORY
-  ALLIES AND OCCUPIED TERRITORY
-  NEUTRAL



# THE MONTH'S NEWS

PERIOD 21 JUNE THROUGH 20 JULY

## The War

On nearly every fighting front—on land, at sea and in the air—the Axis continued on the defensive last month.

As U. S. forces completed their conquest of Saipan and landed on Guam, potential stepping stones to the Philippines or to Japan itself, powerful Allied armies advanced upon Germany from three directions. As U. S. warships roamed Far Eastern waters at will, bombarding Japanese defenses almost with impunity, Allied bombers continued to rain thousands of tons of explosives daily on Hitler's fortress from bases in England, Italy and Russia. As Jap Premier Tojo and his entire cabinet resigned in the midst of what he himself called an "unprecedentedly great national crisis," Hitler announced that he had been burned and bruised by a bomb planted by one of his own officers.

Saipan, in the Marianas Islands, gives us a sea and air base only slightly farther from Tokyo than Chicago is from New York. The Japs learned what that may mean when

Army B-29s, paying a second visit to their homeland on 8 July, dumped bombs on the naval base at Sasebo and the steel center of Yawata.

Jap dead were still being buried on Saipan when, on 20 July, U. S. marines and Army troops hit the beaches on Guam under cover of a pulverizing aerial and warship bombardment.

Spearhead of our operations in the Western Pacific was Task Force 58, which in six weeks battered Japanese defenses with the longest sustained sea-air assault in naval history. Its carriers and other warships first

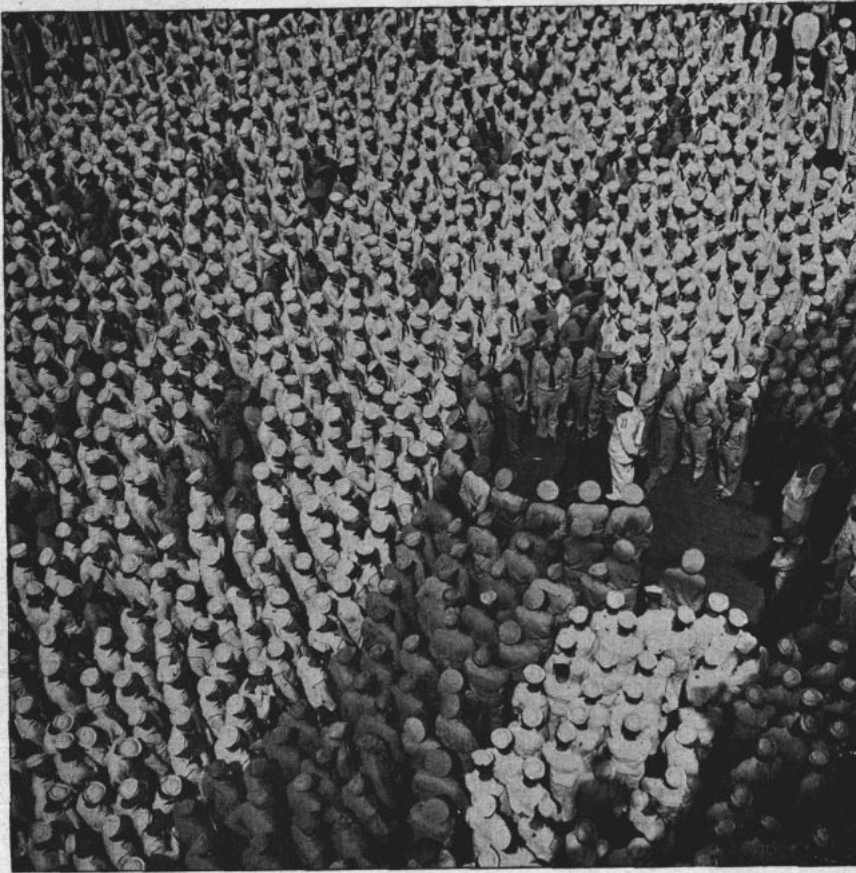
## U. S. Forces Capture Saipan, Invade Guam as Allies Press Three-Way Drive on Nazis

struck at Saipan, Guam and Tinian on 10 June. Three days later they suddenly appeared off the Bonin and Volcano Islands, 500 miles southeast of Japan proper, where they neutralized enemy bases. Five days later Task Force 58 tangled with the Japs west of Guam and destroyed 402 enemy planes in one day. The following day, 19 June, its divebombers and torpedo planes located a large Japanese fleet fleeing towards the Philippines and before nightfall had sunk two carriers and two tankers, and severely damaged a dozen other vessels.

Just three days later Pagan Island

LAST SEPTEMBER		SEPTEMBER 1944							
 <p>The Navy landed the U. S. 5th Army in Italy and supported the beachhead by bombardment</p> <p>—then gave the enemy warning of future offensives by announcing its surface tonnage had been nearly tripled and its air fleet enlarged 10-fold in three years.</p>		SUN	MON	TUE	WED	THU	FRI	SAT	
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	24	25	26	27	28	29	30		

★ WHAT WILL WE DO THIS YEAR? ★



Official U. S. Navy Photograph

ALL HANDS aboard a U. S. aircraft carrier are commended by Admiral Lord Louis Mountbatten, Supreme Allied Commander in Southeast Asia, after a joint U. S.-British naval task force struck a heavy blow on Sabang in northern Sumatra.

felt a blast from 58's air and surface craft. The following day it paid a return visit to the Bonin Islands. After a 10-day lull, the task force again raided harbors and shore installations in the Volcano and Bonin Islands, damaging several destroyers and supply ships.

During this rampage in the Far East, Task Force 58 destroyed 767 planes, probably destroyed 15 more, sank two carriers, four destroyers, five tankers, 13 cargo ships, six escort vessels and one transport. It damaged three carriers, one battleship, three cruisers, seven destroyers, three tankers and more than eight cargo ships. The U. S. force lost 157 aircraft, but rescued 85 pilots; two of its carriers and one battleship were superficially damaged.

Meanwhile, land forces had completed the conquest of Saipan. More than 19,000 enemy dead were buried and 1,460 Japs were captured. Secretary of the Navy James Forrestal described Saipan as "a prize of the first magnitude," which brought the war in the Pacific to a new phase. Our losses were 2,359 killed, 11,481 wounded and 1,213 missing.

U. S. naval forces in the Marianas next turned their fiery fury on Guam, which is 10 miles longer and three miles wider than Saipan and

has an excellent harbor at Apra. Gunfire from Pacific Fleet battleships, cruisers and destroyers supplemented daily raids by our carrier planes on this former American outpost which the Japs had overwhelmed in the first week of the war.

As the bombardment went into its 17th straight day our landing craft poured marines and Army troops ashore north and south of Afra. The amphibious strike was described as the smoothest of the Pacific war, with opposition moderate on the beaches but stiffer as the invaders drove inland.

The Allied drive toward the Philippines in the Southwest Pacific moved ahead when American troops landed on Noemfoor Island, 100 miles west of Biak, and captured the key Kamiri airfield one hour and 51 minutes later without much opposition. On a 1,000-mile front, from the Solomons to the Netherlands Indies, Allied aircraft and light naval patrols were sinking

or heavily damaging Jap vessels at a rate of better than 10 a day. During the 30-day period ending 14 July, 304 craft ranging from power barges to a 10,000-ton tanker were sunk or damaged.

Even in China, where the Japanese scored their only successes in June, their steam-roller advance down the Hankow-Canton railway was brought to a halt by a strong Chinese counter-attack. The Chinese, supported by our air forces, broke out of the ring at Hengyang and seemed to be foiling efforts of the Japanese to regroup and strike back.

In the China-India-Burma sector, the British captured Ukhrul in India and pursued the Japs back across the Burma border. Two Chinese armies in Burma joined forces seven miles west of Mogaung, clearing 300 miles of the new Ledo supply road to China.

Japan's European partner, meanwhile, was feeling the full weight of Allied armed might from three sides. After capturing Cherbourg on 26 June, the American 1st Army launched an offensive on a 30-mile front which slowly pushed the Nazis back from the base of the Cherbourg peninsula. The British and Canadians took Caen after a 33-day struggle and by 20 July were punching slowly forward in the general direction of Paris, 110 miles away.

It was announced that Allied naval losses in connection with the Normandy invasion were 15 ships—three U. S., one Norwegian and two British destroyers; a U. S. destroyer escort, a transport, a fleet tug and a minesweeper; three British frigates and two auxiliaries.

Heavy bombers continued and stepped up their pounding of occupied Europe, concentrating on oil refineries, plane factories and the German rocket coast. General Arnold, commanding general of the U. S. Army Air Forces, estimated that blows against German oil centers had reduced the supply to 30% of normal. He revealed that the oil shortage had become so acute that the Nazi mechanized forces were being rationed.

Robot bombs continued to deal death and destruction to civilians in the London area despite Allied counter measures. Prime Minister Churchill announced on 6 July that these "doodlebugs" had killed 2,752 persons and injured about 8,000. An average of one person was killed for every robot bomb launched.

## CASUALTY FIGURES

Casualties among naval personnel through 20 July totaled 49,188. Totals since 7 December 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	15,646	6,230	8,380	2,524	32,780
U. S. Marine Corps	4,897	7,951	867	1,945	15,660
U. S. Coast Guard	343	175	230	0	748
Total.....	20,886	14,356	9,477	4,469	49,188

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



In the east the Russians launched their promised full-scale offensive on 23 June. In four days they had liberated 1,700 places, captured Vittebsk and Zhlobin and were within 34 miles of the old Polish border. On the 11th day of their offensive they had driven back the Nazis 165 miles, taken Minsk and killed or captured 213,000 Germans. In 22 days the Red Army had advanced 265 miles, an average of about 12 miles a day. On 19 July they crossed the 1941 Soviet-German border.

A Red Army thrust through the Baltic states threatened to encircle about 30 German divisions in Estonia, Latvia and Lithuania, and there were some signs that the Nazis planned to withdraw from the whole area. Capture of Grodno on 16 July opened the way for an advance into East Prussia, only 45 miles away.

The Germans' resistance stiffened in Italy as they backed up to their next defense line near Florence. The 5th Army took Cecina on 2 July in one of the stiffest battles since the occupation of Rome. French troops celebrated Bastille Day by capturing the important center of Poggibonsi, 21 miles southwest of Florence. The British 8th Army seized Arezzo, commanding four important roads leading northward. On 19 July came the fall of Leghorn, great Italian port and naval base.

Behind the fronts, too, there were signs of trouble for the Nazi leaders: a plot, as Hitler himself described it, "to remove me and . . . virtually to exterminate the German High Command." By radio he assured the people that he had not been seriously hurt by a bomb set off at his headquarters by an army colonel, and laid the plot to "an extremely small clique" of officers. From other sources came reports of widespread dissention among German military and political leaders, of mutinies within the armed forces, of wholesale arrests and executions.

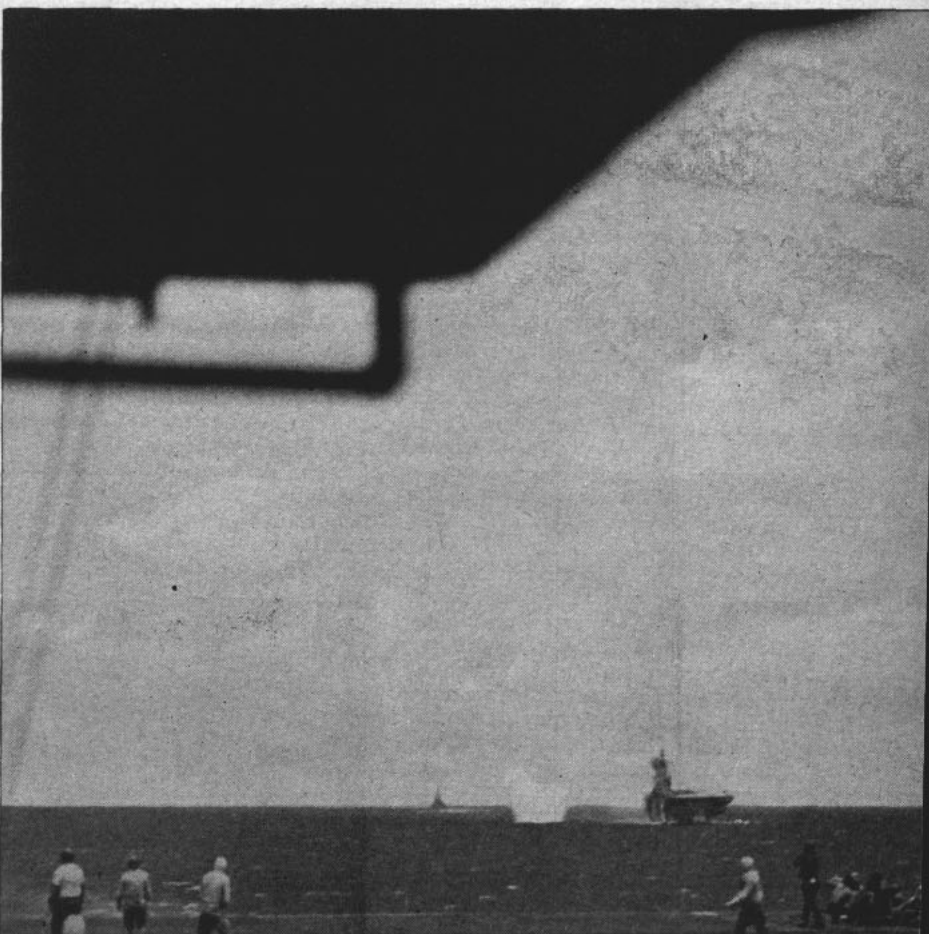
U. S. submarines in the Pacific continued to take a heavy toll of Japanese shipping. The Navy announced on 5 July that 17 more Jap ships had been sunk, and on the same day the British Admiralty reported its submarines had sunk nine more in Far Eastern waters. Fourteen additional sinkings by U. S. subs were announced on 19 July.

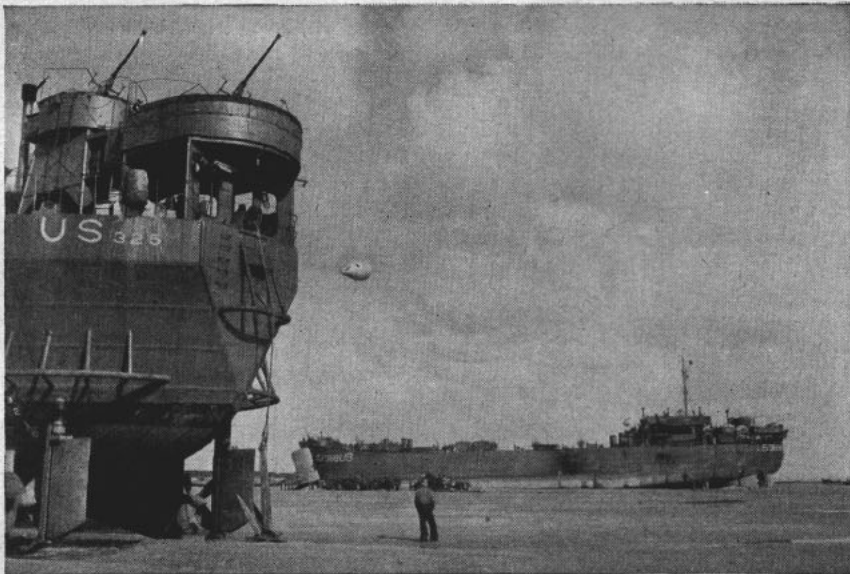
Nazi U-boats, on the other hand, were having tough sledding in the Atlantic. Without giving any figures, President Roosevelt and Prime Minister Churchill announced on the 9th that ship losses to undersea raiders "reached almost the lowest figure of the entire war" during June.

On every far-flung battlefield the war seemed to be entering a decisive phase, with the Allies on the threshold of the enemy's inner fortresses.



Official U. S. Navy Photographs  
**NEAR MISS:** A flaming Judy—Japanese torpedo bomber—dives toward a U. S. Essex-class carrier (above) but narrowly misses the ship and crashes into the sea (below). The plane was one of more than 400 shot down by fighters and antiaircraft guns of Task Force 58 off the Marianas on 18 June.





HIGH AND DRY: Unloading continues from LSTs left stranded when the tide went out on the Normandy beachhead.

Official U. S. Navy Photograph

## Navy News

• The USS *Wisconsin*, believed to be the mightiest battleship in the world, was commissioned only 18 weeks after she was launched and is now in action, it was disclosed last month. In peacetime it usually requires a year after a battleship has been launched to place her in commission. In contrast, the USS *Iowa* was commissioned in 25 weeks and the USS *New Jersey* in 24 weeks. Both are sister ships of the 45,000-ton *Wisconsin*, but improvements added during construction make the *Wisconsin* more powerful. She mounts an improved 16-inch gun and more than 125 antiaircraft guns of varying size.

• More than 320 persons, most of them enlisted naval personnel, were killed on 17 July in a double explosion which shattered two munitions ships being loaded at the Naval Magazine, Port Chicago, Calif. The blast, one of the most disastrous in the nation's history, caused damage estimated at \$5,000,000, excluding the value of the thousands of tons of munitions blown up. A Coast Guard crash boat and a fire barge also were destroyed and a tanker damaged. Every building within a radius of two or three miles was razed or damaged.

• Composite Squadron 1, first aircraft squadron to operate from an escort carrier against U-boats and one of the most successful of the sub-killer groups, was disbanded recently after establishing an outstanding record. As a unit of the USS *Card* task group, its flyers shared in the Presidential Unit Citation awarded last fall for sinking or damaging more subs than any other team in naval history.

The squadron was organized in April 1941 and operated from the USS

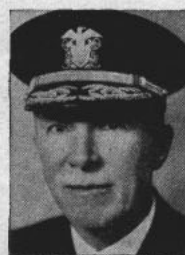
*Long Island*, experimental converted carrier. After participating in the Battle of Midway, Composite Squadron 1 was transferred to the USS *Card* in the Atlantic. Twenty-seven members have received decorations or commendations, and six have been decorated twice. The list includes one Navy Cross, four Silver Stars, 10 Distinguished Flying Crosses and 14 Air Medals.

• A new rust preventive to protect metal against corrosion has been developed by BuShips and BuAer, in conjunction with private industry. This new "thin-film" compound has been especially valuable in keeping landing craft free of rust and deterioration during construction and long ocean voyages. It also has been used extensively in reconditioning machinery which has been submerged in seawater, and it is recommended for keeping bright work shined. It is now issued as a standard stock item (52C3257) and is available at navy yards and most repair facilities.

• Rear Admiral Arthur G. Robinson, USN, last month relieved Rear Admiral Walter S. Anderson, USN, as president of the Board of Inspection and Survey. Admiral Anderson will become commandant of the Gulf Sea Frontier and commandant of the 7th Naval District. Admiral Robinson has been commandant of NOB, Trinidad, B.W.I.



Admiral Robinson



Admiral Anderson

• Because the Navy has brought the war to Japan's doorstep sooner than expected and the progress of amphibious warfare has necessitated shifting of material production schedules, the Navy Department has been authorized by the President to acquire 194,000 additional enlisted men by 31 Dec. 1944 and 189,000 more by 30 June 1945, if necessary.

This increases the Navy's authorized strength from 3,006,000, the previously authorized figure, which now has been reached, to 3,389,000, a total increase of 383,000. The additional personnel will be procured from civilian sources. It involves no increase in the number of officers and officer candidates previously authorized.

Additional personnel are essential to keep pace with the acceleration of operations in the Pacific theater. Men who might not have been needed until late next year must now be drawn into service between October 1944 and July 1945 to assure successful operations on the revised timetable. For the most part the additional personnel are needed for manning new amphibious craft and auxiliary vessels going into commission next year.

• The 75,000th landing by an airplane on the USS *Saratoga*, the Navy's largest and oldest aircraft carrier, was made recently. Sixteen years have passed since Lt. Comdr. (now Vice Admiral) Marc A. Mitscher, USN, landed the first plane on the *Sara's* deck.

• Air Group 12, one of the Navy's hardest hitting aggregations of flyers, is home for rehabilitation and reassignment after more than a year's combat duty in the Pacific. The group's fighters, divebombers and torpedo planes destroyed 102 enemy planes, damaged 78, sank 104,500 tons of shipping and damaged another 198,500 tons, from Guadalcanal to the Indian Ocean.



Comdr. Clifton

Commanded by Comdr. Joseph C. Clifton, USN, Air Group 12 participated in the Gilberts' invasion, roved the Marshalls for 25 days, covered the landings on Eniwetok and joined with the British to attack Sabang and Surabaya in the Netherlands Indies.

• Rear Admiral A. Stanton Merrill, USN, who won the Navy Cross and the Legion of Merit while commanding a South Pacific task force, has assumed his new duties as the Navy's Director of Public Relations. He relieved Capt. Leland P. Lovette, USN, whose new assignment has not yet been announced. Captain Lovette recently returned from a special mission in connection with the Allied invasion of France.

• After 20 months of duty in the Mediterranean theater, during which time they participated in two amphibious operations and were stationed in 27 different localities, the officers and men of the 120th Construction Battalion have been returned to the U. S. under the special rotation policy for CBs of rotation by battalions. Formed in the field from the second sections of the 17th and 53rd Battalions, the 120th developed airfields in Africa and built camps, hospitals, ammunition dumps and many other types of installations at Casablanca, Algiers, Safi, Fedala, Port Lyautey, Oran, Bizerte, Arzew, Mostaganem, Agadir, Salerno and Palermo. The battalion will have a well-earned 30-day leave before tackling its next assignment.

• A court of inquiry to investigate the circumstances connected with the Japanese attack on Pearl Harbor has been ordered by Secretary of the Navy James Forrestal, in compliance with a joint resolution adopted by Congress. The court convened at Washington on 17 July. Admiral Orin G. Murfin, USN (Ret), is president of the court of inquiry, and the other two members are Admiral Edward C. Kalbfus, USN (Ret), and Vice Admiral Adolphus Andrews, USN (Ret). Comdr. Harold Bieseemeier, USN, is judge advocate.

• For the first time, a woman of the naval service is to have a combatant ship named in her honor. A new destroyer under construction at the Bath Iron Works, Bath, Me., will be named for the late Mrs. Lenah S. Higbee, first superintendent of the Navy Nurse Corps. Mrs. Higbee was one of the four women to win the Navy Cross—and the only woman to receive it while



Mrs. Higbee

still alive. She was honorably discharged at her own request in 1922, and died 10 Jan. 1941. One other combatant ship, the revenue cutter *Harriet Lane*, used in the Civil War, was named for a woman, the niece and official hostess of President James Buchanan. The Navy, however, has numerous auxiliary ships bearing feminine names.

• Three Jap planes were shot down within 30 seconds recently by Lt. Comdr. Robert A. Winston, USN, of New York City, skipper of the "Meat-axe" fighter squadron. The action occurred off Palau when he attacked a division of three divebombers which had separated from the main Japanese formation. Starting with the plane nearest him, he poured .50-caliber slugs into one Jap plane after another, and each fell in flames after a quick burst. Lieutenant Commander Winston formerly was aviation assis-



Official U. S. Navy Photograph

*Lt. Comdr. Winston in his Hellcat.*

stant to the Director of Public Relations in Washington, and has written three books and numerous magazine articles on aviation.

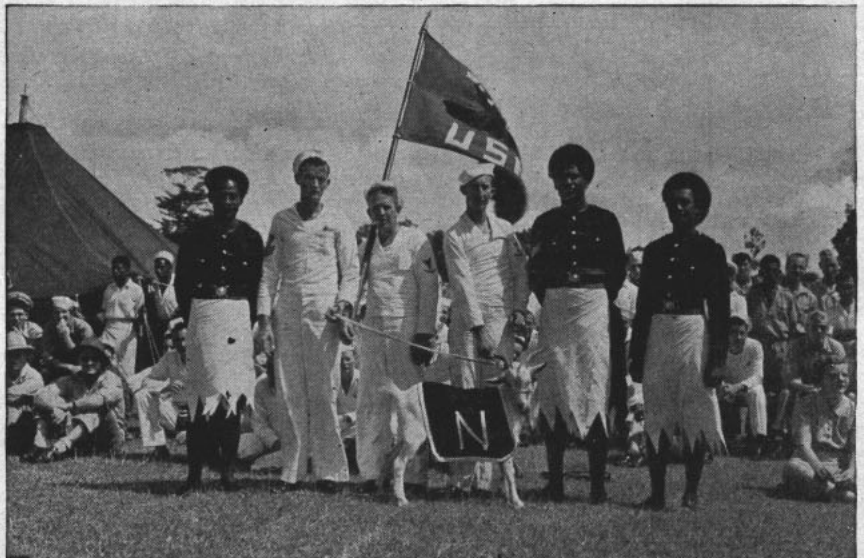
• Refusing to abandon his disabled Catalina flying boat, a Navy pilot finally got it back to base in the South Pacific after a 100-mile surface trip under its own power and by tow. Lieut. Lloyd E. Sloan, USNR, of Mission, Tex., made a successful water landing at night to rescue a downed flyer in St. George Channel, between New Britain and New Ireland, but a big wave ripped the propeller from the starboard engine. Determined to save his plane, Lieutenant Sloan fought for 5½ hours to keep it from drifting toward the enemy-held shore only a mile and a half away. Contact then was made with two PT-boats, and they towed the plane for 15 hours until they reached the seaplane base.

• Four Navy enlisted men in a special

beach unit won a \$5 bet and captured 15 Germans during the first 24 hours of the assault on Normandy. They found an undamaged pillbox which appeared to be deserted. Army men fired a couple of shots down the pillbox ventilator, and then left, one of them betting a sailor that the place was abandoned. Finding a demolition kit, the Navy men blasted open the pillbox door and when the smoke cleared away a German officer stepped out, followed by 14 men. They were disarmed and marched two miles to a stockade. Two days later the Navy men met the Army bettor and collected the \$5. "Here's your dough, sailor," said the loser. "I never was so glad to lose a bet in my life."

• To clarify policies regarding selection of applicants to fill advanced school quotas, BuPers has announced it does not consider practical the establishment of separate facilities and quotas for those Negroes who qualify for advanced training. No discrimination as to race will be allowed to influence the nomination of candidates for advanced school training; when Negro personnel are qualified, they will be given the same consideration as white personnel and will be assigned to schools in the same manner and on the same basis. This policy is stated in BuPers Circ. Ltr. 194-44 (N.D.B., 15 July 1944, 44-813).

• A main turbine engine rotor, weighing 10,000 pounds, was carried by air recently from New York to the Canal Zone by Naval Air Transport Service, to replace a damaged rotor in a War Shipping Administration tanker carrying fuel oil to Task Force 58. After a nine-hour layover, the damaged rotor was flown back to be repaired and installed in a new tanker. On the round trip the NATS plane, a Douglas



Official U. S. Army Signal Corps Photograph

GOAT 'n' ALL: None of the traditional color was lacking from the Army-Navy football game played recently at Albert Park, Suva, Fiji. Three native policemen served as escorts for these Navy men and their mascot.

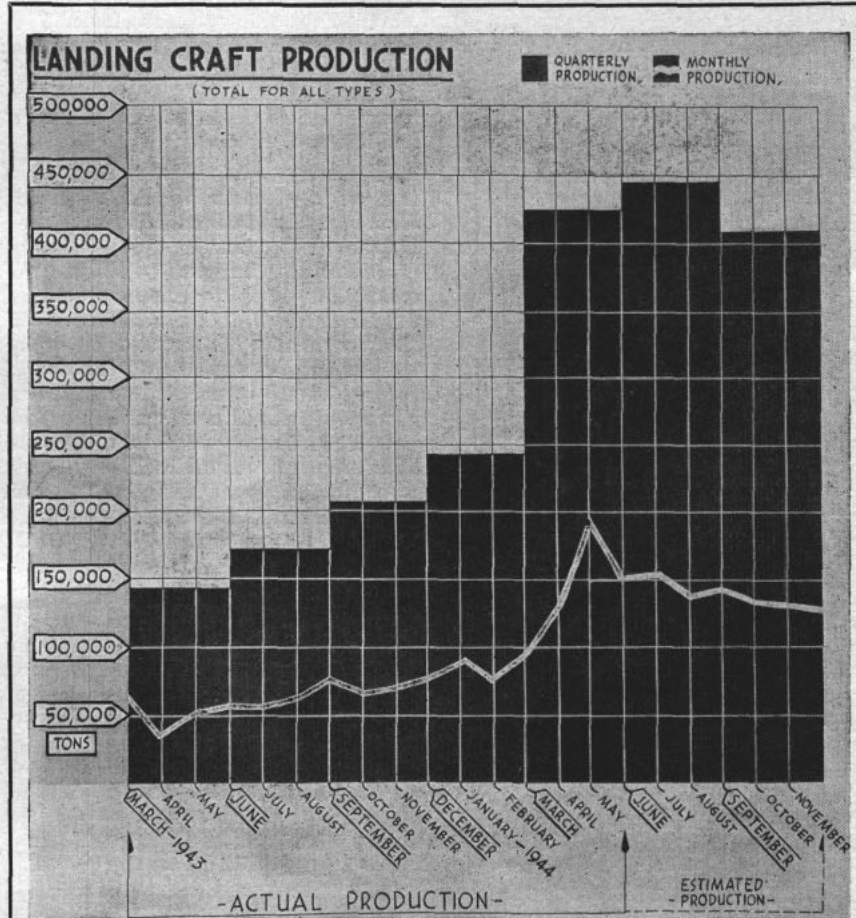
four-engine Skymaster cargo transport, flew 5,000 miles in 26 hours and 40 minutes, an average of better than 185 miles an hour. Only one stop was made, for fuel, each way.

• After eight months of action in the Pacific, Air Group 23 has been returned for rest and reassignment. Called the "Sun Setters," the group destroyed or damaged 81 Jap planes,

sank or damaged 38 vessels, and helped establish the worth of the light carrier in the fleet. Air Group 23 operated from one of the CVLs, carriers built on hulls designed for a class of light, fast cruisers and not to be confused with the CVEs, small carriers converted from merchant ship hulls. Airmen from a light carrier usually combine with the larger air

group from a big carrier to add punch to a strike against the enemy; or they may protect a task force against enemy attack, thus freeing the larger carriers to concentrate upon the primary mission.

• The Naval Reserve Officer Training Center, New York, N. Y., has been established as an activity under the commandant of the 3d Naval District in order to centralize administration of the Naval Reserve midshipman program and reserve officer training on the eastern seaboard and coordinate and standardize the progress. The Naval Reserve Officer Training Center will include the following subordinate commands, each with a commanding officer under the commander of the center: Naval Reserve Midshipmen's School, Columbia University, New York, N. Y.; Naval Reserve Midshipmen's School, Cornell University, Ithaca, N. Y.; NTS (Indoctrination), Camp Macdonough, Plattsburg, N. Y.; NTS (Indoctrination), Princeton University, Princeton, N. J.; NTS (Indoctrination), Fort Schuyler, N. Y.; Pre-Midshipmen's School, Asbury Park, N. J.; V-12 Unit, Colgate University, Hamilton, N. Y.; V-12 Unit, Rensselaer Polytechnic Institute, Troy, N. Y.



### All-Out Production Drive Boosts Landing-Craft Output Beyond Halfway Mark

The Navy has passed the halfway mark on the road to the fulfillment of its previously announced program to obtain 80,000 landing craft of all types.

By early July 1,624,162 tons had been produced, representing 48,267 landing craft. Completion of the presently authorized program will bring the total, including landing craft already completed when the program was launched, to about 100,000 vessels.

This production achievement is a victory for the mills, foundries, machine shops, mines and shipyards of the nation. Labor and management redoubled their efforts to reach their goals, which critics said were impos-

sible of fulfillment. Up to 70 hours a week, including 10 hours on Sunday, became the schedule for many workers engaged in building landing craft. A million workers in 74 shipyards and 30,000 mills, foundries and machine shops participated.

Because the coastal shipyards were busy with naval and Maritime Commission construction, it was necessary to organize and develop inland shipyards. Production has gradually risen until as many landing craft are being built in one month now as in a whole quarter previously.

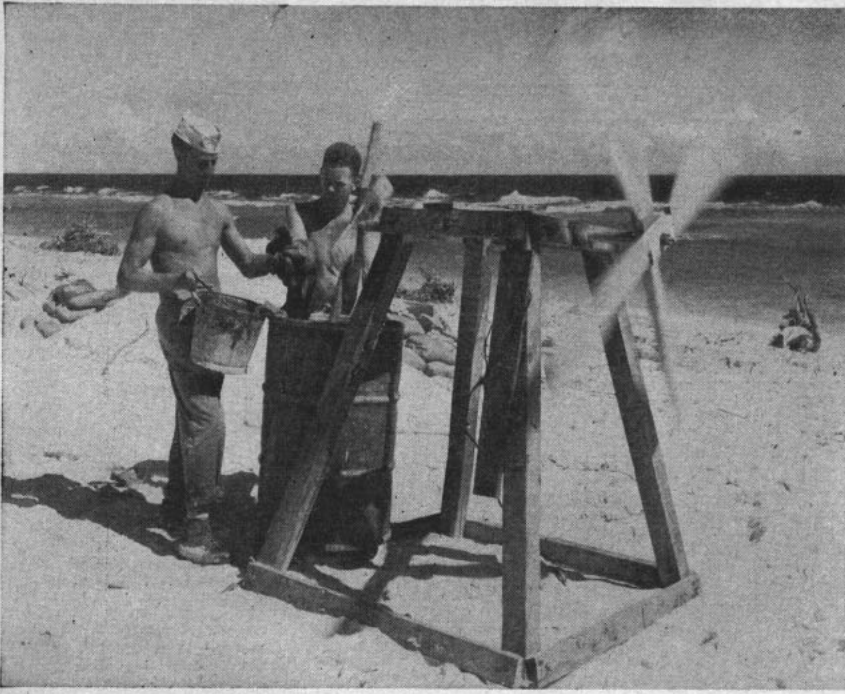
The program embraces various types—from the rubber boats paddled by scouts and raiders up to the LSD (landing ship, dock), half again as long as a football field and capable of carrying complete Army units. The "Elsie" fleet has now reached a tonnage approximating that of the entire merchant marine of the U. S. before the war.

### Ships & Stations

• On duty at NTC, Great Lakes, Ill.: 17-year-old Donald P. King, S2c, who enlisted in the Marine Corps at 14, rode an invasion barge into Guadalcanal at 15, was wounded on the island and, after spending time in several hospitals and receiving the Purple Heart, was discharged at the age of 16, waited a year and enlisted in the Navy, spending two months at NAS, Jacksonville, Fla., prior to assignment to Torpedomen's School at Great Lakes; 17-year-old Clifford R. Wherley, AS, who enlisted in the Army at 14, flew 22 missions as a turret gunner in a B-26 Marauder in the African and Mediterranean theaters, received the Air Medal with three Oak Leaf Clusters, was returned home and discharged because he was under age, waited until he was 17 and enlisted in the Navy.

• Three times a day—at 0800, 1315 and 2000—the 60-foot motor launch pulls out of the boat docks at NTC, Farragut, Idaho, and churns through the green waters for a 25-mile swing around Lake Pend Oreille. In a year, the patrol boat has covered 27,375 miles—more than enough to take it around the world at the equator.

• Mascots: Bambi, year-old pet deer at NTC, Farragut, Idaho, was reported "off the reservation" but was not declared a deserter, having been seen in the vicinity; Mairzy Doats, pet goat at the Naval Air Gunner's School, Jacksonville, Fla., was promoted to AOM3c and made MAA of the fixed target range but for going out of



Official U. S. Navy Photograph

LAUNDRY troubles are over for these two Marines who have rigged up a "power-driven" washing machine in the Marshalls.

bounds was sentenced to solitary confinement by a deck court; Jennie the Deer and Elmer the Bear still are fast friends after two years as co-mascots of NAS, Astoria, Ore., despite the fact that Jennie is given liberty while Elmer is kept chained; Nanny (you guessed it—she's a goat), the gift of a friend, became mascot of firemen in D Regiment at Camp Peary, NTADC, Williamsburg, Va.; Mopsy, canine mascot of cooks and bakers of the 559th CB maintenance unit, gave birth to nine pups.

• The flag of the Lone Star State whips the breeze along with Old Glory and the 99th CB pennant deep in the heart of the Pacific. Reason: The 99th was "adopted" by Texas. Men of the 99th are the ones Admiral Nimitz referred to when he said: "It is rumored that they contemplate building a tunnel under



the Pacific to Tokyo in order to be even closer to the shooting."

• *Terminal Topics*, weekly publication of NAS, Terminal Island, Calif., used a photograph of movie star James Craig, autographed "Best wishes to the girls at NAS," as the front cover. Under the photograph was the caption: Pin-Up Boy No. 1. To the men on the station, the *Topics* editor explained in the same issue: "The women ganged up on me and demanded it in a recent survey . . . Confidentially, men, it won't happen again."

## The Home Front

Republicans and Democrats have chosen their standard bearers for the 1944 general election on 7 November. Meeting in Chicago during the last week in June, the Republicans nominated Gov. Thomas E. Dewey of New York for President and Gov. John W. Bricker of Ohio for Vice President. The Democrats met in Chicago three weeks later and nominated Franklin D. Roosevelt for reelection, with Senator Harry S. Truman of Missouri as their candidate for Vice President.

• Distilleries will have a "holiday" from war production during August in order to turn out beverage alcohol. It is estimated that they will add about 60,000,000 gallons of alcohol to the nation's dwindling liquor supply. The War Production Board granted permission for the resumption of liquor manufacture after a survey disclosed that ample stock of industrial alcohol was available for war purposes.

• Under a decree of the War Manpower Commission, effective 1 July, all male labor must now be hired through the U. S. Employment Service or such channels as it may designate. Women also were brought under this priority referral system in many communities.

• A poll taken in Iowa by a newspaper indicates that 51% of the persons interviewed believe that married men with children should be mustered out of the armed forces first; 41% thought men in service longest should be released first, while 5% were in favor of releasing older men first, regardless of their marital status.

• The Department of Commerce is preparing a series of booklets on how to operate 20 kinds of small enterprises. These will be distributed to servicemen several months before they are discharged. It is estimated that 3,000,000 veterans will go into business for themselves after the war.

• The first batch of surplus Government-owned planes was sold last month to civilians by the Defense Plant Corp. Most of the 2,376 planes sold were basic, primary or advance trainers, with some gliders and combat types. The OPA has put a ceiling price on them of list price, less 8% a year for deterioration.

• Because of a surplus of aluminum, the WPB will now permit production of a wide variety of aluminum items for civilian use for the first time since early in 1942. Aluminum may be used in the manufacture of pots and pans, collapsible tubes, for the packaging of toothpaste, shaving creams and other products, providing the manufacturing does not involve the use of manpower, materials or facilities needed in the war production program.

• About six million automobiles will be sold annually for several years after the war, predicts Alfred P. Sloan, Jr., chairman of the board of General Motors Corp. About three million new cars were sold annually in normal pre-war times. He estimates the post-war national income will be around 100 billion dollars a year, compared with the pre-war level of 65 to 70 billion dollars annually.

## Quotes of the Month

• *Etsuzo Kurihara*, chief of Japanese naval press section: "The enemy's plan of advance is the greatest since the beginning of the war in the strength of the main force and in the furiousness of the enemy's fighting morale."

• *German radio broadcast*: "The Allies have superiority in manpower, in the air, on the sea and in material, as against which we are pitting only our fanatic ardor in an effort to compensate our present status."

• *Marshal Stalin*: "American machines of war and American food have contributed to the success of the Red Army in its victories."

• *Undersecretary of the Navy Bard*: "By invading the Marianas, we have demonstrated that our triphibious naval forces—the forces of land, sea and air combined—can operate with success in the very moat that surrounds the citadel of enemy Japan."

• *Adolf Hitler*: "We shall endure this period of trial and in the end will win this war."

• *General Montgomery*: "If we do our stuff properly this year in this business, we shall have Germany out of the war this year. I still hold to that."

# THE WAR AT SEA

OFFICIAL REPORTS: 21 JUNE THROUGH 20 JULY

All Dates Local Time Unless Otherwise Indicated.

## 21 JUNE

### U. S. Pacific Fleet Communique

In the afternoon of 19 June (West Longitude date) carrier-based reconnaissance planes of the 5th Fleet sighted a Japanese fleet, which included carriers and battleships, approximately midway between the Marianas Islands and Luzon.

Aircraft of our fast carrier task force were immediately ordered to attack and made contact with the enemy fleet before dusk. Enemy losses and our own losses have not yet been assessed. Additional details will be made known as they become available.

In the ground fighting on Saipan Island our assault troops made advances in a northerly direction along the western shore of Magicienne Bay and made progress against an enemy strongpoint at Nafutan Point. Severe fighting continues.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Manokwari:** Our attack planes raided the harbor area, sinking a 1,000-ton freighter, a coastal vessel and four barges. We lost one plane to anti-aircraft fire . . . **Aitape-Wewak coast:** Our naval units at night carried out an extensive bombardment of gun positions in the Wewak area . . . **Bougainville:** Our naval units at night bombarded enemy positions on the southwest coast.

**BERLIN, German communique—**"Since 6 June the Luftwaffe and Army and naval coastal batteries sank the following off the coast and in the Channel (not including enemy losses through mine hits):

"Two cruisers, 14 destroyers, four motor torpedo boats, 27 freighters and transport ships totaling 167,400 tons, and 12 tank landing craft totaling 18,300 tons. Through bomb, torpedo and artillery hits three heavy cruisers also were damaged as well as three more cruisers, 21 destroyers, nine motor torpedo boats, 68 merchantmen and transport ships, totaling 287,000 tons, two landing vessels totaling 4,000 tons, and one medium-sized steamer."

## 22 JUNE

### U. S. Pacific Fleet 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. (This is a revision of the estimate contained in a previous communique.)

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 bomb hits.

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.

### U. S. Pacific Fleet Communique

Our troops on Saipan Island have made further advances of more than a mile along the shore line of Magicienne Bay to the town of Laulau, and have advanced about a mile up Mt. Tapotchau.

The pocket of enemy resistance at Nafutan Point has been reduced by one-half, and our forces have gained the heights of Mt. Nafutan on the east coast.

Heavy pressure is being maintained night and day against enemy troop concentrations and defense works by our aircraft, Army and Marine artillery, and naval gunfire.

At night on 20 June (West Longitude date) several enemy aircraft dropped bombs near our transports and along shore but did no damage. Sporadic fire has been directed against our ships by shore batteries. But the enemy emplacements have been quickly knocked out.

**PEARL HARBOR, Pacific Fleet announcement—**Ventura search planes of Fleet Air Wing 4 bombed Shimushu, in the Kuril Islands, before dawn on 17 June (West Longitude date). Fires were started near the airfield. No opposition was encountered.

Paramushiro Island was bombed by Ventura search planes of Fleet Air Wing 4 and Liberators of the 11th AAF before dawn on 19 June. Anti-aircraft fire was meager and no attempt was made to intercept our force.

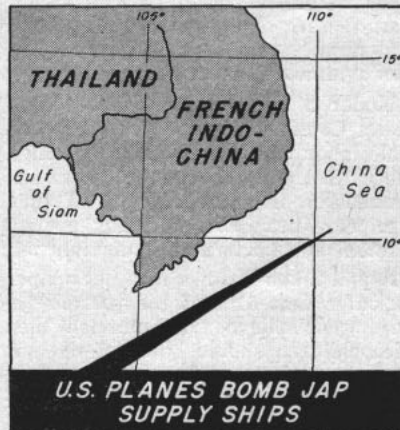
Truk Atoll was attacked by 7th AAF Liberators during daylight on 19 June. Intense anti-aircraft fire was encountered, but there was no fighter opposition.

Ponape Island was bombed by 7th AAF Liberators and Mitchells on 19 June.

Mille, Maloelap and Wotje Atolls were bombed on 19 June by Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing, Ventura and Catalina search planes of Fleet Air Wing 2, Group 1, and Navy Hellcat fighters.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Manokwari:** Our attack planes destroyed two coastal vessels and eight barges. . . **Noemfoor:** Attack planes sank two barges off the north coast of Japan Island . . . **Biak:** Night naval patrols sank a fuel-laden barge off the northeast coast . . . **Bougainville:** Night patrols shelled Teopasino.

**CHUNGKING, 14th AAF communique—**On 19 June a flight of P-40s and P-51s swept from Siangtan to Changsha hitting one hundred and fifty 30-foot supply boats and damaging at least 40 more . . . P-51s escorting B-25s on a river sweep north of Changsha sank a 125-foot boat. A flight of P-40s and P-51s sweeping the Siang River sank a 120-foot supply craft and damaged a 150-foot steamer. B-25s with P-38 escort on a shipping sweep north of Changsha left one 100-foot and one 75-foot boat sinking, and another 100-foot boat in flames. A large oil boat was set afire . . . In the South China Sea B-24 Liberators on 20 June sank a 5,000-ton supply vessel. A 2,700-ton vessel was probably sunk and another of about 5,600 tons was damaged.



See 22 June.

## U. S. Navy Communiques In Full And Pertinent Excerpts From Others

## 23 JUNE

### Navy Department Communique No. 527

#### PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 16 vessels, including one naval auxiliary, as a result of operations in these waters, as follows:

Eleven medium cargo vessels.  
Four small cargo vessels.  
One medium naval auxiliary.

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

### U. S. Pacific Fleet Communique

A Pacific Fleet submarine torpedoed a *Shokaku*-class carrier on 18 June (West Longitude date). Three torpedo hits were obtained and the Japanese carrier is regarded as probably sunk.

Supplementing Communique No. 59 [of 22 June], the following more detailed information is now available concerning the strike by carriers of the 5th Fleet against units of the Japanese Fleet on 19 June.

One small carrier of unidentified class previously reported damaged received two aerial torpedo hits.

One destroyer, previously reported damaged, sank.

Two additional Japanese Navy twin-engined bombers were shot down by carrier aircraft returning to our carriers after attacking the Japanese force.

Ponape Island was bombed on 20 June by 7th AAF Mitchell bombers, and on 21 June by 7th AAF Liberators. Gun positions were principal targets.

Seventy tons of bombs were dropped on Truk Atoll by Liberators of the 7th AAF on 20 and 21 June. On 20 June five enemy aircraft attempted to intercept our force. One Liberator was damaged, and one enemy fighter, all of our planes returned.

Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing, Catalina search planes of Fleet Air Wing 2 and Navy Hellcat fighters carried out attacks in the Marshalls on 20 and 21 June, bombing and strafing gun positions and targets of opportunity.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—**Early this morning an escorted convoy was intercepted south of Jersey by light coastal forces. One enemy armed trawler was sunk. One of the convoy was left ablaze and damage was inflicted on the remainder by gunfire . . .

Coastal aircraft attacked E-boats in the eastern Channel, sinking two, probably sinking three more, and damaging several others. A minesweeper also was damaged.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Timor:** Our medium units destroyed a small coastal vessel . . . **Geelvink Bay:** Light naval units at night sank three heavily-laden enemy barges off the west coast of Biak . . . **Palau:** Our night air patrols attacked an enemy convoy, sinking one medium-sized cargo vessel.

**KANDY, CEYLON, Special communique—**Allied naval units of the Eastern Fleet under the command of Vice Admiral Sir Arthur Power, RN, carried out an air strike against Port Blair on 21 June. Considerable damage was done to military installations, workshops, a motor transport yard and a seaplane base, where an oil fire was started. The enemy did not attempt to attack our warships and no enemy fighters were encountered. Two enemy aircraft were set afire on Port Blair airfield. One radar station was destroyed and a second heavily damaged.

## 24 JUNE

### U. S. Pacific Fleet Communique

Carrier aircraft of the fast carrier task force swept Iwo, in the Bonin Islands, on 23 June (West Longitude date). Sixty or more enemy aircraft of a force which attempted to intercept our fighters were shot down.

Twelve of the enemy planes found our carriers and all of these were shot down by our combat air patrols. We lost four

fighters. There was no damage to our surface ships.

Pagan Island, in the northern Marianas, was attacked by carrier aircraft on 22 June. The following damage was inflicted on the enemy:

Four small cargo ships and one sampan sunk.

Two small cargo ships and 12 sampans damaged.

Four enemy aircraft destroyed and two probably destroyed on the ground.

A flight consisting of one twin-engine bomber and five Zero fighters intercepted some distance from our carrier force was shot down.

Wharf and fuel dumps at Pagan were destroyed and buildings and runways were damaged.

We lost one Hellcat fighter and one pilot.

U. S. marines and Army troops are pushing ahead on Saipan Island and have made new gains along the northern shore of Magicienne Bay. Booby traps and land mines are being extensively employed by the enemy. Two enemy aircraft detected in the Saipan area were shot down by carrier aircraft of the fighter screen on 21 June. Coastal guns on Tinian Island have intermittently shelled our ships at anchor off Saipan, but have done little damage.

On 23 June the airfields on Tinian Island were heavily bombed and shelled.

The airstrip and buildings at Rota Island were attacked by carrier aircraft on 22 June. A medium cargo ship at Rota was sunk by an aerial torpedo. Our planes received no damage.

Shimushu Island in the Kurils was attacked by Ventura search planes of Fleet Air Wing 4 before dawn on 23 June. In the Central Pacific, Army, Navy and Marine aircraft continued neutralization raids on 23 June against enemy positions in the Marshall and Caroline Islands.

One light carrier, not previously reported, received seven 500-pound bomb hits. One of the three tankers previously reported sunk has been transferred to the severely damaged category. Twenty-six enemy aircraft were shot down instead of the previously reported 17 to 22. We lost 22 pilots and 27 air crewmen from 95 aircraft either shot down by the enemy or forced to land in the water.

In the fighter sweep over Iwo, in the Bonin Islands on 23 June, 116 enemy aircraft were shot down, and 11 probably were shot down. We lost five fighters instead of four.

On 24 June U. S. marines and Army troops on Saipan launched an attack, preceded by intense artillery and naval gunfire preparation, which resulted in advances on our western flank around Mt. Tapotchau ranging from 500 to 800 yards. Strong enemy opposition continues.

Enemy aircraft dropped bombs among our transports off Saipan on 23 June doing minor damage to several landing craft. During the evening of 23 June a small flight of enemy planes dropped several bombs in the area occupied by our forces on Saipan. Casualties were very light.

On 23 June 7th AAF Liberators bombed Truk Atoll, and Army, Navy and Marine aircraft continued their reduction of enemy defense in the Marshall and Caroline Islands.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE**—Targets in the Cherbourg area were subjected to a bombardment from seaward this afternoon by a force of Allied warships. Coastal aircraft attacked E-boats in the eastern Channel early this morning.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Banda Sea:** Our medium units strafed and set fire to one 1,500-ton and two coastal freighters in the Watu Bala Islands. . . . **Noemfoor:** Light naval units at night destroyed a supply-laden barge off the west coast. . . . **Aitape-Wewak coast:** Our medium units and fighters harassed installations at Wewak and on offshore islands, destroying or damaging seven barges.

**LONDON, Admiralty**—Three of a strong force of U-boats which attempted to attack a valuable convoy proceeding to north Russia were sunk by the combined action of His Majesty's ships and naval aircraft. In addition, six enemy aircraft which attempted to shadow the convoy and direct the U-boats to the attack were shot down by naval fighter aircraft. These engagements took place within the Arctic Circle during April and in weather conditions of extreme severity.

Operations of His Majesty's escort ships and naval aircraft prevented the U-boats from making any attack on the convoy, which proceeded to its destination without sustaining either loss or damage.

## 26 JUNE

### Navy Department Communiqué No. 528

#### MEDITERRANEAN AREA

1. The U. S. destroyer escort *Fechtelor* was sunk in the Mediterranean during the month of May as the result of enemy action.
2. The next of kin of the casualties have been notified.

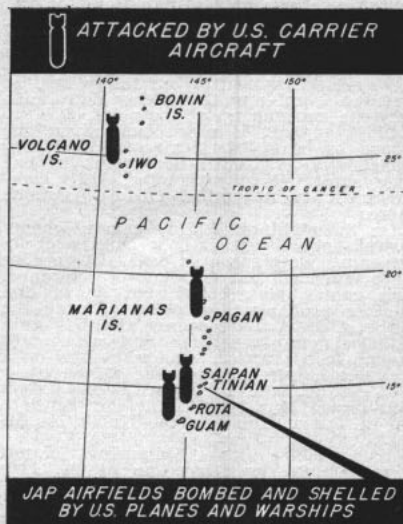
### U. S. Pacific Fleet Communiqué

U. S. marines scaled Mt. Tapotchau (Saipan) on 24 June (West Longitude date) and have established positions near its summit. Further ground was gained along the western shore, and more of the southern portion of Garapan fell to our forces. Simultaneously, substantial gains were made along the eastern shore, and the Kagman Peninsula is now entirely in our hands.

In the center of our lines progress was slowed by enemy troops occupying caves in cliffs overlooking our positions. Our troops have advanced beyond and surrounded this pocket of resistance, and it is being subjected to artillery fire at close range. In the south, small gains were made against enemy troops cornered on Nafutan Peninsula.

In these operations three coastal defense guns were captured on Kagman Peninsula. To date our forces have destroyed 36 enemy tanks and captured 40 more.

Guam and Rota Islands in the Marianas were attacked by aircraft of our fast carrier task force on 24 June. At Guam, six enemy aircraft were destroyed on Orote



See 24 and 26 June.

Peninsula airfield, and two were probably destroyed. Runway revetments were bombed. A large cargo vessel in Apra harbor, damaged in a previous strike, was attacked again. Several tons of bombs were dropped on the airstrip near Agana town and one enemy plane was destroyed on the ground and 8 to 10 were damaged.

At Rota Island revetments and buildings were bombed and fires started. Two enemy aircraft were destroyed on the ground.

Paramushiru and Shimushu in the Kuril Islands were bombed by Liberators of the 11th AAF and Ventura search planes of Fleet Air Wing 4 before dawn on 24 June, starting large fires. Intense anti-aircraft fire was encountered. All of our planes returned.

Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Hellcat fighters continued neutralization raids in the Marshalls on 24 June.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE**—During a day of fierce fighting, with the support of naval bombardment, enemy strong points at Cherbourg were reduced one by one, and the town was entered at many points simultaneously.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Banda Sea:** Our medium units bombed and strafed shipping and shore installations in the Watu Bala Island, damaging a 1,500-ton freighter. . . . **MacCluer Gulf:** Our attack planes damaged a 1,000-ton freighter and a coastal vessel at Kokas and harassed enemy-occupied villages. . . . **Bougainville:** Naval units shelled shore defenses near Gazelle harbor.

## 27 JUNE

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE**—Early this morning light coastal forces intercepted and engaged a force of enemy trawlers and minesweepers off Jersey. Considerable damage was inflicted on the enemy in a gun action in which coastal batteries from the island joined, and one minesweeper was hit by a torpedo. It is considered that this enemy ship may have sunk.

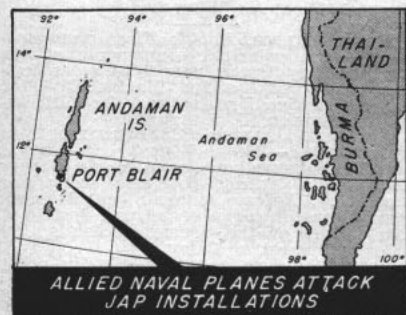
**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Noemfoor:** Light naval units at night destroyed two barges off the northeast coast and another off Manokwari. . . . **Aitape-Wewak coast:** Our light naval units on coastal patrol silenced enemy fire from shore positions. . . . **New Ireland:** Our naval units at night sank an armed barge near Cape Roloss on the southwest coast. Our air patrols destroyed or damaged six barges in the same area.

## 28 JUNE

### U. S. Pacific Fleet Communiqué

1. U. S. Marine and Army troops have made further gains on Saipan Island, pushing north nearly two miles along the east coast, passing the villages of Donnay and Hashigoru. On the west coast, further penetrations have been made into Garapan town.

Enemy troops broke through our lines



See 23 June.

containing them on Nafutan Point on the night of 26 June (West Longitude date), and attempted to drive northward. Two hundred enemy troops were killed in this counterattack. The next day further attacks were launched by our forces against Nafutan Point and the enemy now holds only the extreme tip of the point.

Close support is now being given our troops by shore-based aircraft operating from Aslito airdrome. Tinian Island has been subjected to protracted daily bombardment to neutralize enemy positions there.

On the night of 25 June several enemy torpedo planes attacked a carrier group screening our transports. Several torpedoes were launched, but no hits were obtained. One enemy plane was shot down, and another probably shot down. During the night of 26-27 June enemy aircraft again attacked our transports, but all bombs landed in the water. One near-miss on a transport injured a member of the crew.

2. Surface units of the Pacific Fleet bombarded Kurabu Saki at the southern tip of Paramushiru in the Kurils on the night of 25-26 June.

Paramushiru and Shimushu Islands were bombed by Liberators of the 11th AAF and Ventura search planes of Fleet Air Wing 4 before dawn on 25-26 June. Several fires were started. Antiaircraft fire was intense. Eleven enemy fighters attacked a single Ventura of Fleet Air Wing 4 near the airfield at Paramushiru before dawn on 26 June. Two of the attacking planes were damaged, and one disappeared into a fog bank trailing smoke. The Ventura returned with superficial damage.

3. Carrier aircraft swept Guam and Rota Islands in the Marianas on 26 June. Fuel reservoirs and coastal defense gun positions were bombed. Three small craft in Apra harbor at Guam were destroyed. The cargo vessel damaged in previous strikes was observed to have sunk. At Rota the airstrip was strafed and buildings were set afire. There was no enemy air opposition during these attacks.

4. Truk Atoll was bombed by 7th AAF Liberators on 25 June. One of five enemy fighters which intercepted our force was shot down. We suffered no damage. Army and Marine aircraft attacked enemy objectives in the Marshalls on 26 June.

5. An enemy twin-engine bomber was shot down south of the Hall Islands by a search plane of Fleet Air Wing 2, group 1, on 26 June. The same day an enemy torpedo plane was damaged by another search plane northwest of Truk.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE**—Early this morning two destroyers, HMCS *Huron* and HMS *Eskimo*, encountered three armed enemy trawlers near the Channel Islands. Action was joined and two of the enemy ships were destroyed by gunfire. The third, which made off during the action, was believed to be damaged.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Sumbawa Island:** Our medium units at night attacked enemy shipping and waterfront installations at Bima, damaging a 4,000-ton cargo ship. . . *Burue Island:* Our air patrols destroyed a 3,500-ton enemy freighter off Namlea with two direct hits and a number of near misses. . . *Halmahera:* One of our air patrols damaged an enemy freighter off the east coast. . . *Sorong:* Our air patrols damaged a 3,000-ton enemy cargo ship. . . *Wewak:* Fighters and light naval units strafed coastal targets, damaging four barges.

**ROME, Allied communique**—On the night of 16-17 June French naval units operating in the Adriatic made a spirited attack upon an escorted enemy convoy. At least one enemy vessel was seen to blow up.

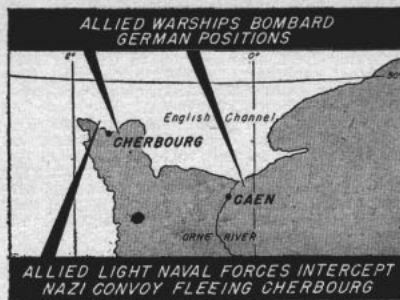
## 29 JUNE

### U. S. Pacific Fleet Communique

Organized resistance at Nafutan Point on Saipan Island ceased on 27 June (West Longitude date). The entire point has been occupied by our forces. Small gains were made along the western shore into Garapan town, and in the center of the island. Our advance northward is being made against severe resistance.

On the night of 27 June enemy aircraft dropped bombs in the area occupied by our forces. Two of the attacking planes were shot down by antiaircraft batteries.

Carrier aircraft attacked Pagan Island on 27 June. Barracks and a water reservoir were hit. Only one small plane was seen on the ground and it appeared unserviceable. Several small craft badly damaged in previous strikes were hit by rocket fire.



See 24 and 25 June.

Truk Atoll was bombed by 7th AAF Liberators on 27 June, and neutralization raids were made against objectives in the Marshall and Caroline Islands on 26-27 June.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE**—Our hold on the crossings of the River Odon has been strengthened after further heavy fighting in the Tilly-Caen sector. . . Attacks were made on enemy R-boats and minesweepers off Le Treport and on self-propelled barges at Caudebec.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Babo:** Our heavy units strafed and destroyed an enemy coastal freighter in the Kai Islands. . . *Wewak:* Light naval patrols sank two enemy barges near But and air patrols destroyed or damaged eight others. . . *New Britain:* Seven barges were destroyed in the Wide Bay area by our fighters and divebombers.

## 30 JUNE

### U. S. Pacific Fleet Communique

Our troops on Saipan Island have made new gains both in the center and on the right flank of our lines, pushing ahead through difficult terrain and intensified enemy resistance. High ground occupied near the town of Charan-Danshii places our forces in a commanding position over the area held by the enemy. Strong points in the Tanapag area are being subjected to aircraft bombing and shelling by naval surface vessels. Air attacks and naval gunfire continue against enemy defenses on Tinian Island.

Our casualties in the ground fighting on Saipan Island through 28 June (West Longitude date) are as follows:

Killed in action: Marines, 1,289; Army, 185. Total, 1,474. Wounded in action: Marines, 6,377; Army, 1,023. Total, 7,400. Missing in action: Marines, 827; Army, 51. Total, 878.

No accurate estimate of enemy casualties is possible. A great many Japanese dead and wounded have been carried back by the retreating enemy troops. However, our troops have buried 4,951 enemy dead.

Rota Island was attacked by carrier aircraft on 28 June. Fires were started and revetments and runways were bombed and strafed. No enemy aircraft attempted to intercept our forces.

Army, Navy and Marine aircraft continued neutralization raids against enemy objectives in the Marshall and Caroline Islands on 28 June.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Manokwari:** Our light naval units off Cape Mupi destroyed two enemy barges laden with ammunition and personnel. . . *Aitape-Wewak coast:* Air patrols and light naval units destroyed 16 barges at Mushu Island and destroyed or damaged four at Kairiru Island. . . *New Ireland:* Our light naval units shelled enemy-occupied areas near Borpop.

**CHUNGKING, 14th AAF communique**—On a river sweep north of Hengyang B-25s and P-40s sank two 100-foot boats and left one 65-foot boat sinking. P-40s bombed and strafed the Liling area, destroying a 50-foot launch and damaging a 200-foot boat. B-25s and P-40s swept over Hengmain and damaged an 80-foot troop ship, causing casualties.

On 29 June B-24s on a sea sweep sank a 1,100-ton steamer in Tonkin Gulf, west of Hainan Island.

## 1 JULY

### U. S. Pacific Fleet Communique

Our troops are consolidating their positions on Saipan Island and have wiped out

several pockets of resistance by-passed in previous advances. Small gains were made during 29 June (West Longitude date) in the central sector of our lines. During the night of 29-30 June several enemy planes dropped bombs in the area occupied by our forces. One enemy plane was shot down. Aircraft bombing and naval shelling intended to neutralize enemy gun positions on Tinian Island continue.

Buildings and runways on Rota Island were bombed by carrier aircraft on 29 June. No enemy aircraft attempted to intercept our force.

Paramushiru and Shimushu, in the Kuril Islands, were bombed before dawn on 29 June by Ventura search planes of Fleet Air Wing 4. No attempt was made to intercept our force and antiaircraft fire was meager. All of our aircraft returned.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Ceram:** One of our patrols damaged a small enemy freighter off the north coast. . . *Aitape-Wewak:* Air patrols sank a barge. . . *Palau:* A reconnaissance plane to the southwest bombed a 2,500-ton cargo vessel, leaving it afire and barely able to move. . . *New Ireland:* Light naval patrols shelled enemy shore positions at Selapiu, Baudissin Island and Kaut Bay.

## 2 JULY

### U. S. Pacific Fleet Communique

Marine and Army troops on Saipan Island have made small gains in the central sector, and on the right side of our lines advanced patrols have forged ahead distances up to a mile.

To 30 June (West Longitude date) 80 enemy tanks have been destroyed or captured. Our troops have buried 6,015 enemy dead and have taken more than 200 prisoners of war.

Seventy tons of bombs were dropped on Truk Atoll by Liberators of the 7th AAF on 29 June. Several airborne enemy fighters made ineffective attempts to intercept our force. Meager antiaircraft fire was encountered.

On the same day Army, Navy and Marine aircraft bombed Ponape and Nauru Islands and remaining enemy objectives in the Marshall Islands.

### U. S. Pacific Fleet Communique

The 2nd and 4th Marine Divisions and the 27th Infantry Division have made gains ranging from 500 yards to a mile along their entire front on Saipan Island. The advance was made during 1 July (West Longitude date) with the close support of aircraft, artillery and naval gunfire.

On the right flank our troops are within 5½ miles of the northern tip of the island. On the left flank our forces have penetrated Garapan, and have seized the heights overlooking the town and Tanapag harbor. In the center we have occupied the mountain village of Charan-Tabute. Large quantities of enemy equipment, including food and munitions, have fallen into our hands.

Before dawn on 1 July several enemy aircraft attempted to attack our transports and screening vessels. These attacks did no damage. Two enemy aircraft were shot down.

Liberators of the 7th AAF attacked Truk Atoll on the night of 30 June-1 July. Moderate antiaircraft fire was encountered. Several enemy fighters made an ineffective attempt to attack our force.

Army, Navy and Marine aircraft continued attacks against enemy positions in the Marshall Islands on 30 June. A Dauntless divebomber of the 4th Marine Aircraft Wing was forced to land in the water near Maleolap Atoll, and the pilot was rescued by a Catalina search plane of Group 1, Fleet Air Wing 2.

**PEARL HARBOR, Pacific Fleet announcement**—The principal components of the expeditionary troops now fighting on Saipan consist of the 2nd Marine Division, the 4th Marine Division and the 27th Infantry Division, U. S. Army.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Aitape-Wewak:** Our naval patrols destroyed or damaged six barges and shelled enemy positions along the coast. . . *Palau:* Our air patrols sank a small enemy cargo vessel and destroyed four barges at the Sonsoral Islands, 150 miles southwest of Palau.

**ROME, Allied communique**—On the night of 29-30 June, light naval forces operating in the Straits of Otranto bombed an enemy lookout station south of Valona. A raiding party later demolished the station and took some prisoners.



The same night, light coastal forces operating north of Elba met and engaged two E-boats. One E-boat was left in a sinking condition and some prisoners were taken. The other E-boat escaped to the north in damaged condition. Our forces suffered neither damage nor casualties.

### 3 JULY

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Timor:** Our medium units sank a small craft off Dili while long-range fighters destroyed two others in the Leti Islands. . . **Burue:** A reconnaissance unit sank a 1,000-ton cargo vessel off the west coast with a direct hit. . . **Halmahera:** Our air patrols damaged a small enemy cargo vessel off Cape Lelal. . . **Noemfoor:** At night our naval units shelled shore positions. . . **Aitape-Wewak:** Air patrols and light naval units attacked small shipping at Wewak and off-shore islands, destroying six barges.

### 4 JULY

#### U. S. Pacific Fleet Communique

Garapan and Tanapag, towns on Saipan Island, have been captured by our forces in a general advance along the entire front. Our line now extends inland from Tanapag on the west coast of the island, skirts the mountain village of Atchugau in the center, and is anchored on the east coast at a point within four miles of Inagsa Point at the northeast tip of Saipan.

During the night of 2-3 July (West Longitude date) a small force of Japanese attacked our lines from the rear. Twenty-five enemy troops were killed. We suffered no losses. Our troops have buried 7,312 enemy dead.

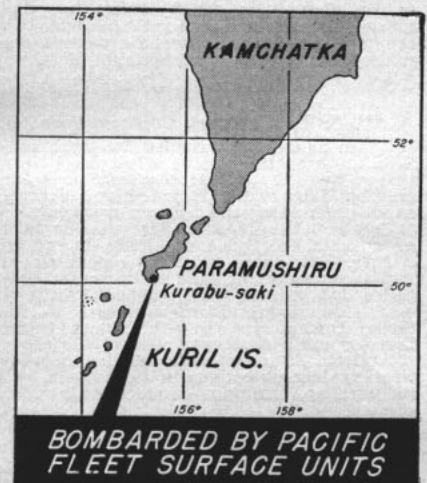
Carrier aircraft of a fast carrier task force attacked Iwo Island on 2 July. Thirty-nine enemy fighters which attempted to intercept our force were shot down, and 16 were probably shot down. Incomplete reports indicate 24 enemy aircraft were destroyed or damaged on the ground. Two small vessels were strafed and bomb hits were obtained on a fuel dump.

Rota Island was bombed by carrier aircraft and shelled by light naval surface units on 2 July. Runways and revetments were hit. A huge explosion was caused by a hit, apparently in an ammunition dump.

Liberators of the 7th AAF bombed Truk Atoll during daylight on 1 July, and at night on 2 July. In the attack on 1 July seven enemy fighters intercepted our force. Four enemy aircraft and two Liberators were damaged. All our planes returned. No effective opposition was encountered on 2 July.

Dauntless divebombers and Corsair fighters of the the Marine Aircraft Wing attacked enemy positions in the Marshall Islands on 1 and 2 July.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—**Early this morning light coastal forces intercepted a small enemy convoy to the northeast of St. Malo. Two of the enemy were sunk, and damage inflicted on others.



See 28 June.

Unsuccessful attempts were made by a number of enemy E-boats to break into our lines of communication from the eastward during the night. The enemy was finally driven off by light coastal forces after a succession of engagements which lasted throughout the night.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Noemfoor Island:** Our ground forces have landed at Kamiri on Noemfoor Island, 100 statute miles west of our Biak Island airfields. The movement was an amphibious one, and the troops went ashore through the surf under cover of naval and air bombardment.

Landings were made through narrow and difficult coral reefs, generally regarded as impracticable for such a purpose. As a result the location of the attack was completely unexpected by the enemy and his defense preparations were outflanked.

Our forces consequently landed with practically no loss, either ground, naval or air units, and promptly secured the airfield, our main objective, without a struggle. Thirty partially damaged airplanes were captured by our ground troops on the field.

The seizure of this base will give added breadth and depth to our air deployment and will further dislocate the enemy's South Seas defenses, already seriously shaken by our previous advances.

**Manokwari:** Our medium units, harassing the enemy's coastal supply route to the west, sank or damaged four barges laden with troops and supplies. Light naval units on night patrol destroyed another off Cape Saweba. . . **Wewak:** Air and naval patrols bombarded shore installations and scored hits on ammunition and supply dumps, with resulting large fires and explosions. . . **New Ireland:** Light naval units at night attacked Baudissin Island and Katu Plantation.

### 5 JULY

#### Navy Department Communique No. 529

##### PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 17 vessels, including two combatant ships, as a result of operations against the enemy in these waters, as follows:

- One light cruiser
- One destroyer
- Two medium tankers
- Five medium cargo transports
- Three small cargo vessels
- One large cargo transport
- Three medium cargo vessels
- One small cargo transport

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

#### U. S. Pacific Fleet Communique

Iwo in the Volcano Islands and Haha in the Bonin Islands were heavily attacked by carrier aircraft of a fast carrier task group on 3 July (West Longitude date). Iwo, in addition to being severely bombed and strafed, was shelled by cruisers and destroyers. Rocket fire from carrier aircraft was extensively employed at both objectives.

Preliminary reports indicate the following damage to the enemy: three destroyers sunk or beached, one large cargo ship sunk, one medium oiler sunk, one destroyer dead in the water and burning, several small cargo ships damaged.

Harbor installations and warehouses at Haha were set afire by bombs, rockets and machine-gun fire.

Twenty-five enemy planes were shot down by our aircraft and an undetermined number damaged on the ground. We lost six planes. There was no damage to our surface craft.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Aroya Islands:** Our medium units harassed Dobo and destroyed or damaged five enemy barges. . . **Noemfoor:** Our ground forces, reinforced by paratroops, have established a strong perimeter around Kamiri airfield. Tanks, naval and air forces are aiding the troops. . . **Aitape-Wewak:** Air and naval patrols harassed coastal targets, sinking five barges and damaging three. . . **New Britain:** Light naval units destroyed a barge.

**LONDON, Admiralty communique—**During recent patrols in Far Eastern waters His Majesty's submarines have sunk a



See 4 July.

total of nine supply ships, including one of large size and two of medium size. In addition a supply ship of medium size and one of smaller size have been damaged.

The large supply ship was proceeding under escort to the south of Port Blair, Andaman Islands, when first attacked. The enemy ship apparently was undamaged and made off at speed. She was pursued by His Majesty's submarine for more than 36 hours until a hit by a torpedo brought the enemy to a stop. Shortly afterward the ship was seen to sink.

Another of His Majesty's submarines pursued a medium-sized supply vessel more than 30 hours before finally sinking the enemy by torpedo in the entrance to Phuket harbor, Thailand.

The second ship of medium size was part of an unescorted convoy which was intercepted south of Penang. A salvo of torpedoes scored hits and destroyed the leading vessel.

His Majesty's submarines also successfully bombed enemy shore installations at Lho'sumawe on the northern coast of Sumatra from a position within 25 yards of the main breakwater. During this action a goods train was almost completely destroyed. Considerable damage also was done to military objectives on Ross Island in the Andamans.

### 6 JULY

#### U. S. Pacific Fleet Communique

Reports from a fast carrier group which attacked Chichi in the Bonin Islands on 3 July (West Longitude date) and participated in the attack on Haha the same day indicate the following damage to the enemy:

A group of several enemy ships located 80 miles northwest of Chichi were attacked, resulting in the sinking of two destroyer-escort type vessels and damage to a medium cargo ship. At Chichi the following results were obtained:

One small oiler, one medium ammunition ship and one medium cargo ship sunk; one minelayer, one trawler and four luggers probably sunk; one large cargo ship, three medium cargo ships, one small cargo ship, two small oilers, one minelayer and one destroyer damaged. Several were beached.

At Haha two small cargo ships and nine luggers were damaged.

Buildings and defense installations were bombed at both objectives. Nine enemy aircraft were shot down, and three damaged on the ground.

In these strikes we lost five pilots and four air crewmen from seven of our aircraft which failed to return.

Pagan Island in the Marianas was attacked by carrier aircraft on 4 July. The runway at the airfield and adjacent buildings were bombed and strafed.

Barracks and supply facilities at Guam Island were bombed by carrier aircraft on 4 July, starting large fires. We lost one plane from intense anti-aircraft fire.

Search planes of Fleet Air Wing 2, Group 1, bombed gun positions at Marpi Point on Saipan Island on 4 July, strafed the airfields at Tinian Island and bombed defense installations.

Forty tons of bombs were dropped on Truk Atoll by 7th AAF Liberators on 4 July, hitting anti-aircraft positions and objectives near the airfield. Five enemy aircraft were in the air but did not attempt to intercept our force.

Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing continued to neutralize enemy positions in Marshalls on 4 July.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—**During Tuesday night

a considerable force of enemy E-boats and R-boats attempted to enter the eastern anchorage. The enemy was intercepted, brought to action and finally driven off by light coastal forces. Two enemy R-boats were sunk and a third severely damaged.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Kai Islands:** Our medium units damaged a 600-ton cargo vessel north of Toceal. . . . *Manokwari:* Naval and air patrols destroyed eight barges. . . . *Aitape-Wewak:* Night air and naval patrols sank or damaged seven barges and started fires at Suain. . . . *Bougainville:* Air and naval patrols attacked Koromira Mission and damaged barges at Choiseul Bay.

**BERLIN, German communique—**"In the sea area of the invasion front two full-laden transports totaling 15,000 tons, as well as one destroyer and one frigate were sunk by the German Navy. Another transport of 9,000 tons was heavily damaged. . . . In several engagements against the enemy, naval and air force escorting forces sank three British MTBs off the Netherland and French coasts. They also set on fire one destroyer and damaged three more MTBs by direct artillery hits."

## 7 JULY

### U. S. Pacific Fleet Communique

Our ground forces on Saipan have continued advancing against strong opposition. On the eastern side of the island our line has reached a point less than two miles from Inagsa Point on the northeast tip of Saipan and extends laterally across the island to a western anchor slightly more than four miles from Marpi Point on the northwest tip. A force of approximately 200 of the enemy attempted to evacuate from the northwest coast of Saipan in barges on the night of 4-5 July (West Longitude date). The formation was broken up by artillery fire. Our troops have buried 8,914 enemy dead.

Aircraft of our fast carrier task force attacked Guam and Rota on 5-6 July. Airstrips and other ground installations were worked over with bombs, rockets and machine-gun fire. At Rota one enemy plane was destroyed on the ground and two were damaged. There was no enemy interception at either objective. We lost two fighters. The pilot of one was rescued.

During 5 July 7th AAF Liberators attacked Moen, in the Truk group, with 30 tons of bombs. On the same day Corsairs and Dauntless divebombers of Group 1, 4th Marine Aircraft Wing, attacked Wotje, Jaluit and Tarao in the Marshall Islands. We lost no planes.

**WASHINGTON, 20th AAF communique—**B-29 Superfortresses of the 20th Bomber Command attacked naval installations at Sasebo, Japan, tonight. [8 July, West Longitude date.—Ed] Bombs were dropped also on industrial objectives at Yawata, target of the Superfortresses' June 15 assault on Japan.

Both cities are on the island of Kyushu. **ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Timor:** Our long-range fighters destroyed two coastal vessels and strafed targets along the Koepang-Atambu road. . . . *Halmahera:* Our air patrols attacked a 2,000-ton vessel off the east coast, leaving it in flames and abandoned. . . . *Sorong:* Our medium units, attack planes and fighters destroyed or damaged 13 barges and sank a coastal vessel along the enemy's eastward coastal supply route. . . . *Aitape-Wewak:* Night air and naval patrols destroyed three enemy barges and damaged others.

## 8 JULY

### U. S. Pacific Fleet Communique

It has been determined that 32 enemy aircraft were destroyed and 96 damaged on the ground by our carrier aircraft in attacks on Chichi Jima and Haha Jima on 3 July.

Nineteen of the aircraft destroyed and 34 of those damaged were two-engine bombers. Some of this total may have been damaged in previous strikes by our aircraft.

Liberators of the 7th AAF dropped 43 tons of bombs at Dublin Island naval base in Truk Atoll on 6 July. Five of approximately 12 enemy fighters which at-



See 5 July.

tempted to intercept our force were shot down. Three of our aircraft received minor damage.

Nauru Island was bombed by Liberator and Mitchell bombers of the 7th AAF on 6 July. Incendiary bombs started fires visible for 30 miles.

Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing attacked Wotje and Maloelap Atolls on 6 July, bombing and strafing remaining enemy defense installations.

### U. S. Pacific Fleet Communique

Before dawn on 6 July (West Longitude date) several thousand Japanese troops launched a desperate counterattack directed against the left flank of our line on Saipan Island. In this attack our lines along the western shore were penetrated up to 2,000 yards, and the enemy reached the outskirts of Tanagap town. The counterattack was halted before noon, and our troops began to push the enemy back. In this assault the fighting was very severe and numerous casualties were incurred. It is estimated 1,500 Japanese troops were killed. Meantime on the right flank our forces continued their advance and are now a little more than a mile from the airfield at Marpi Point.

Small groups of enemy planes raided our positions on Saipan before dawn on 6 July and on the night of 6-7 July. Bombs were also dropped near some of our ships but did no damage. One enemy plane was shot down. Isely (Aslito) field on Saipan was shelled by shore batteries on Tinian Island before dawn on 6 July but the enemy batteries were quickly silenced by destroyer and artillery fire.

**WASHINGTON, 20th AAF communique—**The 20th Bomber Command force of B-29s, which yesterday attacked naval and industrial targets in the Japanese homeland, have returned to their bases without the loss of a single plane. The targets hit were Japanese naval installations at Sasebo and vital war industries at . . . Yawata, on the Island of Kyushu. . . .

Damage to all targets was reported by the returned flyers. . . .

Naval installations at Sasebo received the heaviest bomb load. Also attacked were vital war industries at Yawata and Omura, both on Kyushu Island, and port facilities at Laoyao, a coal and supply shipping port on the North China coast, and Hankow, on the Yangtze River, a principal supply base for Japanese operations in eastern China. . . .

Very weak fighter opposition and meagre anti-aircraft fire were encountered.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—**Early Friday morning a force of enemy E-boats and R-boats, with two M-class minesweepers and one other unidentified vessel, was intercepted in an attempt to enter the eastern anchorage and was brought to action. One German vessel was seen to blow up, one E-boat was sunk and another set on fire.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Sorong:** Our medium units destroyed or seriously damaged 11 barges and attacked coastal villages at Waigeo Island. . . . *Aitape-Wewak:* Our medium units and fighters attacked barge bases,

bivouacs and supply dumps in coastal sectors and on offshore islands, starting fires. Night air and naval patrols caused explosions west of But and destroyed or severely damaged three laden barges. . . . *New Ireland:* Light naval units destroyed a barge south of Kavieng.

**LONDON, Admiralty communique—**During recent patrols in the Mediterranean and Aegean waters His Majesty's submarines have sunk two large transports, one large tanker, one medium-sized supply ship and seven smaller supply ships. In addition, two Sievel ferries, two submarine chasers and two small naval auxiliaries have been destroyed.

## 9 JULY

### U. S. Pacific Fleet Communique

Our forces have completed the conquest of Saipan. Organized resistance ended on the afternoon of 8 July (West Longitude date) and the elimination of scattered, disorganized remnants of the enemy force is proceeding rapidly.

Aircraft of our fast carrier task force attacked Guam and Rota on 7 and 8 July. Runways, anti-aircraft batteries, coastal defense guns and barracks were subjected to rocket fire and bombing.

On 7 July, nine enemy fighters apparently attempting to fly from Guam to Yap Island were shot down by our combat air patrol.

Six twin-engine enemy aircraft were destroyed on the ground and two were probably destroyed near Agana town at Guam. We lost one fighter and one torpedo-bomber in these raids.

Twenty-two tons of bombs were dropped on Truk Atoll on the night of 7-8 July by Liberators of the 7th AAF. There was no interception, and all of our planes returned safely.

During 7 July Mille, Jaluit, Tarao and Wotje were harassed by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing, and a search Catalina of Group 1, Fleet Air Wing 2, attacked Tarao before dawn on 7 July. We lost no planes.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—**Naval patrols made contact with groups of enemy E-boats off the mouth of the Seine early on Saturday morning. During the actions which followed two E-boats were severely damaged and one was set on fire before the enemy escaped into Le Havre.

Early this morning destroyers on patrol sighted and chased a force of five armed trawlers off Cape Frehel. The enemy force escaped inshore under shelter of shore batteries, but not before they had received serious punishment.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Banda Sea:** Our reconnaissance units sank an enemy coastal vessel 70 miles southeast of Ceram. . . . *Halmahera:* Our night air patrols sank a 4,000-ton freighter-transport in Wasile Bay with three direct hits. . . . *Geelvinck Bay:* Night air patrols sweeping westward toward Sorong bombed one enemy barge base at Middleburg Island. . . . *Aitape-Wewak:* Our air and naval patrols harassed enemy traffic along the coast, destroying five barges and destroying or damaging two others. . . . *Bougainville:* Air patrols destroyed three barges at Matchin Bay.

## 10 JULY

### U. S. Pacific Fleet Communique

Guam Island was shelled by light surface units of the Pacific Fleet on 8 July (West Longitude date). Defense positions and buildings were damaged and several small craft along the beaches were hit.

Carrier aircraft of a fast carrier task group attacked Guam and Rota Island on 9 July. At Guam, military objectives at Piti town were hit, and anti-aircraft batteries and coastal guns bombed. Anti-aircraft fire ranged from moderate to intense. One of our aircraft made a water landing and a destroyer rescued the crew.

At Rota Island rockets and bombs were used against objectives in Rota town and the airstrip, and gun emplacements were strafed.

Liberators of the 7th AAF bombed Truk Atoll on 8 July. Several enemy aircraft were in the air but did not press home an attack. One Liberator received minor damage from moderate anti-aircraft fire. Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing

attacked Jaluit, Maloelap and Wotje in the Marshalls on 8 July.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kei Islands*: Our air patrols damaged a 1,000-ton enemy cargo vessel at Tual. . . . *Sorong*: Our night air patrols damaged two barges along the mainland coast. . . . *Geelvink Bay*: Light naval units on night patrol destroyed three enemy barges. . . . *New Ireland*: Naval patrols along the coast harassed barge traffic. . . . *Bougainville*: Light naval units harassed shore positions near Koromira.

### 11 JULY

#### U. S. Pacific Fleet Communique

Mopping up operations continued on Saipan on 9 July (West Longitude date). Small segments of enemy troops continued to make futile attacks against our forces and were killed or driven into temporary refuge to be hunted down later.

Many of the enemy survivors who had been driven into the sea on the night of 8 July were found in the hulks of ships wrecked off shore and killed or captured. A number of the enemy found swimming in the sea were made prisoners.

Light surface units of the Pacific Fleet shelled Guam Island on 9 July.

Our shore-based fighters attacked Pagan Islands in the Marianas on 7 July. Antiaircraft fire was intense. The enemy made no attempt to intercept our force.

Paramushiru and Shimushu Islands in the Kurils were bombed by Ventura search planes of Fleet Air Wing 4 before dawn on 10 July. Several fires were started. Antiaircraft fire was light, and all of our planes returned without damage.

Truk Atoll was bombed by 7th AAF Liberators before dawn on 10 July. Antiaircraft positions on Moen Island were bombed. Antiaircraft fire was meager and no interception was attempted.

Mitchell bombers of the 7th AAF and Dauntless divebombers of the Marine Aircraft Wing conducted further neutralization against enemy positions in the Marshall Islands on 9 July.

#### Navy Department Announcement

The U. S. submarine S-28 recently was accidentally lost in the Pacific while engaged in training exercises.

The depth of water makes it impossible to salvage the submarine and hope has been abandoned for the recovery of the missing personnel. An investigation is now in progress to determine the available facts in the case.

There were no survivors. The next of kin of casualties have been notified.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Geelvink Bay*: Our air patrols sank a small craft offshore. . . . *Aitape-Wewak*: Air and naval patrols harassed coastal traffic, destroying three laden west-bound barges and destroying or damaging five others. . . . *Rabaul*: Planes raided shipping in Keravina Bay, capsizing a patrol boat and damaging another. . . . *Bougainville*: Light naval units attacked enemy establishments in the Buka Passage area.

### 12 JULY

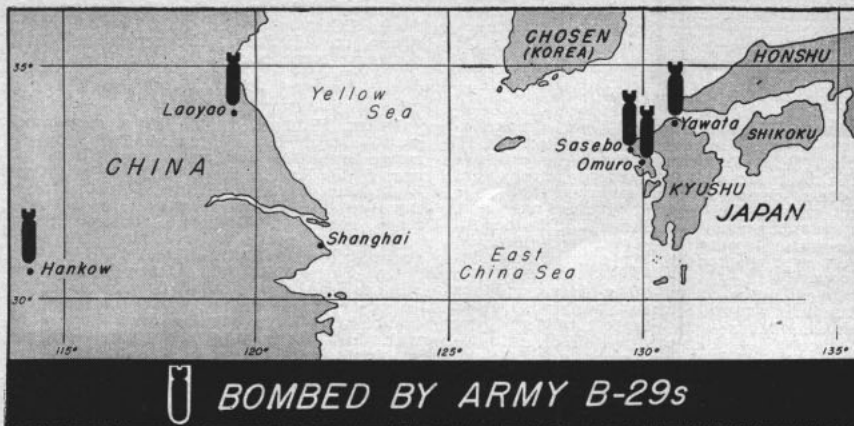
#### U. S. Pacific Fleet Communique

Mopping-up operations and elimination of snipers continued on Saipan Island during 10 and 11 July (West Longitude dates). One Marine regiment killed 71 enemy troops on 10 July. Our forces have now captured more than 1,000 enemy troops who have been made prisoners of war, and have interned more than 9,000 civilians.

Guam and Rota on 10 July, and military installations at Agana, Umatac and Agat towns on the western shore of Guam Island were bombed and subjected to rocket fire. Buildings near Orote Point were also hit. At Rota Island runways and defense installations were bombed. One twin-engine enemy bomber was shot down. There was no attempt at fighter interception. Antiaircraft fire was moderate.

Fifty tons of bombs were dropped by 7th AAF Liberators on 10 July at the Dublin Island naval base in Truk Atoll. No interception was attempted and the antiaircraft fire was meager.

Neutralization raids against enemy positions in the Marshalls were carried out by the 4th Marine Aircraft Wing and Fleet Air Wing 2 on 10 July.



See 7-8 July.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Ceram*: Our air patrols bombed two small merchant vessels northwest of Bula, forcing them to beach. . . . *Halmahera*: Our air patrols scored damaging near-misses on a 10,000-ton enemy tanker off Morotal Island, leaving it dead in the water. . . . *Aitape-Wewak*: Air and naval patrols attacked lines of communication, destroying or damaging six barges. . . . *New Ireland*: Our air and naval patrols swept the coast line, attacking shore targets and destroying or damaging four barges.

### 13 JULY

#### Navy Department Communique No. 530

##### EUROPEAN THEATER

1. In Allied operations for Europe's liberation the following U. S. naval ships were lost due to enemy action:

USS *Tide* (minesweeper), USS *Partridge* (fleet tug), USS *Susan B. Anthony* (transport), USS *Meredith* (destroyer), USS *Glennon* (destroyer), USS *Gorry* (destroyer), USS *Rich* (destroyer escort).

2. Notification has been made to next of kin of all casualties.

#### U. S. Pacific Fleet Communique

Guam Island was shelled by cruisers and destroyers of the Pacific Fleet 10 and 11 July (West Longitude dates). Gun emplacements, blockhouses and warehouses were hit. Five barges were sunk. There was no damage to our surface ships.

Guam and Rota Islands were attacked by carrier aircraft of a fast carrier task group on 11 and 12 July. Rockets and bombs were employed against defense installations and runways on Rota Island on 11 July. Many fires were started. At Guam, military objectives near Piti were hit, and gun emplacements were strafed. Antiaircraft fire was moderate. We lost one plane.

Truk Atoll was bombed by 7th AAF Liberators at night on 11 July. Antiaircraft positions were principal targets. Several enemy planes were in the air but did not attempt to intercept our force.

#### U. S. Pacific Fleet Communique

Elements of the 2nd Marine Division landed on Maniagassa Island approximately two miles north of Mutualcho Point on Saipan Island on 12 July (West Longitude date). Light resistance encountered was quickly overcome. Elimination of the remnants of Japanese resistance continues on Saipan Island, and additional prisoners have been taken. Enemy dead which have been buried by our troops now number nearly 16,000 with a good many yet to be buried. Artillery bombardment and naval gunfire intended to neutralize enemy defenses is being directed against Tinian Island.

It was learned on Saipan that 7 July Vice Admiral Chuichi Nagumo, commander-in-chief for the Central Pacific Area for the Japanese Imperial Navy, was among those who met their deaths on Saipan Island. On the same day one Rear Admiral Yano lost his life. Vice Admiral Nagumo was in command of the Japanese forces which attacked Pearl Harbor on 7 Dec. 1941, and was in command of the Japanese carrier task force that was destroyed in the Battle of Mid-

way. Prior to his present duty he was commandant of the Sasebo naval base.

It is now clear that Saipan Island was built up by the Japanese as the principal fortress guarding the southern approaches to Japan and as a major supply base for Japan's temporary holdings in the South Seas areas. Saipan was long the seat of the Japanese government for the mandated Marianas, and Garapan town was the headquarters of the Commander-in-Chief, Central Pacific Area. The topography of the island lent itself well to defense, and elaborate fortifications manned by picked Japanese troops testified to the importance which the enemy attached to the island. The seizure of Saipan constitutes a major breach in the Japanese line of inner defenses, and it is our intention to capitalize upon this breach with all means available.

### 14 JULY

PEARL HARBOR, *Pacific Fleet* press release—Guam and Rota Islands were attacked by carrier aircraft of a fast carrier task group on 13 July (West Longitude date). Bombs and rockets set fire to buildings and ammunition dumps and damaged storage facilities, gun positions and other defense installations. We lost no aircraft.

One of our destroyers sank a small enemy coastal transport near Guam during the night of 10-11 July.

Liberator bombers of the 7th AAF attacked Truk Atoll on 12 July. Defense installations at Eten and Dublin Islands were the principal targets.

Sixteen to nineteen enemy fighters attempted to intercept our force. Four fighters were shot down, four were probably shot down and five were damaged. Four of our aircraft received minor damage. Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing bombed and strafed enemy positions in the Marshalls on 11-12 July.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari*: Light naval units destroyed a laden coastal vessel north of Mumi. . . . *Aitape-Wewak*: Air patrols harassed coastal targets and, with light naval units, destroyed or damaged eight barges. . . . *New Ireland*: Light naval units shelled shore positions.

### 15 JULY

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Early this morning enemy E-boats were intercepted in Seine Bay while attempting to break out to the westward from Le Havre. The enemy was driven off and pursued.

During the chase an E-boat was set afire. Patrol craft later were engaged off the harbor entrance and damage was inflicted on them.

Contact also was made with enemy E-boats off Cap de la Hague and a short engagement took place before our force withdrew under fire from shore batteries.

ALLIED HEADQUARTERS ON NEW GUINEA—*Halmahera*: Our medium units attacked, from masthead height, a 3,000-ton freighter-transport laden with men, fuel and ammunition. The vessel received six direct hits, exploded and sank with all on board in two minutes. Five supply-laden barges in tow were also sunk. . . . *Sorong*: Our medium units damaged a supply-laden coastal vessel off

Waigeo Island. Fighter patrols damaged several barges near Sorong. . . *Manokwari*: Air patrols destroyed a coastal vessel carrying supplies.

### 16 JULY

**PEARL HARBOR, Pacific Fleet announcement**—Guam Island was attacked on 15 July (West Longitude date) by aircraft of a fast carrier task group. Bombs and rockets destroyed or damaged buildings and caused fires among bivouac areas. A divebomber was shot down but landed in the water two miles off Guam, where the crew was picked up by one of our destroyers.

On 15 July rocket-firing carrier planes attacked ground installations on Rota Island. Fires were started and a direct hit scored on a concentration of automotive and railroad equipment.

Iwo in the Volcano Islands was attacked 13 July by low-flying Liberators of Group 1, Fleet Air Wing 2. A Japanese destroyer was hit squarely by a 500-pound bomb. Explosions and fires resulted after one 6,000-ton and one 3,000-ton cargo ships were strafed. A destroyer escort, a coastal ship and 12 smaller craft were heavily strafed. An oil dump was set afire and five other fires were started.

Three Japanese airplanes on the ground at the time of the attack on the south field were believed destroyed and 10 damaged by strafing. There was no enemy airborne interception. Intense anti-aircraft fire slightly damaged one of our planes.

Fourth Marine Aircraft Wing Corsair fighters and Dauntless divebombers bombed Japanese anti-aircraft and coastal gun positions in the Marshall Islands on 14 July. Gun emplacements were strafed. Meager anti-aircraft fire damaged one of our planes.

**SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE**—With improvement of weather on the far shore, there has been considerable activity by the enemy to break out to the westward from Le Havre. Both on Friday and Saturday mornings brief gun actions took place off Cap de la Heve.

On Saturday morning, a force of E-boats was intercepted and engaged shortly after midnight by coastal forces under the command of Lt. Comdr. A. Law, RNVR, who led his force through the enemy lines, setting one E-boat on fire. During a brisk gun action at close range, the enemy was chased to within one mile of the entrance to Le Havre before our force withdrew.

Shortly before dawn coastal forces commanded by Lt. Comdr. D. Wilkie, RNVR, while patrolling about one mile from the entrance to Le Havre met one enemy armed trawler and two other patrol craft. Action was joined at close range and many hits were observed.

Shortly after this action Lt. Comdr. Wilkie intercepted three E-boats. Before he could close to engage, he was himself heavily engaged and was forced to withdraw by shore batteries.

Our forces suffered a few casualties and some damage to one craft. Next of kin of casualties will be informed as soon as possible.

### 17 JULY

**PEARL HARBOR, Pacific Fleet announcement**—Gun emplacements and other defense installations on Guam Island were heavily shelled by battleships, cruisers and destroyers of the Pacific Fleet on 15 July (West Longitude date). Enemy shore batteries returned sporadic fire but did no damage to our surface ships.

On 16 July aircraft of a fast carrier task group obtained direct hits on an airfield at Rota Island, bombed barracks and destroyed a bridge. On the same day Guam was subjected to further carrier aircraft attacks, resulting in damage to anti-aircraft positions, barracks and a radio station. Several fires were started by incendiary bombs and rockets. We lost one divebomber in these operations.

Param Island in Truk Atoll was attacked by 7th AAF Liberators on 15 July. Hits were obtained on anti-aircraft positions. Approximately 10 enemy fighters attempted interception, dropping bombs from above our formation. These bombs were ineffective, but one Liberator received minor damage from machine-gun fire. One Zero fighter was probably shot down, and three were damaged.

Corsair fighters of the 4th Marine Aircraft Wing attacked Wotje and Mille Atolls on 15 July. Enemy anti-aircraft positions were hit.

### 18 JULY

**PEARL HARBOR, Pacific Fleet announcement**—Guam Island was shelled at close range by battleships, cruisers and destroyers of the Pacific Fleet on 16 July (West Longitude date). Spotting aircraft directing the fire of our heavy units encountered some anti-aircraft fire, and these anti-aircraft positions were in turn neutralized by our light units.

On Saipan Island a few remaining snipers are being hunted down. As of 16 July our forces had captured 1,620 enemy troops who have been made prisoners of war, and have interned 13,800 civilian residents of Saipan, the majority being Japanese.

Neutralization of enemy defenses on Tinian Island by Saipan-based aircraft and field artillery continues. Our destroyers shelled selected targets on Tinian during 16 July and the night of 15-16 July.

Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Ventura search planes of Group 1, Fleet Air Wing 2, attacked enemy positions in the Marshalls on 16 July.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Flores Island:** Our long-range fighters carried out a surprise dawn raid on the enemy base of Maomere. Two 4,000-ton merchant transports and a small vessel were heavily damaged and set on fire and two enemy fighters, attempting to take off, were destroyed and another shot down in combat. . . *Halmahera:* Our medium units scored direct hits on a 1,500-ton freighter-transport loaded with troops and supplies. The vessel exploded and sank in 10 minutes. A 7,000-ton vessel to the south was damaged by near misses. Four laden barges and a small craft were destroyed. . . *Aitape-Wewak:* Our planes, on coastal sweeps, sank a number of barges. One of our PT-boats was lost but its crew, except for one man, was rescued.

### 19 JULY

#### Navy Department Communique No. 531

##### PACIFIC AND FAR EAST

U. S. submarines have reported the sinking of 14 vessels, including two combatant ships, as a result of operations against the enemy in these waters, as follows:

- One destroyer
- Two small cargo vessels
- Eight medium cargo vessels
- One medium naval auxiliary
- One small cargo transport
- One escort vessel

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

**PEARL HARBOR, Pacific Fleet announcement**—More than 320 tons of bombs were dropped on Guam Island by carrier air-

craft of the fast carrier task force on 17 July (West Longitude date). Pillboxes, gun emplacements and other defense installations were knocked out. More than 650 sorties were flown over the target area.

On the same day our battleships, cruisers and destroyers laid down an intense barrage against defensive positions on the island.

On 18 July bombardment of Guam by surface ships continued and carrier aircraft dropped 148 tons of bombs on anti-aircraft guns, searchlights, supply areas and defense works. Several enemy positions were strafed.

Rota Island was attacked by rocket fire and bombing from carrier aircraft on 17 July. Nearly 80 tons of bombs were dropped, resulting in large fires among buildings and fuel storage facilities. Aerial reconnaissance indicates that Rota town is virtually destroyed. In this operation we lost one scout bomber.

Army, Navy and Marine aircraft continued neutralization raids against enemy positions in the Marshall and Caroline Islands on 17 July.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Flores Island:** Our heavy units at midday struck at enemy shipping at Maomere and eastward to Soembawa Island. Two 1,000-ton merchant vessels were sunk or damaged. . . *Halmahera:* Our air patrols bombed and strafed a 3,000-ton freighter transport, leaving it on fire and dead in the water. . . *MacCluer Gulf:* Our medium units attacking enemy shipping to the northwest sank a 1,000-ton merchantman, a coastal vessel and barges. . . *Geelvink Bay:* Air patrols destroyed or damaged two coastal vessels. . . *Aitape-Wewak:* Light craft on night patrol destroyed or damaged three barges.

### 20 JULY

**PEARL HARBOR, Pacific Fleet announcement**—More complete reports of the carrier aircraft attack on Guam Island on 18 July (West Longitude) raised the tonnage of bombs dropped to 401 from the previous total of 148 announced. Widespread and heavy damage has been done to military objectives on Guam as a result of coordinated aerial bombing and shelling by surface ships.

Pagan Island in the northern Marianas was bombed twice on 17 July.

Chichi Island and Haha Island in the Bonin Islands were attacked by Liberator search planes of Group 1, Fleet Air Wing 2, on 18 July. The attacks were made at low level. Eleven seaplanes were damaged and four coastal vessels were set afire by strafing. At Haha a small cargo ship was under command of Lieut. Gen. Holland buildings on the seaplane base. Anti-aircraft fire was moderate. All of our aircraft returned.

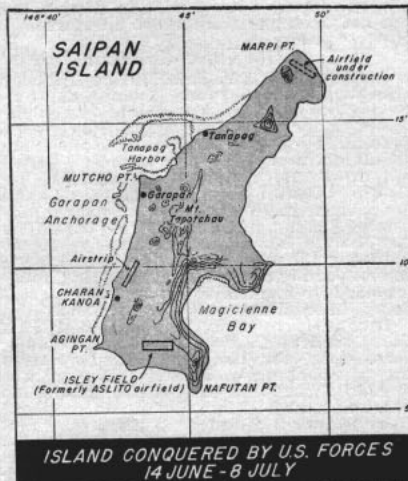
On Saipan Island shore-based artillery and aircraft are being used to neutralize enemy defenses on Tinian Island. Selected targets are being shelled from the sea by our light surface units. As of 17 July our forces have buried 19,793 enemy dead.

The naval base at Dublon Island in Truk Atoll was bombed on 18 July by 7th AAF Liberators. Two of eight airborne enemy fighters were damaged by our planes. Seven of our planes received some damage, but all returned.

Liberators of the 7th AAF Army Air Force, Catalina search planes of Fleet Air Wing 2, and Dauntless dive-bombers and Corsair fighters of the 4th Marine Aircraft Wing continued neutralization raids against enemy positions in the Marshalls on 18 July.

Amphibious operations for the assault and capture of Saipan Island were directed by Vice Admiral Richmond K. Turner, USN, Commander of Amphibious Forces, Pacific Fleet. All assault troops engaged in the seizure of Saipan were under command of iLieut. Gen. Holland McT. Smith, USMC, Commanding General, Fleet Marine Forces, Pacific. Maj. Gen. Sanderford Jarman, USA, has assumed command of Saipan as Island Commander.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Halmahera:** Our air patrols sank a 2,000-ton freighter off Morotia Island and heavily damaged two trawlers farther north. . . *Geelvink Bay:* Our light naval units shelled coastal targets south of Manokwari and sank an enemy barge off Noemfoor. . . *Aitape-Wewak:* Our medium units and fighters harassed the enemy's rear areas while naval units shelled coastal traffic.



See 9 July.

# DECORATIONS AND CITATIONS

## Navy Lieutenant, Two Marine Sergeants Win Medal of Honor in Pacific Fighting

A Navy lieutenant who defied Jap fire to rescue 15 airmen from the water off Kavieng, a Marine sergeant who was killed at Tarawa after putting two pillboxes out of action and a Marine sergeant who threw himself on a grenade to save his comrades on Bougainville have been awarded the Medal of Honor.

Lieut. Nathan G. Gordon, USNR, of Morrilton, Ark., flew boldly into Kavieng harbor on 15 Feb. 1944, defying close-range fire from enemy shore guns, to make three separate landings and pick up nine men, several of them injured. With his cumbersome flying boat dangerously overloaded, he made a brilliant take-off despite heavy swells. Notified that another group was stranded in a rubber life raft 600 yards off the enemy shore, he turned back under direct fire from Kavieng defenses and took aboard six more survivors. He then made his fourth skillful take-off with the 15 rescued officers and men.

S/Sgt. William J. Bordelon, USMC, of San Antonio, Tex., landed on the beach at Tarawa under heavy enemy fire and personally put two pillboxes out of action with demolition charges. He then picked up a rifle and furnished fire protection for a group of men scaling the seawall. Although wounded, he remained in the action and rescued two wounded men from the water. Later he single-handedly assaulted a Jap machine-gun position, but was killed in a final burst of fire from the enemy.

Sgt. Herbert J. Thomas, USMC, of Charleston, W. Va., in action against the Japanese at Bougainville on 7 Nov. 1943, had instructed his squad to charge a machine-gun emplacement

after he hurled a grenade. The grenade struck a vine and fell back into the midst of the group, and Thomas immediately flung himself upon it to smother the explosion. Inspired by his sacrifice of his life, his men charged the emplacement and killed its crew and several nearby defenders.

## Submarine Commander And Marine Colonel Win 4th Navy Crosses

Gold Stars in lieu of fourth Navy Crosses have been awarded Comdr. Dudley W. Morton, USN, of Miami, Fla. (missing in action), and Col. Lewis B. Puller, USMC, of Saluda, Va. They were the first in the Navy and Marine Corps to be so honored.

Commander Morton was commanding officer of the submarine USS *Wahoo*, which is overdue and presumed to be lost. His citation was for conducting three highly successful war patrols in Japanese-controlled waters,

in which he inflicted heavy losses on enemy shipping. He entered dangerous, confined and shallow waters on a vital mission and destroyed at least one important enemy ship.

Colonel Puller, while temporarily in command of the 3d Battalion on New Britain, moved from company to company along his front lines, and reorganized and maintained a critical position along a fire-swept ridge. His outstanding leadership contributed materially to the defeat of the enemy.

Commander Morton's three previous Navy Crosses were won during this war while he was commanding the *Wahoo* in forays against Japanese shipping. He sank more than 30,000 tons of Japanese shipping on two war patrols.

Heroism in holding a vital position at Guadalcanal on 24-25 October 1942 won the third Navy Cross for Colonel Puller. His first two citations were awarded for extraordinary heroism in Nicaragua in 1930 and 1932.



★ Comdr. Victor B. McCrea, USN, New London, Conn.: While commanding a vessel on war patrol, he made repeated night surface attacks against two escorted enemy convoys and succeeded in sinking a large loaded tanker and three freighters and in damaging one larger tanker.

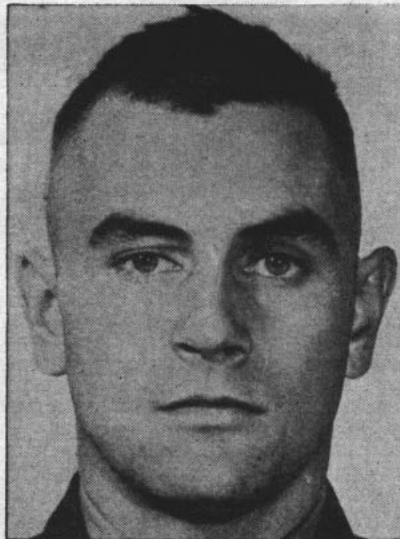
★ Comdr. John A. Moore, USN, Brownwood, Tex.: As commanding officer of a submarine on patrol in Japanese-controlled waters, he made five separate torpedo attacks on escorted enemy ships which resulted in the sinking of an auxiliary cruiser and two freighters. His attacks were well planned and brilliantly executed.

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.

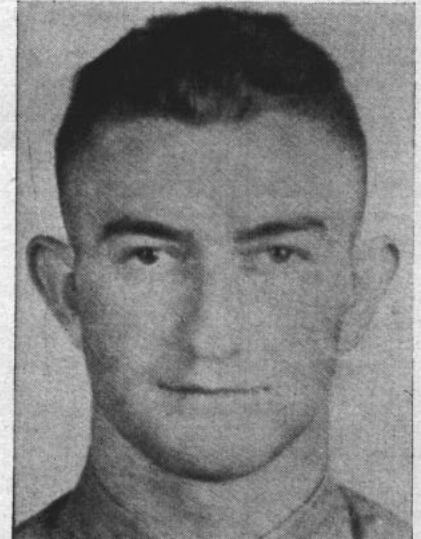


Official U. S. Navy Photograph

Lieut. Nathan G. Gordon



S/Sgt. William J. Bordelon



Official U. S. Marine Corps Photograph

Sgt. Herbert J. Thomas

# NAVY CROSS AWARDS



Victor B. McCrea  
Comdr., USN



John A. Moore  
Comdr., USN



Dudley W. Morton  
Comdr., USN



Morton C. Mumma Jr.  
Comdr., USN



George E. Porter Jr.  
Comdr., USN



Lewis B. Puller  
Col., USMC



Richard M. Forsythe  
Lt. Comdr. (MC), USNR



Hubert M. Hayter  
Lt. Comdr., USN



Edward H. O'Hare  
Lt. Comdr., USN



George L. Phillips  
Lt. Comdr., USNR



Joseph Orleck  
Lieut., USN



John H. Stickell  
Lieut., USNR



Kay K. Vesole  
Ens., USNR



Benjamin Sachs  
CY, USN



James D. Barker  
PhM2c, USNR

Photograph not available of Frank C. Walker, GMlc, USNR. Reports of citations of Lieutenant Commander Hayter and of Barker, PhM2c, appeared in the July issue of the Bulletin, that of Lieutenant Orleck in the June issue.

## NAVY CROSS cont.

★ Comdr. (then Lt. Comdr.) Morton C. Mumma Jr., USN, Berryville, Va.: As commanding officer of a submarine on a night patrol in dangerous enemy-occupied waters, he contacted a force of Japanese destroyers. Boldly maneuvering his ship into striking position, he launched an aggressive attack and scored a torpedo hit on one of the destroyers.

★ Comdr. George E. Porter Jr., USN, Oakmont, Pa.: While commanding officer of a submarine on war patrol, he aggressively attacked and destroyed a convoy of six ships, including two large tankers, one large transport, two freighters and an unidentified ship. On a previous war patrol he sank and damaged thousands of tons of enemy shipping.

★ Lt. Comdr. Richard M. Forsythe (MC), USNR, East Cleveland, Ohio (posthumously): While serving as regimental surgeon with the 1st Marine Division during action against Japanese forces near Volupai Plantation, New Britain, on 6 March 1944, he went to the assistance of the wounded and administered medical aid, undeterred by devastating mortar fire. He continued ministering to the injured, despite multiple wounds from a mortar shell, until severe pain finally forced him to cease. Although fully aware that postponed medical attention would gravely impair his chance of recovery, he refused medical assistance while other casualties were in need of care, and later succumbed from his wounds.

★ Lt. Comdr. Edward H. O'Hare, USN, St. Louis, Mo. (missing in action): When warnings were received of the

approach of a large force of Jap torpedo bombers, he volunteered to lead a fighter section of aircraft from his carrier—the first time it had been attempted at night—to intercept the attackers. He fearlessly led his three-plane group into combat against a large formation of hostile aircraft and assisted in shooting down two Jap planes and dispersing the remainder (26 November 1943).

★ Lt. Comdr. George L. Phillips, USNR, Oakwood, N. Y.: As commanding officer of the USS *Sentinel* during the assault on Sicily, after his vessel had been severely damaged by a divebombing strike, he fought through four ensuing raids, drove off two attacks and scored hits on two enemy bombers before being forced to abandon ship. He was largely responsible for the success of subsequent rescue opera-

## Capt. Cary Awarded 4th Legion of Merit

For exceptionally meritorious service in the amphibious operations at Anzio, Capt. Robert W. Cary, USN, of San Francisco, Calif., has been awarded a Gold Star in lieu of a fourth Legion of Merit. As commander of a gunfire support group, he brought his ships through heavily mined waters during a period when the Army formations ashore required gunfire support, and obtained the maximum results from the batteries. His support contributed materially to the success achieved at Anzio.



Capt. Cary

tions, which were carried out with a minimum loss of life.

★ Lieut. John H. Stickell, USNR, Gilson, Ill. (posthumously): While serving as a patrol plane commander in Bombing Squadron 108 in the Marshalls on 12 December 1943, he volunteered to participate in a hazardous two-plane bombing strike against an underground oil storage at Jabor, Jaluit Atoll. Although seriously wounded en route while destroying numerous hostile installations, he continued to his target where he scored a direct hit upon Japanese oil storage before his injuries forced him to relinquish the controls. Knowing of the danger to his plane and crew in attempting to land on the narrow runway at Tarawa, he directed his copilot to proceed to another base several hundred miles away, stoically enduring the intense pain of his wounds which later proved fatal.

★ Ens. Kay K. Vesole, USNR, Davenport, Iowa (posthumously): As commanding officer of the Armed Guard

aboard the ss *John Bascom* when she was bombed and sunk by enemy aircraft in Bari Harbor on the night of 2 December 1943, he was wounded over his heart and his right arm rendered useless. Weakened by loss of blood, he calmly proceeded from gun to gun directing his crew and giving aid and encouragement to the wounded. With the ship ablaze and sinking, he supervised the evacuation of wounded to the only undamaged lifeboat and manned an oar with his uninjured arm. Upon reaching the seawall he risked his life to pull the wounded out of flaming, oil-covered waters until the terrific explosion of a nearby ammunition ship inflicted injuries which later proved fatal.

★ Benjamin Sachs, CY, USN, Philadelphia, Pa. (missing in action): During the sinking of the USS *Liscome Bay* near Makin Island on 24 November 1943, he observed an officer lying prone on the deck and partially covered with debris. Disregarding his own safety, he removed the debris, revived his shipmate and led the way through the only possible escape route. Then he fastened a life preserver to the officer's body and assisted him over the side.

★ Frank C. Walker, GM1c, USNR, Memphis, Tenn. (posthumously): While serving aboard Motor Torpedo Boat 363 in action against Japanese forces off the north coast of New Guinea on 7 January 1944, he was mortally wounded during the opening moments of action. He had remained steadfastly at his station throughout the greater part of the engagement, and had continued to fire his weapon, assisting materially in the destruction of five barges, until he finally collapsed on the deck as a result of his injuries.

Gold Star In Lieu of Second



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Richmond K. Turner (then Rear Admiral), USN, Carmel, Calif.: As commander of a task force

logistic missions assigned in the most effective manner."

An officer and six enlisted men of the Navy have been awarded the Soldier's Medal by the War Department for heroism in rescuing the crew of a bomber which crashed and caught fire on 23 April 1944 at Mote airstrip, Los Negros Island.

Those decorated were Lieut. Norris A. Johnson, USNR, Phoenixville, Pa.; Frank A. Perry, CEM, USNR, Burbank, Calif.; Henry A. Busker, CM1c, USNR, Havre de Grace, Md.; Henry N. Mathias, GM1c, USNR, Lafayette, Colo.; Warren W. Winstead, MM2c, USNR, Independence, Ore.; John E. Hunting, EM3c, USNR, Watsonville, Calif., and Anthony J. O'Conne, CM3c, USNR, Millburn, N. J.

of the Central Pacific Force during the occupation of Tarawa, Makin and Apamama Atolls, he achieved excellent coordination of the naval, air and ground forces under his command. His brilliant leadership contributed in large measure to the success of these operations.

Gold Star in Lieu of Second



LEGION OF MERIT

★ Lieut. Wesley C. Vines, USNR, Avondale Estates, Ga.: As Commander Boat Flotillas prior to and during the Anzio-Nettuno landings, he ably organized and trained assault boat crews. His cool and skillful control of boat traffic during the assault contributed materially to our success in taking and maintaining the beachhead.



LEGION OF MERIT

★ Capt. Alvin D. Chandler, USN, Williamsburg, Va.: As a destroyer division commander in the South Pacific Area, he trained the ships of his division so efficiently that they were able to destroy many enemy planes and to either destroy or damage three Jap submarines. During the period from 30 September to 4 October 1943 he commanded a unit of destroyers which sank or damaged many enemy barges and gunboats which were attempting to evacuate troops from Kolombangara.

★ Capt. Andrew S. Hickey, USN (Ret), Kingston, N. Y.: As naval observer at Martinique since 22 November 1942, he rendered invaluable assistance to the Commander Caribbean Sea Frontier by providing him accurate and timely information pertaining to the constantly changing situation. His diplomacy was a vital factor in bringing negotiations to a successful conclusion.

## War Department Decorates Naval Personnel

Admiral William F. Halsey Jr., USN, has been awarded the Distinguished Service Medal by the War Department for "exceptionally meritorious service in a position of great responsibility from 8 December 1943 to 1 May 1944." The citation stated: "Having created an integrated, well-knit combat force through his superior leadership . . . Admiral Halsey used this powerful striking force with such vigor and determination as to crush the Japanese garrison on certain South Pacific island groups and isolate enemy forces in others. As a result of Admiral Halsey's conduct of command, the Army forces in the South Pacific Area were splendidly cared for and were able to accomplish the combat and



(See page 55)



Official U. S. Navy Photograph

**TRAINED AMPHIBS:** *Commodore Lee P. Johnson, USN, of Concord, N. C., recently received a Gold Star in lieu of a second Legion of Merit for his outstanding work in training both Army and Navy personnel for our amphibious operations in the Southern European area. He conducted intensive research for improving various landing craft and weapons.*

#### LEGION OF MERIT cont.

★ Capt. Joel J. White (MC), USN, Nashville, Tenn.: As commanding officer of a naval hospital in the New Hebrides Islands with a section assigned to Guadalcanal from August 1942 to January 1943, he made repeated trips into the forward combat areas in order to develop facilities for the efficient treatment of battle casualties. His untiring devotion to duty contributed in large measure to the successful care of many hundreds of patients.

★ Comdr. John J. Shaffer III, USN, Piedmont, Calif. (posthumously): As CO of a destroyer during action against a U-boat in the Atlantic, he made repeated sound attacks and forced her to the surface. He continued the attack with gunfire and finally rammed the sub. Determined that contact should not be lost, he coned his vessel from an exposed position and sustained a wound which resulted in his death the next day.

★ Comdr. George H. Tilghman, USNR, Lawrence, N. Y. (posthumously): As commanding officer of an aviation unit on Buota Island in the Gilberts, he worked tirelessly to expand the base to meet the requirements of our air force, which was more than twice the size contemplated. The vital assignment was interrupted by his death.

★ Lieut. William W. Lumpkin (ChC), USNR, Charleston, S. C.: As division chaplain of the 2nd Marine Division from 3 October 1942 to 7 March 1944, he performed duties outside the field of religion and assisted in athletics and other recreation. At Tarawa he recovered and identified the bodies of many men and provided burials at sea for men who became casualties in the initial phase of the operation. After going ashore he worked tirelessly directing the burial of the dead.

★ Lieut. Byron W. Philp, USNR, Port Huron, Mich.: As commander of LCT Group 27 prior to and during the landings in the Anzio-Nettuno area, he trained the units of his group with great efficiency and thoroughness. Following the assault, in which his units successfully carried out all assignments, he supervised for three weeks the unloading of follow-up shipping, the evacuation of casualties and the shuttling of supplies to serve the needs of the assault forces.

★ Lt. (jg) George A. Humm, USNR, Allegan, Mich.: As officer-in-charge of LCT 32 during the landings in the Anzio-Nettuno area, he continued for 30 days to perform vital tasks in connection with the unloading of follow-up shipping, the evacuation of casualties, the rendering of assistance to ships damaged by enemy action, and the conduct of beach salvage operations. During this period his craft was subjected to enemy shellfire in the unloading areas and frequent aerial bombing attack.

★ Ens. Clyde A. Scheidemantel, USNR, Harmony, Pa.: As engineering officer of a large landing craft during the assault on Sicily, he showed great initiative and ingenuity in making temporary repairs when a direct shell hit parted the stern anchor cable, fouling the port propeller. Through his perseverance and technical skill, the craft was able to return to base in spite of continued air attack and shell fire.



Official U. S. Navy Photograph

**WINS TWO DECORATIONS:** *Rear Admiral John J. Ballentine, USN, of Hillsboro, Ohio, has been awarded the Legion of Merit and the Silver Star Medal for meritorious service as commanding officer of an aircraft carrier in the Central and South Pacific. He contributed greatly to the neutralization of enemy forces in two important areas of conflict and to the destruction of many enemy aircraft, surface vessels and airfield installations.*

Gold Star in Lieu of Third



Silver Star Medal

★ Lt. Comdr. Robert E. Dornin, USN, San Francisco, Calif.: As commanding officer of a submarine on war patrol, he maneuvered within dangerously close range of an enemy-escorted convoy and sank one of the escort vessels. Then he boldly struck again and destroyed a large hostile ship.



SILVER STAR MEDAL

★ Capt. Albert F. France Jr., USN, Annapolis, Md.: As commanding officer of a cruiser in the vicinity of Kwajalein and Wotje Atolls from 27 November to 10 December 1943, he fought his ship aggressively throughout fierce night aerial assaults. When three torpedo bombers flew in at low level for a sudden attack, he evaded a torpedo launched at close range and his gun crews destroyed all three Jap planes.

★ Capt. Robert P. McConnell, USN, San Diego, Calif.: While commanding an aircraft carrier in the Pacific area from 10 November to 10 December 1943, he participated in repeated attacks on Mille Island and the destruction of air installations. On 20 November, aircraft from his carrier supported assault troops in the occupation of Makin Island, and on 4 December, performed similar service during the raid on Kwajalein, where aircraft were destroyed and ships damaged.

★ Lt. Comdr. Verne L. Skjonsby, USN, Hickson, N. Dak. (missing in action): Serving in a submarine on patrol in enemy-infested waters, he was of great assistance to his commanding officer during the penetration of dangerous, confined and shallow waters and contributed materially to the destruction of one important enemy vessel.

★ Lieut. Donald S. Scheu, USN, Buffalo, N. Y. (missing in action): As torpedo and gunnery officer of a submarine during extremely hazardous war patrols, he performed his duties courageously and with expert skill, thereby contributing to the sinking or damaging of many thousands of tons of enemy shipping.

★ Lt. (jg) Nathan Schlanger, USNR, Brooklyn, N. Y.: As commanding officer of the Armed Guard aboard the ss *Hilary A. Herbert* at Anzio, Italy, he directed his gun crews during 27 bombing attacks during the seven days it was discharging urgently needed cargo. His gunners drove off the attackers, probably destroying three planes and damaging others.

★ Ens. Paul J. Kashmer, USNR, LaPorte, Ind. (missing in action): When his ship, the LCT 35, was maneuvered alongside the bombed and blazing LCI(L) 211 during the Anzio-Nettuno landing, he boarded the stricken vessel and helped direct fire-fighting and in removing the wounded. Later he donned a gas mask and risked his life to enter smoke-filled compartments be-



low decks and rescue injured personnel trapped by flames.

★ Willard J. Johnson, PhM2c, USNR, Cleveland, Ohio (honorably discharged): While attached to the *LST 338* during the invasion of Italy, he was waiting in an assault boat to return to his ship when the beach was heavily strafed and bombed by an enemy plane. Although wounded himself, he administered first aid to an officer and several men, in one case amputating the leg of a man. His prompt and valiant action probably saved the life of a critically wounded man.

★ Arnold J. Hovland, PhM3c, USN, Los Angeles, Calif. (posthumously): As a hospital corpsman attached to an assault landing company during operations on Eniwetok Atoll on 18 February 1944, he observed a seriously wounded marine lying in an extremely hazardous position in the front lines. He made his way forward under severe machine-gun and mortar fire and was removing the burning clothes from the helpless man when killed by enemy fire.

★ Jack Younts, EM3c, USNR, Thomasville, N. C.: Attached to a minesweeper which was engaged in minesweeping operations near Point d'Anzio, Italy, on 24 January 1944, he alone observed an enemy plane approaching from astern: He maintained continuous machine-gun fire on the plane until it came within 500 feet of the ship where it banked and released a bomb. His accurate and intensive fire undoubtedly prevented the plane from scoring a probable hit on the minesweeper.

★ Hayward H. Skaggs Jr., HA1c,



Official U. S. Navy Photograph

**SANK BLOCKADE RUNNERS:** *Capt. Charles D. Leffler, USN, of Miami, Fla., has been awarded the Legion of Merit for his successful campaign against blockade runners and enemy raiders in the South Atlantic. As commanding officer of the USS Omaha, he intercepted and sank the German blockade runners Rio Grande and Burgenland on 4-5 Jan. 1944. He is now Director of Planning and Control in BuPers.*



Official U. S. Navy Photograph

**FORMER PUBLIC RELATIONS DIRECTOR CITED:** *Capt. Leland P. Lovette, USN, Navy director of public relations from August 1942 to June 1944, receives the Legion of Merit from Under Secretary of the Navy Ralph A. Bard. Captain Lovette was honored for the successful handling of the many problems involved in the organization and adjustment of the Navy's relations with the public and press during a particularly trying period.*

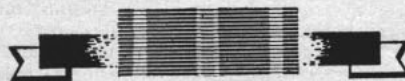
USNR, Deer Creek, Okla. (missing in action): While serving with the 2d Marine Division at Tarawa on 21 November 1943, he defied constant danger as the assault wave to which he was attached disembarked in small boats on a coral reef 500 yards from shore. For hours he cared for casualties in the water, administering first aid and carrying them to small boats for evacuation, in one instance giving up his own life belt to insure the safety of a wounded comrade.

Gold Star in Lieu of Second



DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): While commanding a torpedo quadron in the New Ireland area from 25 December 1943 to 5 January 1944, he led his squadron against Jap vessels in Kavieng Harbor in the face of persistent antiaircraft fire and intense fighter opposition. His squadron destroyed two large cargo vessels, one destroyer and three barges and severely damaged two cruisers, four destroyers, several small cargo ships, numerous barges and one torpedo boat.



DISTINGUISHED FLYING CROSS

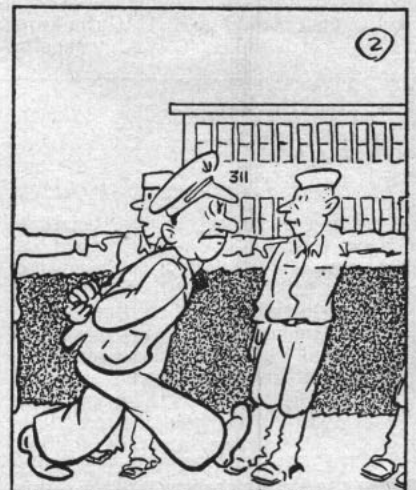
★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): He led his torpedo squadron in a daring attack on Japanese forces at Rabaul on 11 November 1943 and aided in the sinking of a destroyer and a cruiser, the probable destruction of another cruiser, and the severe dam-

aging of two other combatant vessels.

★ Lieut. John C. Kelley, USN, Bangor, Me. (missing in action): As executive officer of Fighting Squadron 33 in the Pacific area from September to November 1943, he led his division against a large force of Japanese planes near Empress Augusta Bay and shot down one enemy divebomber. On a later occasion he maneuvered his plane through intense antiaircraft fire and sent two Jap planes crashing into the sea, although his own was badly damaged and burning.

★ Lieut. Franklin M. Murray, USNR, Peoria, Ill. (posthumously): As pilot of a torpedo bomber, he pressed home a powerful attack upon a submarine in the face of intense antiaircraft fire and released depth bombs which exploded almost in contact with the sides of the submarine, probably destroying it.

★ Lieut. William W. Parish, USNR, Coopersville, Mich., and Ens. Don M.



(See page 57)

## DIST. FLYING CROSS cont.

Lyons Jr., USNR, Grand Rapids, Mich. (both posthumously): As pilot and copilot of a bomber in action against a U-boat in the Bay of Biscay, they launched a depth-charge attack in the face of intense anti-aircraft fire, causing the sub to heel over and proceed on a series of erratic courses. In a later attack they diverted the sub's fire, enabling a British plane to attack with rocket projectiles.

★ Lieut. Grant H. Rogers, USN, Joliet, Ill.: As division leader of a bombing squadron in a strike against Japanese shipping in Rabaul Harbor on 11 November 1943, he selected an important target and personally scored a direct hit on a Jap light cruiser. Despite repeated attacks from enemy fighter planes, he retired from the target area and effected a rendezvous with the remainder of his squadron.

★ Lieut. John H. Stickell, USNR, Gilson, Ill. (posthumously): While attached to Bombing Squadron 108 during action over the Marshall and Gilbert Islands on 1 December 1943, he was suddenly attacked by six Japanese planes. He destroyed two of the attacking planes and crippled another with only slight damage to his own, then continued on his patrol and successfully completed his vital mission.

★ Lieut. William J. Tate Jr., USN, Baltimore, Md. (posthumously): As test pilot and gunnery officer attached to the Armament Test Department at NAS, Patuxent River, Md., he carried out extremely dangerous work of testing mines and bombs. Through his intelligent analysis of test data, he made important contributions to the effectiveness of naval aviation and the future safety of naval aviators. He was killed on 13 April 1944 while making tests to determine safe angles of dive for fighter planes carrying large-caliber bombs.

★ Lt. (jg) Howard M. Burriss, USNR, Granville, Ohio (missing in action): As a fighter pilot in the Rabaul area from 26 January to 31 January 1944, he escorted a group of bombers in a strike on Lakuani airfield on 27 January and destroyed one enemy plane despite serious damage to his own plane from Japanese fire. In an attack on Tobira airfield two days later he accounted for four enemy planes.

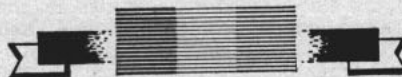
★ Lt. (jg) Douglas H. C. Gutenkunst, USNR, Milwaukee, Wis. (posthu-



Official U. S. Navy Photograph

**PROTECTED TROOP CONVOY:** *Capt. Charles C. Hartman, USN, of Arlington, Va., has received a Gold Star in lieu of a second Legion of Merit for his skill in countering an attempted attack by enemy aircraft on a troop convoy of which he was escort commander.*

mously): While a fighter pilot in the Solomons from 27 October to 1 December 1943 and from 25 January to 30 January 1944, he ably assisted his section leader in downing three hostile planes near Bougainville. In a strike on Lakuani airfield he shot down two planes, and destroyed two more in a later attack on Tobira airfield.



NAVY AND MARINE CORPS MEDAL

★ Lt. Comdr. Milo A. Youel (MC), USN, Huron, S. Dak.: Sighting a man struggling in the treacherous waters of Flamingo Beach, Culebra, on 25 January 1941, he dived into the heavy surf, swam to the side of the exhausted man and brought him to safety.

★ Lieut. Paul M. Bryant, USN, Norfolk, Va., and Lt. (jg) Frederick D. Goodwin Jr., USNR, Richmond, Va.: When a fighter plane swerved from the runway during a take-off at Municipal Airport 2, Tucson, Ariz., on 14 January 1944, crashed into a grounded bomber and set both planes afire, they rushed to the rescue of the trapped and semiconscious pilot. They freed the pilot and carried him away a few seconds before the fuel tank in one wing exploded.

★ Ens. Morris H. Keltner (then CQM), USN, Hoisington, Kans.: As chief quartermaster and a member of the approach party of a submarine during many war patrols, he assisted in sinking or damaging many thousand tons of Japanese shipping. His skill in piloting and navigating helped in the successful accomplishment of all assigned missions.

★ Felice P. De Cesare Jr., CRM, USN, Bridgeport, Conn. (missing in action): As chief radioman of a submarine during its many war patrols, he maintained the radio and sound equipment in efficient condition despite numerous headcups, and aided materially in the

sinking or damaging of thousands of tons of enemy shipping.

★ Francis J. Decker, CMM, USN, Cincinnati, Ohio (missing in action): In charge of the auxiliary machinery of a submarine during many war patrols, he aided materially in the sinking or damaging of considerable enemy shipping. His perseverance in effecting repairs under difficult conditions was instrumental in keeping the vessel in an excellent material condition.

★ Harvey C. Luchau, CCM, USNR, Spokane, Wash.; Moses Dunton, MM1c, USNR, Crescent City, Calif.; Oluf T. Hoff, CM2c, USNR, Hoquiam, Wash., and Roy A. Shook Jr., S2c, USNR, San Francisco, Calif.: As crew members of barge 651 on 27 November 1943, they observed the crash of a *PBY-5A* in Summer Bay, Alaska. They brought the barge alongside the crashed plane and risked their lives in saving the 10 officers and men of the plane crew. Dunton, Hoff and Shook dived into the icy waters during the rescue operations and had to be treated later for exposure.

★ Svend S. Christensen, MoMM1c, USNR, Duluth, Minn.; Anthony E. Fiorellini, MoMM1c, USNR, Sault Ste. Marie, Mich. (missing in action); Harry K. Clarke, MoMM2c, USN, Savannah, Ill.; Robert C. Kittrell, RM2c, USNR, Anaheim, Calif.; Raymond G. Lupien, EM2c, USNR, Manchester, N. H.; Daniel D. McCauley, GM2c, USNR, Princeton, Mass.; Howard K. Royer, S2c, USN, Norristown, Pa.; Gordon K. Dresser, SM3c, USNR, Wheaton, Ill.; Orlo W. Dykes, SC3c, USN, Millville, Fla.; Vincent F. Fobert, SM3c, USNR, Attleboro, Mass. (missing in action), Carl R. Mickelson, GM3c, USNR, Worcester, Mass. (posthumously) and Joseph E. Monroe, GM3c, USNR, East Douglas, Mass.: While serving aboard the *LCT 35* during the landings at Anzio, Italy, a heavy enemy aerial attack developed and a large bomb struck close to the *LCI(L) 211*, moored in the harbor. The *LCT 35* was shifted along-



Official U. S. Navy Photograph

**PT SKIPPER HONORED:** *For conspicuous gallantry and intrepidity as commanding officer of a motor torpedo boat squadron in the Solomons, Lieut. Craig C. Smith, USNR, of Arlington, Va., has been awarded the Silver Star Medal.*

## Navy Decorates Brazilians Who Helped Destroy U-Boat

Nine crew members of a Brazilian Navy patrol plane which helped destroy a U-boat have been decorated by the U. S. Navy. In the face of severe anti-aircraft fire, the Brazilians attacked with such determination and skill that they scored a direct hit on the surfaced sub.

The Distinguished Flying Cross was awarded the pilot, 2nd Lt. Alberto M. Torries, and the copilot, 1st Lt. Jose C. M. Correia. The other seven members of the crew received the Air Medal.

side the stricken craft and these men disregarded their own safety to remove wounded men and bring the fires under control. Their efforts contributed materially to the probable saving of several lives.

★ William Hayde, Sp(F)2c, USNR, Kansas City, Mo.: When the *SC 696* and *SC 694* were set afire by bomb hits during the occupation of Palermo, Sicily, on 23 August 1943, he disregarded his personal safety to fight fire during a heavy air raid. While engaged in fire-fighting, the ships were struck again by German bombs which caused them to blow up, and he suffered painful injuries.

★ Thomas Q. Heaps, QM2c, USN, Pitcairn, Pa.: When the *HMS Spartan* was struck by a glider bomb during the Anzio-Nettuno landing, he was serving in the *LCI(L) 236*, which came alongside the British warship to rescue survivors. Manning a rubber boat, he paddled through oily wreckage under the side of the capsizing ship to recover survivors and assisted in the probable saving of many lives.

★ Kent R. Collins, MoMM3c, USNR, Fitchburg, Mass. (posthumously): When the parting of a cable on a davit of the *LST 197* during the landing at Anzio on 22 January 1944, threw a boatload of troops into the water, he plunged into the sea and helped rescue the heavily laden men. While members of the ship's company threw life rings and jackets to the struggling men, he removed packs from the backs of soldiers and contributed materially to the saving of several lives.

★ James R. Larsen, Cox, USN, Key West, Fla.: Acting as coxswain of a motor whaleboat, he went to the aid of a drowning man who was being carried toward a hazardous reef by the current. He dived from his boat into the rough waters, grabbed the man and towed him back to the whaleboat (Central Pacific Area, 23 January 1944).

★ Harmon C. Steck, Cox., USNR, St. Louis, Mo.; Herman H. Thomas, GM3c, USN, Comanche, Tex., and Marvin I. Williams, Cox., USNR, Hazard, Ky.: They were attached to the *LCT 19* during the landings at Salerno when the landing craft sustained severe damage from enemy bombing attacks and it became necessary to abandon ship. Steck and Thomas helped keep wounded men afloat until they were rescued, while Williams went to the assistance of a man severely wounded and lowered him carefully into the water from whence he was later rescued.

★ Andrew A. Balas, AS, USNR, Chicago, Ill. (posthumously): As a member of the Armed Guard aboard the *ss Stanvac Palembang* when it was attacked by a U-boat on the night of 9 July 1942, he suffered a severe head wound. Disregarding the acute pain, he risked his life to go below deck and assist in releasing a life raft to rescue a merchant seaman who had jumped over the side. He persisted in his efforts in the face of continued shelling until a second torpedo struck the ship.

★ Clifton B. Walker Jr., S2c, USNR, Memphis, Tenn.: While serving on board a tank landing ship in the New



Official U. S. Navy Photograph

**LED TORPEDO SQUADRON:** The Distinguished Flying Cross was awarded to Lt. Comdr. Donald M. White, USN, of Ruxton, Md., for leading his torpedo squadron against Rabaul, New Britain, on 11 Nov. 1943. He and his mates scored nine torpedo hits on seven Jap cruisers and a destroyer. Capt. Lester T. Hundt, USN, commandant of the Naval Air Training Center, Pensacola, here presents the medal.

Georgia area on 18 August 1943, he volunteered to assist in rescuing a shipmate who was injured and pinned down under debris following an explosion. He made his way to the compartment, despite fumes and burning gasoline, and assisted in removing the man to the upper deck where he was transferred to a life raft.



BRONZE STAR MEDAL

★ Capt. Edwin M. Crouch, USN, Washington, D. C.: As operations officer on the staff of Commander Cruisers and Destroyers Pacific, and commander of a task force between 21 January 1943 and 2 January 1944, he administered the exacting duties of his office tactfully and promptly. He accomplished positive results throughout a critical period of operations.

★ Comdr. Thomas Burrowes, USN, Keyport, N. J.: When the destroyer which he commanded suffered damage from an underwater explosion, he immediately directed the successful rescue of numerous men who had been hurled into the cold, fuel-covered water. He later supervised such repairs as were practicable and the towing of his ship through rough Aleutian waters and to a navy yard approximately 3,000 miles distant.

★ Lt. Comdr. Lawrence G. Bernard, USN, Deadwood, S. Dak.: As diving officer of a submarine during its first war patrol, he materially assisted the commanding officer in bringing the vessel safely into port.

★ Lt. Comdr. James G. Franklin, USN, Lawrenceburg, Ky.: As flag secretary and evaluating officer on the staff of a task force commander operating in the Solomons area from 23 January 1943 to 25 March 1944, he participated

in five bombardments of enemy shore installations, a night surface engagement in which two Jap ships were sunk, one mine-laying operation and a night action in which one cruiser and four destroyers were sunk. Throughout these actions he demonstrated outstanding ability and judgment.

★ Lt. (jg) Wilson D. Rutherford, USNR, Baltimore, Md.: As commanding officer of the Armed Guard in the *ss Sharpsburg* when it collided with another ship in the Irish Channel, he directed the abandon-ship operations when flames rendered it untenable. Later he returned to the *Sharpsburg* with a volunteer crew and supervised operations until the fire was brought under control and the ship's safety was assured.

★ Ens. William B. Ennis Jr., USNR, Madison, Wis.; Ens. James J. O'Connell, USNR, New Brunswick, N. J.; Ens. D. A. Yetter, USN, Long Beach, Calif.; Ens. Leo H. J. McNeil, USN,



(See page 59)



Official U. S. Navy Photograph

**SUB SINKERS CITED:** Two officers and two air crewmen received the Air Medal recently at the NAS, Charleston, S. C., for their part in the destruction of two U-boats. Medals were presented by Lt. Comdr. Charles M. Brower, USNR, commander of a patrol squadron. From left to right are Lieutenant Commander Brower, Lt. (jg) Jordan B. Collins, USNR, of Eloy, Ariz.; Lt. (jg) (then Ens.) Robert M. Sparks, USNR, of Santa Barbara, Calif.; William H. Meadows, AMM2c, of Troy, Mich., and George L. Cole, AMM1c, USN, of Portland, Me.

### BRONZE STAR cont.

Long Beach, Calif.; Ens. Leon Woodard, USNR, Clarksville, Ark.; Lester G. McClure, CRM, USN, James H. Smith, CRT, USNR, Denver, Colo., and Wilburn G. White, RM2c, USN, Lewiston, Idaho: When their communications unit at an advanced naval base in the Solomons was bombed and shelled on 12 September 1942 and the radio receiving equipment wrecked by a direct bomb hit, they reestablished the service on a temporary basis in 18 minutes, thereby permitting communications to be resumed. Disregarding the danger from exploding shell fragments from the bombardment which lasted throughout the night, they remained at their posts and performed their duties.

★ Horace W. Anderson Jr., GM3c, USNR, Dover, N. J.; Reginald J. Baker, GM3c, USNR, Quincy, Mass.; David Goldstein, Cox., USNR, Cleveland, Ohio; Arthur A. W. Behm, S1c, USN, Omro, Wis., Stanley Bishop, S1c, USNR, Norwood, Ohio; Robert L. Boyce, S1c, USNR, Marion, Ohio, and Rodney J. Ruddiman, S1c, USN, Elmont, N. Y.: As members of the Armed Guard aboard the ss *John Bascom* when it was attacked and set afire by enemy planes at Bari, Italy, on 2 December 1943, they steadfastly remained at their battle stations, despite bombing and strafing, until all guns were put out of action and the abandon-ship order was given. Although severely wounded, they volunteered to swim from the sinking vessel to the seawall in order to make room in the only undamaged lifeboat for those more seriously injured.

★ Florian J. Botica, GM3c, USNR, Chicago, Ill.: As a member of the Armed Guard aboard the ss *John M. Schofield* when it was attacked by enemy aerial forces, at Bari, Italy, on 2 December 1943, he assumed command of the gun crew in the absence of his superior officer and maintained steady gunfire against the enemy despite two near misses and a hit which damaged the starboard side of No. 1 hold. His leadership and courage upheld the

morale of the crew and contributed to the sturdy defense of the ship.

★ William A. McCurdy, S2c, USNR, Uniontown, Ala., and Albert A. Pinto, S2c, USNR, Dallas, Tex. (both posthumously): As coxswain and gunner, respectively, of a landing craft during the occupation of Hyane Harbor, Los Negros Island, on 29 February 1944, they successfully landed troops on the beach under heavy fire from Jap machine-gun emplacements. While carrying out their duties they were mortally wounded.



AIR MEDAL

★ Comdr. William A. Moffett, USN, Washington, D. C.: As commanding officer of a bombing squadron in the Solomons from 1 January to 1 September 1943, he led his squadron in numerous strikes against the enemy, often under adverse flying conditions and against active enemy opposition.

★ Lieut. George C. Bullard, USN, Pompton Plains, N. J. (missing in action): Piloting a fighter plane in action over Wake Island on 5 October 1943, he realized that a head-on collision was imminent with a damaged Japanese fighter plane. Observing the enemy craft bursting into flames, he pulled up and passed through the blaze and safely returned his badly damaged plane to his carrier.

★ Lieut. Joseph E. Butler, USNR, Irwinton, Ga.: Besides acting as assistant and later as operations officer of Strike Command, Aircraft, Solomon Islands, from 20 October 1943 to 15 March 1944, he also took part in numerous combat missions. By his skillful briefing of pilots before each assignment, he contributed materially to the success of air operations in the Solomons and New Britain areas.

★ Lieut. Ben W. Gibson Jr., USNR, Atlanta, Ga.: During an attack on an enemy submarine in the South Atlan-

tic, he skillfully handled communications during and after the engagement, despite intense close-range anti-aircraft fire.

★ Lieut. Vernon E. H. Niebruegge, USNR, Corning, Iowa (missing in action): While commanding a patrol plane 28 December 1943, he realized that his craft was the only remaining escort for a photographic plane on an important mission over Kwajalein Island. Despite overwhelming odds, he defended the other aircraft against fierce, persistent attacks of enemy fighters until his own plane was shot down.

★ Lieut. John H. Stickell, USNR, Gilson, Ill. (posthumously): During a search and reconnaissance mission over the Gilbert and Marshall Islands, he out-manuevered a Jap plane, enabling his gunners to destroy it. Later, he cooperated in a daring low-level bombing and strafing attack on Jaluit Atoll and assisted in the sinking of an enemy boat, the probable destruction of a cargo vessel and the infliction of severe damage on two other craft.

★ Lt. (jg) Thomas J. Cunningham, USNR, Selma, Calif. (missing in action): While flying at low level during a twilight attack upon enemy installations at Nauru Island on 24 December 1943, he delivered devastating blows on the target area although his plane was severely damaged during the action. He skillfully kept his crippled plane under control until 23 miles from his base, when it crashed into the sea.

★ Lt. (jg) Frank G. Dunphy, USNR, Stevens Point, Wis. (missing in action): As pilot in a fighting squadron in the Solomons from September 1943 to February 1944, he fought his plane with courage and skill and contributed materially to the destruction of hostile installations and to the breaking of organized resistance to our landings on Treasury and Bougainville Islands.

★ Lt. (jg) George L. Glass Jr., USNR, Tampa, Fla. (missing in action): Piloting a divebomber during an attack on enemy shipping at Truk Island on 16 February 1944, he released an armor-piercing bomb on a Japanese auxiliary aircraft carrier before his plane was badly damaged by intense anti-aircraft fire.

★ Lt. (jg) Richard G. Johnson, USNR, LaHabra, Calif. (missing in action): As a fighter pilot in the Gilbert and Marshall Islands, he was a member of a 12-plane patrol on 23 November 1943 which intercepted a formation of 21 to 23 Jap fighting planes about 50 miles from his own task force. He personally shot down one Zeke and assisted in the destruction of 17 others and the probable destruction of four others. During a similar engagement the following day he contributed materially to the destruction of 10 enemy fighters and two bombers and the probable destruction of four fighters.

★ Lt. (jg) Carroll P. Learned, USNR, Houston, Tex. (missing in action): As a fighter pilot in the Solomons from September 1943 to January 1944, he displayed great courage in numerous combat patrols and in task force cover assignments. He successfully strafed troop concentrations and barges and contributed materially to the destruction of important Japanese airfields.



Official U. S. Navy Photograph

**USED ROCKET ON SUB:** Lt. (jg) Leonard L. McFord, USN, of Barrington, Ill., has won the Air Medal in recognition of his making the first rocket attack on a U-boat. He and another pilot are credited with the probable sinking of the sub (*Information Bulletin*, July 1944, p. 18).

★ Lt. (jg) Arthur H. Sparrow, USNR, Cleveland Heights, Ohio (missing in action): As a divebomber pilot in the Gilbert and Marshall Islands from 18 September to 4 December 1943, he flew on numerous raids on enemy ground installations and shipping. At Kwajalein he defied relentless anti-aircraft fire and fighter opposition to score a direct hit amidships which sank a large Japanese cargo ship.

★ Ens. Percy E. Divenney, USNR, Conover, N. C. (missing in action): Flying cover on a bombing strike on the Tobira airfield on 28 January 1944, he courageously met the attack of an overwhelming force of Jap Zeros and personally shot down two of the planes.

★ Ens. Roger W. Lovelace Jr., USNR, Louisville, Ky.; Leo M. Davenport, ARM2c, USNR, Manhattan, Kans.; John E. Shaffer, AMM2c, USN, Champaign, Ill.; Arthur J. Stork, AMM2c, USNR, Berwyn, Ill.; John F. Benson, ARM3c, USNR, Troy, N. Y.; Charles A. Reynard, AMM3c, USNR, Springfield, Mo., and Alfred J. Roddy Jr., AOM3c, USNR, Troy, N. Y. (all posthumously): As members of a bomber crew in action against a U-boat in the Bay of Biscay, they rendered valuable assistance to the pilot in flying nearly 400 miles to intercept the sub, and in the determined and effective attack upon it.

★ Ens. Joseph G. Mallen, USNR, Long Island City, N. Y. (missing in action): While taking part in a low-level bombing attack against Nauru Island on 23 December 1943 in which his pilot was wounded and the plane severely damaged, he assisted in bringing the plane under control, dropping all the bombs on the target and in maintaining level flight on the return trip. The plane later crashed at sea while preparations were being made for an emergency landing.

★ Ray C. Sharkey, CPhoM, USN, Charlestown, Mass.: As photographer

of a divebomber, he took photographs continuously during three attacks on Tarawa Atoll on 18, 20 and 23 November 1943. Although taken under severe anti-aircraft fire, the photographs obtained were of great assistance in conducting operations.

★ John A. Linson, ARM1c, USNR, Culver City, Calif., and Edward A. Porter, ARM2c, USN, Huntsville, Ala. (both missing in action): As rear seat gunners in a bomber during operations against Tarawa, Wake, Mille and Kwajalein from 18 September to December 1943, they aided their pilot by their observations and destroyed enemy personnel and material by the skillful use of their guns in strafing runs.

★ George A. Brendla, AMM2c, USNR, Miami, Fla.; Norman R. Chapin, AMM2c, USNR, Dayton, Ohio, and Leonard D. Chesmore, ARM2c, USNR, Holliston, Mass. (all missing in action): As crew members of a bomber on 24 December 1943, they skillfully manned their stations in a hazardous low-level bombing attack upon enemy air installations at Nauru Island. They continued to carry out their duties with cool efficiency until intense anti-aircraft fire caused their plane to crash into the sea.

★ Paul T. Garrison, ARM2c, USNR, Anderson, S. C. (missing in action) and Albert S. Moore, ARM3c, USNR, Fall River, Mass. (posthumously): As combat crewman during attacks on Jap forces at Wake Island and Tarawa Atoll, they greatly assisted in the destruction of hostile grounded aircraft, fuel and ammunition dumps and permanent installations at Wake and in the complete devastation of the above-ground installations at Tarawa.

★ William D. Painter, ARM2c, USN, Boulder City, Nev. (posthumously): Serving as a radioman in a torpedo bomber during an attack on a U-boat, he remained at his post despite heavy anti-aircraft fire. He established communications with other planes and his carrier, thereby contributing materially to the success of his pilot's attack.

★ William E. Winter, ARM2c, USNR, Ypsilanti, Mich. (missing in action): As first radioman of a bombing plane in the South Atlantic on 2 January 1944, when his plane was summoned to the vicinity of a blockade runner, he aided in locating the vessel and carried on his duties despite relentless anti-aircraft fire. Later, he guided in a relief plane, thereby contributing to the destruction of a valuable enemy ship. His craft and its crew plunged into the sea because of engine trouble suffered in the encounter.

★ William B. Gerrity, ARM3c, USN, Dunnellen, N. J. (posthumously): As radioman of a torpedo bomber during an attack on Truk Island on 16 February 1944, he rendered invaluable assistance to his pilot in the face of severe anti-aircraft fire and, although mortally wounded, remained at his post until bombs had been released on the target.

★ Dwight E. Nash, AMM3c, USNR, Decherd, Tenn. (posthumously): As a crewman aboard a bomber, he steadfastly manned his station when a U-boat was sighted in the Bay of Biscay



Official U. S. Navy Photograph

**FIRST WAVE** to receive a military decoration is Lieut. Elizabeth Reynard, USNR, of New York City, who was presented with a Commendation Ribbon recently by Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel. She was cited for her work at the U. S. Naval Training School (WR), The Bronx, N. Y., where she has served during the training of nearly 50,000 enlisted women.

and rendered valuable assistance to his pilot during the subsequent determined and effective attack upon the enemy vessel.

## Bombing Squadron 104 Wins Presidential Citation

For outstanding work in reconnaissance and search missions in the South Pacific, Bombing Squadron 104 has been awarded the Presidential Unit Citation. Known as the "Buccaneers," the squadron utilized to the full the potentialities of the PB4Y and initiated the hazardous masthead height bombing attacks to insure direct hits on the targets. Planes from the squadron patrolled approximately 125,000 miles daily, regardless of weather, and inflicted substantial damage on Japanese ships and installations.



Mainsheet (NTC, Bainbridge, Md.)

# LETTERS TO THE EDITOR

(Continued from Page 36)

that of rear admiral on the active list. They are George Dewey, Admiral of the Navy, and David Glasgow Farragut and David Dixon Porter, Admirals, all deceased. Officers of the active list presently serving in the rank of admiral hold that rank temporarily. There are a number of officers of the retired list who, upon or subsequent to transfer to the retired list, were assigned the permanent rank of admiral, and some of these admirals of the retired list are presently on active duty (see INFORMATION BULLETIN, April 1944, p. 36).—ED.

## PURPLE HEART

SIR: Am I eligible for the Purple Heart? I was stationed on an island in the South Pacific and, while I was working in a party chopping down coconut trees to build a pier, a tree fell on me and crushed my leg. As a result, it had to be amputated.—J.T.S., Sic.

• The Purple Heart is awarded to men whose wounds are a direct result of enemy action; you would not be eligible, since your injury and loss of a limb were the result of an accident.—ED.

## SEA AND SHORE DUTY

SIR: I have been advised from the States that men over 38 or 45 who have served eight months overseas have the privilege of requesting transfer to the U. S. To what extent, if any, is this true?—L.H.S., CBM.

• Your information must come from scuttlebutt. The age of men in itself is not a determining factor in return from the fleet or from advance bases to shore duty in the U. S. For information on the Navy's program for interchanging enlisted men between shore and sea—or advance bases—see INFORMATION BULLETIN, Feb. 1944, p. 68.—ED.

## FOR CIVILIAN SERVICE

SIR: Has any medal or ribbon been authorized to cover service of civilian technicians on naval base construction in the United Kingdom and elsewhere in the war zone prior to 7 Dec. 1941?—A.J.G., CCM, USNR.  
• No.—ED.

## GUADALCANAL AWARDS

SIR: Please tell me which ribbons and stars naval personnel rate for services at Guadalcanal continuously from August through December 1942 with units attached to or serving with the 1st Marine Division (reinforced).—J.G.W., Lt. (jg), USNR.  
• The Presidential Unit Citation ribbon with one blue enameled star may be worn by personnel of units attached to or serving with the 1st Marine Division (reinforced) and subjected to combat in the zone of Tulagi-Guadalcanal, 7 Aug. to 9 Dec. 1942. They also are eligible for the Asiatic-Pacific Campaign Ribbon. One engagement star may be worn with it for participation in the Guadalcanal-Tulagi landings, 7-9 Aug. 1942, and another by those participating in the capture and defense of Guadalcanal, 10 Aug. 1942 to 8 Feb. 1943. For further information, see INFORMATION BULLETIN, March 1944, p. 66.—ED.

## REENLISTMENT ALLOWANCE

SIR: I am a regular Navy man now in N.R.O.T.C. I enlisted for a minority cruise in 1941. My enlistment will expire this November, and I wish to extend for two years. Will I be entitled to shipping-over money and travel allowance even though in N.R.O.T.C.?—C.R., AS, USNR.

• Yes. A regular Navy enlisted man is entitled to travel and reenlistment allowances upon discharge and immediate reenlistment.—ED.

## REENLISTMENT

SIR: Enlistments of all men of the regular Navy and Marine Corps have been extended for the duration and six months thereafter. If a man doesn't ship

over at the end of his regular enlistment out here in the Pacific, does he have to reenlist upon arrival in the States, or will he be given any time to go home? I want to stay in the regular Navy, but I don't want to ship over here before seeing my family.—R. A. G., CK1c, USNR.

• In time of war, discharge is granted upon expiration of enlistment only for the purpose of immediate reenlistment, wherever you are. Thus, there would be no break in the continuity of your service and no time between enlistments for a visit home. However, it is customary to grant leave to men when they return to the United States, if the exigencies of the service permit.—ED.

## NO "PLOTING YEOMAN"

SIR: Is there a specialist rating of "plotting yeoman"? We heard at one time that such a rate was to be established.—E.J.R., Y2c, and C.H.D., Y2c.

• There is no such rating, nor is one contemplated.—ED.

## DOUBLE BONUS REPEALED

SIR: The World Almanac and Book of Facts for 1942 published by The New York World-Telegram printed the following: "Bonuses paid to sailors and non-commissioned officers of the Navy for reenlistment are doubled under a new law. Heretofore, petty officers have received reenlistment bonuses of \$50 for each year of service, with a limit of \$300. Enlisted men's bonuses were \$25 for each year served, with a limit of \$150." In April 1944 I reenlisted as first class and received \$50 for each year of my previous enlistment. Does the Navy still owe me money?—R. J. M., AMM1c, USNR.

• No. The double enlistment allowance, originally authorized by Act of Congress of 18 Aug. 1941, was repealed by a subsequent act of 16 June 1942.—ED.

## WARRANT INSIGNIA

SIR: What insignia should a warrant officer wear on his overseas cap? Some wear the fouled anchor on one side and corps device on the other, some the corps device on both sides.—C. H. E., Sh.Clk, USNR.

• Warrant officers wear the corps device on both sides of the garrison cap (Unif. Regs.) Art 1-20[d].—ED.

## USN AND USNR

SIR: I was inducted into the Seabees last summer and classified AS-(CB)-USN (I)-SA. (1) What is the difference between V-6 and USN(I)? (2) Are we in the Naval Reserve, and if so, in what category? (3) SA stands for special assignment but what does it imply—are we just assigned to the Navy, but really not a part of it (4) Does SA bar me from V-7?—R. M. H., S2c.

• (1) V-6 is composed of voluntary enlistees of the Naval Reserve, USN(I) of inductees accepted for naval service. (2) No, you are in the regular Navy. (3) SA is the designation for men of substandard vision or hearing inducted into the Navy. You are part of the Navy. (4) Not if you can meet the physical (and other) requirements.—ED.

## TRANSFER OF SAs

SIR: I am in the Seabees and, because of a deficiency in eyesight, an SA man. (1) Is there a way to transfer as SA into the general service? (2) Am I eligible for V-12? I meet all requirements other than eyesight, which is correctible by glasses to 20/20.—A.G., S2c.

• (1) In accordance with a recent directive, effective upon receipt of revised complements from BuPers, it was directed that all seamen in Construction Battalions be changed to general service classification. (2) The vision requirement for V-12 is 18/20 correctible to 20/20, and this is not being waived.—ED.

## PROMOTION TO CPO

SIR: I am on a small diesel-driven ship whose complement does not call for a CMM. I have all the qualifications and was going to be advanced when the new rule preventing advancements in excess of complement was established. Is there any possible way by which I may now make CMM?—R. A. F., MoMM1c.

• You can be advanced to CMM only to fill a vacancy in complement.—ED.

## OBSCURE ORIGIN

SIR: Just for fun, I'll bet the answer to Question 3 of "What's Your Naval I.Q.?" in the March 1944 INFORMATION BULLETIN is wrong in part. I believe the first five U. S. naval vessels commissioned by Congress were: (1) commissioned in 1775, not 1755; (2) as listed (the Alfred, Columbus, Cortez, Andrea Doria and Providence) except the Cortez. I believe it was the Cabot. My interest was aroused because I spent spare time a couple of winters building a 10-inch scale model of the 10-gun brig Cabot.—A. W. E., Jr., Lt., USNR.

• We're glad you're betting just for fun, since you are right on both the date and the Cabot. Having gone deeper into the matter, however, we now aren't sure about the Providence. Authentic sources say only that the Marine Committee (or Naval Committee) of the Continental Congress purchased the Alfred and Columbus on 13 Oct. 1775 and the Cabot and Andrea Doria on 30 Oct. 1775, and that four smaller vessels, the Providence, Hornet, Wasp and Fly, had been added to the fleet by January 1776.—ED.

## CHANGE IN RATING

SIR: I enlisted as Y2c, V-6, USNR, 9 Feb. 1942. After four months, my rate was changed to Sp(1)2c. I have been a CSp(1) since 1 Oct. 1943. Since my enlistment, I have served ashore in continental U. S. Would it be possible for me to be reassigned to yeoman duty at sea and retain my rate long enough to meet the sea duty requirements of CY(AA), or to attend a service school to qualify in the same pay grade for a general service rate?—E. P. O'T., CSp(1), USNR.

• Consideration would be given to an individual request submitted via official channels for change of rate to CY(AA) and assignment to sea duty provided you are fully qualified for CY. If not fully qualified, it is highly improbable that authority would be given for change of rate.—ED.

## CAVALRY SALUTE

SIR: Your Jan. 1944 article, "The Salute," states in the answer to Question No. 17 that an Army officer does not salute with the left hand. Perhaps this holds true for the infantryman, but not for the cavalryman, according to my understanding.

I believe a platoon sergeant must dismount when he reports to his platoon commander, holding the reins of his horse in his right hand and using the left hand to salute, and that this also is the case with a mounted orderly preparing to address a dismounted officer, and a mounted junior officer reporting to his senior.—C. M. J. von Z., Lt., USNR.

• Headquarters of the Army Ground Forces (Requirements Section, Cavalry) says a cavalryman, like other Army personnel, salutes with the right hand under all circumstances. When mounted, he holds the reins in his left hand and salutes with the right. On dismounting, he may place the reins over his right shoulder, leaving enough freedom of arm movement to salute with the right hand; or he may still hold the reins in the left hand and salute with the right. These rules are contained in Army Field Manual 25-5 (Animal Transportation) and the Army Cavalry Drill Regulations Manual.—ED.

## MEDALS AND WINGS

SIR: I am attached to a shore station in continental U. S., but for over 10 months have made regular flights in patrol airships beyond the three-mile limit as a relief crew member. Am I and men in similar situations entitled to: (1) American area ribbon; (2) air crew insignia; (3) extra mustering-out pay for those who serve outside continental U. S.?—R.K.M., AMM2c, USNR.

• (1) Yes—for those with 30 days or more permanent duty at a shore station and participating in regularly authorized flights to sea. (2) BuPers Cir. Ltr. 173-43 (N.D.B., cum. ed., 43-1405) authorizes air crew insignia for men who have served, subsequent to 7 Dec. 1941, for a total period of at least three months as a regularly assigned member of the air crew of combatant aircraft of the fleet or sea frontier forces. See the letter for further details and get additional information from your CO. (3) Yes, for service outside the three-mile limit.—ED.



Your story is the saddest I have ever heard and has touched me deeply. Your troubles are tremendous, your problems unparalleled.

Let this card bring surcease to your woes, when presented to the chaplain it entitles you to not less than one hundred (100) words of Sympathy.

H. H. Gripe SECRETARY  
M. A. Squanker PRESIDENT

**SYMPATHY CHITS**

SIR: In your April 1944 issue, page 31, you reproduced the text of a sympathy chit which the chaplain handed a seaman who had a sad story. I was always under the impression that the real sympathy chit is one entitling a man to see the chaplain. Incidentally if I am right would you reproduce the latter sympathy chit.—B.O.L., S2c, USN, who has often needed a sympathy chit.

• We were right and you are right. There are two different sympathy chits: one for use by the chaplain and one for the laity. The laity chit has been subject to the vicissitudes of the years and exists in a variety of forms. Reproduced herewith is a sympathy chit which we have drawn up special for the occasion.—ED.

**CORRESPONDENCE COURSES**

SIR: Is there any way I could get two semesters of college credit by correspondence in order to qualify for the Navy's V-7 program? At present, I have 30 semester hours of credit, including three semesters of mathematics. Or would my previous sea duty of slightly over four years or my CO's recommendation make a waiver possible?—N.F.P., CSK, USN.

• You could secure further college training through the correspondence courses of the Armed Forces Institute, but it would be difficult to earn a total of two semesters of credit in that manner. Information concerning an individual case can be secured from the Assistant Commandant, U. S. A. F. I., Madison, Wis. Since the educational qualifications for V-7 are not waived, your sea duty or your CO's recommendation would not qualify you.—ED.

**EDUCATION**

SIR: At present, I am on active duty in the regulars on a six-year cruise. Due to the fact that I was called into service as a reservist from school, am I prevented from taking officer training? I had completed only 11 years of schooling when I was called.—R.B.W., WT2c.

• You fail to meet the educational requirements for V-12, V-5 or V-7. Your commanding officer, if he deems you qualified, may recommend you for warrant or commissioned rank if you become a petty officer first class. However, because your education was interrupted by the war, you will be eligible for the post-war educational benefits of the "G.I. Bill of Rights." For details, see INFORMATION BULLETIN, July 1944, p. 24.—ED.

**AMERICAN THEATER RIBBON**

SIR: In your June 1944 issue, p. 64, in answer to a letter on requirements for the American Theater Ribbon, it was stated that the requirements are 30 days of accu-

mulated permanent duty or 30 consecutive days of temporary additional duty. General Order No. 194, 4 June 1943, paragraph 3 (h), does not appear to require specifically that this 30 days on temporary duty be consecutive. What is the word?—P.M.S. Lt. Cdr., USNR.

• The correct interpretation of 3(h) is that the 30 days of temporary additional duty be consecutive.—ED.

**DIVER TRAINING**

SIR: What authority can my personnel officer use to transfer me to diver training under the salvage unit program? When inducted in January 1944, I requested the Seabees or Ship Repair Unit but was assigned to general duty. At my classification interview at Great Lakes, I was advised to strike for a diver's rate. However, I was transferred to this air station and at present am considered an aviation metalsmith striker. Before entering the service, I was a welder for seven years.—N.A.S., S2c, USNR.

• No authority, such as a directive, is involved. You may submit a request to BuPers through official channels, asking transfer to salvage duty. However, in view of your AM training and the fact you have had no considerable salvage experience, your request probably would be disappointed.—ED.

**PROFESSIONAL EXAMINATION**

SIR: Under current instructions for temporary appointment of enlisted men of the Naval Reserve to warrant and commissioned ranks, is there any requirement that the candidate take a professional examination?—C.R.H., Y1c, USNR.

• See BuPers Circ. Ltr. 152-43 (N.D.B., cum. ed., 43-1326) for bureau policy and requirements for temporary appointment in the Naval Reserve.—ED.

**NO SAIs IN CBs**

SIR: I am a typewriter mechanic by trade and am repairing typewriters in the Navy, although my rating is storekeeper. Is there a specialist rating in the Seabees for a typewriter repairman?—E.P.R., SK2c.

• No. The general service rating of SAI (special artificer, instruments), with the designator TR for men of that rating qualified as typewriter repairmen, is not open to CB personnel.—ED.

**GOOD CONDUCT RIBBON**

SIR: In the INFORMATION BULLETIN, April 1944, p. 46, you state that a regular Navy man is entitled to wear the Good Conduct Ribbon after a three-year period. Article A-1046(1)(d) of BuPers Manual, 1944 revision, states: "... In a 6-year enlistment, for first 3 years and also for

remaining period of the enlistment, provided enlistment terminates with an honorable discharge." I believe a regular Navy man on a 6-year enlistment first must receive or be entitled to an honorable discharge before he is entitled to wear the Good Conduct Ribbon, in which case he will be entitled to wear it upon completion of 6 years' service and not before.—R. G. C., CY, USN.

• You quote the manual correctly, but your conclusion is incorrect, according to BuPers' interpretation and practice. A regular serving a 6-year enlistment may receive the ribbon for his first three years. Also he may earn it for his last three years, but only, as indicated, if his enlistment is terminated with honorable discharge. In event of a dishonorable discharge at end of enlistment, there would of course be no chance of a Good Conduct Award for the last three years, but under such circumstances, the man still would be allowed to keep the award he had received for the first three years.—ED.

SIR: In 1943 I was attached to a naval air station for two weeks. I was not on report nor in any trouble of any kind; yet service record bears a 3.7 mark for conduct at that base. Does that render me ineligible for the Good Conduct Ribbon?—E. L. McD., CSP(A).

• Yes. The conduct requirement for the ribbon is 4.0; any mark below that is disqualifying. However, effective 30 Nov. 1943, BuPers Manual, Art. D-8019, Paragraph 7, was changed to provide that a mark of less than 4.0 in conduct must be explained by an entry on page 9 of the service record. Prior to 30 Nov. 1943, such an entry was not required. Therefore, if the service you refer to occurred on or after 30 Nov. 1943, it is your privilege to write BuPers, via official channels, to ask that either an entry be made to account for the 3.7 mark or that you be given 4.0 on the basis of a clear record.—ED.

**NAVY TO MARINES**

SIR: May a naval reservist transfer to the Marine Corps Reserve?—F. L. H., S1c (ARM).

• There is no provision of law whereby transfer from the regular Navy or Naval Reserve to other branches of the armed forces may be effected. However, it is the present practice of BuPers to grant discharge of enlisted personnel of the regular Navy and Naval Reserve for the purpose of accepting commissions in other branches of the armed forces.—ED.

**LINGUISTS AS YEOMEN**

SIR: I speak, read and write six foreign languages and, though rated as a yeoman, have been serving as an interpreter ever since my enlistment in January 1942. (1) Can the requirement in shorthand be modified to permit promotion of yeomen, otherwise qualified, who don't use it in their work? (2) Has BuPers made any provision for a special rating for enlisted men qualified as linguists?—M.J.M., Y1c, USNR.

• (1) No. The qualifications for yeoman are standard, regardless of the particular assignment of an individual. (2) No.—ED.

**TMV IS 'LEFT-ARM' RATE**

SIR: Is the rating TMV (torpedoman's mate—aviation) in the seaman branch or the aviation branch? The May 1944 INFORMATION BULLETIN listed it in the latter; but if so, why are men of that rating wearing their rating badges on the right arm, where only the badges of the seamen branch are to be worn?—H. L. P., BM2c.

• TMV is in the aviation branch, and the badge for that rating should be worn on the left arm. See Part D, Ch. 5, Sec. 2, revised, BuPers Manual, now being distributed.—ED.

**Correction**

In the January 1944 issue of the INFORMATION BULLETIN, it was indicated that an officer salutes an enlisted man when awarding him a decoration or citation (pages 18, 49). While no specific regulations can be found, the practice is that an enlisted man after receiving an award steps back and salutes the officer and the officer returns the salute.

# Casualties

(Continued from Page 15)

And another:

"Dear Sirs:

"I have received the document signed by the President which you sent me concerning the death of my son. I am very proud of this and sincerely thank you for it."

The story of the USS *Helena*, now known throughout the Navy and the world, was a tragic tale to the personnel whose duty it was to inform the next kin of casualties that their men in service had been killed, were missing or had been wounded in action when our "fightingest" cruiser went down gloriously, early in the morning of 6 July 1943.

The morning after that hell-roaring battle, 166 of the *Helena's* company found themselves swimming alone, or in small groups, on a lonely, hostile sea. Most of them reached Vella Lavella after a day and a night. They were rescued 10 days later, following one of the most amazing feats of navigation in all history, by a United States destroyer task unit.

When the 166 *Helena* survivors had been landed on Guadalcanal there began the long but pleasant task of sending via Navy communications the names of the men who had lived to fight the foe again.

\* \* \*

Those interested in a list of references dealing with information concerning casualties are referred to:

U. S. Navy Regulations, 1920: Articles 908, 1144, 1513, 1841 and 1843.

BuPers Manual: C-1001, C-1003, C-7002 and H-1905.

Circular Letters: 153-41, 104-43, 150-43, 31-44, 131-44, 160-44 and 474-44.

Alnavs: 13-42, 162-42, 258-42, 105-43, 150-43 and 26-44.

## How Did It Start?

Despite tradition, the three white stripes on the collar of the enlisted man's uniform do not commemorate Admiral Nelson's three victories. Best history has it that the three stripes were authorized by the British Admiralty in 1857 simply for decorative effect since, prior to that

time, enlisted men had been decorating their collars with all sorts of white designs. The U. S. Navy picked up the idea from the British. (If you have a different version, send it along to the editor.)



## Yeoman Gets College Degree by Completing Studies Through Correspondence Courses Arranged by Navy

Laurence W. Soule, 35, Y1c, USNR, recently became the first person in the naval service to receive a college degree by completing his studies through correspondence courses arranged by the Educational Services Section of BuPers.

Soule, whose home is in Palermo, Me., is on duty in BuPers in Washington, D. C. He received the degree of Bachelor of Science from the University of Maine, Orono, Me. When he enlisted in the Naval Reserve on 12 Mar. 1942, he



Laurence Soule

lacked 15 hours of credit toward his degree. In January of this year he began a schedule of 12 credit hours of study by correspondence from the University of Maine, arranged through the Educational Services Section. He also undertook additional studies at George Washington University, Washington, D. C.

Through the United States Armed Forces Institute, service personnel stationed in this country are permitted to take only one subject at a time. (Personnel outside continental limits may take two courses at a time.) Soule did this and in quick succession completed courses in history of education, tests and measurements, educational psychology, public finance and high school curriculum.

Before entering the Navy, Soule was head of the bookkeeping department and an athletic coach at County High School, Augusta, Me.

\* \* \*

The Educational Services Section, only a year and a half old, is carrying on an extensive voluntary educational program all over the world. During the past year over 120,000 persons in the Navy have enrolled in group classes in a wide variety of subjects organized by Educational Services officers. Over 70,000 have enrolled for correspondence courses through the Armed Forces Institute.

Three different types of organized study are provided: (1) Group classes—enrollment free and all instructional materials generally provided; (2) Institute courses—requiring a fee of \$2, although upon maintenance of a satisfactory record, additional courses can be taken without charge; (3) correspondence courses from 83 colleges and universities cooperating with the Institute, the enrollee paying half the fee, the Government paying the other half up to \$20.

Information concerning any phase of this educational program may be obtained from Educational Services and education officers, chaplains, librarians and commanding officers. (See also back cover, this issue of the INFORMATION BULLETIN.)

Through this program almost every type of course is available to personnel in the Navy. The USAFI lists many hundred. There is even an off-duty acrobatics class, in case you are interested.

## Answers to Quiz on Page 26

1. (b).

2. Ladrone or Ladrones. (The word means "robbers" in Spanish; the islands were so named by Magellan, who discovered them in 1521, because of the thieving propensities of the inhabitants.)

3. (a) Coiled flat on the deck, each fake outside of the other beginning in the middle and all close together; (b) coiled so that each fake overlaps the next one underneath.

4. On the right side. (All other officers authorized to wear aiguillettes wear them on the left side.)

5. Gong, bell, whistle and horn (trumpet).

6. (1) Atoll in Marshall Islands; (2) Island in Kuril Islands; (3) Island in the Bonin Islands; (4) Island in the Kuril Islands; (5) Island in the Pacific near the Equator, 167 degrees East Longitude.

7. True.

8. Gangway ladder.

9. Noemfoor. (Noemfoor to Manila, 1407 nautical miles; Saipan to Manila, 1576 nautical miles.)

10. (a).

11. Two square flags, red with black centers, one above the other, displayed by day; or two red lanterns, with a white lantern between, displayed by night.

12. True.

13. (2).

14. Vice Chief of Naval Operations.

15. (1) 28 to 33 knots; (2) 34 to 40 knots; (3) 41 to 47 knots; (4) 48 to 55 knots.

16. Surveying ships.

17. Silas Deane, John Adams and John Langdon. (The Continental Congress, in October 1775, appointed the three men as a committee with the power to outfit two warships for service against the British.)

18. Two, (b) and (c)—they refer to the frayed, untidy or untwisted end of a rope.

19. (a).

20. (c).



# BULLETIN BOARD

## HOW AND WHEN YOU MAY VOTE (IX)

The new Servicemen's Voting Law (Public Law 277—78th Congress) provides that "there shall be delivered" to each eligible person a postcard (USWBC Form No. 1) not later than 15 August outside the United States, and not later than 15 September inside the United States.

The Navy Department defines an eligible person as any citizen who is a member of the armed forces of the United States, the merchant marine or of the American Red Cross, the Society of Friends, the Woman Auxiliary Service Pilots or the United Service Organization if attached to and serving with the armed forces and who will be 21 years old on 7 Nov. 1944 (18 for citizens of Georgia). Inasmuch as the state is the sole judge as to eligibility, all doubts should be resolved in favor of delivering postcards.

The following instructions concerning the delivery of such postcards have been issued by the Secretary of the Navy (Circular Letter dated 23 May 1944):

*"In general.* Postcards should be distributed, if practicable, at muster or when the entire command (including attached civilians) is present. A roster, in duplicate (including attached civilians) should be employed in order to provide a record of the distribution. An appropriate notation should be made opposite the name of each eligible person to whom a card is delivered. A distinguishing notation should also be made opposite the name of each ineligible person. Those not present at the time and place of distribution, either because of change of station, leave, sickness, confinement for disciplinary reasons, or other causes, should be provided with postcards at the earliest opportunity and an entry should be made on the roster.

*"Outside the United States.* Postcards should be distributed outside the United States at such time prior to 15 August as will most likely insure their receipt in the several states on or about 20 August. Factors, such as pending military operations within the knowledge of the appropriate

commanding officer, will govern in the determination of that time. Premature delivery is to be avoided as it will increase the possibility of a change in the service address of the individual occurring between the mailing of the postcard and the receipt of the state ballot.

*"Inside the United States.* Postcards should be distributed inside the United States on or about 20 August."

In compliance with these instructions, the voting officer of each unit of the Navy, Marine Corps and Coast Guard will distribute to the personnel attached to his unit the postcard, a reproduction of which appears with this article. This postcard is accepted by 47 of the 48 states as a valid application for a state absentee ballot. It is not so accepted in South Carolina.

Therefore, in the event that a serviceman who will be of voting age as of 7 November is not delivered the postcard (USWBC Form No. 1) by the dates indicated above, he should immediately notify the voting officer of his unit to that effect. A voting officer, so notified, shall promptly furnish him with the postcard.

\* \* \*

Seven states and the Territory of Hawaii will hold their primaries between 15 August and 7 October, inclusive. One state, Maine, will hold its general election on 11 September for all state and local officials 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

### 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 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.
Colorado	12 Sept.	21 Aug.	No time limit	9 Sept.
Hawaii	7 Oct.	No provision for absentee servicemen voting.		
*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.
Nevada	5 Sept.	At any time	2 Sept.	5 Sept.
*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.
Wisconsin	15 Aug.	At any time	No time limit	15 Aug.

<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 (USWBC No. 1) and executing state absentee ballot in order to be registered for voting. See comments on individual states on next page.

# BUPERS BULLETIN BOARD

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. In the event that the voting officer by reference to the Navy Voting Manual is unable to provide a satisfactory answer to a question of a serviceman as to his eligibility to obtain a complete state ballot, such question should be immediately referred by the serviceman to the secretary of state of the state of his residence. In this situation a postcard should nevertheless be delivered to the serviceman.

## COMMENTS

**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.

**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.

**LOUISIANA** permits servicemen to apply for state absentee ballot by mailing the postcard available from commanding officer.

## 20 States Authorize Use of Federal Ballot

Following is the text of Alnav No. 135, issued on 18 July 1944:

Voting by Federal ballot under Public Law 277-78th Congress (Servicemen's Voting Law): Pursuant to the provisions of Title 3, Section 302, of Public Law 277-78th Congress, the governors of the 48 states have made the required certifications. The governors of the following 20 states have certified that the laws of their respective states authorize voting in the November general election by Federal ballot: California, Connecticut, Florida (Florida authorizes use of Federal ballot only by members of armed forces, women air service pilots and merchant marine), Georgia (Georgia authorizes use of Federal ballot only by members of armed forces), Maine, Maryland, Massachusetts, Michigan, Nebraska, New Hampshire, New Jersey, New Mexico, North Carolina, Okla-

homa, Oregon, Rhode Island, Texas, Utah, Vermont, Washington.

Members of the armed forces, "attached civilians" and "members of the merchant marine" outside the United States, who are of voting age and who are citizens of the foregoing states, may be furnished the Federal ballot if they will make oath that they applied for state absentee ballots before 1 Sept. 1944 and did not receive them by 1 Oct. 1944.

The Federal ballot must not be furnished to citizens of the foregoing states inside the United States.

The governors of the 28 states not included above have certified that the laws of their respective states do not authorize voting in the November 1944 general election by Federal ballot. The Federal ballot must not be furnished to citizens of these 28 states, inside or outside the United States.

cer. 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 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 officials. 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.

**NEVADA** holds its primaries on 5 September. The postcard application available from the commanding officer will be honored. No registration is required.

**SOUTH CAROLINA** held its first primary on 25 July and will hold its second primary on 22 August. Servicemen may request a primary ballot, if enrolled prior to 27 June with local party club.

**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 first and the run-off primaries.

**WISCONSIN** holds its primaries on 15 August. The postcard application which is available from the 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.

<p style="text-align: center; font-size: small;">NAME AND COMPLETE MILITARY, NAVAL OR MERCHANT MARINE ADDRESS</p> <p>.....</p> <p>.....</p> <p style="text-align: center; font-weight: bold; font-size: small;">OFFICIAL ELECTION WAR BALLOT—VIA AIR MAIL</p> <p style="text-align: center; font-size: small;">SECRETARY OF STATE OF .....</p> <p style="text-align: center; font-size: x-small;">(crrv)</p> <p style="text-align: center; font-size: x-small;">(STATE)</p> <p style="font-size: x-small;">14-39128-1</p>	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> <p style="font-size: x-small; text-align: center;">FREE OF POSTAGE INCLUDING AIRMAIL (War Ballot)</p> </div> <p style="font-size: x-small;">Secretary of State or other appropriate official within the State of .....</p> <p style="font-size: x-small;">I am in the armed forces ( ) ; in the merchant marine ( ) ; or in the American Red Cross ( ) , the Society of Friends ( ) , the Women's Auxiliary Service Pilots ( ) , or the United Service Organizations ( ) , and attached to and serving with the armed forces. I hereby request an absentee ballot to vote in the coming ( ) election.</p> <p style="font-size: x-small;">(1) I am a citizen of the United States.</p> <p style="font-size: x-small;">(2) The date of my birth was .....</p> <p style="font-size: x-small;">(3) For .....</p> <p style="font-size: x-small;">(4) For .....</p> <p style="font-size: x-small;">(5) My voting district to the best of my knowledge is .....</p> <p style="font-size: x-small;">(6) My choice of party PRIMARY ballot is .....</p> <p style="font-size: x-small;">Please send the ballot to me at the following address: .....</p> <p style="font-size: x-small; text-align: center;">(PRINT your name and serial number plainly above)</p> <p style="font-size: x-small; text-align: center;">(WRITE your usual signature above)</p> <p style="font-size: x-small;">Subscribed and sworn to before me this ..... day of ..... 19.....</p> <p style="font-size: x-small;">USWBC Form No. 1 GPO 14-39128-1</p> <p style="font-size: x-small;">(Count detached address side below the rank of sergeant, or petty officer, or other person authorized to administer and attach this oath, write here his name and rank or title)</p>
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Official postcard application (USWBC Form No. 1) for absentee ballot. The address side (left) is printed in red.

# BU PERS BULLETIN BOARD

## Emergency Message Aid Offered Families Of Shore Based Personnel Outside U. S.

Naval personnel stationed at shore bases outside the United States proper are urged to inform their families of the emergency message service now offered by the American Red Cross. It is suggested that news of this service be sent home to families now, so that they will have it available should the need for it ever arise.

When a family wishes to communicate to a Navy man the news of a sudden emergency at home, such as death or serious illness, the Red Cross will undertake to provide, wherever possible, for personal delivery of the message by the nearest Red Cross field director. News of a birth in the family may also be transmitted when commercial facilities for sending the message are not available to the family or when the birth of a child is complicated by the serious illness or death of the mother or child.

Men attached to ships, or on duty at stations within the United States, are not covered by this service, but personnel at stations within the United States are provided for by full Field Director Service Coverage and in these cases it is therefore only a matter of communication from Chapter to field director.

The procedure for shore-based personnel outside the United States is for the family to contact its local chapter of the Red Cross and inform them of the emergency at home concerning which they wish to advise the serviceman. The family should be prepared to furnish the Red Cross with the man's full name, his rank or rating, his service or file number and his complete naval address.

The chapter will obtain full details of the emergency, and national headquarters will forward this immediately where practicable to the Red Cross field director nearest the man's overseas base. Wherever possible, the message will then be delivered in person by the field director. In cases where the man is not accessible to a field director, the services of a chaplain or other officer at the base may sometimes be used to provide for personal delivery of the message.

The Red Cross has at its disposal every possible means of communication. It may use commercial cables, commercial radio, Army radio service, naval communication service or V-mail. The Navy Department will continue to transmit messages of death or serious illness in the immediate

family, but can only do so via the naval communication service, and then only when communication facilities are not overloaded with official communications.

It is entirely possible that communications in extreme cases may be paralleled through two or more of the channels—the Red Cross, the Navy Department or V-mail.

But whatever means of communication is used—whether by V-mail direct from the family, by the Red Cross, or by the Navy Department—the advice on page 67 of the INFORMATION BULLETIN for July 1944 should be heeded: families of all naval personnel should communicate with them fully by V-Mail when they have news of illness or death to impart.

The Red Cross service is not intended to conflict in any way with that advice. What it does provide is personal delivery of the message by a field director who has full information, who can offer his services to the man and who can also provide assurance that the man will later receive written communication from his family concerning the matter.

The service is a two-way one in that naval personnel at overseas bases may also request Red Cross field directors to obtain information concerning their families if they have reason to believe there has been an emergency at home. This will sometimes occur when a man hears indirectly, perhaps through letters received by his friends, of some crisis occurring at home concerning which he has had no information himself.

While the Red Cross is unable to guarantee delivery in every case, as there may occasionally be a locality where radio facilities are unavailable to it or where field directors are unable to contact the naval personnel involved, the service will cover most shore-based personnel of the Navy outside U.S. limits.



*"It must have been those war bonds I ate last night."*

## Reserve Officers Eligible To Command Joint Forces In Accordance With Rank

Navy Regulations were changed last month to make Naval Reserve officers qualified for general line duties equally eligible with those of the regular Navy, in accordance with rank, for command over joint forces composed of units commanded by both.

The change was announced by SecNav on 11 July 1944 in Alnav 130-44, superseding Alnav 36-44 under which reserve officer COs of or above the rank of commander had been made junior to commanders of the regular Navy acting as COs with or in the same forces.

The new Alnav changes Art. 150(8), Paragraph 8, Navy Regs, to read:

"For the purpose of determining who shall exercise command over forces acting in conjunction, composed of vessels commanded by officers of the Naval Reserve and vessels commanded by officers of the regular Navy, or over military units composed of forces acting in conjunction, commanded by officers of the Naval Reserve and officers of the regular Navy, Naval Reserve officers qualified for general line duties shall be eligible for command in accordance with rank, unless a specific officer shall have been ordered by higher authority to command the forces."

## Individual Authorization Required for Wearing Of Commendation Ribbon

A letter of commendation addressed by SecNav or a commander-in-chief of a fleet to a particular group or unit is not an individual letter of commendation to each member attached to it, according to a decision approved by SecNav, and does not authorize the members to wear the Commendation Ribbon.

Since Alnav 11-44 requires that letters of commendation for services since 11 Jan. 1944 must contain in the text the authorization to wear the Commendation Ribbon, the decision applies specifically to letters of commendation for services rendered between 6 Dec. 1941 and 11 Jan. 1944.

For such services, the ribbon may be worn only by those named individually in letters of commendation by SecNav, Cominch, CincPac or Cinc-Lant.

The decision is announced in BuPers Circ. Ltr. 192-44 (N.D.B., 15 July 1944 44-811).

# BU PERS BULLETIN BOARD

## U. S. Steps Up Maternity And Infant Care Program For Servicemen's Families

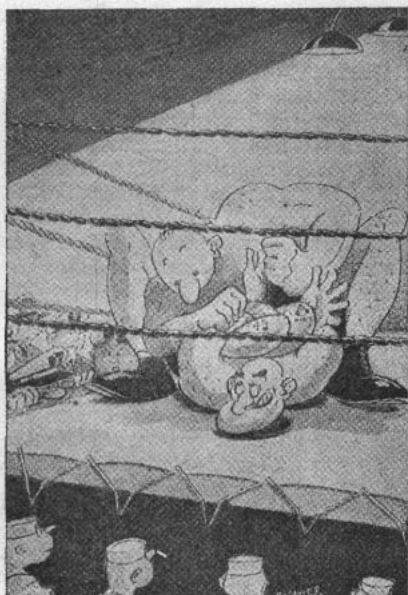
A half-million service men's wives and babies, it is anticipated, will be cared for in the next 12 months under the emergency maternity and infant care program for which Congress has appropriated \$42,800,000, Katharine F. Lenroot, chief of the Children's Bureau, U. S. Department of Labor, said last month.

More than 40,000 cases are now being authorized monthly. Since the beginning of the program in March 1943, through May of this year, more than 355,000 mothers and babies have had this help from the Government.

The care is available to wives and infants of men in the four lowest pay grades, including aviation cadets.

The money is allotted to state health agencies by the Children's Bureau, which administers the program, to provide medical, nursing and hospital care for the service man's wife during pregnancy, childbirth, and for six weeks after childbirth, and for the infant throughout his first year of life.

The emergency maternity and infant care program is now in operation in all the states, the District of Columbia, Hawaii, Alaska and Puerto Rico, and care is available to the service man's wife and infant in whatever state they happen to be. No residence requirement is made and no inquiry is made



Hoist (NTS, San Diego, Calif.)

*"Better make that a square knot, the Commander is looking."*

## Admiral Nimitz Urges Full Participation in Government Insurance 'Opportunity'

The following endorsement of National Service Life Insurance is quoted from a letter from Admiral Chester W. Nimitz, USN, Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas, to the Pacific Fleet and naval shore activities, Pacific Ocean Areas.

The Commander in Chief is pleased to note the progress which the majority of ships and shore activities have made towards the fulfillment of the Naval Life Insurance Program. However, it is evident from reports received that there are certain units which still have a large number of personnel

attached who do not carry the full \$10,000 of Government life insurance. Every effort should continue to be made to encourage this group to fully participate in this most worthwhile opportunity.

Information and general assistance in connection with the Naval Life Insurance Program as well as Veterans Administration insurance forms may be obtained from the Life Insurance Section, Commander Service Force, Pacific Fleet; the District insurance officer of any naval district or from the insurance officer attached to Commander South Pacific Force.

into the financial status of the applicant.

Application blanks for this care can be obtained from a physician, the local Red Cross or from the office of the local health department. The blanks must be filled out by the wife and countersigned by the physician. The completed application forms should be sent to the health agency of the state in which the applicant is residing—not to the Navy—and inquiries should also be addressed there. Application for this aid must be completed prior to receiving hospitalization.

## Class V-4 Personnel to be Shifted to Yeoman V-6 Or Specialist (X) (ID)

Class V-4 of the Naval Reserve (Intelligence) has been abolished, effective immediately.

V-4 personnel who meet the requirements for yeoman prescribed by Art. D-5237, BuPers Manual, and who are physically qualified, will be changed to Yeoman V-6 in the same pay grade.

Those not qualified for yeoman or not meeting the physical requirements for V-6, or both, will be changed to Specialist (X) (ID), V-6, in the same pay grade.

No qualifications for Sp (X) (ID) [Intelligence Duty] will be published. Advancements in rating of Sp (X) (ID) personnel, to fill vacancies in complement, may be made under provisions of BuPers Circ. Ltr. 134-44 (N.D.B., 15 May 1944, 44-569), the current basic directive for advancements of enlisted personnel, except that qualifications will be determined by observation of performance of assigned duties.

For details, see BuPers Circ. Ltr. 206-44 (N.D.B., 15 July 1944, 44-824).

## Adequate Supplies of Tax-Free Cigars Assured for Personnel Outside U. S.

Adequate supplies of tax-free cigars for the stock of ship's service stores outside the 48 states and the District of Columbia have been arranged by BuS&A and are available to the stores on a cash basis.

Those stores will no longer be able to obtain any cigars from manufacturers in the U. S., as a practical matter, but must buy them through naval sources, inasmuch as the manufacturers, having made a definite allocation for distribution via naval channels, will not deliver against ship's service orders.

For details, see BuPers Circ. Ltr. 203-44 (N. D. B., 15 July 1944, 44-821).



Pinf feather (NAS, Bunker Hill, Ind.)

*"Leave it to him to let us know be made chief."*

# BUPERS BULLETIN BOARD

## Uniforms for Chief Cooks, Chief Stewards Now Same as for CPOs

Inclusion of the petty officer eagle and chevrons in the rating badges of chief cooks, chief stewards, cooks and stewards has been authorized in changes in Navy Uniform Regulations approved by SecNav.

Their specialty mark remains the same. Insignia of rating on the working uniform will consist of blue markings on a background to match the color of the uniform.

The changes (BuPers Circ. Ltr. 182-44, N.D.B., 30 June 1944, 44-000) provide that chief cooks and chief stewards may wear the same uniform as that of chief petty officers, except for the officer's raincoat. The cap device will be that of CPOs, the fouled anchor.

Chief cooks and chief stewards and cooks and stewards may wear the Type I and Type II raincoats as prescribed in Art. 4-23, Uniform Regs., but not the officer's raincoat approved for CPOs to avoid purchase of two raincoats in connection with rapid promotion through CPO to commissioned or warrant rank.

For cooks and stewards the uniform is now the same as that for CPOs, except that they will continue to wear the "U.S.N." cap device and the black buttons on the chin strap. Their rating insignia will conform to that of POs, with one, two or three chevrons to designate third, second or first class respectively.

Chief cooks and chief stewards and cooks and stewards also may wear the garrison cap with their respective cap devices.

During the necessary transition period, they will be permitted to wear their present uniforms and insignia until no longer serviceable.

## Men in 15 CB Ratings To Be Shifted to General Service

Transfer of enlisted Construction Battalion personnel in 15 ratings from CB to general service classification, with also a change of rating for three of them, has been directed by BuPers, to be carried out as soon as revised CB complements, now being prepared, are issued by the Bureau.

The revised complements will include general service and specialist ratings as well as CB ratings.

The changes from CB to general service classification, without change of rating, are from: Bkr(CB) to Bkr,

CCS(CB) to CCS, F(CB) to F, M(CB) (Coppersmith) to M, M(CB) (Sheet metal worker) to M, Ptr(CB) to Ptr, Prtr(CB) to Prtr, S(CB) to S, SC(CB) to SC, SK(CB) (General) to SK, SM(CB) to SM, Y(CB) to Y.

Changes of both classification and rating are from: MM(CB) (gas and diesel repair) to MoMM; MM(CB) (refrigerator) to MMR, and MM(CB) (shop) to MMS.

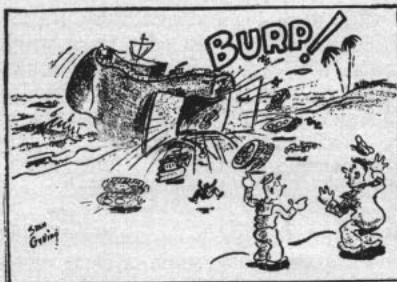
Authority for the changes is contained in a BuPers letter of 23 June 1944 (Pers-67-Bt QR/P17-2/MM) to all CB activities. In general, advancements and changes of status of enlisted Seabees are governed by the basic enlisted directive, BuPers Circ. Ltr. 134-44 (N.D.B., 15 May 1944, 44-569), except that commanding officers may waive specific qualifications for general service rates or any part of a prescribed training course which can be fulfilled or completed only by those serving afloat or who have served afloat.

Rated Seabees may be advanced only to fill vacancies in complement in CB ratings. Non-rated personnel in CB activities may be advanced to either a general service or CB rating to fill vacancies in complement.

Qualifications set forth for Seabees by the Chief of BuDocks remain effective until the new qualifications are published by BuPers.

To assure positive identification of personnel in CB ratings (but not personnel in general service ratings, even though attached to CB units), the designation "CB" is always indicated as an integral part of the rating in official correspondence, service records and transfer orders—for example, CM2c(CB). A particular specialty, such as electrician's mate (line and station), is indicated in the man's service record.

The Construction Battalion distinguishing mark will be worn by all CB personnel, including general service and specialists, while assigned to CB activities for duty.



News (NTC, Farragut, Idaho)

"They christened her with beer, Sir."

## Personnel Warned About Carrying Uncensored Personal Communications

The Office of the Chief of Naval Operations has warned naval personnel and civilians under the jurisdiction of the Navy that the carrying of uncensored personal communications on the person or in baggage into or out of the U. S., without having such communications cleared, is a violation of the Navy's rules on censorship and of Federal law.

The warning cited Sec. XII, U. S. Navy Censorship Regulations, 1943, which requires submission to U. S. Customs of all forms of communication not entering or leaving the country in the regular mails, and Subsec. 3(c) of Sec. III, Trading with the Enemy Act, which states that communications must be submitted to censorship authorities on entering or leaving the U. S. Persons guilty of violation of this law are subject to a fine of \$10,000, or an imprisonment up to 10 years, or both.

## Revised Insurance Rules Compiled in Joint Letter

BuPers and BuS&A have issued a joint letter (N.D.B., 30 June 1944, 44-765) containing revised information and instructions concerning National Service Life Insurance, U. S. Government Life Insurance and premium-paying insurance allotments. The letter covers changes of procedure made necessary by recent legislation and regulations.

## Ship's Service Only Agency Authorized to Sell Aircrew, Submarine Combat Insignia

Qualified naval personnel are authorized to purchase either the Aircrew Insignia or the Submarine Combat Insignia only from ship's service stores, and then only upon presentation of their authorization to wear the insignia.

This warning was issued by BuPers because of the fact that large quantities of the Aircrew Insignia and the Submarine Combat Insignia are being sold contrary to regulations.

These insignia are highly prized by those who have earned the right to wear them, the Bureau pointed out, and it is most undesirable that they be cheapened by being sold to anyone else or purchased from unauthorized sources.

For details, see BuPers Circ. Ltr. 197-44 (N. D. B., 15 July 1944, 44-815).

# BUPers BULLETIN BOARD

## 1,000 From Fleets, U. S. Stations To Be Picked For Next V-12 Class

A revised directive, setting the quota of officer candidates scheduled to enter the Navy V-12 Program on 1 Nov. 1944 at approximately 1,000 enlisted men of the regular Navy and Naval Reserve and making changes in the system of selection, has been announced by BuPers.

Added to this increment of V-12 men will be those reassigned to the program from V-5 (aviation) training who left V-12 in good standing (INFORMATION BULLETIN, July, p. 69).

None of the 1,000 or the reassigned V-5 men, however, will be assigned to the pre-medical or pre-dental quotas.

The new V-12 increment was announced to the naval service through Alnav 124-44 and BuPers Circ. Ltr. No. 187-44 (N.D.B., 15 July 1944, 44), the latter canceling existing instructions covering the selection of enlisted personnel for the V-12 program.

The following V-12 quotas are established by the latest directives: to be selected by the Commander Service Force, Atlantic Fleet, Subordinate Command, 270; Commander Service Force, Pacific Fleet, Subordinate Command, 540; Chief of the Bureau of Yards and Docks (all CB personnel), 65; from all other activities, ashore and afloat, not included in the commands listed above, 350. This last quota includes such activities as Armed Guard, new construction details and special project and advance base details forming in the U. S.

The combined quotas total 1,225



Ford Islander (NAS, Pearl Harbor)

*"How's liberty around here, fellows?"*

men, but it is not expected that the number of V-12 trainees who will report will exceed the 1,000 over-all quota for November.

Applications for V-12 training from men from the fleets and from shore stations outside continental U. S. will be submitted to commanding officers, who will select the men best qualified for transfer to V-12. When the selections have been made, COs, when so instructed, will transfer the successful applicants to the U. S. Naval Reserve Pre-Midshipmen's School, Asbury Park, N. J., travel to commence in time to permit arrival on or about 1 Sept. 1944, if possible.

At the Pre-Midshipmen's School, commencing 1 Sept. 1944, candidates will be given academic refresher training, at the end of which a qualifying examination will be given. Men who fail during or upon completion of this training to demonstrate requisite scholastic aptitude or background to carry on in V-12, or who fall below officer standards physically, in conduct or aptitude, will not be assigned to V-12 units on 1 Nov. 1944 but will be returned to general service.

Applications from domestic shore stations will be submitted by COs to the nearest Office of Naval Officer Procurement, to arrive not later than 15 Aug. 1944. ONOPs will return promptly to each CO an appropriate number of V-12 qualifying examinations, to be administered to the applicants in accordance with accompanying instructions. After all candidates have been processed, final selections will be made by the ONOPs to fill quotas assigned by BuPers.

It is expected that final selections from U. S. shore stations will be made on or before 20 Sept. 1944. Orders assigning successful applicants to V-12 units on 1 Nov. will be issued directly by BuPers.

COs have been directed by BuPers to consider for V-12 only those applicants who apply voluntarily, understand fully that an extended period of college academic training is involved, meet all prescribed requirements and are considered to be definitely outstanding for training as officer candidates.

Candidates, to be considered, must be on active duty, male citizens of the U. S., less than 23 years of age on 1 Nov. 1944, unmarried and agree to remain unmarried until commissioned, unless otherwise separated from the

program. They must be high school graduates or have been in attendance at or accepted for admission by an accredited college or university. Their high school or college transcript must show successful completion of courses in elementary algebra and plane geometry. Additional courses in mathematics and physics are desirable.

The applicants must have passed the old General Classification Test (O'Rourke) with score of 85 or higher, or the new GCT, Forms 1 and 2, with a score of 58 or higher.

The physical requirements are: height, minimum, 5 ft. 5½ in., maximum, 6 ft. 4 in.; vision, 18/20 in each eye correctible to 20/20; color perception, normal; weight, in proportion to height; teeth, 20 vital, serviceable, permanent teeth, including 4 opposed molars, 2 of which are directly opposed on each side of dental arch, and 4 directly opposed incisors.

Men who have previously been separated from the V-12 program or from reserve midshipman training must have completed six months sea duty before reapplying for the program.

Applicants will be permitted to express a preference for assignment to a specific college among those under contract with the Navy and for the courses they wish to pursue. However, the needs of the naval service will be the final determining factor in making assignments. Any student who falls below required officer standards educationally or physically or in conduct or aptitude will be returned to general duty as an enlisted man. A man dropped from training, except for disciplinary reasons, may, upon return to general service, have his rating changed to that previously held, provided he is found qualified for such rating at that time.

COs have been directed by BuPers not to forward requests for waivers of any kind, because they will not be considered.



Keynoter (NTSch, Toledo, O.)

*"It's a new pay system—you get to hold your FULL pay for a minute."*

# BUPers BULLETIN BOARD

## The Month's Alnavs in Brief

No. 111—Directs that applications for transfer to regular Navy of Chaplains USNR now on active duty, submitted in accordance with Alnav 62-44, be forwarded with or without ecclesiastical endorsement of applicant's church. If application is not accompanied by endorsement, endorsement should be forwarded by applicant or his church direct to BuPers.

No. 112—Relates to orders to officers for temporary additional duty in Pacific Area.

No. 113—Supplements Alnav 96-44, relating to administration of the Servicemen's Voting Law.

No. 114—Announces ruling of Department of Agriculture of Bermuda that all shipments of unfrozen vegetables and commercial shipments of cut flowers entering Bermuda from 1 June to 30 Sept. 1944 inclusive must be accompanied by certificates to the effect that they have been examined by an authorized official of U. S. Department of Agriculture and are free from Japanese beetle.

No. 115—Supplements Alnav 110-44 (placing all advancements to PO ratings on temporary basis) to provide that former regular Navy personnel in V-5 or V-7 who become inapt may be given option of reenlisting in regular Navy.

No. 116—Directs that COs, in buying magazines or newspapers with Government or ship's service funds, determine and certify that the publications represent preference of personnel in their commands.

No. 117—Announces that commuted, midshipman, hospital and leave ration values for fiscal year 1945 remain same as for 1944—65, 85, 80, and 65 cents respectively.

No. 118—Authorizes round-trip transportation, subsistence during travel and \$5 a day subsistence at place of holding court for enlisted personnel ordered to a locality other than immediate locality of present station for appearance as Government witnesses in Federal courts.

No. 119—Requests report by all ships, stations and activities to BuPers, with 1 July roster of officers, of reserve officers desiring transfer to regular Navy.

No. 120—Cites, and provides for compliance with, Section 202, Public Law 358, signed by President 27 June 1944, providing for summary removal from office of any officer or Government employee who uses or authorizes

use of Government passenger vehicle for other than official purposes.

No. 121—Announces appointment of 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 15 March 1944.

No. 122—Announces appointment to next higher rank, to rank from 1 July 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 1 May 1943.

No. 123—Announces appointment to chief warrant rank for temporary service, to rank from 1 July 1944, of those warrant officers on the active list of the Navy and the Naval Reserve with continuous active duty since 1 May 1943 or earlier.

No. 124—Announces establishment of quota of approximately 1,000 enlisted men for the fifth increment of the V-12 program to start 1 Nov. 1944 (story on page 68).

No. 125—Lists naval, Marine Corps and Coast Guard personnel entitled to exchange relief, in accordance with Executive Order 9449, effective 1 July 1944.

No. 126—Requests report to BuPers, with 1 Aug. roster of officers, of present desires regarding transfer to regu-

lar Navy of reserve officers not reported on in accordance with Alnav 119 (above).

No. 127—Requests naval activities and naval vessels operating outside U. S. to report all provisions received from Army or Allied Nations as receipts on ration records S&A Form 45 under appropriate headings.

No. 128—Directs that treasurers or custodians of recreation funds, welfare funds, ship's services and post exchanges outside continental U. S.—or within U. S. when directed by the CO in order to comply with security requirements—shall not draw checks against their banking accounts for direct payment of local obligations. Such obligations must be paid for either by cash or U. S. Treasury checks. Sets forth procedure for carrying out this policy.

No. 129—Announces that animated film, "Voting Procedure for Armed Forces Personnel," will be available to each command outside U. S. for showing between 10 Aug. and 1 Oct. 1944. Directs COs to make film available to all affected naval, Marine Corps and Coast Guard personnel to greatest extent possible. Sixteen or 35-millimeter prints are available from Training Aids Libraries, Marine Corps Training Aids Libraries or Central Aviation Film Libraries.

No. 130—Makes reserve officers qualified for general line duties eligible for command in accordance with rank (see story, page 65).

No. 131—Directs that Federal ballots not be furnished to servicemen prior to 2 Oct. 1944.

No. 132—Cites, for compliance, Sections 104 and 105, Serviceman's Readjustment Act of 1944, Public Law 346 (see story on page 3).

No. 133—Announces that Navy Independence Day cash war bond purchases exceeded \$47,000,000, doubling the \$23,000,000 previous high record of last Pearl Harbor Day and bringing total bond investments of naval, Marine Corps and Coast Guard personnel to over \$700,000,000.

No. 134—Cites Public Law 417, approved 3 July 1944, which provides that suits against U. S. under Public Vessels Act may be postponed if SecNav certifies they would endanger security or interfere with naval operations.

No. 135—Lists states authorizing use of Federal ballot by service personnel overseas in November general election (see story on page 64).



Terminal Topics (NAS, Terminal Island, Calif.)

*"Think, Schultz! What do we always do just before we submerge?"*

# BUPERS BULLETIN BOARD

## *Inventors in Naval Establishments Have Status Similar to That of Those in Private Industry*

In answer to increasingly frequent inquiries, JAG points out that the rights of naval personnel to their inventions are similar—with certain exceptions incident to Government service—to those of private citizens working for civilian employers.

The rights are the same for officers, enlisted personnel and civilian employes of the Navy and are outlined in General Order No. 31, issued by SecNav on 13 May 1935 and still in effect.

While noting that those rights in each case must be determined by the facts in the particular case, the order—for the purpose of illustration—divides inventors in the Navy into three classes:

*Personnel engaged in full-time scientific research and development for the Navy:* As part of their work, they are directed to make or improve a specific device or process. Title to those inventions and to any patents secured on them rests with the Navy. Complete control of the invention is necessary for the Navy to realize all the benefits anticipated from employment of the inventor.

*Personnel not engaged in the duties outlined above but who make inventions with the use of the Navy's time, facilities or other personnel:* Here, title to the invention and patents covering it, including all commercial and foreign rights, rests with the inventor. The Navy Department requires a non-exclusive, irrevocable, unlimited right to make and use, and have made for the Government's use, devices embodying the invention and to sell such devices as provided for by law regarding the sale of public property.

*Personnel who as inventors have created no obligations to the Navy* (that is, who completed their invention before entering the service, or perfected it during off-duty time and without use of Navy facilities or other personnel): Here, exclusive title to inventions and patents belongs to the inventor. Compensation for use of such inventions by the Navy will be determined by agreement between the inventor and the Navy Department.

Every inventor in the naval service is urged to forward promptly to the Department, through official channels, full information on any new invention. To assist the Department in determining the rights of the Gov-

ernment and the inventor, a summary of the circumstances should be included in the endorsement of the commanding officer.

Where the Government has the title to or right to use the invention, the Department will proceed with application for letters of patent in the name of the inventor in order to protect the interests of the Government. Where the Government has no title or right of use, but the invention is deemed useful to the Government, the Department will, upon the inventor's request, undertake prosecution of the application for letters patent upon execution of a license to the Government. In these cases, the cost of prosecuting and securing the patents will be defrayed by the Government.

Under other circumstances, the inventor is free to secure a patent in any way he chooses.

Where it appears an invention is of such military character that it should be kept secret in the interest of national defense, the inventor is required to make a full and complete disclosure direct to SecNav. Should the Department decide that the invention should be kept secret, the matter of compensation will be subject to agreement between the inventor and the Department.

If an invention of military value is made and is adopted as part of the national defense, its disclosure to unauthorized persons may involve a violation of the National Defense Act.

Nothing in General Order No. 31 conflicts with the act of 1 July 1918 authorizing SecNav to compensate

civilian Navy employes for valuable suggestions. Says the order:

"It should be the first thought of every officer and man and every civilian employe to perform the duty to which he is assigned to the best of his ability—and if in this performance, improvements in a device, means, method, and process are made, it is a sign of ability and devotion to service, and this the Navy Department will recognize, giving due credit therefor on the official record.

"The Navy Department is bound to respect the property rights of persons in the naval service and employes connected with the Naval Establishment under their patents, but no restrictions can be placed on the right of the Government, irrespective of the question of compensation, to use any invention for public purposes whether it is protected or not by patent. If agreement cannot be effected with the owner before the use, the matter of compensation will be left to subsequent determination."

Matters pertaining to inventions and patents of naval personnel are handled by the Patents, Trademarks and Copyrights Section, General Law Division, Office of the Judge Advocate General, Navy Department.

## *Two Primary Problems Revealed in Operation Of New Navy Pay Plan*

Operation of the Navy's new pay system (INFORMATION BULLETIN, July 1944, p. 68) at activities where it is now in effect has revealed two primary problems—delays in transmitting commanding officers' orders from personnel offices to disbursing offices and unwarranted drawing of special money in numerous cases, according to reports of observers to BuPers and BuS&A.

CO's orders and similar data, it was pointed out, should be transmitted immediately to the disbursing officer in order that the individual pay records may be kept up to date at all times and ready for immediate transfer.

The number of spaces on the Navy Pay Record for recording payments is limited, and the drawing of special money other than in real emergencies will defeat the purpose of the new system by requiring renewal of the pay record more often than every six months, as normally required.

All officers involved in administration of the new pay system have been urged by BuPers and BuS&A to do everything possible to assure its efficiency and success.



Aorta (Naval Hospital, Long Beach, Calif.)



# BUPERS BULLETIN BOARD

## Position Changed For Specialty Marks Of Non-Rated Men

The specialty mark of non-rated graduates of all Class A schools—except those in basic engineering—and non-rated men who have qualified for petty officers, third class, by examination hereafter will be worn halfway between the shoulder and elbow on the right or left sleeve, as prescribed for the badge of rating, instead of between the elbow and wrist where it previously has been worn.

The change is authorized by BuPers Circ. Ltr. 194-44 (N.D.B., 15 July 1944, 44-813).

Non-rated graduates of basic engineering schools are not included in the change because these schools are being reclassified at this time to Class P—preparatory—with an eight-week course for which no designating badge or specialty mark will be issued to graduates.

However, diesel schools remain Class A, their non-rated graduates wearing the MoMM specialty mark.

## Naval Personnel Eligible For Army Award for Philippine Service

Naval personnel who served in the defense of the Philippines on and after 7 Dec. 1941 are eligible for the Army Distinguished Unit Badge, which corresponds to the Navy's Presidential Unit Citation.

Those eligible for the badge may apply to BuPers via their commanding officers, giving the dates of their Philippine service and the unit or units with which they served. BuPers will verify each application and then forward it by endorsement to the Adjutant General, War Department. The War Department then will send the award and citation direct to each Navy man entitled to it, with a copy of the citation to BuPers.

The ribbon for the Army Distinguished Unit Badge is worn by naval personnel immediately after the Presidential Unit Citation ribbon if they hold the latter ribbon, otherwise where the PUC ribbon would be worn.

This award to naval personnel, as well as to men and women of the U. S. Army and the Philippine armed forces, was authorized by War Department General Orders No. 22, 30 April 1942, which reads:

"Citation of units of both military and naval forces of the United States and Philippine Governments.—As au-

thorized by Executive Order 9075 (sec. II, Bull. 11, W. D., 1942), a citation in the name of the President of the United States, as public evidence of deserved honor and distinction, is awarded to all units of both military and naval forces of the United States and Philippine Governments engaged in the defense of the Philippines since December 7, 1941."

## "NNC" Eliminated From Insignia Of Navy Nurse Corps

Latest changes in the uniform of the Navy Nurse Corps provide for elimination of the letters "NNC" from the corps insignia and for the wearing of the device—gold spread oak leaf surcharged with a silver acorn, superimposed on a gold anchor—on the sleeves of the blue uniform and on the shoulder marks.

The large metal pin-on corps device, which served as the cap device until nurses became eligible to wear the cap device of commissioned officers, also is eliminated.

On the indoor white ward uniform nurses now will wear the metal pin-on insignia of rank on the right collar tip and the miniature pin-on corps device on the left.

During the transition period nurses may wear their present insignia until no longer serviceable, or until it be-

comes necessary to obtain new uniforms or insignia.

For details, see BuPers Circ. Ltr. 186-44 (N.D.B., 30 June 1944, 44-759).

## Fourragere May Be Worn With Naval Uniforms

Naval personnel who won the right to wear the French Fourragere by serving in units awarded it in World War I now may wear it with their naval uniforms under certain conditions announced by BuPers.

The Fourragere—a single braided cord worn over the left shoulder—is a decoration instituted by Napoleon I for units which had distinguished themselves in battle. It was revived during World War I and was awarded by the French Ministry of War to organizations which had been cited more than once in the Orders of the Army. For organizations cited twice, the cord is dark green with scarlet threads.

Individuals in organizations cited twice or more in the orders are entitled to wear the Fourragere cord at all times, regardless of subsequent service in non-decorated units. Men who did not win the decoration in the first World War but who are serving with a unit that won it may wear the cord while they are attached to the decorated organization. Upon detachment, however, they are required to surrender the Fourragere and are not entitled to wear it further.

Officers and CPOs who are eligible may wear the Fourragere on all naval uniform coats whenever medals and badges, or their ribbons, are authorized to be worn. Other eligible enlisted men may wear the Fourragere on all jumpers under the same conditions.

In order to attach the Fourragere to the naval uniform, a button may be sewed to the left shoulder of the coat or jumper under the collar. The Fourragere must be attached to the left shoulder, and if worn by an aide, it must be under the aiguillettes. The left arm should pass through the Fourragere and the small loop engage the button under the collar, with the blue metal pencil hanging to the front.

Wearing of the Fourragere is approved in BuPers Circ. Ltr. 199-44 (N. D. B., 15 July 1944, 44-817). The letter, however, does not authorize the wearing of the miniature Fourragere cord which in the past has been worn on the left breast by many men.



Skywriter (Naval Pre-Flight School, Greencastle, Ind.)

"By your leave, Sir!"

# INDEX FOR AUGUST 1944



## THIS MONTH'S COVERS

Wave instructor at NAS, Lakehurst, N. J., operates motion-picture target projector for aerial gunners (see story of Waves' achievements in two years, page 8). **INSIDE FRONT COVER:** A large Japanese carrier of the Shokaku class, burning from bombs dropped by U.S. carrier-based aircraft of the Pacific Fleet in the battle west of the Marianas on 19 June, turns sharply to starboard while damaging near misses land off her bow and stern. Scurrying around her are Jap destroyers, and at upper right an enemy heavy cruiser. **OPPOSITE PAGE:** This unusual view of a U.S. battleship shows her crew getting themselves and their ship ready for the next foray as she lies moored alongside another vessel in a friendly port after operating as part of a task force in the Pacific. (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.

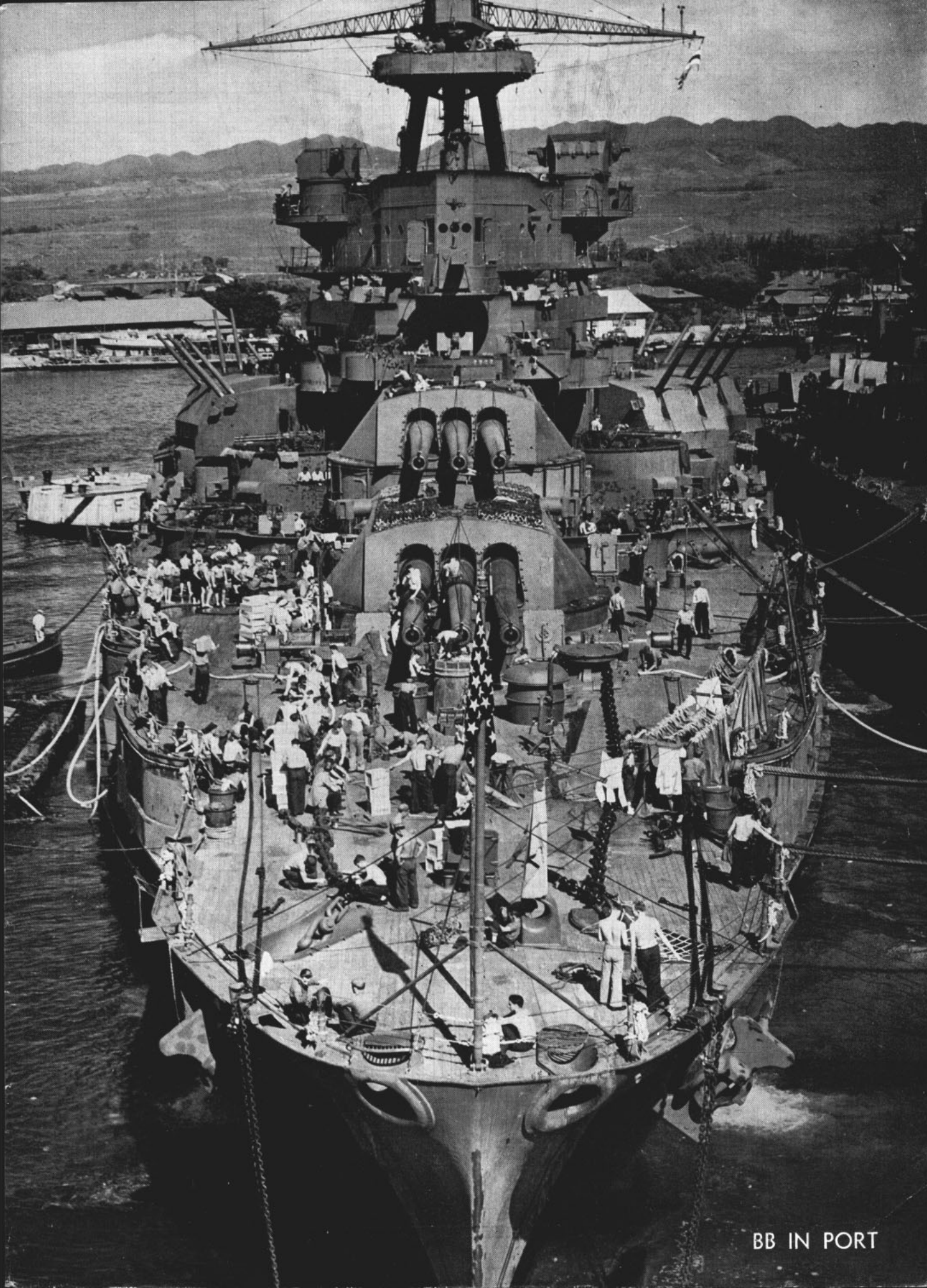
The Bureau should also be advised if the full number of copies are not received regularly.

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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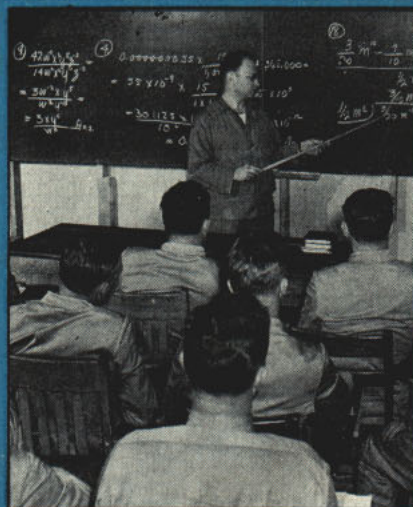
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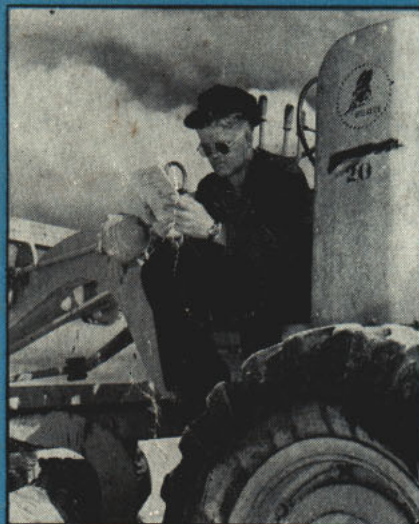
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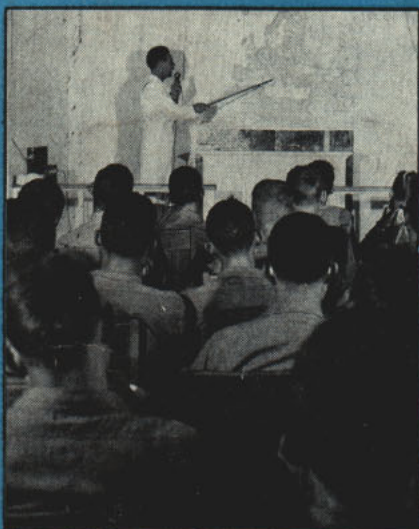
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