# BUREAU OF NAVAL PERSONNEL

# INFORMATION BULLETIN

SEPTEMBER 1944







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NUMBER 330

VICE ADMIRAL RANDALL JACOBS, USN

The Chief of Naval Personnel

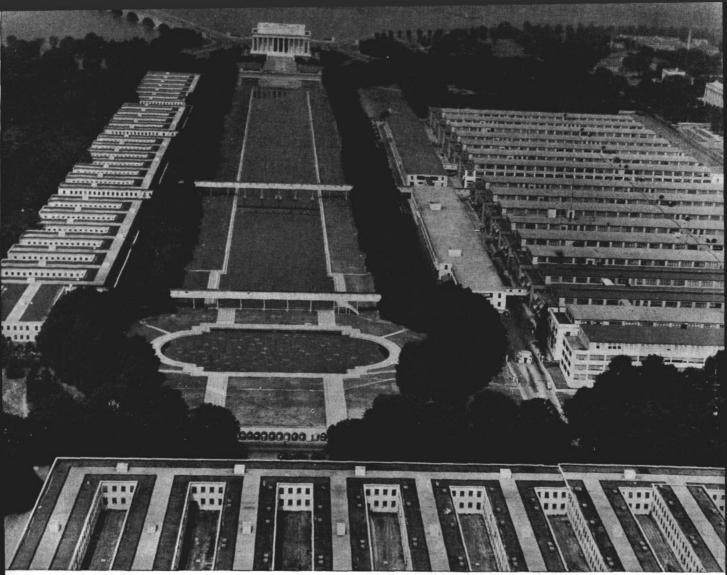
REAR ADMIRAL L. E. DENFELD, USN The Assistant Chief of Naval Personnel

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Official U.S. Navy photograph

# NAVY NERVE CENTER

#### Wartime Expansion Has Brought Changes To Washington and the Navy Department

"What's Washington look like these days?"

"Yes, we hear you wouldn't recognize the Navy Department any more—lots of new buildings, spread all over the map, and all the bureaus and offices changed around."

"Sounds like a lot of changes since we've been back there. What's the new set-up; who's located where?"

These questions, heard all over the world when Navy men from Washington appear on the scene, arise from a solid basis of fact.

Like all shore establishments, the Navy Department exists for one main purpose: to serve the fleet. When the fleet grew to many times its peacetime size, becoming the biggest in all history, it brought on a terrific expansion and change at the Washington "nerve center," too.

Some of the change has been in the organization of the Department itself, with new boards and offices set up to handle both the complexities of a seven-seas war and the greatest production program the Navy had ever known.

Along with this came a sizeable physical change—new buildings went up, old buildings were expanded, "temporary" buildings and leased structures mushroomed out all over the District, and there has been a general shifting about of bureaus and offices to new locations.

On 1 Feb. 1941 command afloat had been vested in three commanders in chief, one of whom commanded the Asiatic Fleet, one the Pacific Fleet and one the Atlantic Fleet. Provision was made whereby one of these three, depending on the circumstances, would act as Commander in Chief, United States Fleet.

Almost immediately after our entry in the war it became apparent that for the purpose of exercising command all oceans must be regarded as one area, so that effective coordinated control and proper distribution of our naval power might be realized.

On 20 Dec. 1941 the President changed this organization by making the Commander in Chief, United States Fleet, separate and in addition to the other three commanders in chief, and he ordered the headquarters of the Commander in Chief, United States Fleet, established in the Navy Department at Washington. Admiral Ernest J. King, USN, was named as Cominch.

In March 1942, coincident with the appointment of Admiral King as Chief

AT LEFT: Main Navy Department buildings are seen from the top of Washington Monument, looking toward Lincoln Memorial at far end of Reflecting pool. For identifications see diagram at the bottom of this page.

of Naval Operations, the duties of CNO were combined with the duties of Cominch. This move was accompanied by a number of adjustments in the Navy Department organization, calculated, among other things, to facilitate the logistic support of the forces afloat by providing for its coordination.

Except for the fact that the Asiatic Fleet ceased to exist as such in June 1942, that basic organization of the United States Fleet and supporting activities is still in effect. In the spring of 1942, however, and from time to time thereafter, independent commands were established directly under Cominch.

One major administrative change was the establishment of the Deputy Chief of Naval Operations (Air) in the office of CNO. DCNO is charged with the functions of coordinating and correlating all military aspects of naval aviation. He is charged with the preparation, readiness and logistic support of the naval aeronautic operating forces included within the several fleets, seagoing forces and sea frontier forces of the Navy, and with the coordination and direction of effort to this end of the bureaus and offices of the Navy Department. Needed office space for DCNO was drawn from both CNO and BuAer.

Another administrative change was the setting up of a new Navy Department activity, the Office of the Chief of Procurement and Material. Established by General Order 166, 30 Jan. 1942, OPM was charged with coordinating all the material and procurement activities of the Navy Department, and supervising material procurement programs as directed by SecNav.

OPM was given space in the main Navy Department building, but it soon outgrew this and has spread over into other buildings leased or built in Washington. The contract renegotiation activities are now located in the Premier Building, an office building on 18th Street between Pennsylvania and G; and the Inspection Administration is housed in Temporary Building 2, at 19th and D. (The latter also houses the Office of Budgets and Reports, formerly located in the main Navy building, as well as the financial division of the Bureau of Ordnance.)

The Bureau of Naval Personnel, which, before the war, had been known as the Bureau of Navigation, also reflected the huge expansion of the naval service.

At the time it was originally set

up, in 1862, the Bureau of Navigation dealt with scientific and navigation matters, personnel matters at that time being handled elsewhere in the Navy, including the then Bureau of Equipment and Recruiting.

As time went on, more and more personnel activity devolved upon Bu-Nav, and eventually its non-personnel activities were channeled elsewhere. Two steps were taken after the outbreak of war. By executive order, the Hydrographic Office and Naval Observatory were transferred out of the Bureau to CNO, on 8 April 1942. And on 12 May 1942, by act of Congress, the Bureau's real function was more clearly recognized in a change of name, whereby it became the Bureau of Naval Personnel.

In October 1941, two months before Pearl Harbor, the already expanding Bureau moved out of the main Navy Department building and across the Potomac to Arlington County, Va., where it occupies what is now known as the Arlington Annex. Atop a hill, it overlooks Arlington National Cemetery on one side and the War Department's vast Pentagon Building on another.

Sharing the seven wings of Arlington Annex with BuPers is Marine Corps Headquarters, which has doubled its personnel since August 1942 and has expanded from 134,000 square feet of floor space to 206,000 now. BuPers takes up 371,000.

Prior to the war the Arlington Annex was a public building (originally intended as a warehouse) and the Army occupied part of it, other parts being taken up by activities of the Hydrographic Office and a branch of Supplies and Accounts. To make room for BuPers and Marine Corps Headquarters expansion, the Army was moved; Supplies and Accounts moved its Family Allowance and Allotment Branch out to the new Field Branch in Cleveland, Ohio; and Hydrographic

moved its units, along with others from the main Navy building, to a new building created for it at Suitland, Maryland.

The wartime need for charts has been so great as a result of the countless thousands of new ships commissioned that Hydrographic has already outgrown its new building and flowed over into the Census Building, next door. From its mid-1942 space of 71,000 square feet, it has increased to 199,000, and personnel has tripled.

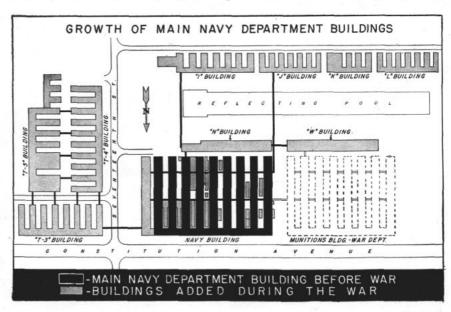
In ways such as these, wartime growth has shifted the Navy Department's geography considerably, spreading it out in every direction, sometimes hundreds of miles out of town.

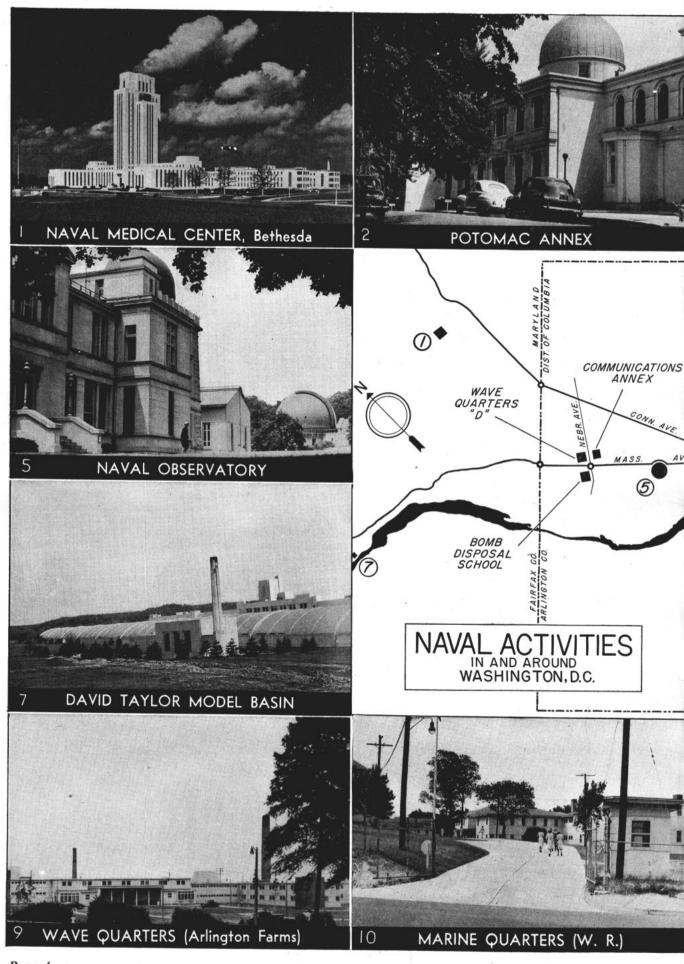
Take the change in just the last two years—since August 1942. At that time the Navy Department already had 15 buildings; today there are 25. The office space totaled 2,491,000 square feet; today it's 3,212,000. A more revealing figure, perhaps, is this: in August 1942 there were 26,300 people in the space; today there are 43,600.

Matching that 29% increase in office space with a 66% increase in the number of people to be fitted *into* the space has created the problem which the Navy's "space control" office has been up against in wartime Washington.

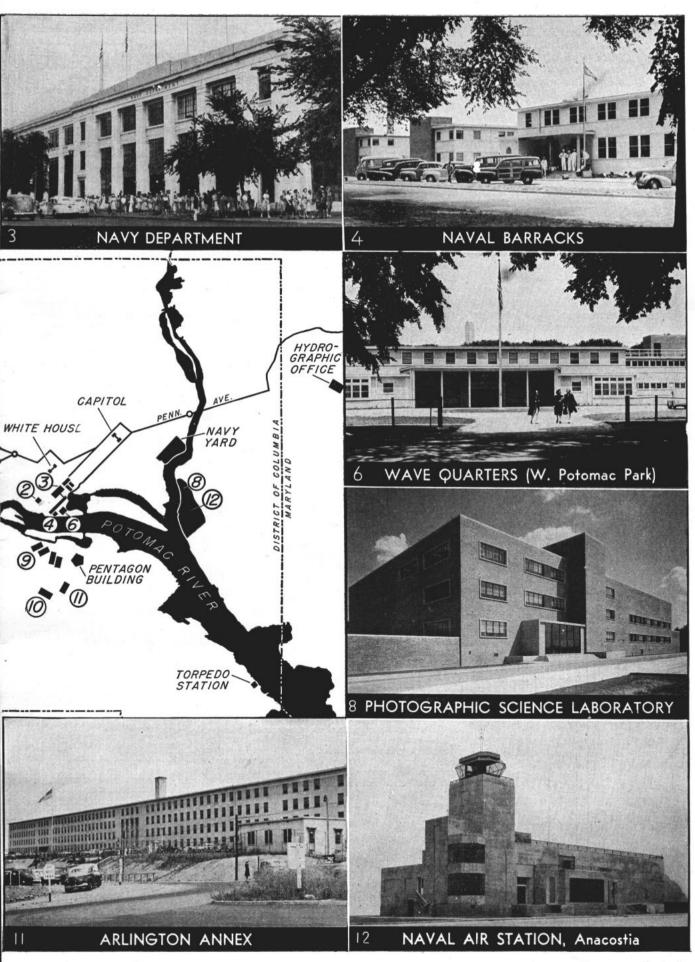
Finding out what goes where, and how to get the room for it, is the function of the Navy Department's Space Planning and Control Office. During the last half year, Space Control has branched out into field space also, and now screens all acquisitions of office space throughout the naval establishment. Findings and recommendations are passed on to all naval districts to aid them in making the best use of whatever space is available. There is now a Space Control officer in each naval district, with whom the central Space Control officer works.

(Continued on Page 6)





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The space problem in Washington wasn't exclusive with the Navy Department. The War Department and other government agencies faced the same situation. Not only did older ones have to expand, but many new agencies came into being, all requiring office space.

No town, even Washington, is elastic enough to suddenly take on the running of a global war and furnish the office space for it. The building situation got so bad that, during the last half year or so, there has been a "freeze" on new construction in the District of Columbia. No buildings may go up without presidential approval. Labor and material scarcity are among the main factors causing the "freeze," with the lumber shortage also an important cause.

Moreover, many war agencies are still expanding, and even Axis defeat will not decrease some of this, as there are agencies whose task will then be bigger, not smaller. A prime example Veterans Administration, which finds its job growing every day as more men are discharged from the services.

A good deal of the Navy Depart-

ment's own expansion was accomplished externally-by adding new wings to present buildings, building new buildings, putting up "temporary' wartime structures, leasing buildings in town and out, and, in brief, picking up that rare jewel, space, wherever you could get your hands on it.

The main Navy Department building looks almost the same from the front or Constitution Avenue side, but there the resemblance ends.

At the 17th Street end they've tacked on a new wing to the nine already existing (in addition to building penthouses over each wing.) The new one is known as "zero" wing and, on the main deck, houses most of the Public Relations activities of the Navy. with BuOrd Activities on the upper decks.

Out in back, and between the wings, there used to be a lot of nice open space. You could park your car there or even, between some of the wings, spend the noontime lunch hour out on the lawn. No more. The parking space is gone and most of the betweenwings space has disappeared.

Running lengthwise behind the Navy Department is now N building, and behind the adjoining Munitions Building, of the War Department, is a similar W building. In addition, buildings started to sprout up between the main Navy wings (see map on page 3), picking up available space here and there.

Across 17th Street, toward Washington Monument, another flock of temporary buildings went up-T-3, T-4 and T-5. BuShips moved out of the main Navy Department building and across the street here. For a while, part of T-4 was occupied by the British Admiralty delegation in this country, but even this space became needed eventually, and other quarters had to be found for the British on Vermont Avenue.

In the past couple of years BuShips. has increased its floor space from 392,000 square feet to 432,000, while its personnel grew from 3,900 to 5,800. You can see the same thing happening here as in almost every other case in the Navy Department-a moderate increase in space, but a tremendous increase in personnel in that space.

Having mushroomed to the east, to the rear and between wings, the Department also leaped across the Re-

# PRINCIPAL OFFICES AND BUREAUS

OFFICE OF THE SECRETARY (SecNav).



Responsible for the general administration of all bureaus, boards and offices. Under the Secretary's general direction, duly appointed officers are responsible for all combat and logistics operations. Secre-tary of the Navy: James Forrestal.

OFFICE OF



THE UNDER SECRETARY (UnderSecNav). Performs such duties as are prescribed by the Secretary.1 The Under Secretary is next in succession to the Secretary during his absence or disability or in the event of a temporary vacancy in that office. Under Secretary of the Navy: Ralph A. Bard.

OFFICE OF THE ASSISTANT SECRETARY (AstSecNav). Performs such duties as are prescribed by the Secretary, and is next in succession after the Under Secretary. Office not filled at this writing.

OFFICE OF THE ASSISTANT SECRETARY



FOR AIR (AstSecNavAir). Has supervision over naval aviation and the coordination of naval air activities other governmental agencies. Those administrative duties pertaining to naval aviation lodged in the Secretary of the Navy have been delegated to the As-

sistant Secretary for Air. Assistant Secretary of the Navy for Air: Artemus L. Gates. 1 A reassignment of duties from the Secre-

tary down will be made soon.



OFFICE OF THE COMMANDER IN CHIEF, UNITED STATES FLEET, AND CHIEF OF NAVAL OPERATIONS. The duties of Cominch and CNO have been combined in acorder of 12 March 1942. They devolve upon an admiral who is the principal naval adviser to the Presi-

dent on the conduct of the war and the principal naval adviser and executive to the Secretary of the Navy on the conduct of the activities of the naval establishment. Commander in Chief, U. S. Fleet, and Chief of Naval Operations: Admiral Ernest J. King, USN.

HEADQUARTERS OF THE COMMAN-DER IN CHIEF, UNITED STATES FLEET (Cominch). Has supreme command of the operating forces comprising the several fleets, seagoing forces and sea frontier forces of the Navy, and is directly responsible, under the general direction of SecNay, to the President therefor. For close liaison with Navy Department, principal offices are maintained there.

OFFICE OF CHIEF OF NAVAL OPER-ATIONS (CNO). Is charged, under the direction of SecNav, with the preparation, readiness and logistic support of the operating forces, and with the coordination and direction of effort to this end of the bureaus and offices of the Navy Department. His duties as Chief of Naval Operations are contributory to the discharge of his paramount duties as Commander in Chief, United States Fleet.

**EXECUTIVE OFFICES OF THE SECRETARY** (EXOS) include, among others:

OFFICE OF THE JUDGE ADVOCATE



GENERAL (JAG). Has cognizance of all matters of law which involve the service. Reports upon the legal features of courts martial, courts of inquiry and boards of investigation and inquest. Renders opinions on the legality of matters referred to it by the Secretary.

Judge Advocate General of the Navy:

Rear Admiral Thomas L. Gatch, USN.

OFFICE OF THE CHIEF OF PROCURE-MENT



MENT AND MATERIAL (OP&M). Is charged with the coordination of all the material and procurement activities of the Navy Department, and with supervision of programs for the procurement of ships and materials as the Secretary

of the Navy may direct. Chief of Procurement and Material: Vice Admiral Samuel M. Robinson, USN.

DIVISION OF SHORE ESTABLISHMENTS



AND CIVILIAN PERSON-NEL (SECP). Responsible for the development and administration of the personnel program for civilian employees of the departmental and field service. Includes employment, as-signment, transfer, promotion, discharge, service rat-

ing and training of employees. Director of Shore Establishments and Civilian Personnel: Rear Admiral Frederick G. Crisp, USN. flecting Pool and started whipping up buildings all along that side, running from 17th Street all the way down to the Lincoln Memorial. Here went up temporary buildings I, J, K and L, housing mostly the Bureau of Supplies and Accounts and the Division of Shore Establishments and Civilian Personnel of the Executive Office of the Secretary, and part of the Office of Naval Intelligence and an overflow from Naval Communications.

To connect these with the main building, two bridges were built across the Reflecting Pool at the second-deck level. Another bridge was built across 17th Street at Constitution Avenue to

connect with T-3.

With the possible exception of some bare space at the bottom of the Reflecting Pool, all the available local floor space was now pretty well used up. The Department now had to branch out to other locations.

The Navy Department's processing plant — multigraphing, multilithing, printing and lithography—moved from W building, behind Munitions, to a building of its own, the Logan Annex, at 18th and L, NW. The Microfilming Center and the Records Depository

were set up at Trew Annex, 1526 14th Street, NW. This helped to make more office space available to the Department by transferring space-consuming records elsewhere.

A large private house at 2118 Massachusetts Avenue, known as the Larz Anderson house after the diplomatphilanthropist who originally owned it, had been left by him to the Society of the Cincinnati. Retaining only a small portion of the house for its own use, the Society made the bulk of the home available to the Navy. The Industrial Incentive Division and some Public Relations activities are now housed here, as well as Navy Relief Headquarters.

The Bureau of Medicine and Surgery practically doubled its space in the last two years, going from 75,000 square feet to 128,000, and even then had to move units here and there. The Red Cross blood donor center was moved to a location near Union Station. BuMed took over Corcoran Annex at 23rd and D, but soon outgrew that. Medical records were moved to Tempo X at 19th and East Capitol. And what was once the old naval hospital at 23rd and D (back in the days when you could drop in leisurely to

have a tooth filled) is now occupied by BuMed, and is called the Potomac Annex. The Naval Medical Center is now located at Bethesda, Md.

Yards & Docks had perhaps less physical change than most of the bureaus, for it is still in main Navy, although it did acquire some extra space from other activities in the Department and also in T-4, when the British Admiralty delegation left.

Another occupant of the main Navy Department building to experience little physical change in quarters is the Office of the Judge Advocate General. JAG's quarters are in the same location as pre-war: second deck, third wing. BuOrd moved its financial division to Tempo 2, and expanded within the main building, also.

One of the few bureaus to have less Washington space now than two years ago is Supplies and Accounts. In 1942 it had 299,000 square feet—today it's 285,000. Answer to this is that a lot of S&A's activities have moved to other cities. Within the District, S&A took over the Steuart Building, an office structure at 5th and New York, for accounting space. Other branches went further afield—the Field Branch

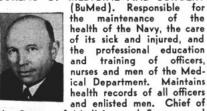
## OF THE NAVY DEPARTMENT

BUREAUS of the Navy Department are:

BUREAU OF AERONAUTICS (BuAer).
Charged with such matters of naval aeronautics as are prescribed by SecNav. Responsible for all that relates to aviation material of the Navy, including design, building, fitting out and repair of aircraft, accessories and equipment; providing

aircraft; upkeep and operation of aeronautical shore establishments; photographic activities. Chief of the Bureau of Aeronautics: Rear Admiral DeWitt C. Ramsey, USN.

BUREAU OF MEDICINE AND SURGERY



the Bureau of Medicine and Surgery and Surgeon General of the Navy: Vice Admiral Ross T. McIntire, (MC) USN.

BUREAU OF NAVAL PERSONNEL (Bu-



Pers.) Maintains records of every officer and enlisted man of the Navy and Naval Reserve. Determines naval personnel requirements; fills vacancies, effects transfers of duty. Handles personnel procurement, recruiting and induction. Supervises training. promotion. advance-

ing, promotion, advancement, discipline and discharge of Navy personnel, and is responsible for their transportation, welfare and recreation. Chief of Naval Personnel: Vice Admiral Randall Jacobs, USN.

BUREAU OF ORDNANCE (BuOrd). Re-



sponsible for the design, manufacture, procurement, maintenance, issue and efficiency of all offensive and defensive arms and armament; and, except as officially assigned elsewhere, optical and other devices and materials for the control of guns, torpedoes and

bombs. Chief of the Bureau of Ordnance: Rear Admiral George F. Hussey Jr., USN.

BUREAU OF SHIPS (BuShips). Responsible for the general design,



ble for the general design, structural strength, stability and seaworthiness of all ships of the Navy, and the maintenance, repair, alteration, modernization or conversion of hull and machiery. Chief of the Bureau of Ships: Rear Admiral Edward L. Cochrane, USN.

BUREAU OF SUPPLIES AND ACCOUNTS



(BuS&A). Responsible for procurement, purchase, receipt, custody, warehousing, issue and shipment of all supplies, fuel and other materials for the Navy (except Marine Corps and certain ordnance and medical supplies.) Procures and disburses funds for payrolls,

articles and services, and keeps the money and property accounts of the naval estab-

lishment. Chief of the Bureau of Supplies and accounts and Paymaster General of the Navy: Rear Admiral William B. Young, (SC) USN.

BUREAU OF YARDS AND DOCKS (Bu Docks). Responsible for the



Docks). Responsible for the design and construction of all naval public works and public utilities, harbor structures, power plants and systems, storage and recreation facilities, etc. Makes annual inspections and non-routine repairs. Acquires real estate for naval use. Chief of the

for naval use. Chief of the Bureau of Yards and Docks: Vice Admiral Ben Moreell, (CEC) USN.

HEADQUARTERS UNITED STATES MA-



RINE CORPS (MarCorps).
Responsible for procurement, discharge, education, training, discipline and distribution of officers and enlisted personnel of the Marine Corps, including the Marine Corps Reserve, and its administration and ef-

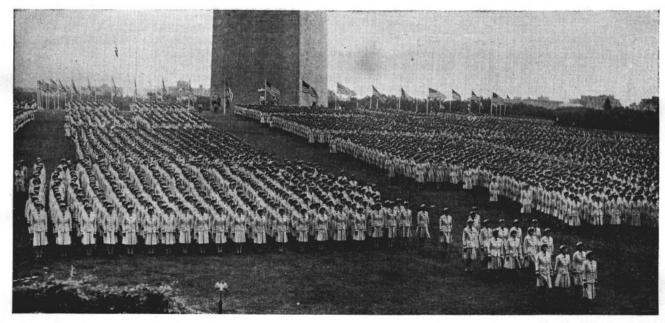
its administration and efficiency. Commandant, U. S. Marine Corps: Lt. Gen. Alexander A. Vandegrift, USMC.

UNITED STATES COAST GUARD (USCG).



Operates under the Treasury Department in time of peace, under the Navy in time of war or when directed by the President. During war, its personnel and resources are used to the best advantage by directives of SecNav, Cominch and CNO.

SecNay, Cominch and CNO.
Commandant, U. S. Coast Guard: Vice
Admiral Russell R. Waesche, USCG.



Press Association, Inc., photograph

WAVE BIRTHDAY PARTY: Nearly 10,000 officers and enlisted personnel of the Women's Reserve stationed in the nation's capital stand at attention in front of the Washington Monument during ceremonies commemorating the second anniversary of the Waves on 30 July. The 10,000 women were joined by radio with 60,000 other Navy women participat-

ing in other celebrations throughout the U.S. They were honored in radio addresses by Secretary of the Navy James Forrestal, Admiral Ernest J. King, USN, Cominch and CNO, and Admiral Chester W. Nimitz, USN, CincPac. Captain Mildred H. McAfee, USNR, director of the Women's Reserve, introduced the speakers.

being set up at Cleveland, Ohio, and a new Material Redistribution Center being set up in New York City. Through decentralization such as this, more office space became available in Washington.

The Aeronautical Board moved out of W building to the adjoining Munitions Building, of the War Department, which gave it some space. Since then, the Board has left Munitions and is now located in the Corcoran Annex. Very little naval personnel is left in the Munitions Building now, and these are all liaison officers.

Notable acquisitions and expansions out of town include the David Taylor Model Basin, about 15 miles up the Potomac at Carderock, Md. There BuShips maintains not only the basin itself but a number of other buildings for experimental purposes.

At Anacostia are the Receiving Station and the Naval Air Station. The camouflage laboratory here has models of bases throughout the world, both our own and the enemy's.

At the Air Station also is the new Photographic Science Laboratory, a \$4,500,000 structure embodying the latest word in photographic and motion picture equipment. Here the Navy's motion pictures are developed, and many of them made.

With the admission of Women Reservists into the Navy, quarters for Waves in Washington became another housing problem and there are now many Wave quarters throughout the District. Some are at Massachusetts

and Nebraska, near the Navy Communications Annex; others at 18th and G; and some along the Potomac behind the Reflecting Pool temporary buildings.

Other quarters are across the Potomac in Arlington, at Arlington Farms, a large government development which includes quarters not only for Waves but also for government girls working at nearby federal agencies.

Quarters for the Marine Corps Women's Reserve are now established diagonally across the street from the Arlington Annex, and new quarters for Waves are in process of construction now on the hill below the Annex, between it and the Pentagon, as well as across Columbia Pike.

Waves in Washington, as well as all other enlisted personnel assigned to the Navy Department, come under the administrative command of the U. S. Naval Barracks, located in West Potomac Park about one block south of the Lincoln Memorial. The Naval Barracks was established by SecNav on 8 May 1943. Part of the Potomac River Naval Command, it is in itself one of the largest naval commands in the country, covering some 17,000 enlisted personnel, mostly Waves.

For these personnel, attached to 46 different activities in Washington, Naval Barracks handles pay accounts, service records, promotions, demotions, examinations, court martial and captain's mast offenses, and so on. The Barracks also has the administration of all Wave housing units in

the vicinity of the District of Columbia, supervising eight different Wave quarters as well as 16 hotels in which Waves are billeted. Male enlisted personnel in Washington "live ashore," in their own quarters; there are no overnight housing accommodations at the Barracks itself.

Most of the buildings required for the Navy Department's expansion were built by the Public Buildings Administration of the Federal Works Agency. Begun in the early 1930s, PBA was formed to consolidate under one agency all maintenance and construction of Federal buildings in the District of Columbia.

For the Navy they built the temporary buildings W and N behind Navy Department and Munitions; also the temporary buildings I, J, K and L across the Reflecting Pool; temporary buildings T-3, T-4 and T-5; Arlington Annex, the Naval Barracks headquarters building along Potomac Park, and the first group of barracks there.

One of the greatest complications of the changes and expansion in Washington has been, of course, the necessity for making them while carrying on the urgent business of supporting the Fleet in war without interruption or inefficiency. It took planning, push and patience, and it meant changing the organization and landscape to do it. But the Navy Department today, rearranged and expanded, is doing the job as "nerve center"; crowded and complex though it must be, it is serving the fleet.

# 31 Months on Jap-Held Guam

EORGE R. TWEED, a native of Portland, Ore., was GEORGE R. TWEED, a native of Total Stationed on Guam as a radioman first class, USN, when the Japanese landed there in December 1941. This is the story, told mostly in his own words, of the fall of that U.S. outpost in the Pacific before overwhelming enemy force-and of how Tweed spent the 31 months from then

until he escaped to a U. S. Warship in July this year, shortly before the reconquest of the island by Americans

(see page 10).

"On the morning of 8 December (East Longitude time) about 5 o'clock," he related after his rescue, "I was awakened at home and told to report to the communications office; that the Japanese had bombed Pearl Harbor and Manila

"It was about 9 a. m. when the first Jap planes came over. They proceeded George R. Tweed directly to Sumay, where they bombed the Standard Oil tanks and barracks of civilian construction workers.

"I was sent up that afternoon to a hill in a particular area with a portable radio to maintain communication with the communications office in town (Agana), as the telephone connection had been destroyed. While I was there the Japs came over and bombed and strafed for an hour and 20 minutes.

"On returning to Agana at 2:30 p. m., I was told my house had been bombed. One bomb had dropped in town, and it was on my house."

Before dark on the evening of the second day ships were

sighted on the horizon.

"I staved at the communication office until midnight and then went home to the wreckage of my house. I dragged the bed out of the shattered bedroom and put it back where there was still some roof left.

"The Japanese made a landing about midnight, or in the early morning of the 10th, East Longitude time. I was awakened about 2 a. m., by machine gun and rifle fire but I'd been up so late and was so tired I was foggy and it didn't occur to me what it was.

"About two hours later they had brought field artillery ashore and they commenced using it. That brought me out of bed. I put on my clothes and went toward the

communication office.

"The marines fought the Japs street by street, house by house. One squad of marines at the civilian jail had two

tommy guns. They fought to the last."

Tweed said the Japs slowly battled their way into the town plaza, arriving before dawn. They set fire to a native house for illumination. Then they started pointblank

shelling of the Governor's palace.

"The marines didn't retreat," Tweed continued. "I was at the Governor's palace with a dozen Navy men and about the same number of insular forces, as well as the Governor and most of his officers. This was about daybreak the third day. The Governor issued an order to surrender.

"I wondered what to do. I could surrender or go into the bushes. I went into the bushes. . . . I expected the Americans to come back soon and take the place away

from the Japanese.

"The Japanese were in Agana and had set up a machine gun on the street through which I had to escape. I got my car, a 1926 Reo, and started to make a run for it. Once underway, I figured, I could swing away from the machine gun and race up a steep hill toward the bush country.

"As I swung around a corner with my foot pressed all the way down on the accelerator, the Japs opened fire and bullets spattered around the car.

"Later, I met another Navy radioman, and the two of us rounded up what canned food we could find, then drove 10 miles from town. We hid the car in the bushes, took to the jungles and soon met three other Navy enlisted men.

"We ate the food we had and kept out of sight. On Sept. 12, 1942, the Japs grabbed two of our group and killed them. They located two more in a hiding place the following month and killed them Oct. 22."

Tweed doggedly kept ahead of his pursuers, who, he

said, were "stupid."

After the first year he gave up hope.

"I felt I would sooner or later be caught," he said. "But I was determined to do my utmost to postpone that day as long as possible."

Tweed moved frequently, hiding in ravines and scaling mountains, always ahead of the Japanese, who never gave up the search. Several times the Japs learned where he was hiding, but each time he managed to elude them.

Finally he discovered a high cliff facing the sea. It was such a barren rock he didn't believe the Japanese would ever look there and locate his cave. The Japanese finally stopped searching for him, apparently believing him to be dead.

He caught rain water for drinking and washing and made weekly nocturnal forays for food. Dreams of American food, especially coffee and bread and butter, all but drove him mad, he said, as he ate insects, rodents, roots and wild fruits.

On 11 June this year the Americans made their first heavy bombing attack on Guam.

Tweed had a good place on the island, from which, on occasion, he could see smoke rising from the port area after an American attack. By deduction he soon figured out that Americans had invaded Saipan.

"At the beginning," he said "our planes came over from the southeast and then they started coming from the north. I figured the fleet was operating up there. And another thing: I saw Japanese planes heavily loaded with bombs flying northward. Then I was pretty certain."

One day he saw an American plane come over low, and he waved and shook his hands together above his head. The pilot saw him and flashed his lights in recognition. Later

Tweed was picked up by a warship.

"I got on board and was taken down to the officers' mess room, where they provided me with food. But the first thing I reached for was a slice of bread and some butter. I'd dreamed of it for two years."

He looked out over the sea and saw the task force of which his ship was a part. To the rescuing admiral he said in amazement:

"Where did we ever get such a big Navy?"

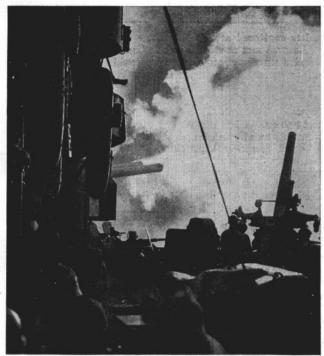
The admiral smiled. "This is only a part of it," he

Tweed was uncertain about what clothes to buy. Just before the war he had taken examinations for chief radioman, and he did not want to buy petty officer clothing if his promotion had been approved. The admiral solved the problem. He promoted Tweed to CPO on the spot.

Arriving in San Diego, Calif., to join his family, Tweed found he had changed so much they hardly recognized him. At 41 his hair had turned gray from his long ordeal. He had lost 20 pounds and still was haggard. He spoke slowly, almost painfully, because he had not used his voice for a long period of time when he was alone on the island.

Tweed was never officially declared dead by the Navy Department, but had been listed on the records as "missing in action." After his rescue he received a check for his accumulated pay. It came to \$6,207.

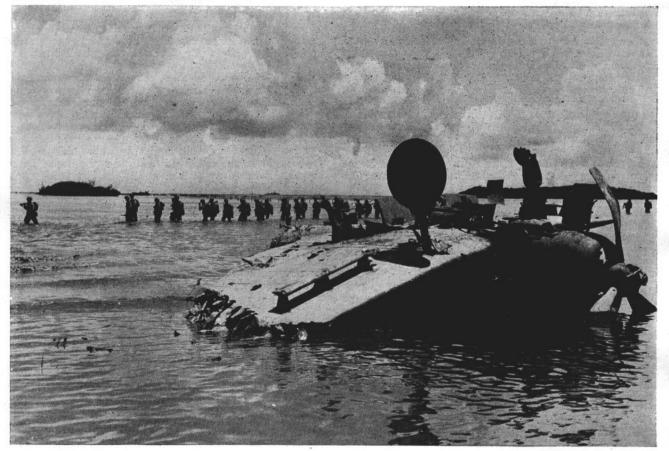
# GUAM: Americans Return to Lost Pacific Island Outpost To Reconquer First U.S. Territory Taken by Japs



U. S. CRUISER'S GUNS soften up enemy defenses on Guam preparatory to American landings on 20 July.



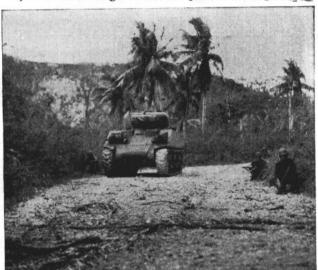
AMPHIBIOUS TANKS streak across the water toward Guam beaches in the first landing.



Marines at Agat beach file past upside-down Jap divebomber, victim of pre-invasion raid by Navy planes.



HUNTER: A marine walks along the beach with one of the "devil dogs" used to "point" hiding Japs.



MARINE TANK and riflemen move along island road, forcing Japs farther into the hills.



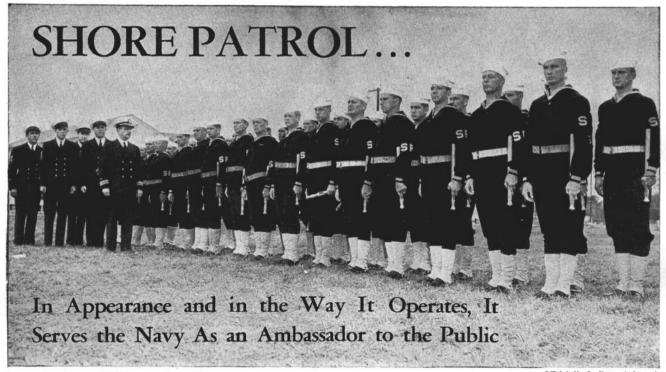
Official U. S. Navy photograph
NAVY CORPSMAN lifts head of a wounded marine
to give him a cool drink from his canteen.



MARINES DUCK as a mortar shell, arching over man visible through smoke, heads toward Jap position.



Official U. S. Marine Corps photographs
HOME AGAIN: Marines are shown after the victory
with a plaque ripped down by Japs in 1941.



"B AKER Two—Baker Two—Over."
The call for Baker Two went out over the radio station of Navy Shore Patrol headquarters. It was Saturday night, and several thousand servicemen on liberty were making an evening of it in one of the best "liberty towns" in the United States, with personnel of the Navy, Marine Corps and Coast Guard in the majority.

"Baker Two," came back the answer, from the driver of a big gray and tan station wagon that served the Shore Patrol as both a scout car

and a patrol wagon.

"Go to the parking lot at the — Hotel," headquarters directed. "Three sailors creating a disturbance."

The man behind the wheel of Baker Two was a tall, husky shore patrolman, who in private life had been a policeman. He swung his car around and quickly reached the parking lot where a crowd of civilians and servicemen were waiting for taxicabs which use the lot for a loading zone.

Out of Baker Two stepped its only passenger, a chief specialist (S) who, like the driver, was also a former policeman. In the Navy, however, their approach and general tactics in performance of duty are far different from in their civilian days.

Three sailors were arguing among themselves about where they were going to spend their liberty, and a cluster of spectators had gathered around. The CPO was in the crowd in an instant.

While the shore patrolman could have barged in to break up the argument, he approached the matter much more reasonably.

"Come with me, men," he directed, quietly taking the sailors aside. The crowd—unable to hear—watched with great interest. The CPO never raised his voice. He talked quickly and softly.

"You boys are giving yourselves and the Navy a black eye," he said. "Now decide sensibly where you're go-

ing and then go there."

The three sailors looked at one another, made a decision in an instant, and got in a cab, while the CPO hopped into Baker Two and rolled away.

The civilians in the crowd beamed, and all was well.

This story actually happened. It happens, with variations, regularly, for the Navy Shore Patrol is more than just a police force assigned to maintain good conduct and discipline among personnel of the Navy, Marine Corps and Coast Guard on liberty. It has to do a job with tact and understanding, and with appreciation of civilian problems and point of view.

The men of the Shore Patrol are ambassadors of the Navy to the general public. Well-trained, well-conducted and with a smart military appearance, the Shore Patrol is contributing to a favorable attitude toward the Navy in the streets and public places of the home front. Often the action of a thoughtless sailor is overcome promptly by the fine manner in which the Shore Patrol handles the situation.

Incidentally, it is well to remember that not only the Shore Patrol but *all* men and women of the Navy, Marine Corps and Coast Guard are ambassadors to the general public from their

Official U. S. Navy photograph

GRADUATES of SP school at NTS, Algiers, La., are reviewed by senior Shore Patrol officer of 8th Naval District.

own branches of the service. The task of making sure that naval personnel follow the path of good conduct is not one to be left to the SPs and other police agencies, civilian and military; it starts at home, with yourself.

In other words, you can have a good time without getting into trouble — and the more you keep out of trouble, the better showing your service makes in the public eye.

Wherever naval personnel are ashore on liberty, the Shore Patrol is on duty. It is part of the Navy, and its men know that when they deal with sailors they are dealing with

their own shipmates.

The regularly organized Shore Patrols set up in the various naval districts within the continental limits of the U S. are composed chiefly of former law-enforcement officers. They are a trim, snappy, well-trained outfit that does a specialized job on a permanent basis. Most of them are sixfooters or taller, distinctive with SP brassards on their arms, night sticks attached to their belts, pants tucked into leggings.

The shore patrolman is even more than the policeman-diplomat who maintains order among Navy men and pleasant relations with the general public. He is a walking information bureau, and he and his headquarters dispense the latest word on where to find recreation or housing, where to report for duty, what to do in a thou-

sand and one cases.

Likewise, each shore patrolman is something of an intelligence officer, and his contribution toward apprehending enemy agents has been quite noteworthy. In the course of his job, he is bound to run into them. When he does, he usually catches them.

Then there are the other routine functions performed by the men of the Shore Patrol. They direct traffic and investigate and report on traffic accidents affecting naval personnel. The Shore Patrol handles crowds at special events and drafts of Navy, Marine Corps and Coast Guard men as they board trains en route to new ships and stations. The patrolmen know first aid, and they know to defend themselves, although they observe a strict policy of never striking back unless absolutely necessary.

How—and how well—this job can be done is shown in many cities where the Shore Patrol has made an excellent record for itself and for the Navy.

For illustration, take the city of New Orleans, La., in which is located the Headquarters of the Commandant of the 8th Naval District. In New Orleans, the Shore Patrol started virtually from scratch, established a training school or boot camp for embryo shore patrolmen at the nearby Algiers, La., Naval Station, and a headquarters station and barracks in the old Naval Brigade Armory on Camp Street in New Orleans. The training school supplied trained shore patrolmen for establishments throughout the 8th Naval District.

Speaking from realistic knowledge of their city, the two daily newspaper publishers of New Orleans, Ralph Nicholson of *The Item* and L. K. Nicholson (no relation) of *The States* and *The Times-Picayune*, are agreed in commending the conduct of naval personnel and the performance of the Shore Patrol there.

"Such good conduct," says Mr. Ralph Nicholson, "is all the more outstanding when you consider the fact that there are no bans on drinking in New Orleans. There are 1,200 liquor stores here and countless hundreds of nightclubs and barrooms. Also, there is considerable gambling here, and these situations combine to make it imperative that visiting service personnel receive proper supervision and assistance where necessary.

"The shore patrolmen are seriousminded young men who know their business and are doing it. They are tactful in their dealings. They swagger a little bit, and I think they should. They are neat, orderly and salty in appearance. I get a little warm glow whenever I pass one of them. The Navy should be proud of the Shore Patrol, and the patrolmen should be proud of themselves."

Mr. L. K. Nicholson takes the same

complimentary attitude toward naval personnel in general and the Shore Patrol in particular. The fact that there is an almost complete lack of any complaints against them on the part of the general public is, in itself, a rare tribute, he says.

The New Orleans patrol, composed of approximately 75 officers and enlisted men, most of whom are specialists (S), is organized as a naval unit on lines similar to a police department. A commissioned, warrant or chief petty officer always is on the desk day and night and also operates the short wave radio to the patrol cars. The patrolmen operate on shifts of eight hours or more a day, often 12 hours, traveling afoot or in the cars.

The cars include three two-door sedans, Baker Two, and the gray patrol wagon. All these vehicles are designated "Baker," followed by their numbers, while on the other side of the Mississippi River, the shore-patrol cars of the Naval Station at Algiers, La., are called "Charley."

The air is filled at night, particularly on Friday, Saturday and Sunday, with calls to "Baker One," "Charley One" and so on. The crews never know where their work will take them, or into what kind of an adventure they will be thrust on a moment's notice.

In one month, five vehicles operated by the patrol traveled a total of 9,670 miles.

Operations are not confined just to the business district and the French Quarter. The scout cars go all over the city, to suburban and outlying night spots and to a great amusement park on the waters of Lake Pontchartrain. SPs are aboard when excursion boats ply the Mississippi River. Patrolmen cover the ferry-boat ramps on Canal Street and cross the river by ferry to Algiers and back. Their duty here prevents stampedes in which sailors who lose their balance in the rush might be trampled and injured by their shipmates.

In the French Quarter the streets are narrow, with one-way traffic. Traffic lights often are ignored. Visitors to the bright and dim lights move slowly but nevertheless freely. Occasionally an SP car rolls through the streets in and out and around a sea of nightclubs, some almost hidden among the small buildings that front directly on the narrow sidewalks, buildings with two- or three-foothick stone or brick walls constructed generations ago.

It is among these night spots in the French Quarter that the SP renders its greatest service in protecting servicemen. Sanitary facilities often leave much to be desired. The Shore Patrol officers make frequent observations of the area. When conditions are not correct, they are corrected, merely by the SP's power of suggestion

It is in the dimly lighted rooms or rooms not lighted at all, in the night-clubs and pubs, that servicemen face the greatest danger of assault and robbery. It is just such rooms that the SP spots quickly and insists be properly lighted. Excuses are frequent but unavailing—"the bulb just burned out," "something's wrong with the lights" and so on. While the



Official U. S. Navy photograph

Shore patrolmen (at left and right) on duty on a river excursion boat.

Shore Patrol has no direct authority over the civilian owners or operators all of these know that the patrol has the sympathetic ear of the civilian authorities who are empowered to take the necessary corrective action.

The 8th Naval District Shore Patrol Headquarters at 829 Camp Street, New Orleans, is home and office for most of the officers and men of the patrol. On more formal occasions, they drill and pass in review on the small parade ground in the center of their compound. When they aren't on review, drilling or training, they use the ground for a tennis court.

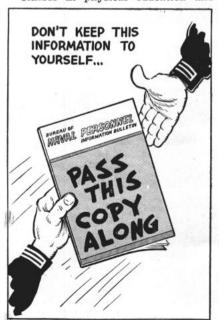
With the Shore Patrol, neatness in personal appearance begins at home. The building at the back of the compound houses the brig, CPOs' quarters and the station laundry. Every patrolman is his own laundryman. With a washing machine, a washing board and a sink, with a clothesline overhead, he labors every day to keep his uniforms clean. He also does his own pressing at headquarters. These men, who enforce the Navy's uniform regulations in New Orleans, set the pace in being "in uniform."

Most of the patrolmen sleep in their dormitory on the second deck of the old brick armory building, over the duty office. On the main deck they have installed a kitchen and chow hall, which at first served coffee and snacks and now is being used for breakfast, lunch and midnight coffee. There also is a recreation room on the main deck,

fronting on Camp Street.

The average shore patrolman in the 8th Naval District has had from five to 15 years of actual civilian police experience and usually is older than the average man in the Navy—38 or more—but nevertheless in the peak of physical condition.

Classes in physical education and





Official U. S. Navy photograph

Officers and men of Shore Patrol parade smartly in New Orleans.

judo and other means of self defense are conducted on a permanent basis. Tennis is the favorite of the New Orleans patrol, and tennis tournaments

are held frequently.

The training program is geared to qualify the SPs for their many jobs. They study Navy Regulations, Naval Courts and Boards and even conversational Spanish. In New Orleans particularly, they need to know Spanish because of the substantial Latin-American population there, as well as the great number of visitors from Latin-American nations.

One of the greatest contributions to law and order in New Orleans has been the joint Army-Navy curfew, 2400 on weekday nights and 0200 on Saturday and Sunday nights. Shortly before those hours the Shore Patrol makes the rounds of all the nightclubs and dance halls, beer gardens and barrooms, hotel lobbies, theatres, restaurants and streets, quietly suggesting to sailors, marines and Coast Guardsmen that they be on the way to their ships and stations. And it isn't long before the homeward exodus is under way, by streetcar, taxicab, ferryboat and afoot.

"They go pretty peacefully," SP men say. "It is seldom we get any trouble out of them at the curfew hours, and the curfew helps to keep the sailors out of trouble."

Shore Patrol advice to men who are on liberty and out to have a good time is to "spread out their money."

"A sailor can have just as good a time on \$10 as he can on \$50, and with \$50 he can have five liberties instead of one if he watches himself," one patrolman contends. "I know of one seaman first class who carried a roll of \$700 in bills. He was rolled for it before the evening was over.

He couldn't possibly spend \$700 in one evening. What was he doing carrying that much money anyway?"

The Shore Patrol recovered the money two days later and returned it to the sailor, but it is well to remember that the next time it might not turn out so fortunately.

The patrol practices a friendly, protective attitude toward the men of the armed forces. Its policy, where the men and circumstances permit, is to extend a helping hand, to return a man to duty rather than to take him summarily to the brig and pursue all recourses of naval law against him.

The "big brother" attitude must have its limitations, of course, if the Shore Patrol is to maintain discipline and order. Sometimes, men fail to take advantage of the break given them by the Shore Patrol.

One man, for example, became involved in a minor argument with a civilian. The Shore Patrol answered a call to the scene, picked up the man and escorted him to the Canal Street ferry ramp, where he was instructed to return to his station. Had he returned, that would have been that. But the man refused to shove off and berated the SPs. So he was put in the patrol wagon and taken to the headquarters brig, where he was booked on a charge of refusing to obey orders.

Had he complied with orders, he would not have become entangled in the toils of the law.

Civilian authorities frequently arrest naval personnel and turn the men over to the Shore Patrol.

"In the Shore Patrol," the SPs say, "we handle our own shipmates and not civilian criminals. We have to take a lot of guff, and it requires patience. Half the time, the sailors who talk back to us are under the weather and don't mean what they say. We're trying to keep our fellow sailors out of trouble."

They are pleased that civilians who summon the Shore Patrol to take care of naval personnel are desirous only that the patrol "straighten up the Navy men and get them on their way." The average civilian never wants to see a serviceman prosecuted for disturbing the peace. But the Navy may quite properly feel the necessity for pursuing action. Don't make the mistake of assuming that you will escape punishment if a civilian fails to make a complaint after requesting assistance of the Shore Patrol.

Once in a while, the men who hand out the guff to the SPs realize what a favor the SPs do them. There was the case of a petty officer third class who was engaged in a quarrel with a group of soldiers on a New Orleans street. The PO wasn't happy when the SP sent him on his way, and he wasted no words in telling the SP what he thought about it. But the next day the PO called headquarters, found the SP and apologized for what he had said the night before.

The businessman who takes a few drinks and thinks he can get a policeman's job is the man who makes the civilian policeman boil. But in the Navy, no one can get a shore patrolman's job, as long as he does it well.

The best advice that shore patrolmen have to offer naval personnel is:

1. Don't get drunk. If you drink, drink like a gentleman and stay sober

so you can protect yourself from people who might want to take your money or, in an extreme case, your life.

2. Keep in uniform at all times.

3. Remember your liability to civil law. It affects you just as much as military law when you're on liberty. It is too common and too mistaken a conception on the part of naval personnel that they are not liable to civilian authorities for any offenses they may commit.

4. Don't quarrel with shore patrolmen or civilian policemen when they address you, question you or call you down for something you have done. In plainer English, keep your mouth shut. Take orders and do as you are told.

Otherwise your time and your money are your own, and what you do with them is your own business—as long as you stay within military and civil law.

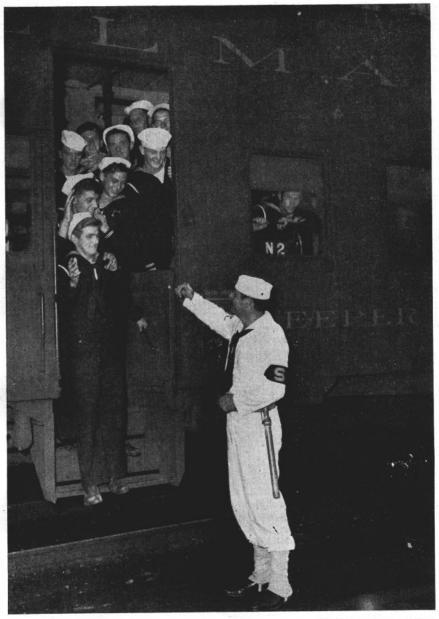
By joint agreement of the Secretary of War and the Secretary of the Navy, issued to the naval service as Alnav 251-42 on 21 November 1942, all service personnel—Army, Navy, Marine Corps and Coast Guard—are subject to the action and supervision of the police branch of any one of the services (INFORMATION BULLETIN, December 1942, p. 33).

The War and Navy Departments agreed that members of the Military Police and the Navy Shore Patrol and officers, noncommissioned officers and petty officers of all the services are authorized and directed to take corrective measures, including arrest, if necessary, in the case of any member of the armed forces committing a breach of the peace, disorderly conduct or any other offense which reflects discredit upon the services.

The Shore Patrol has a policing job to do—but its contribution is even greater.

"After this war is finished," as one Shore Patrol officer puts it, "the men of the Shore Patrol will find comfort and satisfaction in a knowledge that, unsung and unhonored, they participated in saving countless thousands of manhours by guarding men from disease and injury ashore, countless thousands of morning-after repentants from having more to repent, and many, many thousands of servicemen's dollars from the pilfering hands of unscrupulous entertainers of the evening."

And, he could add, the knowledge that, because the Shore Patrol performs in sensible and gentlemanly fashion, it is helping destroy forever the old conception of the sailor and his Navy as a rough-house gang. It is helping civilians see and respect naval personnel for what they really are, a cross section of the best young men and women of the nation.



Official U. S. Navy photograph

Shore patrolman bids farewell to blue jackets after escorting them to train.



Official U. S. Navy photograph

Radio correspondent George Hicks, holding microphone, talks with crewmen of an LST as technician in foreground records the interviews.

## Battle Recordings Give Public Ear-Witness Story of Sea War

Combat recordings, which put the public "aboard ship" with the U. S. Navy during the invasion of France, will soon be used for similar coverage of battles to come in the Pacific.

Representatives of the four major American networks used portable recording sets lent by the Navy to bring the story of the storming of the Normandy beaches to the radio audience. It was the first time the networks had agreed to pool recordings.

First of the "canned" battle reports

to be heard in the U. S.—a recording made by George Hicks, Blue Network announcer, aboard the flagship of a U. S. naval task force—was played at least six times by every network and innumerable times by individual radio stations. One station played it 17 times. The British Broadcasting Company included the Hicks recording in its home report and short-wave and armed-forces broadcasts. The Canadian Broadcasting Company also carried it.

Hicks made his broadcast right on the deck of the flagship. The sound of diving planes, the burst of antiaircraft shells and the cheers of an ackack crew after it downed a Nazi plane were all clearly heard.

Preparations for radio coverage of the invasion began early this year when Lieut. James C. Shattuck, USNR, of the radio section of the Office of Public Relations, arrived in London to dovetail radio coverage with press and pictorial presentation. He was joined later by Lieut. Marvin F. Royston, USNR, who was in charge of the technical side of the recording.

To insure widest possible coverage, each broadcasting company was permitted to assign an announcer-and-technician team to the U. S. naval forces that would take part in the operation, with the recordings of each team to be made available to all networks. Two teams were placed on flagships, another in an APA and the fourth in an LST. This would give a picture of covering, transport and landing operations. Later the teams switched to PT boats, destroyers and cruisers.

Recording machines were lent to the networks by the Navy, and technicians were thoroughly drilled in the use of the sets by Navy engineers. Announcers were also instructed how to operate the recorders in case of emergency.

A few days before D Day correspondents and technicians were called with full equipment and put through final rehearsal. They were summoned in the same way just before the pushoff and sealed in ships with the troops.

Each network team carried two recording kits weighing 53 pounds and about twice the size of a portable typewriter. Spare parts were supplied by the Navy.

Through earlier tests made by Lt. Comdr. Charles Dillon, USNR, (INFORMATION BULLETIN, March 1944, page 60) it had been found that film recorders, rather than disc or wire machines, would be the best for the invasion operation.

The film recorder operates on the same principle as the familiar record or transcription machine except that its recording needle presses or embosses grooves in parallel lines on a 50-foot film belt instead of on a disc. The film itself becomes the record and, without processing, can be played back, as on a dictaphone or phonograph, by running a pickup needle along the embossed groove. One film belt can record about an hour and 50 minutes of sound at normal speed.

In contrast to this mechanical process of recording sound on film, recording on wire is done with an outfit that translates sound waves into fluctuations of a magnetic field and records the fluctuations in the form of altered molecular patterns in a fine wire passed through the field. Still different is the process of making the sound track on movie film, in which the sound waves are transformed electrically into light rays, by means of a photoelectric cell and neon bulb, and photographed.

Navy film recorders operate on 110-volt A.C. When this is not available, transformers, generators or batteries must be used. Use of recorders to report land fighting thus is somewhat limited, since it would be difficult to lug the power supply from foxhole to foxhole. In Normandy when the recording machines were taken from the ships to the beach, mobile generators supplied the power.

The recording sets proved they could really take it. Charles Collingwood, Columbia Broadcasting System announcer, carried his apparatus from an LST to an LCVP and went right up on the beach. During the trip the recorder was doused time and again with spray and salt water. Collingwood was sure it wouldn't work. In fact he said on his recording: "It looks like we owe the Navy Depart-ment one recorder." Later on the same broadcast he added: "Gene (Gene Rider, CBS technician) made it work. I don't know how, but he was down there polishing it with his handkerchief. Gene says he doesn't know how he made it work either!"

Other correspondents reported that their recording sets jumped as high as six inches off the deck during fire while making the Channel crossing. One commentator took the film recorder on a bombing mission in a B-26 Marauder and made one of his best broadcasts. Some sets were caked with dust when used to cover landings. Yet all the sets came out of the operation in good condition.

A dispatch-boat service was set up to speed invasion recordings back to southern England. There the films were rushed by motorcycle or plane to Supreme Headquarters Allied Expeditionary Force and turned over to U. S. Navy Public Relations for clearance with censors. The ship to which George Hicks was assigned contacted a dispatch boat immediately after he had finished recording. Twenty-four hours later the broadcast was being heard over every network in the United States.

Censoring is done by running off the original film and re-recording its content on copy, or dub, film. The copy—just as good as the original—is used for actual broadcasting. When a censorable word, sentence or phrase is heard, monitors simply switch off the dub machine until the danger spot is passed. So precise is the process that words—sometimes even infinitives—can be split.

In reporting a certain phase of the

Normandy operations, the word "convoy" was censorable. In one of the recordings this sentence was heard: "Reinforcement convoys coming." The word "convoy" had to be deleted, leaving: "Reinforcement coming." To correct the grammar, censors turned off the copy machine just long enough to cut out all but the letter "s" in "convoys." The sentence then read, correctly: "Reinforcements coming."

Eight film recorders were on hand at SHAEF for use in dubbing, editing and censoring. Total recording time of invasion material was about 28 hours on 55 different film belts. Of this, five hours and 10½ minutes were broadcast to the public.

Not only did the combat recordings receive plaudits from radio stations and the listening public, but they also proved to be a morale booster for the men in the invasion armada.

There was great excitement among the crew and the troops when it was learned that a well-known radio correspondent was coming aboard to tell the story of their part in the invasion. Many soldiers and sailors were interviewed on the portable recording sets, and the opportunity for "Hello, Mom" was frequent.

The invasion recordings have since been brought back to the U. S. and safely stored in the Navy's archives. They are now recognized as being essential to the complete documentation of naval history.

Although plans for invasion recordings were formulated early this year, the germ had been planted immediately after Pearl Harbor by the Office of Naval Records and Library. In cooperation with BuShips, Naval Records and Library surveyed the field of portable sound recorders and decided that the film machine would meet the needs most satisfactorily.

The Office of Public Relations, wishing to present to the public an accurate and informative picture of the war, borrowed recorders from Naval Records and Library and sent Lieutenant Commander Dillon and Lieutenant Royston to sea to make tests. Aboard an escort carrier they recorded reports from a destroyer and a plane, as well as the carrier, during a U-boat hunt. Technique and knowledge gained from that operation served as a basis for the European battle recordings.

Wire recordings made by the Marine Corps have provided the radio public's only ear-witness reports of actual fighting recorded so far in the Pacific theater. Now the Navy is planning to take the public along, via the film recorder, on future task-force raids there.



Official U. S. Navy photograph

IN ENGLAND naval officers and radio technician edit invasion report by playing off original recording and copying portions to be broadcast.

The information below and on the next page is based on Navy Department Voting Poster No. 5, which will be in the mails by 1 September to all activities aftoat and overseas, as will Poster No. 4, listing candidates for Federal office by states and congressional districts. To find your home congressional district, consult Poster No. 3, which was mailed earlier. For other information on voting, including use of state absentee ballots, see "How and When You May Vote (X)," page 61.

# VOTING BY FEDERAL BALLOT

#### OUTSIDE THE U.S. IN THE GENERAL ELECTION OF 7 NOV. 1944

Members of the Army, Navy, Marine Corps, Coast Guard, Merchant Marine, and persons serving with the American Red Cross, the Society of Friends, the Women's Auxiliary

Service Pilots and the United Service Organizations attached to and serving with the armed forces, have rights to vote by Federal ballot.



3

#### WHEN DO YOU VOTE ?

- 1. You vote on one of the days after 1 October 44 designated by your Commanding Officer.
- If you will be or have been away from your unit upon the designated voting days, your Commanding Officer will let you vote at some other time between 2 October and 7 November, inclusive.

UNIT COMMANDER DESIGNATES VOTING DAYS



VOTER LOCATES HOME DISTRICT AND CANDIDATES ON POSTERS 3 and 4

#### THIS IS WHAT TO DO BEFORE WOTING

- Study Poster No. 3 (Map). Find the number of your home Congressional District, so you can pick out the candidates for Representative from your home District on Poster No. 4.
- 2. Look at Poster No. 4 (List of Candidates). It tells you the offices for which you can vote and the names of the candidates. Decide for yourself what candidates you want to vote for. Be sure to get their exact names. If the Poster does not contain the names of all Federal candidates for whom you can vote, use the best information you can get.
- If there is any instruction or procedure you do not understand, ask your Voting.
   Officer to explain it and he will help you. He will not help you in your choice of condidates.
- A person who cannot read or write because sick, wounded, injured, or for any other reason, should ask his Voting Officer to assist him.

THIS IS WHAT YOU DO AFTER MAKING OUT BALLOT



VOTER TAKES OATH

VOTING OFFICER MAILS BALLOT ENVELOPES FOR VOTERS



#### WHAT IS A FEDERAL BALLOT ?

The Federal ballot covers only President, Vice President, U. S. Senator, and Representatives in Congress. You will be given an opportunity to vote by Federal ballot, if you are eligible and want to do so, provided that the military situation in your organization does not prevent. You will not be ordered to vote or marched to the voting place.

ARE YOU ENTITLED TO A FEDERAL BALLOT?

You are entitled to receive a Federal ballot only if-

1. Your home residence is in one of these States:

CALIFORNIA CONNECTICUT FLORIDA (a) GEORGIA (b) MAINE MARYLAND
MASSACHUSETTS
MICHIGAN
NEBRASKA
NEW HAMPSHIRE

NEW JEI
NEW ME
NORTH
OKLAHO
OKLAHO
OREGON

NEW JERSEY RHOD NEW MEXICO TEXAS NORTH CAROLINA UTAH OKLAHOMA VERM. OPECON WASH

RHODE ISLAND TEXAS A UTAH VERMONT WASHINGTON

- (a) Florida authorizes use of Federal ballot only by members of the armed forces, the Women Air Force Service Pilots, and the Merchant Marine.
- (b) Georgia authorizes use of Federal ballot only by members of the armed forces.
- And you are an American citizen, 21 years of age or over (18 for Georgia citizens) on 7 November 44;
- and you will make oath that you applied for a State ballot before 1 September 44
  and did not receive it by 1 October 44.



THIS IS HOW TO GET YOUR FEDERAL BALLOT

 Your Voting Officer will give you a Federal ballot, on your oral request, on the day you are to vote.

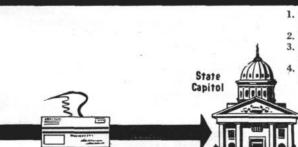
 Before he can give you a Federal ballot, you must state to him that you will make oath that you applied for a State ballot before 1 September 44 and did not receive it by 1 October 44.

VOTING OFFICER DELIVERS FEDERAL BALLOTS TO THOSE ELIGIBLE AND DESIRING THEM



#### THIS IS HOW YOU VOTE

- Get your ballot, inner envelope, and outer envelope from your Voting Officer at the designated voting place.
- Only voters and voting officials will be allowed close to the voting place, which at all times will be kept free from congestion and confusion.
- 3. Read the instructions on your ballot. Then follow carefully each instruction.
- 4. Fill in your ballot in secret.
- If you spoil or damage your ballot, or make a mistake in writing in a candidate's name, return the ballot to your Voting Officer, who will give you a new one.



- In filling in spaces on your ballot envelopes, follow carefully each instruction on your ballot.
- 2. Be sure to fill in each item of the oath on your inner envelope.
- 3. Address outer envelope to the capital city of your home State. (State Capitals are listed on Poster No. 3.)
- 4. When your ballot is ready to mail, give it to your Voting Officer. Do NOT mail it yourself.



If you receive a State ballot after you have completed and delivered the Federal ballot to your Voting Officer, you may vote the State ballot. If both ballots are received in your home State in time to be counted, only the State ballot will be counted.

The determination of the validity of your ballot, State or Federal, will be made by local election officials of your home State.



Members of a Navy photo reconnaissance squadron sit in a tropical downpour to see a movie on Guadalcanal.

#### The Movies That Make the Rounds

It's a Job Circulating 21 Prints of 300 Productions To 3,000,000 Spectators Scattered Over 196,950,000 Square Miles of Earth

Next to a letter from home, the best morale builder for sailors far from home is a good movie. For a couple of hours they can forget about war, watches, general alarms and divebombers. In their mind's eye they're back again in the neighborhood theater, surrounded by all the luxuries and conveniences of home.

Few realize the work and planning necessary to bring that movie to the screen of a battleship in the South Pacific or to an advance base on Biak Island. It's a long journey from the film studio in Hollywood to the Navy Motion Picture Exchange in Brooklyn Navy Yard, and then to a ship in the Pacific or Atlantic. Many things can happen to a few reels of film before they reach the Navy's scattered screens—and if anyone along the way fails to do his part promptly, the films

are delayed in reaching their ultimate destination.

Selecting, procuring and distributing some 6,000 programs annually, and then seeing that they are circulated so that every ship and station has a new show regularly, is a man-sized job.

The Navy's movie programs are obtained from three sources:

- 1. Most of those exhibited in the fleet are 35-mm. films (that is, the same type as used in commercial theaters) sent originally from the Navy Motion Picture Exchange located in the Navy Yard, Brooklyn, N. Y.
- 2. Overseas stations and ships not equipped with 35-mm. projectors get their movie entertainment from the 16-mm. films donated to the armed forces by the motion picture industry.

3. Naval activities within the continental limits have the option of using the Navy service, or of renting pictures direct from commercial exchanges under the Optional Naval District Motion Picture Plan. Since practically all of the Navy exchange prints are required by the fleet, and since commercial prints are available to continental stations under the optional plan, most of these stations use the optional plan. Through it, frequently they can get the newer pictures before they are released to commercial theaters.

The Navy will lease 300 feature pictures this year—250 from the approximately 400 which the motion picture industry will produce during 1944 and 50 carefully chosen old pictures which are being reissued. Pictures are selected as they come from Hollywood.

those considered the least entertaining being passed up.

If you see a poor movie sometime, and wonder why it was selected, here is the reason: only a limited number of film productions each year are outstanding, but because many naval activities run a different show every evening it is necessary to lease at least 300 different programs to meet their requirements. Large first-run commercial theaters, on the other hand, run one picture for a week or more and only use about 50 of the best pictures annually. To get the larger number, the Navy must include B pictures along with the A pictures.

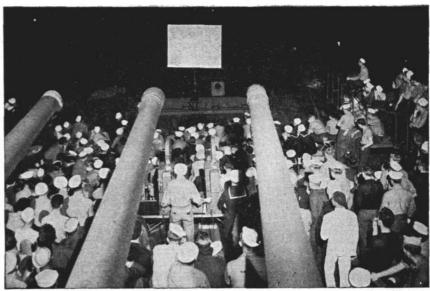
Up until war was declared the Navy took only three prints of each film it leased; now it takes 21, and an increase is anticipated. The number of prints is determined by BuPers from the indications of the various areas as to the need. While there are budgetary considerations, the Bureau has thus far been able to meet all requests in this line and provide the number of prints required. These 21 prints of features, together with short subjects and newsreels, are leased for four years.

Since the Navy's fighting fronts encircle the globe, prints of each picture are sent out on circuits and are circulated so that every ship and activity in a particular area has an opportunity to exhibit every picture the Navy has leased. The films for distribution to the fleet and offshore areas, after being purchased and serviced by the Navy exchange, are forwarded to the appropriate fleet service commands for distribution within their commands.

It is the responsibility of the service commands to see to it that the films are kept moving within the circuits which they have set up. If someone holds a film instead of passing it on, he is responsible for the condition which sometimes does exist: films getting old before they are seen. It is a down the line responsibility in which all hands who have anything to do with it must share.

A picture has been known to take at least five years in making the rounds because a few ships retained it for a month or so before passing it on to the next ship in the circuit. If your movie tonight is old, blame it on those who have unduly held it up. You can pretty well fix the blame by looking in the program record book which accompanies every film. In this book is noted the ship or station where the picture was shown, the date exhibited, the condition of the film, etc.

Take for example the picture, "Partners in Crime," which was released 27 April 1938. It started out in the USS Texas on 9 May 1938 and moved along pretty well for a year or so. On 29 June 1940 the picture was shown in the USS Asheville. The Asheville kept the picture until 20 July and exhibited it again. Then the



Official U. S. Navy photograph

Crewmen watch a movie showing on the after deck of a U. S. cruiser.

picture was given to the USS Mindanao, which showed it 4 August and 18 September, then sent it back to the Asheville, which exhibited it for the third time on 26 October.

Six days before the Pearl Harbor attack the movie was shown on Midway Island, so there is an explanation for the fact that it wasn't exhibited again until 12 May 1942 in the Uss Lassen. As the result of a few delays like this, "Partners in Crime" didn't complete all the circuits and get back to the Navy exchange until May 1943, just five years after it started out.

Shore stations within continental limits subscribing to the Navy exchange service are assessed 30¢ per man per month, or at the rate of \$10 per program. This usually is paid from welfare and recreation funds or from ship's stores profits. During wartime, no charge is made for films distributed to ships or stations outside the continental limits.

Certain restrictions upon audiences are imposed by the terms of the Navy's contract with film distributors. Movies cannot be exhibited commercially or to civilians, excepting families of personnel attached to stations, civilians residing within naval stations and casual guests aboard ships or at stations. The contract also provides that pictures may not be shown before the date specified by the producer at shore stations or in places where they would compete with commercial theaters, although pre-release films may be shown on board vessels outside the continental limits. This means that a picture might be screened in a battleship in the South Pacific before its premiere in New York or Hollywood.

Timeliness is not so essential for feature production (except, of course, no one wants to see again most movies he saw before he left home). If a movie has not been seen before, it is

enjoyed even if three or four years old. But some comments reaching BuPers have indicated that men in the fleet dislike newsreels that are six months or a year old, and would prefer that musical shorts or cartoons be substituted.

Although newsreels had been dropped once from Navy programs, they were reinstated about two years ago at the request of the fleet, and they will be replaced by short subjects if that's what the majority of the customers want. It would be impossible to keep newsreels current in ships and bases thousands of miles from the U. S. without having hundreds of prints. Since film appropriations are strictly budgeted, spending so much money for this would mean that fewer feature productions could be obtained.

Plans are now under way to reissue 50 productions that were tops during the last few years. It is believed that some of these old films will be more entertaining than some of the B types being produced today. A revival of "It Happened One Night" recently proved extremely popular among service personnel in Italy, even though Claudette Colbert was wearing bangs.

The second source of pictures for naval activities afloat or outside the U. S. is the 16-mm. films distributed through the Army Overseas Motion Picture Film Exchange. These are in general the same programs handled by the Navy exchange, but on smaller size film. Most of them are new pictures.

The War Activities Committee of the motion picture industry volunteered soon after the war started to provide these prints for exhibition in overseas theaters of operation. On 17 June 1943, by BuPers letter Pers 2217 MT, S85-1 addressed to appropriate commands, this service was made available to the Navy, Marine Corps and Coast Guard. Although basic dis-

tribution is made by the Army, as a convenience to the movie industry, the Navy has equal access with the Army to all these films. This is in keeping with a joint statement of policy by Secretary of the Navy Forrestal and Acting Secretary of War Patterson on 5 July 1944 (N.D.B., 31 July 1944, 44-216).

These 16-mm. films are given with the stipulation that they be used only by units afloat or overseas which do not have 35-mm. projector equipment. Naval. Marine Corps or Coast Guard activities may obtain these 16-mm. films from the Army's overseas exchange located at Casserte, Italy: Egypt; Fort Richardson. Alaska; Brisbane, Australia; Narsarssuak, Greenland; Reykjavik, Iceland; St. Johns, Newfoundland; London, England; Hamilton, Bermuda; Quarry Heights, C. Z.; Honolulu, T. H.; Suva, Fiji; Noumea, New Caledonia; New Delhi, India: Port of Spain, Trinidad; Teheran, Iran; Port Moresby, New Guinea: Edmonton, Alberta, and San Juan. P. R.

No eligible activity should be without this service merely because of difficulty of access to one of these exchanges. Under the Joint Statement of Secretaries of War and Navy arrangements can be made with the

nearest Army activity.

Probably the motion picture industry little realized what it was getting into when it offered to donate these 16-mm. prints to the armed forces. It started in by furnishing a small number of prints, but the total has gone up as more of our armed forces have been moved overseas. Today the motion picture industry is giving 79 prints of three productions a week to the armed forces. These 156 productions a year run into millions of feet of film and probably cost the industry well over a million dollars annually.

From the start of this program un-

til 29 July 1944, the motion picture industry had donated 17,362 prints of feature pictures and 21,977 prints of short subjects, to meet the requirements of the armed forces.

A program consists of a feature picture, at least one short subject, plus a specially edited newsreel.

Among the new-16-mm. films that GI'S soon will be seeing in France, India and the South Pacific are: "Casanova Brown," "Mr Skeffington," "Mr. Winkle Goes to War" (not a war picture), "Take It or Leave It," "Candlelight in Algeria," "The Falcon in Mexico" and "The Port of 40 Thieves." Some of these movies have not yet been reléased in the States.

Under the optional plan promulgated on 28 August 1943, all naval activities within the continental U. S. may procure movies by direct booking contact with the nearest commercial exchange. They can select any pro-

gram available.

To obviate unfair competition with neighboring civilian theaters, the movies they show cannot be advertised or exploited outside the station, and attendance is restricted to military personnel, members of their household, civilians residing within the limits of reservations and casual guests. An admission fee, not to exceed 10¢ may be charged under this plan.

The rental fee on films obtained from commercial exchanges under the plan varies from 20 to 40% of the actual or mythical admission fee, or a minimum of \$7.50. In other words, a station theater may decide not to charge any admission but it must pay a rental of from 2 to 4% for every person attending the show. The percentage is based on the class of picture, with top productions usually calling for a 40% rental fee. Pictures rented for 20% may be used as double features, with the rental on each being reduced to  $12\frac{1}{2}\%$ .

Short subjects are priced by the reel, varying with the theater gross and whether in black-and-white or in color. The optional plan has the advantage of making available to all shore stations the same service, whereas previously none but the larger stations could afford the cost of direct rental. Details of the plan are found in BuPers letter, Pers-2231-OH-S85-1 of 28 August 1943, addressed to the commandants of all continental naval districts and other appropriate naval commands.

Projection equipment is procured and installed in new stations and ships by BuShips. Most vessels, from destroyers up in size, have the standard 35-mm. projector. Smaller vessels which do not have the 35-mm. but which have the 16-mm. equipment can use the film donated by the industry.

Besides supplying the movies, the Navy Motion Picture Exchange also conducts the training of the operators. The only qualified operators recognized by BuPers are graduates of the Sound Motion Picture Technicians' Schools in Brooklyn Navy Yard and at the Naval Training Center, San Diego. The course covers eight weeks and the curriculum includes theory of light, physics of sound, accoustics, electricity and practical workshop and operating practice.

Because of a shortage of qualified operators, commanding officers have been given blanket authority to use the temporary services of any personnel deemed sufficiently competent, pending availability of qualified graduates. However, the authority was granted reluctantly and only because it was necessary. Abuse of the privilege—using an untrained operator—may ruin a picture or damage the film so that some ship is denied the use of it for weeks while the film is being repaired. And if many prints are lost

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PROGRAM RECORD BOOK of the movie "Partners in Crime," bearing evidence of lapses up to two

months between showings, illustrates why films sometimes take a long time to get around.

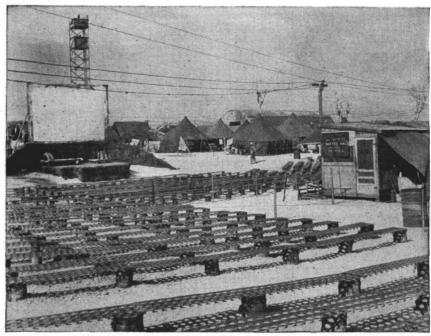
by unskilled handling, it may even cut into the number of films available.

When a film is lost or destroyed the commercial distributor must be reimbursed. The Navy Motion Picture Service is required to furnish an affidavit covering the circumstances surrounding the loss or destruction of any film, it has issued, to insure that the print furnished the Navy did not fall into unauthorized hands. In the event of loss or damage to a 16-mm. film while in the possession of a naval unit, a complete report must be made, via official channels, to the officer-incharge of the Army Overseas Motion Picture Service, with an information copy to BuPers.

To determine what types of movies the men prefer, a naval officer recently asked about 7,000 men at a naval station in the Southwest Pacific to give their first, second and third choices of 10 types of films. The result showed an overwhelming preference for musical comedies, followed in this order by dramas, sports pictures, light comedies, mystery pictures, westerns, slapstick comedies, war pictures, cartoons and short subjects, and educational and propaganda films.

Other comments received showed that the men don't mind seeing a good old picture for a second time; that they like all pictures in technicolor; that they especially desire to see Bob Hope and Bing Crosby pictures. Many said that "pictures should have a happy ending." Others commented that good pictures are always desirable, even if they are war pictures. Many thought that Deanna Durbin pictures are "swell."

Among the other favorite feminine stars are Betty Grable, Rita Hayworth, Ginger Rogers, Alice Fay,



Metal landing mats serve as seats of movie theater on a Marshalls atoll.

Ginny Sims and Betty Hutton. Besides Hope and Crosby, they like Spencer Tracy, Jimmy Cagney, Clark Gable, Humphrey Bogart, and Abbot and Costello.

Although every effort is made to provide the type of entertainment desired, it is recognized that there may be complaints about the type of movies being exhibited at naval activities and about the slowness which such films arrive. If the complaint is sent through official channels proper results will come, presuming, of course, the "beef" is justified. Any unsatisfactory service should be reported through the chain of distribution in order that

each activity responsible has an opportunity to observe the difficulties experienced and to take corrective action. If you get your pictures from a subexchange in the South Pacific and make your report of unsatisfactory service through channels which do not include that subexchange, the effort to correct the difficulty may fail, since the subexchange you have bypassed may be solely responsible.

Movies, whether good or bad, are indispensable entertainment. Flicker tastes are bound to differ and the Navy will probably never have a movie bill-of-fare that pleases everyone—but it will never stop trying.

## J-WITNESS

The following account of one phase of the Allied invasion of France was written by an officer of a U. S. Naval Combat Demolition Unit. (See letter, "For Those Who Died," page 36.)

Our mission was to land on D Day, H Hour, and remove obstacles placed in the water by the enemy to keep our invasion craft away from the beach or blow them up as they came in. My crew of eight men and myself, together with five Army men, were in the bow of an LCM. In the stern were 18 Army engineers. We also had aboard an ample supply of explosives and equipment.

As we came within sight of the beach, the water around the obstacles appeared to be about waist deep. When we were about 200 yards out, an 88-mm. shell hit the stern of our craft, taking off the ramp and part of the port side together with most of the Army engineers, blown to bits. For a split second our two machine gun-

## Clearing Normandy Obstacles

ners opened fire—then, in the time it took me to look up, disappeared. The coxswain also was blasted from his station. As the force of the explosion turned the LCM broadside to the beach another 88 went through both sides about midship and exploded in the water.

The Germans kept spraying us with machine-gun fire, so I ordered what men were still alive overboard. They swam out to sea in spite of the machine-gun bullets spattering all around them. I hope to God they were picked up.

Our LCM was right among the obstacles now—irregular rows of wooden poles about 16 inches thick and 12 to 18 feet high, all mined on top—but, with our motor idling and the tide working strong to the port side, was soon swept clear. Each time we faced the beach, however, the Germans turned the machine guns on us. By then only two men on board were still living, besides myself. After opening and dumping the cans of gasoline in the bow, we lay

still in hope that the enemy would think us dead and cease firing.

After a while the LCM scraped bottom, and I made a dive for the cliff on shore with my two men following me, one shot in the legs. We dug into the bottom of the cliff for protection against the hand grenades the Germans were dropping over on us. Soon, realizing that we were still alive, they drew back and directed heavy fire against the top of the cliff, caving it in on us. One of my men suffocated to death, and the other two of us were dug out some two hours later.

After regaining strength, we crawled along the beach—which by this time was littered with dead—until, by noon, I had located several demolition men from other crews. At receding tide we went to work, still under machine-gun fire, to clear a 100-yard gap through the obstacles. The job took several days—and nights. I was evacuated from the beach on D plus 7.



Submarine Stories:

# The Care and Feeding Of Torpedoes

By John N. Thornton, TM1c, USN

RUDYARD KIPLING ought to be the favorite author of all torpedomen, for once he wrote these lines which capture, I believe, all the intensity of a torpedoman's feelings:

When you have been shown lovingly over a torpedo by an artificer skilled in the working of its tricky bowels, torpedoes have a meaning and a reality for you to the end of your days, A submarine torpedoman lives in close union with his torpedoes. He bunks with them; he babies them, toils over them, pets them, attends to their minor ailments, repairs them, pampers them, writes his wife's or his sweetheart's name on them and finally sends them out on their own—on what he hopes will be a true course.

Perhaps this comparison is farfetched, but I believe a submarine torpedoman bears the same relationship to his torpedoes as a mother robin does to her nestlings. Both lavish loving attention upon their charges in the early days, but neither wishes to keep the brood in the nest forever.

Like Mother Robin, a torpedoman wants to see his nestlings making their own way in the world. He is never so happy as when the forward and aft torpedo nests are empty. Parting, even after the closest of associations, is never difficult.

And when Mother Robin sends her fledglings forth, her heart probably quavers with wonderment and doubt. She wonders if their wings are strong enough and if it is the proper time to send them forth.

Similar doubts often assail the torpedoman at the last moment. He wonders if all the myriad of precise adjustments have been made, if the air pressure has been properly maintained, if the gyro will get its proper spin, if the torpedo will hold its true depth and course.

Once the torpedoes have left the tubes, he waits almost with bated breath until the distant explosions tell him that his patient care has not been lavished in vain.

The attachment of a torpedoman to his torpedoes is difficult to describe. First of all, a torpedoman knows that the torpedo is the most complicated and most versatile projectile of modern warfare. It is itself virtually a self-contained submarine in miniature, with over 5,000 parts and some 1,200 assemblies.

Torpedoes can perform such wonders that, to the mind of an imaginative torpedoman, they begin to possess life and personality. Surely they are more than just machines.

Just as an ardent radio fan, upon hearing Charlie McCarthy telling jokes, unwittingly lends himself to the belief that there is a real Charlie, so a torpedoman can believe almost implicitly in the personality of a torpedo.

He soon learns a torpedo's whims and moods. Perhaps that is why some torpedomen bestow loving names on their torpedoes. This one will be "Minnie" and that one "Clara." Another will be "Pickle Puss" and still another will be "Brown Eyes."

A hint that torpedomen do believe in the personalities of their torpedoes is unconsciously contained in the fact that the names given to torpedoes are always personal. A torpedo may be "Katrinka" or "Dorabelle," "Cutiepie" or "Ginger"; but I have never heard of a torpedo given a name like "Busman's Holiday" or "Stroke of Doom."

Not that those names are always written on the torpedoes as the airmen write such names on their planes. Sometimes the names exist, half formed, in the mind of the torpedoman. They may never even be spoken; or one torpedoman will call a certain torpedo "Loraline" and another tor-

pedoman will call the same fish "Pasty Puss."

There are times when the names will be scratched on the afterbodies or tails with a piece of chalk; but usually the names scratched on are the names of wives or sweethearts. It is all part of a curious game we play. To some torpedomen every torpedo is "Betsy" or perhaps "Patsy" or "Sally."

Frontiersmen used to have affectionate names for their favorite rifles, and I guess that the naming of torpedoes is perhaps a hangover from

those or earlier days.

Only a submarine torpedoman knows the feeling of starting out on a war patrol with a torpedo room crowded with fish. The moment the submarine leaves port, these torpedoes become a part of his life. He sleeps

over them or beside them, never giving a thought perhaps to the explosive wallop which each one packs away in its sleek lines. Instead he thinks of his torpedoes as almosthuman machines which answer to his caresses and are properly thankful for their rations of alcohol, oil and air.

Each torpedo is as carefully groomed as if it were a racehorse about to be called to the post in the Kentucky Derby. Torpedomen know that every time a torpedo is fired the issue at stake is much more important than any derby.

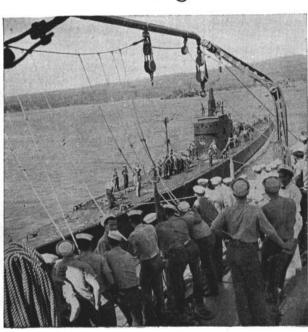
Each torpedoman is anxious to have the torpedoes he handles perform well. In fact, although a submarine has a close-knit, smooth working organization, there is, nevertheless, a spirited competition between the forward torpedo room and the aft torpedo room.

On one of the submarines to which I was attached, we used to paint little Jap flags on the breech doors of the torpedo tubes as soon as an attack was over.

On this sub there was a machinist's mate who was something of an artist. The word would hardly have come from the conning tower or the bridge about the success of the attack before he would be putting on the flags.

The men in the forward room would always crow if their torpedoes ran better than those in the aft room, or vice versa. As a result of this friendly competition, it was an assured thing that every torpedo was kept in tiptop

## 'We Brought the Gold Out of Corregidor'





USS Trout draws alongside waiting cruiser . . . And transfers treasure saved from the Japs.

In February 1942 a U. S. submarine, operating under the muzzles of Japanese guns, removed \$10,000,000 worth of gold and other valuables from Corregidor Island in Manila Bay. It can now be revealed that the submarine was the USS Trout, reported in Navy Department communique No. 532 (see page 44) to be overdue from patrol and presumed to be lost. The author of the article which follows, Ens. Maurice L. McConnel, (HC) USN, was a chief pharmacist's mate in the Trout when she saved the Philippine treasure from the advancing Japs.

When Jason, in ancient mythology, brought home the golden fleece, I can't believe that his crew were any happier than we were when the USS Trout brought the gold from Corregidor. It was like a rift of hope

amidst sad days.

The knowledge that we had \$10,-000,000 in gold stored in our magazine, and the sound of silver pesos jingling in their sacks, made us feel that the Trout at the time was the most important ship in the fleet.

Being near to all that wealth made the men dreamy-eyed at first. I remember how we used to pretend that we were at Monte Carlo, using silver pesos-a thousand to the bag —as poker money. Fortunes were won and lost, all in fun.

But after a while, we took our "banking account" very much as a matter of fact. And it did not prevent us from having an otherwise successful patrol: before we transferred the gold to a U.S. cruiser at

sea, as planned, we sank two ships. We had given most of our stores of food away at Corregidor to the poor hungry folk marooned there while the Japs pressed closer. That meant we had virtually nothing left but rice, powdered eggs, macaroni and spaghetti.

It got so that the men could hardly eat the fare, but they pretended all the time that it was wonderful. When we heard that our chow was down, we'd rush for the mess tables as if we were having steak, and we'd say: "Oh, boy, rice!" and, "No seconds, fellows."

After that patrol, whenever a Trout man met another, the greeting would be: "Hello, you goldbricker." But the word had obtained a new connotation for us.



# Navy Divers

#### Work Ranges From Destroying Vessels To Salvaging Them

Clambering over strange ships in total darkness—blasting, searching, cutting, welding many feet below the surface in uncharted harbors—the Navy's deep-sea and salvage divers are successfully combatting the underwater "scorched earth" strategy of the enemy.

Retreating enemy forces, especially on the European battlefronts, have made every effort to block harbors and channels with scuttled craft that could not run the gantlet of Allied naval attack. They also destroy cranes and buildings and pile other debris in the water in an effort to halt or delay ship movements.

Navy salvage officers frequently accompany the first waves of an invasion force. It is their job to survey ship damage in the harbors and channels and along the waterfronts, so that clearing operations may promptly get underway. When success or failure of a military campaign hangs upon rapid delivery of men, heavy guns and other equipment, this clearing job is of the utmost importance.

Navy divers sometimes cut or blast the sunken hulks to pieces to get them out of the way; or the scuttled ships may be dragged to deeper water and sunk so they will not become a hazard to navigation. If still usable, and salvage is not too difficult, they are raised and put into service.

On the Normandy beachheads Navy combat salvage units, including divers, worked under fire to keep traffic channels clear of damaged craft and make on-the-spot repairs.

Divers are sent down under fire only in case of extreme urgency. The CO of one salvage unit in France always asked for volunteers when an unusually hazardous job had to be done. "The only trouble," he said, "was that every one of my men volunteered every time."

One diver had a close call while trying to get a strap under the stern of a sunken LCI(L) off Cherbourg peninsula. As he was digging in the sand the vessel suddenly rolled over on her side and fouled his lines. Though he was immediately hauled up, the fouled lines would let only his head come above the surface.

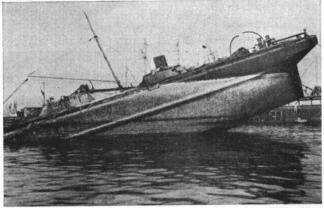
The tide was rushing in, and the

Official U. S. Navy photograph

AT LEFT: Diver's lesser difficulties include moving against resistance of water while wearing 190 pounds of gear.

# Clear Out Captured Harbors





Official U. S. Navy photographs

Salvage unit works on oil barge sunk in Naples barbor . . . Water marks on stern show operation's progress.

water was slowly creeping up over the "anchored" diver. Men on the salvage ship quickly secured lines about the diver, cut his own fouled air lines, hauled him aboard and opened the front window of his diving helmet so that he could get air. He struggled out of his suit unharmed.

Diving is trying enough when a diver has only the usual dangers of the deep, such as fouled lines and floating debris, to worry about. When he has mines, live torpedoes, depth charges and exploding ammunition ships to contend with, his work becomes one of the most hazardous of wartime assignments. And working under water is eight times slower than on the surface.

The Germans, on several occasions, have placed booby traps aboard scuttled vessels in Italian harbors, but without great success. This constant threat forces Navy divers to be doubly cautious, however, and further slows their work.

Then, too, a diver frequently finds himself at the bottom of the sea as enemy planes bomb or strafe a harbor, or long range guns lob their shells from nearby hills at Allied shipping. At such times a diver cannot hurry his ascent, because of the danger of caisson disease or the "bends," and becomes one of the last to reach shelter.

Lieut. Cyril R. Wrew, (CEC) USNR, of Waukegan, Ill., commanding a Seabee diving unit in the South Pacific, recalls one such incident when a diver was sent down to retrieve a disbursing officer's safe:

"After a two-hour search, the safe was located in 132 feet of water at the bottom of a coral slope. The diver secured a line to the safe and we started to raise him slowly. Just then the air raid alarm sounded, and every ship in the harbor—except ours—moved out. It took some 40 minutes to raise that diver and get the diving

boat to shore. We really sweated it out, with only the guns on shore to protect us against possible enemy attack."

William N. Ritchie Jr., MoMM1c, USNR, of Melrose, Mass., wrestled with two live torpedoes while working on the bottom of an Italian harbor. Protruding at a dangerous 45-degree angle from the tubes of a sunken German E-boat, the torpedoes had just been rigged for raising when Ritchie noticed oddly acting bubbles. Fearing that the torpedoes might go off any minute, he immediately cut the surface lines and "swallowed hard."

The air bubbles (possibly from a type of torpedo propelled by compressed air) started up, then stopped. Ritchie breathed a sigh of relief and went on to complete his work.

Paul E. Landry, CM1c, USNR, of Fall River, Mass., worked on salvaging the Lafayette (the former French liner Normandie) in New York, then went abroad. \*One day while working on the sea bottom in an Italian harbor he was tossed around like a cork when an ammunition ship several hundred yards away exploded, but was uninjured.

At one captured Italian seaport, Paul F. McDonough, M1c, USNR, of Dover, N. H., was working on a sunken German tug. Topside, Lt. (jg) Walter J. Diamondstone, USNR, of Pittsburgh, Pa., was directing operations. Suddenly he saw a ship bearing down on the diving barge. Attempts to signal the ship away were futile. Keeping the excitement out of his voice, Lieutenant Diamondstone instructed McDonough to blow himself to the surface.

Just as McDonough reached the surface, the ship crashed into the diving barge. Its bow clipped McDonough on the foot and tossed him high, but safely, upon the barge. Except for a shaking-up, he was uninjured.

His 18-pound diving shoes had borne the impact of the ship's bow!

Diving in the South Pacific holds many exciting moments. Salvaging a Japanese plane shot down practically in enemy territory was one of the assignments of a Seabee unit.

The Seabees requisitioned a reconditioned Japanese landing barge, sailed to the scene—40 miles from a Japanese seaplane base—and, by dark, had raised the slightly damaged plane. Rather than run the risk of returning to their base through American air and surface patrols at night, they anchored among nearby islands. Early the next morning the salvage crew brought back the plane.

Prior to the Munda invasion, Seabee divers were called upon to ready landing craft needed for the operation. Since there was no drydock available, it was necessary to carry out all repair work under water. The work included plugging and patching shrapnel and bullet holes, repairing damaged hulls, removing lines from fouled propellers, replacing shaft couplings and changing propellers and bearings.

The bulk of the work was replacing propellers. Since speed was essential, the versatile Seabee divers placed dynamite alongside the shafts, packed sand and mud around the charges and neatly blasted the damaged propellers off. The first job of this type took two and a half days. After a little experience the divers cut the time to approximately five hours.

Some divers say that most of their troublesome experiences have come from sea urchins and other marine animals, like the deadly and inquisitive barracuda. Others declare they have trouble with blue and orangehaired sea nymphs! Physiological changes among divers are the greatest between 175 and 225 feet; they swear it is possible for a man to see almost anything at that depth.

There are also many occupational ills which divers must constantly guard against.

Caisson disease or the "bends," most common, has proved fatal in a number of cases. Caisson disease is caused by an excess of gas bubbles in the blood and tissues and is the result of a diver coming to the surface too rapidly or leaving a recompression chamber too soon. The disease rarely occurs unless the pressure has exceeded 20 pounds (45 feet of sea water) but may occur after exposure to 45 feet or less if the time on the bottom is very great or if the diver has been working exceedingly hard. The symptoms include itching and burning sensations and a mottled skin rash, severe pains in the bones, muscles and joints, deafness, vertigo (staggers), vomiting and even partial or complete unconsciousness.

If the diver is immediately placed in a recompression chamber (a heavy, thick-walled steel cylinder into which air is pumped by compressors and underwater pressure conditions simulated) or lowered back into the water to the approximate depth at which he was working, then decompressed according to time schedules and depth stops set forth in the Navy's standard decompression tables, no serious after effects are generally felt.

"Blowing up," another danger in diving, is caused by the admission of too much air into the diving suit, by too strong a pull by the tenders or by the drag of the tide, making the diver lose his hold on the descending line



Deep-sea gear: Picture was taken during raising of Lafayette at New York.

and rise rapidly toward the surface. The greatest danger when this happens is the possibility of the diver's cutting off his air supply—in order to halt the upward motion—and falling back into deeper water, with a resulting "squeeze."

Divers must constantly guard against falling or dropping a considerable distance (as over a ledge on the ocean floor) without immediately adjusting the pressure within their suits. If the air is not adjusted as the diver falls, outside pressure becomes greater than that inside, resulting in a "squeeze." Cases are on record where the entire body of a diver has been forced into the small space of his helmet as the result of a sudden "squeeze."

Long study and countless experiments by the Navy Department have eliminated many of the causes and fears of diving accidents.

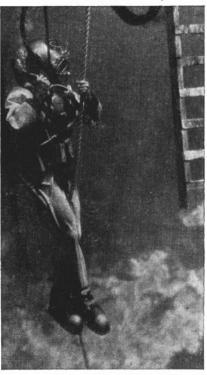
Records do not clearly show the origin of diving in the U. S. Navy. However, a definite program of development was actively begun in 1912 when extensive tests were conducted in diving tanks ashore, and later on the USS Walke (a torpedo boat, later converted to a destroyer and scrapped in 1935) in Long Island Sound. These tests led to the eventual establishment of the Navy's diving schools and many improvements in diving technique.

In the continuous search for new ways and means of enabling divers to descend to greater depths with safety, experiments with helium-oxygen mixtures as a substitute for normal air were carried out as far back as 1921.

By varying the oxygen content with helium, greater depths are obtained without divers suffering oxygen poisoning. The mixture also keeps divers more alert while working under pressure and enables them to work harder and longer. Breathing of helium with a proper amount of oxygen is harmless.

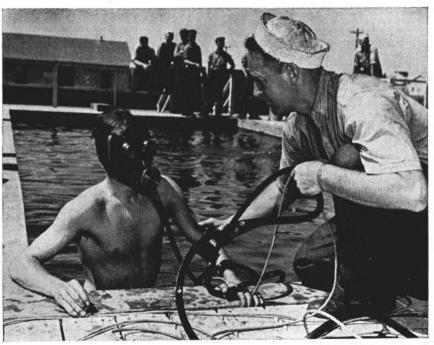
Helium conducts heat more rapidly than normal air, however; and because heat from a diver's body is quickly transferred to the air within the suit, where it is cooled, a special electrically heated undersuit has been





Official U. S. Navy photographs

GOING DOWN: Underwater photographs show how diver leaves ladder (left) and lowers himself on descending line (right).



Official U. S. Navy photograph

#### Shallow-water gear is worn by student for training dive in 36-foot tank.

developed. It has also been necessary to provide a recirculating system to recover and conserve the helium.

Deep-sea diving is done in Navy standard diving suits, which come in three sizes: 1 (small), 2 (medium) and 3 (large). The suits are made of heavy rubber, covered inside and outside with canvas. They are worn over heavy underwear and woolen socks. A cushion protects the shoulders of the diver from the weight of the helmet (about 57 pounds). The entire suit, including shoes (18 pounds each) and a diving belt (90 pounds), weighs almost 190 pounds.

In depths not exceeding 36 feet, shallow-water gear is used for searching, inspecting, clearing lines from screws and making minor repairs. A dozen or more different types of masks and suits are available for this work. One of the better masks, many shallow-water divers say, is a converted Mark III gas mask.

Navy diving calls for courageous, highly trained men. All enlisted men engaged in this work are volunteers. If they find they do not like diving, they are free to ask for other duty. Few do, however; for, once in diving work, the men find it too exciting to leave.

The Navy's diving schools are open to men of all rates, but those from the artificer branch and some from the seaman branch are preferred. They make better divers because of their knowledge of ships and tools. All must pass rigid physical exams.

At the Deep-Sea Diving School at the Washington, D. C., Navy Yard, students take a course lasting four months, finally qualifying to dive to depths of 320 feet on helium-oxygen and 300 feet on pure air. The course is followed by a month's experience operating in the open sea. Graduates are qualified to join the fleet as divers second class or divers first class. (Master divers, generally CPOs, must have considerable diving experience and meet certain other requirements.) Salvage divers are graduates of the Naval Training School (Salvage), Pier 88, New York, where they undergo an intensive training course of several months in practical and theoretical diving, culminating in experience in actual coastal salvage operations. Other fleet schools turn out divers second class only.

Qualified divers may be identified by their distinguishing mark, worn on the opposite sleeve from their rating insignia: a diving helmet and breastplate, with an "M" on the breastplate for master diver, an "S" for salvage diver, the figure "1" for diver first class or the figure "2" for diver second class. Since no rating has been established for divers, qualified men continue in the same rates and wear the same specialty marks as they did when they entered training.

Divers first class are limited to depths not exceeding 300 feet on air, except in an emergency; divers salvage and divers second class may go only to 150 feet. Master divers are qualified for all types of diving, as well as supervision and instruction.

Divers, in partial compensation for the many dangers they face, draw extra pay, including \$5 an hour or each fraction of an hour spent on hazardous salvage work. Divers second class also draw \$10 extra a month; divers salvage, \$12; divers first class, \$15 plus up to \$15 for "footage" (five cents a foot for dives over 120 feet); master divers, \$20 plus up to \$10 "footage"

The biggest Navy salvage project was at Pearl Harbor after the Japanese raid on 7 Dec. 1941. Diving operations there were all of a salvage nature, being carried out in approximately 60 feet of water. The biggest single salvage job was raising the 83,400-gross-ton Lafayette in New York harbor, which provided training for hundreds of Navy divers. Both salvage operations were, in a large measure, accomplished by civilian firms under Navy supervision.

Most notable of the deep-sea salvage operations by the Navy was the floating of the USS Squalus, which went down off Portsmouth, N. H., 23 May 1939, while undergoing trials. The sub sank in 240 feet of water. Twenty-six of the men in the after compartments were immediately drowned, but 33 in the control room and forward battery and torpedo rooms remained alive. A rescue chamber was put in operation and a downhaul cable attached to the escape hatch by a Navy diver. Seven men were rescued on the first trip up. Eventually all 33 were rescued despite the extreme depth, and the submarine was salvaged.

During the rescue and salvage operations divers made 640 dives without loss of life or serious injury. Three hundred and two were made in depths

exceeding 200 feet.

The record for open-sea diving was set after the submarine 0-9 went down off Portsmouth on 20 June 1941 in 440 feet of water. All hands were lost. Salvage was not attempted, divers going down only to determine that the vessel had been crushed by the tremendous pressure-196 pounds per square inch. A diver who spent 30 minutes at that depth would have to spend approximately 230 minutes decompressing to prevent bends. At the Deep-Sea Diving School in Washington, divers in pressure tanks have been subjected to pressure equivalent to a depth of 500 feet. They spent nearly 260 minutes decompressing. Pressure at 500 feet is 223 pounds per square inch, normal sea-level pressure 14.7 pounds per square inch.

Theoretically the maximum depth for diving is where water and fat become compressible at about 1,600 feet. Diving operations at depths much greater than 300 feet are exceedingly difficult, however, and the average diving depth now is probably 60 feet.

What are the Navy's divers going

to do after the war?

Keep right on diving, most of them say. The pay is good, and there's plenty of excitement. If they don't dive for the Navy, there'll be plenty of jobs for them in civilian life, building dams and bridges and underwater tunnels—and clearing harbors and channels of war debris.

## 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.

ALIBI FOR ISABEL by Mary Roberts Rine-hart. Mysteries and marital tangles re-ported by a master storyteller.

THE AMETHYST SPECTACLES by Frances
Crane. Further adventures of the
Abbots—this time a murder in New
Movies Mexico.

"... AND PASS THE AMMUNITION" by Chaplain Howell Forgy. The chaplain of the New Orleans tells the story of his ship from Pearl Harbor to Lunga Point. ARGENTINE DIARY by Ray Josephs. Correspondent's view of present day Argentine.

tina.

BRAZIL ON THE MARCH by Morris L. Cooke.

Comprehensive survey of Brazil's industrial development and resources.

BULLETS FOR THE BRIDEGROOM by David Dodge. A honeymoon in Reno ends up in hot pursuit by the FBI of a gang of enemy agents.

BY SEA AND BY LAND by Earl Burton.

The Amphibious Force of the Atlantic Fleet, with photographs of our landing craft.

craft.

CTAIL.

CALL IT NORTH COUNTRY by John Bartlow
Martin. Romantic and colorful Upper
Peninsula of Michigan from wilderness
days to the present.

#### 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, which are included in the current series of 32 paper-bound books published for the armed services, are distributed to ships in commission and to shore based activities outside the U. S.

J-273-J-274-

—Rhodes, The Proud Sheriff
—Saroyan, My Name Is Aram
—Conrad, The Shadow Line
—Davis, Tree Toad
—Bechdolt, Riot At Red Water
—Finney, Past the End of the

J-280-

J-281 J-282 J-283

J-284 J-286

— Bechdolt, Riot At Red Water
— Bechdolt, Riot At Red Water
— Finney, Past the End of the
Pavement
— Graham, Lou Gehrig
— Lardner, You Know Me Al
— Chamberlain, The Phantom Filly
— Snow, Sheriff of Yavisa
— Rourke, Davy Crockett
— Hughes, A High Wind in Jamaica
— Smith, The Gano's All Here
— Smith, The Gano's All Here
— Smith, Skin and Bones
— Cozzens, The Last Adam
— Brand, South of Rio Grande
— Morehouse, George M. Cohen
— Lofts, The Golden Fleece
— Weaver, End of Track
— Gallico, Selected Stories
— Lincoln, February Hill
— Tomlinson, The Sea and the
Jungle J-287 J-288 J-289

J-292

JUNGLE
Cleaveland, No LIFE FOR A LADY
-Kane, THE BAYOUS OF LOUISIANA
-Paden, THE WAKE OF THE PRAIRIE J-294 J-295

SCHOONER

Thackery, VANITY FAIR

Poe, SELECTED STORIES J - 297

T-300.

297—Poe, SELECTED STORIES
298—Edmonds, YOUNG AMES
299—Asch, THE APOSTLE
300—Fowler, GOOD NIGHT, SWEET PRINCE
301—Hulbert, FORTY-NINERS
302—Foreman, INDIANS ABROAD
ASE OF THE CROOKED CANDLE by Erle
Stanley Gardner. Another Perry Mason

CHIANG KAI-SHEK by H. H. Chang. Vivid and sympathetic—a biography of China's

CHIANG KAI-SHEK by H. H. Chang. Vivid and sympathetic—a biography of China's Generalissimo.

The Crooking Finger by Cleve Adams. Detective story of the hard-boiled school. Daybreak for Our Carrier by Lieut. Max Miller. Life on an aircraft carrier—the ship, the planes, the men.

Dead Ernest by Alice Tilton. Violet-eyed blondes, Happy Birthday songs, goldfish and a body concealed in the deep freeze all add up to the newest Leonidas Witherall mystery. For those who like them with a laugh.

Dr. Christian's Office by Ruth Knight and Jean Hersholt. Sympathetic picture of small town America as it might be seen by a country doctor.

The Emperon's Physician by J. R. Perkins. Two Roman doctors, one the apostle Luke, and their experiences with the Miracle Healer of Palestine.

The Fightingest Ship by Lieut. C. G. Morris and Hugh Cave. The story of the cruiser Helena and her part in thirteen famous battles of the South Pacific. The Gobi Desert by Mildred Cable and Francesca French. Caravan trip over the old Silk Road of Marco Polo provides an unusual account of life in the Gobi Desert.

In What Torn Ship by Evelyn Eaton. Romance and revolution in 18th Century Corsica.

Corsica.

THE ISLAND OF DESIRE by Robert Frisbie, After 12 years in the South Pacific, this author started for home with his four children, Included is a Robinson Crusse existence with a miraculous escape from

existence with a miraculous escape from a hurricane.

THE ISLANDS OF THE PACIFIC by Hawthorne Daniel. Interesting details of the people and the country in the outlying islands of the East Indies.

JETHRO HAMMER by Michael Venning.

Gripping mystery with a difference.

Jethro Hammer returns after a 20-year disappearance to carry out a plan of revenge against the family who cast him out. him out.

JOHNNIE by Dorothy B. Hughes. He was just a soldier from Texas who wanted to ride a New York subway, but he walked into a mysterious adventure at the end of the ride.

the end of the ride.

JOURNEY FROM THE EAST by Mark J. Gayn.

Autobiography of a foreign news editor
born in Manchuria, which tells both the
author's personal story, and the wars,
revolutions and political struggles he
witnessed in the Far East.

LEAVE HER TO HEAVEN by Ben Ames Williams. Portrait of another "strange
woman" who stops at nothing to maintain exclusive possession of the man she

tain exclusive possession of the man she

desires.

Lebanon by Caroline Miller. Life dealt
Lebanon many blows, but she faced each
one without bitterness. A story of the
Georgia swampland told with primitive

LEFT HAND, RIGHT HAND by Sir Osbert Sitwell. Charming descriptions of the author's ancestral background, portray-ing a fascinating picture of old aristo-cratic England.

MANY HAPPY DAYS I'VE SQUANDERED by Arthur Loveridge, Diverting adventures of MANY HAPPY DAYS I'VE SQUANDERED by Arthur Loveridge, Diverting adventures of a naturalist which include finding a rare pink cobra, digging out an aardvark, and the routing of an army regiment by a swarm of bees.

MAVERICK'S RETURN by Peter Field. It takes hard riding and hard fighting for red-headed Sudden Saunders to clear himself of the Verdant Valley murder.

MERCHANT FLEETS by Critchell Rimington. Survey of the merchant navies of the world with photographs and drawings.

MIDDLE AMERICA by Charles Morrow Wilson. Our 10 nearest Latin American neighbors, their present and their future.

MR. TOMPKINS EXPLORES THE ATOM by George Gamow. This mixture of fun and physics takes place inside a glass of whisky and soda, a pleasant place to meet a molecule!

NAVAL WEAPONS AND THEIR USES. Published by the Naval Institute, this provides an introduction to the subject of ordnance.

Never a Dull Moment by Charles Francis Coe. "Socker" Coe tells his life story, his service in the Navy, and his career as prize fighter, author and financier.

OKLAHOMA by Richard Rodgers and Oscar Hammerstein. Broadway's best in book form, with the words to all the songs plus photographs of the stage show.
ON LIVING IN A REVOLUTION by Julian Huxley. Essays, both serious and otherwise.

PATHENDERS by Cecil Lewis. As exciting as it is authentic—this story of six men on a bombing mission over Germany.
RIDDLES IN MATHEMATICS by Eugene P. Northrop. Mathematical puzzles, problems, and paradoxes presented as entertainment.
ROCKETS by Willey.

tainment.

ROCKETS by Willy Ley. The future of travel beyond the stratosphere. "For those who enjoy their Buck Rogers with official scientific trimmings."

THE SECOND NAVY READER edited by Lieut.

William Fetridge More articles about

THE SECOND NAVY READER edited by Lieut. William Fetridge. More articles about the Navy from current publications.

SIMONE by Lion Feuchtwanger. Youth and imagination give Simone the courage to strike for France against the growing Nazi menace.

STORM TO THE SOUTH by Thelma Strabel. Glamour and romance in the days of Bolivar, by the author of REAP THE WILD WIND.

TALL TALES THEY TELL IN THE SERVICES.

Glamour and romance in the days of Bolivar, by the author of Reap The Wild Wild Wind.

Tall Tales They Tell in the Services. Needs no description.

The Timber Beast by Archie Binns. Old-time logger risen to wealth and power, his two grown sons and his lovely second wife, in a plot developed in part by flashbacks to earlier days.

Tom Bone by Charles B. Judah. Lusty tale of adventure, ranging from England to Newfoundland and the Caribbean, from slave trading in Africa to Virginia in the 17th Century.

Treasury of American Folklore by Benjamin Botkin. All the tell-tale heroes, jesters and liars that have played a part in the making of America.

Trumpet to Arms by Bruce Lancaster. Concord and Bunker Hill, Pelham Bay and Trenton as seen by a Concord farmer's son and a Manhattan Dutch rebel who joined "The Marines.

A WAR ATLAS FOR AMERICANS. New world atlas prepared by OWI.

WAR BELOW ZERO by Col. Bernt Balchen, Corey Ford and Oliver La Farge. Fascinating account of our war in Greenland.

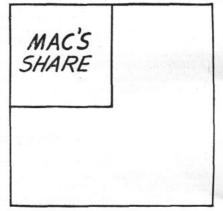
land.

THE WILDERNESS TREK By Zane Grey. The newest Zane Grey.
WINGATE'S RAIDERS by Charles J. Rolo. Vivid, thrilling account of General Wingate and his band in their gallant battle with the Japanese jungle fighters in Europa

#### Cake-Cutting Problem

Mac, the ship's cook, baked himself a birthday cake, but four of his pals immediately demanded shares.

"O. K.," said the wily Mac, taking one-quarter for himself, "the rest is



yours-if you cut it so that all four pieces are exactly the same size and shape."

The boys got their cake, without even making diagonal cuts. How?

(Solution on Page 60)

## Legislative Matters of Naval Interest

Veterans and their wives or widows are assured greater preference in employment by the Federal Government and District of Columbia civil service under Public Law No. 359, known as The Veterans' Preference Act of 1944, approved 27 June 1944.

The law gives preference in certification, appointment, reemployment and retention in civilian positions in all branches of the Federal Government and D. C. civil service to the following classes of veterans and veter-

ans' dependents:

1. Ex-servicemen and women who have served on active duty, have been separated from the service under honorable conditions and have established the present existence of a service-connected disability or who are receiving compensation, disability retirement benefits or pensions.

2. Wives of veterans of the above class who have been unable themselves to qualify for civil service appoint-

ment.

3. Unmarried widows of deceased ex-servicemen discharged under honorable conditions who served on active duty in any war or in any campaign or expedition for which a campaign badge has been authorized.

4. Ex-servicemen and women (not disabled) who have served during any war, campaign, etc., as specified in the above paragraph, and have been separated from the service under honor-

able conditions.

The legislation enacts into a law a civil service regulation adding 10 points to ratings earned in civil service examinations by those described in Paragraphs 1, 2 and 3 above and five points to the ratings of those

described in Paragraph 4.

Positions as guards, elevator operators, messengers and custodians are restricted to those entitled to preference under this law, as long as a sufficient number are available to fill existing positions of this type. For five years after the present war, the President and Congress may add other positions to the restricted list.

Credit will be given, where experience is an element of qualification, for time spent in military or naval service of the U. S. where employment in a vocation similar to that for which the veteran is being examined was interrupted by his or her military or naval service, and also for all valuable experience (paid or unpaid) in religious, civic, welfare service, and organizational activities.

In rating applicants for Government employment, names of eligible veterans will be entered ahead of all others with the same rating. Except in professional and scientific services with entrance salary of over \$3,000 a year, names of all those entitled to 10 points in addition to their earned ratings will be placed at the top of the appropriate employment register in accordance with their augmented ra-

Veterans who have been separated from the Government service may be recertified and reappointed to any civil service position for which they are eligible

(In this connection, the Civil Service Commission has extended to one year from date of honorable discharge the period during which returning veterans who are carried in a leave-without-pay or furlough status may be reemployed by Federal agencies without prior approval of the commis-

sion. Transfers from one agency to another also may be considered within one year after discharge.

(This regulation is designed to expedite procedure for reemployment of veterans who do not qualify for or do not desire the mandatory restoration to previous employment provided under the Selective Training and Service Act. The latter act requires veterans to apply for restoration to their former posts of Federal employment within 40 days after discharge.)

Tenure of employment, military preference, length of service and efficiency ratings are the factors that will be considered in any reduction of Government personnel. Time spent in active service in the armed forces will be credited in computing total Gov-

ernment service.

(For other news of veterans' benefits, see page 64.)

#### What Is Your Naval I. Q?

1. The first CVEs (aircraft carriers, escort) and first CVLs (aircraft carriers, small) were built on hulls originally designed for what types of vessels?

2. True or false: The weight of each anchor is stamped near the base?

- 3. Who said: "I will not have anything to do with ships that do not sail fast, for I intend to go harm's way"?
- 4. Has a fleet of ships ever been captured by cavalry?
- 5. Gold and silver life saving medals are awarded by the (a) Navy, (b) Red Cross, (c) Treasury Department?
- 6. The world's largest atoll was seized fom the Japs this year by U. S. forces. It bears the same name as the lagoon which it surrounds and as one island in the atoll. What's the name?
- 7. Other than the number of stars on it, does the personal flag of a commodore have any features which distinguish it from the personal flag of an admiral?



8. When entering a channel in U. S. waters from seaward, a ship should pass the buoy illustrated here on her port or starboard?

9. Give the month and year in which the following naval actions took place: (1) Battle of Vella Gulf; (2) Battle of Cape Esperance; (3) Battle of Makassar Strait; (4) Battle of Santa Cruz Islands; (5) Battle of Coral Sea.

10. Would a becalmed sailing vessel be aided by an "Ash Breeze"?

11. The U. S. aircraft carrier which transported Gen. "Jimmy" Doolittle's Army planes to within bombing distance of Japan for the 18 April 1942 raid was the (a) USS Wasp; (b) USS Enterprise; (c) USS Hornet?

- 12. What is a jury rig?
- 13. Commander Third Fleet, U. S. Navy, is (a) Admiral Raymond A. Spruance, USN; (b) Admiral William F. Halsey Jr., USN; (c) Vice Admiral Marc F. Mitscher, USN?
- 14. For what are large cruisers (CBs) of the U. S. Navy named?
- 15. A shoulder insignia consisting of an American eagle perched on a submachine gun which crosses the stock of a Navy patent anchor was recently authorized for enlisted men of the . . . . . . . forces.





16. One of the planes illustrated above is an Army plane, the other is a Navy plane. Identify them.

17. Admiral George Dewey, USN, gave the now famous order, "You may fire when you are ready, Gridley," at the battle of Manila Bay. Who was Gridley?

18. A prolonged blast (for the purposes of the "rules of the road") is one of from (a) 4 to 6 seconds' duration; (b) 30 seconds' duration; (c) 10 to 15 seconds' duration?

19. Locate these recent scenes of U. S. naval action: (1) Cabras; (2) Sabang; (3) Sansapor.

20. Give the lengths of (1) a fathom; (2) a shot; (3) a cable length.

(Answers on Page 60)



Dauntless Divebomber, Giving Way to Harder-Hitting Successor, Was Spearhead of Our Attacks in the Pacific

ABOVE: Jap-bunting SBDs fly in formation over a carrier of Task Force 58 in the Pacific.

The 5,936th and last of a distinguished strain of aircraft—the Navy's SBD, which is giving way to a faster, long-range divebomber—rolled off the production line of the Douglas Aircraft Company's plant at El Segundo, Calif., on 21 July.

Its completion closed a chapter in the history of naval aviation that will be discussed as long as men continue to talk about this war's great battles in the Pacific.

On 7 Dec. 1941, when the Japanese attacked Pearl Harbor, a rear-seat gunner in an SBD knocked down a Zero that may have been the first Jap plane destroyed by U. S. aircraft. From then on the story of the SBD, or Douglas Dauntless divebomber, is closely interwoven with the successes of the fleet.

The enemy first felt the real sting of the SBD when Admiral William F. Halsey Jr., USN, took a small task force into the Gilbert and Marshall Islands in February 1942. Flying again from the deck of the USS Enterprise, as they had at Pearl Harbor, SBDs suddenly appeared over the atolls of those islands in the outer ring of the enemy's defenses, dived to low altitude and dropped their 1,000-pound bombs on ships, hangars, air-strips and buildings.

The following month this same force staged a repeat performance for the benefit of the Japs on Marcus and Wake Islands.

Meanwhile every flyable Dauntless had been mustered for fleet duty. New pilots assigned to the fleet waited restlessly at naval air stations in the States for their advanced training in SBDs they would soon take into combat. Finally a squadron returning from combat flew 18 well-worn SBDs into San Diego. The impatient new pilots thought at last their time had come to get ready for the big show.

But several weeks later a carrier heading for the Pacific picked up the 18 planes. Again there were no Dauntlesses for advanced training.

By March the first of a new batch of Dauntlesses were coming off the line. Once again the training proceeded. A squadron was ready to go within a month after it received its full complement of planes. Soon thereafter the SBD-3 was on its way to the war zone—the first replacement bombers the Navy had had since the start of the war.

The first large fleet engagement, the Battle of the Coral Sea, found the SBDs giving the Jap a real taste of their wallop. One enemy carrier went



SBDs on their way to blast Palau.

down and several other ships were seriously crippled by the divebombers.

A mass of wrecked shipping in Tulagi Harber testified to the surprise visit paid by SBDs from the old uss Yorktown. It was there the Japanese pilots learned that even their snappy Zero fighters were not safe in a dogfight with the SBD.

Then came Midway, the most destructive sea-air fight in history and the SBD's own great triumph. At least four enemy carriers sank as a result of the deadly-accurate divebombing by Dauntless squadrons from the Enterprise, Hornet and Yorktown.

When the fleet returned to Pearl Harbor after this battle, the area around the repair hangars gave ample evidence of why the SBD was known as "the pilot's friend." Many Dauntlesses returned from Midway with gaping wounds in their wings, fuselages and tail surfaces. Wondering pilots who had been there found it incredible that an airplane could absorb so much punishment and still manage to return to its carrier.

The Dauntless spearheaded the air assault on Guadalcanal in support of Marine landings. Its greatest ordeal and triumph came in the fall of 1942, when it took to the beach and operated as a shore-based bomber off Henderson Field on Guadalcanal. With a handful of SBDs Navy and Marine pilots patrolled the long stretches to the northwest, morning, afternoon and night, to spot the "Tokyo Express," the enemy's fast-moving cruiser and destroyer forces, which made almost

daily visits to the island from their

base on Bougainville.

With routine-like precision, the SBDs would take off from Henderson Field early in the afternoon, usually in a group of a dozen or less, and bomb the Express on its way to Guadalcanal. During the night smaller groups attacked the ships to harass their unloading operations. Just before dawn, the dozen planes would take off and bomb the Japs again on their way home.

As Admiral Halsey's drive up the Solomons chain got underway, the Dauntless helped to pave the way. When a pinpoint objective had to be hit, the SBD took the assignment. When the increasingly rare Jap shipping came within range, it was the Dauntless that went out to stop it. As the new airfields fell to the advancing marines. Dauntlesses would be among

the first to land and operate.

By the summer of 1943, the long-dormant carrier war had sprung up anew. More and more of the big U. S. carriers were completed and joined the mounting offensive in the Central Pacific. Now the SBD was pounding a retreating instead of an advancing foe. From the first small carrier strike at Marcus Island through the Marianas invasion, the Dauntless was pasting the enemy's bases. Wake, the Gilberts, the Marshalls, Truk, Rabaul, Palau, Hollandia—all felt its bombs. It was one of the principal weapons in the arsenal of Task Force 58.

Although the glory now began to be shared with newer and faster planes, the SBD maintained the lowest ratio of losses per mission of any plane operating in the theater.

Backing up praise of the "pilot's friend" are the statistics of the Dauntless performance. From Pearl Harbor to April 1944, SBDs flew 1,189,473.9 operational hours. Twenty-five per cent of all operational hours flown off aircraft carriers were flown by the SBD. That includes the scores of small carriers which did not carry it. Marine SBDs have flown 26% of all Marine operational hours.

During the seven months from the Battle of the Coral Sea to the last big Jap strike on Guadalcanal in November 1942—the period of the great holding battle in the Pacific—SBDs sank 4 aircraft carriers, 14 cruisers, 6 destroyers, 15 transports or cargo ships and scores of lesser craft.

In addition, in collaboration with torpedo planes, surface gunfire and submarines, they destroyed two more carriers and one patrol ship and inflicted damage on 3 carriers, 5 patrol ships, 11 cruisers and 5 transport or cargo ships.

Official U. S. Navy photograph
AT RIGHT: Diving SBD screams
down on its target at 290 knots
and an angle of 75 degrees.



#### The Month's Alnavs in Brief

No. 136—Cites Public Law 398, approved 1 July 1944, which provides that enlisted men under 17 and enlisted women under 20 at time of discharge from Navy, Marine Corps or Coast Guard are entitled to pay and allowances to date of discharge and to transportation in kind to home but not to subsistence or mustering-out pay.

No. 137—Announces special gasoline rations available to personnel on leave

(see story on page 62).

No. 138—Specifies changes to be made in Serviceman Voting Poster No. 2 to conform to change in state voting laws.

No. 139—Announces that requests for flight training from officers other than U. S. Naval Academy graduates of 1942, 1943 and 1944 are not desired until further notice due to curtailment of flight training program and large backlog of requests. Enlisted personnel flight training quotas now assigned to selecting commands remain in effect.

No. 140—Provides that an enlisted man whose MAQ was terminated subsequent to 1 Nov. 1943 by reason of Alnavs 175 and 183-43 and 78-44 are deemed to have elected Family Allowance benefits. When specifically requested by the man, FA will be effective with the month following that for which MAQ was last credited. Men should consult their disbursing officers if a retroactive effective month is desired, so that appropriate application may be submitted.

No. 141—Announces that BuS&A, effective 1 Aug. 1944, has cognizance of and is responsible for distribution of Class 54 equipment except telegraphic typewriters and photolithographic equipment when supplied to any base outside continental U.S.

No. 142-Announces appointment to next higher rank, to rank from 1 Aug. 1944, those ensigns and lieutenants (junior grade) of the line on the active list of the regular Navy, ensigns and certain listed lieutenants (junior grade) of the staff on the active list of the regular Navy whose dates of rank as such are within the period 2 May 1943 to 1 June 1943, inclusive, and those ensigns and lieutenants (junior grade) of both line and staff on the Naval Reserve and Women's Reserve, whose continuous active duty in their respective ranks began within the period 2 May 1943 to 1 June 1943 inclusive.

No. 143—Announces appointment to chief warrant rank for temporary service, to rank from 1 Aug. 1944, of those warrant officers on the active list of the Navy whose dates of rank as such are within the period 2 May 1943 to 1 June 1943 inclusive and those warrant officers of the Naval Reserve whose centinuous active duty in their respective ranks began within the

period 2 May 1943 to 1 June 1943 inclusive.

No. 144—Calls for applications prior to 15 Oct. 1944 for a command course for approximately 15 officers of the regular Navy of the ranks of lieutenant commander and above and a preparatory staff course for 50 reserve officers of the ranks of lieutenant commander, lieutenant and lieutenant (junior grade), classes to be about five months in length and to begin 1 Jan. 1945 at the Naval War College.

No. 145—Provides that flight orders of enlisted men remain in force until revoked by issuing authority or by a subsequent CO of the enlisted man, whether in the same or another organization. Based upon Executive Order 9458, 22 July 1944.

No. 146—Gives additional instructions for operation of new pay procedure (Information Bulletin, July

1944, page 68).

No. 147—Announces that instructions in Alnav 102-44 and BuMed Circ. Ltr. T/L8-2(072), 14 June 1944 (N. D. B., 15 June 1944, 44-684), apply only to stores listed in the supply catalog of the Medical Department and in no way supersede or modify instructions of BuMed Circ. Ltr. T/L8-2(072), 1 May 1944 (N. D. B., 15 May 1944, 44-549).

No. 148—Calls for applications by 15 Oct. 1944 from officers of the regular Navy for designation as engineer-

ing-duty-only officers.

No. 149—Calls for applications by 15 Oct. 1944 from naval aviators (HTA) and (LTA) of the regular Navy for designation as engineering-duty-only (aeronautical) officers.

No. 150—Advises that receipts for top secret mail be separated from those of lower classified matter and that top secret receipts may be classified restricted as long as no inference is made as to contents; also directs that the outside of all officer messenger envelopes bear following additional notation: "Certified to be official USN officer messenger mail only."

No. 151—Cites regulations requiring Navy postal personnel to give receipts to voting officers for executed

Federal ballots.

No. 152—Calls for applications by 1 March 1945 from certain reserve and temporary officers and officers of the regular Navy, classes of 1940-42 incl., for two-year postgraduate course in radio engineering convening 30 July 1945.

No. 153—Calls for applications by 1 May 1945 from certain officers of regular Navy, classes of 1942-44 incl., for 2½-year postgraduate course in civil engineering convening 15 Sept.

No. 154—Calls for applications by 1 Nov. 1944 from naval aviators of regular Navy, classes of 1939-43 incl., for two year postgraduate course in aeronautical engineering (armament) convening in March 1945.

No. 155—Calls for applications by 1 March 1945 from certain reserve and temporary officers for one-year postgraduate course in ordnance engineering (reserves) convening in July 1945.

No. 156—Calls for applications by 1 Nov. 1944 from certain reserve officers, A-V(N), who wish to transfer to regular Navy and from naval aviators of regular Navy, classes of 1939-42 incl., for 1½-year postgraduate course in ordnance engineering (aviation) convening 5 March 1945.

No. 157—Calls for applications by 1 March 1945 from certain officers of regular Navy, classes of 1943 and 1944, for two-year postgraduate course in naval construction and engineering.

No. 158—Calls for applications by 1 March 1945 from officers of regular Navy, classes of 1939-43 incl., for postgraduate course in ordnance engineering convening 30 July 1945.

No. 159—Calls for applications by 1 March 1945 from certain reserve and temporary officers and officers of regular Navy, classes 1941-43 incl., for 1½-year postgraduate course in naval engineering (design) convening 30 July 1945.

No. 160—Calls for applications by 1 Nov. 1944 from certain reserve and temporary officers and officers of regular Navy, classes of 1940-43 incl., for one-year postgraduate course in applied communications convening 5 March 1945.

No. 161—Calls for applications by 1 Nov. 1944 from certain reserve and temporary officers and officers of regular Navy, classes of 1939-43 incl., of the aeronautical organization (HTA) and (LTA) for one-year postgraduate course in aerological engineering convening in March 1945.

No. 162—Calls for applications by 1 Nov. 1944 from certain reserve officers, A-V(N), and naval aviators of regular Navy, classes of 1939-43 incl., for two-year postgraduate course in aeronautical engineering (power plants and structures) convening March 1945.

No. 163—Liberalizes basis of awarding decorations and medals, permits commanders in chief to delegate their authority to make awards to any flag commands within their fleets where such delegation will work to facilitate promptness in making awards.

No. 164 — Provides that all vessels departing for U. S. from foreign ports in which the stay has been of such nature as to require a bill of health and in which a consular agent is stationed should obtain bill of health from that official. Bill of health not required if no consular official is stationed in the port. Cancels Alnav or Navy medical officers on duty with port directors should issue bills of health where necessary.

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## J-WITNESS

## Shelling Jap-Held Guam

By Mst. Tech. Sgt. Frank J. McDevitt Marine Corps Combat Correspondent

It was magnificent in its awesomeness. You loved the sight of it, the sound of it, and the smell of it. And you were thankful you weren't on the receiving end of it. Such was the pre-invasion bombardment of Japanese-held Guam.

This has been the most severe and sustained surface and aerial assault upon an enemy bastion in the Pacific war. Day after day warships and planes have sent ton after ton of explosives hurtling toward Japanese

installations on the island.

At times, the shoreline and the mountains behind it were completely obscured by flame and smoke. The terrific cacophony or firing guns, the thunderous roar of shell and bomb blasts, and the explosions of the targets themselves were deafening. The very earth shook from the concussions. And the air was filled with the acrid smell of spent powder. Sometimes, too, the ships of the attacking force themselves were shrouded in the smoke of their own gunfire, such was the persistency of the shelling.

From the morning of 7 July until the historic moment at 0828, 13 days later, when U. S. marines started swarming across the island's beaches to start the recapture of Guam and the liberation of its 20,000-odd civilian population, over 11,000 tons of explosives had ripped asunder vital military targets for miles on all land sides of the designated beachhead areas.

A formidable array of battleships, cruisers, destroyers and other potent naval craft steamed arrogantly and defiantly into the coastal waters, and, within distances measured in yards, gave the Japanese powerful proof of the might of the Navy they had once claimed to have wiped out.

Whole towns and villages occupied as enemy bases were completely devastated. Other installations—airfields, coastal defense and antiaircraft gun positions, blockhouses, pillboxes, ammunition and fuel dumps—were wiped out one after another and sometimes simultaneously.

#### What's In a Name?

PEA COAT: The fact that the en-



listed men's overcoat is called a "pea" coat or "pea" jacket has nothing at all to do with the vegetable. The coats originally were made from a heavy, coarse cloth called pije or pij by the Dutch. The pronunciation approximates that of the word "pea" in English. In time the spelling was corrupted into "pea" by Englishspeaking sailors.

The very features of the terrain were altered by the fury of the bombardment. The hillsides and mountains which presumably had offered natural concealment for military emplacements were pockmarked by vast craters caused by the shells and the bombs that rendered the positions useless.

Orchards and groves of coconut trees were leveled. Now only their jagged stumps still remained; the trunks and foliage charred by fires that wiped out the fuel and ammunition dumps which the branches, leaves and fronds were meant to conceal.

When the ships were not shelling, wave after wave of planes—fighters, bombers and torpedo bombers—would move in to carry out bombing strikes and strafing missions. They flew in boldly, their ominous roar giving away suddenly to shrill whines as they dived upon their targets. They leveled off and began to reascend even before their deadly missiles reached the objectives. The blasts would follow in rapid succession—burnt-orange flame, debris, and thick black smoke reaching high into the sky.

It seemed that even before the last rumble reverberated through the mountains, the planes were back again, this time the wail of their motors intermingled with the staccato reports of strafing. Jets of flame were visible on their wing edges and behind them long wisps of vapor and smoke.

Harassment of the enemy gained momentum as H Hour approached. During the night the coastline for miles above and below the designated landing beaches was

illuminated with star-shells.

The ships of the attacking force were ghostly looking bulks, spouting flame and destruction across the inky tropical waters. The display of pyrotechnics as the whitehot projectiles—shells, rockets and tracers—hurtled through the air was a spectacle that must have terrified the Japanese as their resistance against the onslaught ebbed lower and lower.

And even as dawn broke to reveal the

seas for miles around swarming with the craft of the invasion fleet, the bombardment continued . There was no let-up in its intensity as the first assault waves reached the beach.

A few minutes more and the American flag was flying on the shores of Guam. The Americans were back. The way had been well paved by the Navy.

#### How Did It Start?

SIDE BOYS: In the early days of sail, when the bulk of the British Navy operated in the English Chan-



nel, it was a rather difficult and dangerous operation to take a passenger aboard a sailing vessel from a small boat.

The small, oar-propelled boats were hard to handle in the rough waters and frequently had difficulty in getting close enough to the ship to permit use of a sea ladder. A net or basket rigged over the side on a boom was developed as the best method of overcoming the difficulties. Because passengers being brought aboard in this manner needed assistance in getting out of the net or basket and gaining a foothold on the deck, the officer of the deck would call upon nearby seamen for assistance. The older the passenger, the more men needed: and since higher-ranking officers were usually older, they needed more sailors, or "boys," to assist them. Thus the custom of side boys was developed. (If you have a different version, send it along to the Editor.)

## TRICKS OF THE TRADE

· Using depth charges because they had no bombs, crews of three Navy torpedo planes sank a 1,900-ton Japanese cargo ship recently near Saipan. The Avengers, flying from a light aircraft carrier of Task Force 58, were on anti-sub patrol when they sighted the merchant ship. A fighter plane accompanying the torpedo planes dived down and silenced the ship's antiaircraft guns with a strafing attack. The first two depth-charge attacks damaged the vessel, and the third torpedo plane dropped another depth charge which blew the bow completely off the merchantman.

• Marines on Saipan combined two old weapons—the flame thrower and the tank—with devastating effect in cleaning out Japs from mountain caves and cliffside dugouts. One flame-throwing tank was credited with killing 75 Japanese soldiers in a cave. Others were useful in advances through cane fields, where Jap snipers frequently hid. One burst would burn a large section of a field and any snipers lurking in it.

- The rubber eraser of an ordinary lead pencil recently was used to repair an engine of a Catalina flying boat forced down in the Central Pacific. An aluminum fitting on the line from the carburetor to the fuel pressure gauge had broken, and the leak had to be plugged before the engine would run. Several impromptu plugs were tried unsuccessfully, and then a rubber eraser was used. It plugged the leak securely and the Catalina traveled hundreds of miles to its home base.
- Seabees, who have used their bull-dozers for everything from building airfields to smashing enemy pillboxes, have found a new use for their construction equipment—fighting fuel fires. When a gasoline tank at an English port was hit by a German bomb, threatening a row of civilian homes, Phillip L. Bishop, CBM, USNR, a bulldozer operator of Seattle, Wash., walled in the gasoline with an earthen dam. He worked under heat so intense that he had to be sprayed constantly with a stream of water.

## BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1944

NAVPERS-0

NUMBER 330

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.

#### TRANSFERRING TO THE REGULAR NAVY

The Bureau recognizes-and is highly pleased by-the desire of many officers and enlisted personnel alike to transfer to the regular Navy and to make the Navy their career in time of peace. It is particularly pleasing because it can be taken as a testimonial from men and women who have come into the Navy from other ways of life, found it good and now voluntarily affirm the fact by desiring to make it their permanent careers.

Because no one can know what tasks may be given the Navy after the war, it is impossible at this time to set a size for the post-war fleet. And until that is done, there can be no feasible plan put into execution for providing for transfers from the Naval Reserve to the regular Navy. A small Navy will involve one procedure, a large Navy another. The plan will not be forthcoming until the Navy can assure those who will be accepted for transfer that they have a reasonable chance of a permanent career.

That is why transfers are not now being effected, and why there is no information forthcoming as to how they will be effected. The Bureau simply does not yet know, and will not know until legislation has been enacted.

However, this much is known: there will be transfers to the regular Navy. And this assurance the Bureau can give: all information will be passed along on the subject as soon as possible, not only as a courtesy to those interested, but also because it is to the best interests of the Navy that all who intend to transfer be told as far ahead as possible, so that they may better prepare themselves to qualify for Navy careers.

Meanwhile, all who desire to transfer should realize that it is incumbent upon them not only to do their present job to the best of their ability but also to study all they possibly can, in order to prepare themselves for the varied duties that will later confront them in their naval careers. It is an arduous, exacting profession they intend to pursue, one in which the satisfaction of doing the job well is the chief reward.

It will be a pleasure for the officers and men of the regular Navy to welcome the reservists to their ranks-for there is no bond closer than a bond made voluntarily. It was on such a volunteer basis that the Navy built until the staggering demands of this war made Selective Service necessary. And it is encouraging to the Navy that the interest in transfers indicates that, no matter the size of the peacetime Navy, there will be willing hands staying to have a part in the job at hand.

## 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 Novy 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.

#### FOR THOSE WHO DIED

FOR THOSE WHO DIED

SIR: Glory isn't at all important, but recognition of a task well done is—both for the sake of those who gave their lives for that task, and for those at home who know only that a loved one died in France. Yet in all the accounts I have seen of the invasion there has been nothing about the part played by the boys of the Naval Combat Demolition Units. From a hospital somewhere in England, therefore, I send the enclosed report of the experience of one such unit.—S.F.I., Ens.

Ensign L's report appears on page 23.— Ensign L's report appears on page 23.—

#### **MILITARY COURTESY**

SIR: Referring to your article on military courtesy in the August 1944 issue, you may be interested in this incident which occurred with three reserve Civil Engineering Corps officers under indoctrination. They were out in a canoe—a lieutenant, a j.g. and an ensign—and the ensign had just been advised that a flimsy had been received from BuPers indicating

his next assignment. They were trying to get back to shore, the tide having dropped and the vessel run aground.

The j.g., not wishing to get his shoes full of mud, said to the ensign, "You're the junior on board; how about getting out and pulling this craft ashore?" Said the ensign, "You heard the news—I've just been detached." Said the two-striper, "All right—since you're now a passenger on this vessel, you take orders from the senior officer." The ensign: "But the article on military courtesy said one must defer to seniors, and the senior always leaves the boat first." Said the lieutenant, "That may be true in normal times; but this is a stranded vessel, and the captain always leaves his ship last."

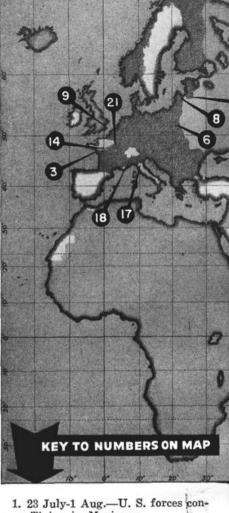
Ultimately all three had to get out and bring the canoe ashore with mud up to their knees.—R. E. B., Capt., USN.

#### UNIFORM SCUTTLEBUTT

SIR: There has been some scuttlebutt going around about changing the working uniforms for officers and CPOs from the present gray to gray green or aviation green. What is the word?—G.E.B., Lt. green. What is the word?—G.E.B., Lt. (jr), USCGR.
"Scuttlebutt" is the word. No such change is contemplated.—ED.

#### **CREDIT TO MINESWEEPERS**

SIR: In your article "Amphibs Hit France" (INFORMATION BULLETIN, July 1944), it is stated that "Two hundred Brit-(Continued on page 59)



quer Tinian in Marianas.

2. 25 July-Allied naval force at-

tacks Sabang, off Sumatra.
3. 25 July-7 Aug.—Yanks break out of Normandy, cut off Brittany.

4. 27 July-Allied planes begin large-scale attacks on Halmahera.

5. 29 July-B-29s bomb Manchuria. 6. 29 July-Red Army lays siege to Warsaw.

7. 30 July-Allies land at Sansapor. 8. 1 Aug.-Russians reach Batlic.

9. 2-3 Aug.-Nazis make heaviest flying-bomb attack so far on London.

10. 3-4 Aug.-U. S. warships, carrier planes batter Bonins, Volcanoes.

11. 4 Aug.-U. S., Chinese troops capture Myitkyina in Burma.

12. 8 Aug.—Hengyang falls to Japs. 13. 9 Aug.-Jap resistance ends on Guam.

14. 9 Aug.-U. S. tanks bypass Le Mans, flank Germans in Normandy.

15. 10 Aug.—B-29s bomb Nagasaki in Japan and Palembang in Sumatra.

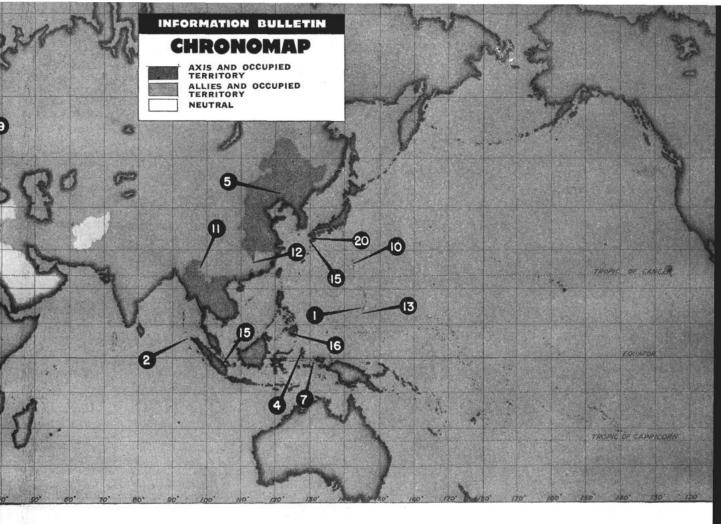
16. 10 Aug.-Allied planes bomb Jap airfields on Davao, Philippines.

17. 12 Aug.-Nazis abandon Flor-

18. 15 Aug.—Allies land on Riviera. 19. 17 Aug.—Red Army reaches Germany's East Prussian border,

20. 20 Aug.-B-29s bomb Japan.

21. 20 Aug.-U. S. columns cross Seine, close in on Paris.



## THE MONTH'S NEWS Guam, Tinian Ours; Allies Flank Paris. Make New

PERIOD 21 JULY THROUGH 20 AUGUST

#### The War

On both sides of the world the Allies continued last month to strip the Axis of conquered soil. Among thousands of square miles recovered were the 206 which are the Island of Guam-first U. S. territory taken by the Japs back in the days when the tide of conquest in the Pacific was running the other way.

In Europe the Nazis, once fearful of a second front, were confronted with a fourth when, on 15 August, an Allied invasion fleet of 800 vessels appeared off the coast of southern France and our forces stormed ashore against surprisingly light resistance. The assault was made along the Riviera between Toulon and Cannes after landings during the night by a French assault group and American and British airborne troops. Patterned after the usual amphibious operation, heavy aerial and naval bombardments softened up coastal defenses for about two hours before the assault. Naval forces were under the command of Vice Admiral H. Kent

Hewitt, USN, veteran of amphibious landings in North Africa, Sicily and Salerno.

As Allied forces fanned out inland and the first prisoners were taken, it was discovered that about 40% of the defending troops were battalions composed principally of Russian prisoners of war, with some Czechs and Poles. Only the officers and some noncommissioned officers were Germans.

Within three days the invasion forces had pushed ahead 35 miles in places, and under the leadership of

## Landing in Southern France

Maj. Gen. Alexander M. Patch, USA, who led the Army cleanup of Guadalcanal, the 7th Army was driving north toward a junction with General Eisenhower's forces from Normandy. By 20 August they were on the outskirts of Aix-en-Provence, in a drive that had virtually isolated the great port of Marseille and the naval base at Toulon, on which they were closing in following a heavy air and naval bombardment.

There, taking a page from the textbook used by the Germans four years ago in sweeping across France, the American armored columns under



time in a raid on the European coast.

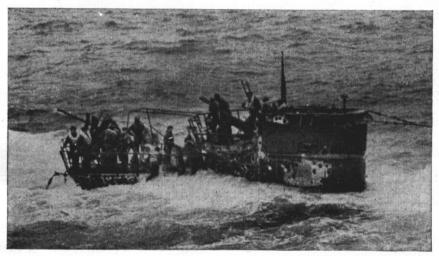
OCTOBER 1944 SUN MON TUE WED THU FRI SAT 7 5 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

WHAT WILL WE DO THIS YEAR?

## Battering the Enemy From Land, Sea, Air

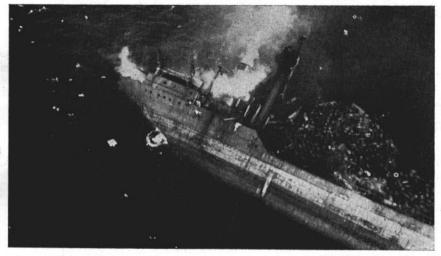


TRAPPED Japs attempting to flee Saipan by boat are knocked out by Marines firing on them in Tanapag harbor with 37-mm. field artillery.



Official U. S. Coast Guard photograph

U-BOAT, mortally wounded by depth charges from Navy and Coast Guard DEs, is abandoned by panicky Nazis, of whom 12 were captured.



JAP OILER carrying several hundred drums of oil starts to sink by the stern after being hit by Navy torpedo bomber in the Marianas.

command of Lt. Gen. George S. Patton Jr. finally broke out of the Normandy beachhead and made lightning thrusts across the Brittany peninsula and toward Paris. The Germans—weary, confused, isolated in pockets, uncertain where the front was, with little or no air support—were virtually helpless against the Allied blitzkreig. One column advanced 52 miles, from Rennes to Laval, in two days, and then swept ahead 42 miles from Laval to the neighborhood of Le Mans in one day.

These were speeds matched only by the Russian drive in July. The Nazis never advanced more than 23 to 30 miles a day against tottering French defenses in 1940.

After sending one column toward Paris, the Americans sent another to the north toward the British and Canadian front, outflanking, chewing up and forcing the withdrawal of the German army that had blocked expansion of the Normandy beachhead. As the Germans sought to extricate themselves from this trap, they faced the possibility of still another, for General Patton's rampaging columns had fanned out around Paris and were rapidly enveloping it to the northwest and southeast. By crossing the Seine northwest of Paris they were in a position to pen the Nazi forces between the river and the British battle line moving east from Normandy.

The Red Army steamroller, after moving 440 miles on the road to Berlin in 52 days, slowly ground to a halt early in August at the border of East Prussia and at the gates of Warsaw, in whose streets the guns of the approaching Red Armies could be heard. Other Russian forces drove to the Baltic Sea west of Riga, encircling an estimated 375,000 Germans in Latvia and Estonia. Stiffening resistance and the necessity of consolidating supply lines then stalled the Russian drive temporarily, but after a twoweek pause it began rolling again, stabbing within 55 miles east of Riga, improving positions around Warsaw and, south of Warsaw, "completing the liquidation" of the three German divisions encircled near Sandomierz.

Chased from Rome back behind their Gothic line in Italy, the Germans appeared to be settling down for another stand there. They abandoned Florence and took up prepared positions which they have been fortifying for four months north of the Arno River. The line is built across the northernmost range of the Appennines and is the Germans' last defense line before the plains of northern Italy.

Meanwhile, as Admiral Nimitz and General MacArthur conferred at Pearl Harbor with the President, their forces were battering the Japanese from pillar to post in the Pacific. On a 3,500-mile front from north to south the war was moving closer to

the Japanese homeland, causing Premier Koiso to warn solemnly that the empire was confronted with "national difficulties of unprecedented seriousness."

While Guam was still being cleared of Japs, marines invaded Tinian Island on 23 July and had completed its conquest a week later. All organized resistance on Guam ended on 9 August.

About 11,000 enemy dead have been counted on Guam. This brought the total enemy losses in the Marianas campaign to at least 40,000; undoubtedly they exceeded that figure, for it is known that on Guam the Japs conducted mass burials of large numbers of their casualties. Our total losses in these operations, including wounded as well as killed, have been very much lighter than those of the enemy.

U. S. forces already are using the captured islands of the Marianas as effective bases for both sea and air operations against the Japanese to the west and north. A Pacific Fleet carrier task force suddenly appeared off the Bonin and Volcano Islands on 3-4 August and sank or damaged 46 vessels which the Japs can ill afford to lose, besides pounding ground installations and destroying more planes. U. S. shore-based planes were operating regularly from captured fields for attacks on the Bonins, Pagan, Rota and other islands not yet taken.

To the southwest naval forces, some operating under Admiral Nimitz and some under General MacArthur, continued a constant harassment of positions still occupied by the enemy. Almost daily attacks were made also on Wotje, Mille, Maleolap, Jaluit, Truk, Wake, Ponape and Nauru. Only at Truk was the enemy able to put any planes in the air to intercept these attacks, and then only a few fighters. During a week of these widespread operations we did not lose a single plane.

Light naval forces in the Solomons and the Bismarcks bombarded shore positions and assisted in the destruction of such little barge traffic as the Japs have been able to carry on. All the Carolines, which guard the approaches to the Philippines from the east, had been outflanked and their



Official U. S. Coast Guard photograph

#### American paratroopers "hit the silk" over Noemfoor Island off New Guinea.

chief bases were under steady bombardment. Much-bombed Halmahera was virtually neutralized.

The Allied Eastern Fleet, composed mainly of British warships, paid an unexpected call on Sabang, Sumatra, and left its installations a mass of wreckage.

From China and India, U. S. Army B-29s lashed out in new attacks from the air. On 10 August they bombed shipbuilding targets in the Nagasaki area, while another group was plastering Japanese oil refineries at Palembang, Sumatra. In the latter raid the Superfortresses flew 1,800 miles each way. Two weeks earlier they had bombed Jap industries in Manchuria for the first time.

On 20 August the Superfortresses struck again, with two attacks within 7 hours on the important Yawata-Kyushu industrial center and the western Choguko district, both on the Japanese mainland. The earlier raid was the first daylight attack on Japan since Lt. Gen. Jimmy Doolittle's raiders hit Tokyo.

Both good and bad news came out of the China-Burma theater, U. S. and Chinese troops captured Myitkyina, an important gateway for the delivery of goods to China, after a siege since 17 May. The Japs' only success in any theater was the capture of Hengyang, which fell after an heroic sixweek stand. On 8 August the Chinese commander inside the city radioed that the defenders had been killed almost to the last man and that it likely would be his last message.

The sinking of 54 Japanese ships in Far Eastern and Pacific waters by U. S. and British subs was announced within a two-week period. On 28 July the British Admiralty reported its submarines had sunk 21 Jap supply ships, while the sinking of 17 more was announced by the U. S. Navy the following day. On 10 August the Navy reported that 16 more Jap vessels had been sunk, including one combatant ship. Presumed loss of two U. S. submarines was reported during the past month.

In the Atlantic, U-boats are "now the hunted instead of the hunters," a joint Anglo-American statement revealed. More than 500 German U-boats have been destroyed since the war started, 17 since the invasion of France while attempting to interfere with cross-Channel traffic. Nazi claims of ship sinkings continue to be grossly exaggerated, the statement continued, their claims for June being exaggerated just 1,000%.

More robot bombs fell in southern England, dealing death and destruction indiscriminately. One shattered window panes in Buckingham Palace. Thousands of civilians left London, but the Britons were taking their punishment in stride, considering it the last desperate gamble of a beaten foe.

## **CASUALTY FIGURES**

Casualties among naval personnel through 20 August totaled 55,379. Totals since 7 December 1941:

U. S. Navy U. S. Marine Corps U. S. Coast Guard	$egin{array}{c} Dead \\ 16,432 \\ 6,106 \\ 346 \\ \end{array}$	Wounded 6,969 11,191 175	$Missing* \\ 8,615 \\ 842 \\ 234$	Prisoners* 2,524 1,945 0	Total 34,540 20,084 755
Total	22,884	18.335	9,691	4,469	55,379

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



JAP SURRENDERS: Marines help an enemy soldier from a dugout on Tinian in the Marianas. He still holds cigaret used to coax him out.

#### Navy News

• Because our advances in the Pacific are limiting the future hunting grounds for our subs, and because the success of our submarines in evading and resisting enemy attack has exceeded early expectations, the Navy has cancelled orders for a number of new submarines which were scheduled for completion toward the end of the building program. However, the submarine construction schedule will be maintained at present levels through the next seven or eight months.

The reduction in the number of submarines to be built does not mean that the over-all Navy production program is declining, as it will continue to increase in size at least until the first quarter of 1945.

There are eight classes of weapons and supplies which the Navy urgently needs at the present time. These are carriers and cruisers, new types of assault ships, tankers, bombardment ammunition, rockets to fire from planes and ships, 40-mm. guns and ammunition, machinery for advance bases, such as generators and water distillation and purification units, and high-octane gasoline.

• To expedite compliance with new regulations, the official semimonthly Navy Department Bulletin is now being distributed by V-mail to 37 Navy V-mail receiving stations throughout the world.

At Washington the bulletin is photographed, page by page, on V-mail film. Complete sets of the negatives then are sent by air to the receiving stations. There, enough V-mail size copies of the bulletin are printed

from the film negatives for distribution only to the higher echelons of all but three overseas naval commands. The exceptions are ComTen, ComFifteen and the 4th Fleet, to which prompt delivery of advance copies of the regular edition can be made by air transport.

Delivery of the bulletin by V-mail overseas requires only from 3 to 10 days to the most remote operating areas and is followed, as quickly as possible, by the normal distribution of printed copies of the bulletin to the entire service by regular mail.

### Normandy Was Destroyer's First And/or Third Action

The invasion of France was the first action against the enemy for the bow of the USS *Murphy*. For the destroyer's stern it was the third.

It came about this way: Last October the *Murphy*, a veteran of the invasions of North Africa and Sicily, was split in half in a collision off New York. The bow sank, but the rest of the vessel was towed into port. The *Murphy* was fitted with a new bow in time to take part in the landings on Normandy.

"Shells popped all around us at Cherbourg," said Comdr. Royal A. Wolverton, USN, skipper of the Murphy. "Any number of them hit in our wake and we were straddled four times, but Jerry failed to hit us. Call it the luck o' the Irish, but we're still in one piece."

• Joint Army and Navy liaison groups are now being established in each theater of operations outside continental U. S. to coordinate the welfare, recreation and leisure time educational activities of armed forces personnel and of civilian agencies authorized to operate with them.

This program was authorized in a joint statement of policy by the Secretaries of War and Navy, which cited the benefits already derived by welfare, recreation, morale and special services activities through the Joint Army and Navy Committee on Welfare and Recreation in Washington. The committee has made many such activities available to all branches of the armed forces at minimum cost and with greater coverage, resulting in greater utilization of the respect ve service programs than would have been possible had each proceeded independently.

The joint statement of policy recommended that, "Wherever practicable in the opinion of commanders of the armed forces, these liaison groups be composed of such service personnel or their representatives as have been or may in the future be designated to assist in operating the details of such activities, and that representatives of the Red Cross and/or the USO be included wherever practicable."

For details, see BuPers Circ. Ltr. 216-44 (N.D.B., 31 July 1944, 44-879).

• Approximately 85,000 male officers and enlisted men in naval shore establishments can be replaced by Waves, civilians or limited service personnel, according to the final report of the Navy Manpower Survey Board to the Secretary of the Navy (Information Bulletin, July 1944, page 14). However, the board found that shore establishments in general are not overmanned and recommended an increase of 39,325 (or 3%) in total personnel for the 6,000 activities surveyed.

Among the other recommendations were: that Waves be permitted to serve in the 10th, 14th and 15th Naval Districts, where war hazards are negligible; that limited service personnel be used more extensively in shore establishments; that duplication in the administrative services of the Navy and Coast Guard be eliminated: that naval districts be reorganized and that medical officers and nurses be removed from as many non-professional jobs as possible.

Citing civilian criticism of the Navy's practice of putting young officers, often lacking in experience, over civil service employes of competence and experience, the report agreed that "clarification of relationships between civilian supervisors and officers, particularly junior officers, is most desirable."

The survey, covering 84,246 officers, 519,270 enlisted personnel and 677,529 civilians, was conducted by a board composed of Vice Admiral Adolphus

Andrews, USN(Ret), senior member; Rear Admiral Charles W. Fisher, Jr., USN; Arthur S. Flemming, Civil Service Commissioner; John A. Stevenson, president of Penn Mutual Life Insurance Co.; R. Randall Irwin, Lockheed Aircraft Corp., and Capt. Paul F. Foster, USNR.

• A significant move was taken by the Navy Department last month in transferring to the Bureau of Naval Personnel all personnel functions of the Bureau of Yards and Docks.

Suggested by Vice Admiral Ben Moreell, (CEC) USN, Chief of the Bureau of Yards and Docks, the move is designed to bring about closer integration of the personnel work of the Civil Engineer Corps and the Sea-Bees with the overall personnel problems of the Navy. The key personnel engaged accompanied the transfer of these functions to BuPers, where they are being integrated into the appropriate divisions and sections.

While BuPers is responsible by regulation for all personnel matters, the rapid expansion of personnel in the early days of the war led to some decentralization of personnel administration into the various bureaus. The transfer, now completed, of such functions from BuDocks to BuPers reflects the thinking of both Vice Admiral Moreel and Vice Admiral Moreel and Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel, that the time has come to return to the traditional pattern of operation.

• Largest mass christening of warships in naval history from the largest drydocks in the world took place on 20 August at Philadelphia Navy Yard. Launched with the aid of 55,000,000 gallons of Delaware River water which flooded the drydocks were the 27,000-ton carrier Antietam and the 13,000-ton heavy cruisers Chicago and Los Angeles. The two cruisers mount eight-inch guns in their main batteries, five-inch guns in the secondary batteries, in addition to antiaircraft guns of varying sizes. The







Left to right: protector being applied, in place and being removed.

Antietam is designed to carry more than 250 tons of aircraft (about 80 fighters, divebombers and torpedo planes.) Her top speed exceeds 30 knots. Chicago and Los Angeles citizens, through war bond purchases, provided funds for the construction of the two new cruisers.

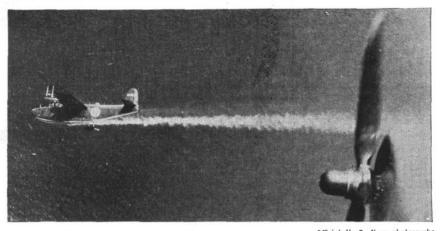
• Vice Admiral Aubrey W. Fitch, USN, relieved Vice Admiral John S. McCain, USN, on 1 August as Deputy Chief of



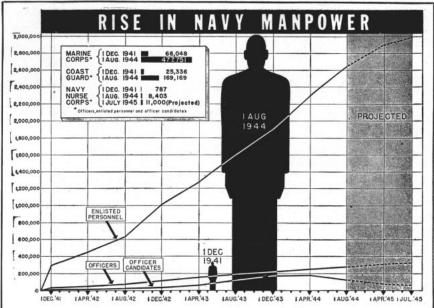
Admiral Fitch (left) and Admiral McCain

Naval Operations for Air (INFORMATION BULLETIN, July 1944, p. 40). The new deputy chief has been on duty in the office in Washington since May 1944. Before that time he had commanded Allied air forces in the South Pacific. Admiral McCain has been given an undisclosed assignment at sea.

- A new ear protector, which guards the wearer against the shocks of gun blasts and the roar of airplane engines, has been adopted by the Navy. This ear warden prevents the partial deafness that sometimes results from long exposure to great noise, and its use does not seriously impair reception of oral commands. It was developed at the University of California at Los Angeles under the direction of the National Defense Research Committee. The device is now being produced in small quantities and has been placed on the allowance lists of BuShips and BuAer.
- Seventeen personal letters have been salvaged from the oily murk that filled the USS Oklahoma when she was refloated from her Pearl Harbor grave in February 1944, and 13 of the letters have been returned to the original addressee or the sender. Officers of the Postal Affairs Section, Division of Naval Communications, have been unable to identify the addresses of the remaining four letters. Some were Christmas cards, destined for sailors' families in the U. S. On some can be seen the postmark: USS OKLAHOMA—DEC. 6—P.M.—1941.
- The Office of Naval History has been established directly under the Secretary of the Navy. Admiral E. C. Kalbfus, USN (Ret), member of the General Board, has been designated Director of Naval History in addition to his other duties. The duties of the director are: to coordinate the preparation of all histories and narratives of the current wartime activities in the naval establishment in order to assure adequate coverage to serve present and future needs and effectively to eliminate non-essential and overlapping effort; to initiate and approve essential new projects, amend existing projects, and take whatever steps are necessary to obtain the purposes desired. Further details are set forth in N. D. B., 15 Aug. 1944, 44-
- Two motor torpedo boats, financed in the recent war bond cash purchase drive by members of the Women's Reserve, were launched at New Orleans, La., on 30 July—second anni-



"EMILY" IN FLAMES: Jap flying boat goes down in flames after a surprise attack in the Central Pacific by a Navy PB4Y at right.



## Increase in Personnel Authorized As We Move Faster Toward Tokyo

The personnel strength of the Navy is now more than nine times what is was when the Japs attacked Pearl Harbor and, under a recently authorized increase, can go up another 11% by the end of next June to a total of 3,389,000.

The previously authorized strength of 3,006,000 was reached in July. At that time a Navy Department plan was approved to increase the personnel on active duty to 3,200,000 by 31 Dec. 1944 and to add another 189,000, if needed, in the first half of 1945. These figures do not include personnel of the Marine Corps or Coast Guard.

The authorized increases are for enlisted personnel needed, for the most part, to man new amphibious craft and auxiliary vessels going into commission next year. There is no boost in the number of officers and officer candidates previously authorized.

In announcing the increased authorizations Secretary of the Navy James Forrestal said:

"While the war in the Pacific is by no means approaching an end, it has been possible to strike at Japan's inner defenses and to bring the war to the doorstep of the enemy seoner than expected. We have moved faster than we had expected in the Pacific. Additional personnel are essential to keep pace with the acceleration of operations in that 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 succes-

ful operations on the revised timetable. . . .

"The possible effect of Germany's defeat has been considered, but it is now apparent that the end of hostilities in Europe will provide no measurable relief to the Navy's personnel problem for two reasons.

"First and most important, the Pacific war has progressed so rapidly that personnel which may be released from the European theater cannot be counted on definitely for transfer to the Pacific before the peak of personnel requirements in that area will have been reached.

"Second, a substantial number of personnel on duty in the European theater will be immediately engaged, whenever the conclusion of hostilities there comes, in the task of transporting military forces. Twelve thousand and five hundred miles of ocean separate Europe from Guam. Moving men and their equipment over such vast distances will, in itself, put a heavy strain. on the Navy. . . .

"The necessity of providing complements for ships, planes and bases needed for projected operations from now to June 30, 1945, will require a total of 580,000 personnel. Approximately 197,000 of this number are expected, however, to be made available from sources within the service. Personnel will be transferred to new duties as a result of contraction of activities made possible by successful completion of some operations. Therefore, availability of men now in the service will make it possible to reduce to 383,000 the net number required from civilian sources.

"Of the 580,000 gross addition, about 60% are needed for duty aboard ships, principally amphibious vessels, 33% are needed for naval aviation and new activities, and 7% are needed for advance base, staff and miscellaneous duties."

versary of the Waves. In the bond drive Waves over-subscribed the cost of the two PTs by 60%. Waves on duty in the 12th Naval District led the nation with a cash investment of more than \$400,000. Sponsors at the double launching were two enlisted Waves on duty in the 8th Naval District.

- The name of the Procurement Legal Division, Office of the Under Secretary of the Navy, has been changed to the Office of General Counsel for the Department of the Navy and is now directly responsible to the Secretary of the Navy, under terms of a SecNav letter of 3 Aug. 1944. The head of the Office of General Counsel is designated as the General Counsel for the Department of the Navy and has cognizance of all legal matters relating to the procurement or disposition of naval materiel and facilities and such other legal duties as may be assigned by the Secretary, the Under Secretary or the Assistant Secretary for Air. Functions and duties of the central office of the Procurement Legal Division will be assumed by the new office.
- Two frigates now being fitted out for the Navy will be named for the home towns of the ranking U. S. Army generals participating in the Normandy campaign. One will bear the name of USS Abilene, in honor of Gen. Dwight D. Eisenhower's home town in Kansas, while the other will be named USS Moberly, after the home town of Lt. Gen. Omar N. Bradley, in Missouri.

 Rear Admiral Charles P. Cecil, USN, was killed 31 July when a plane

crashed in a takeoff from a base in the Pacific theater. Nine other naval officers, three Army officers and six members of the Pan-American Airways crew also were killed in the crash. Admiral was com-



manding officer of Admiral Cecil the USS Helena when she was sunk in the Battle of Kula Gulf after extracting a big toll of Japanese warships.

 Admiral Harold R. Stark, USN. Commander U. S. Naval Forces in Europe, has commended the Naval Air Transport Service for helping to fly nearly a quarter of a million pounds of special gear from this country to England just prior to the invasion of France. The Army Air Transport Command cooperated in moving the material. NATS delivered 165,250 pounds in 16 plane loads. Individual loads were carefully assembled in such a manner that each plane carried a certain number of complete units of the equipment. Thus, if any plane were lost en route, the units that did get through would be usable.

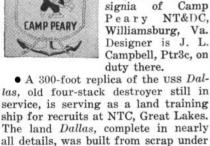
### Ships & Stations

• The station laundry at NAS, Weeksville, Elizabeth City, N. C., practically eliminated customers' queues with installation of a self-service system. Customers now select their packages from alphabetically arranged shelves, check their own laundry lists, then pay the cashier. A shoe repair counter is operated in the same manner.

• A seaman from Michigan, while singing "Oh How I Wish Again I Was in Michigan," accidently dropped a coin into a water storage well at NTC, San Diego, Calif. Next day he was headed home on a seven-day leave. The story made the rounds of the training center, and sailors turned the pit into a "wishing well." Navy Relief received the more than \$9 in pennies and nickles which the well

yielded in a recent drainage and clean-

• A peg-leg pirate parrot, clad in a Revolutionary War uniform, has been adopted as the insignia of Camp Peary NT&DC, Williamsburg, Va. Designer is J. L. Campbell, Ptr3c, on



direction of R. David Davis, CSp(A),

visual aids director for the 21st Regi-

ment, who conceived the idea after a

visit to a California destroyer base

during leave.

• When Aviation Cadet Jack L. Mitchell became a naval aviator with the rank of ensign at NATC, Corpus Christi, his gold wings were pinned on his new uniform by his mother, Lt. (jg) Catharine E. Mitchell, USNR. The Mitchells, one of the first mother-son combinations in the Navy,



Official U. S. Navy photograph Lieutenant (jg) Mitchell pins wings on Ensign Mitchell.

volunteered together at Huntington, W. Va. Mrs. Mitchell is on duty in the 3d Naval District, New York, N. Y.

• Roudet O. Turner, Cox, USN, lost his wallet when the Liberty ship Henry Bergh ran aground on the Farallon Islands, just outside San Francisco Bay, and sank. Less than two months later the wallet was returned to him at NT&DC, Treasure Island, Calif. It had washed ashore near the Bolinas Lifeboat Station and was found by a civilian who turned it over to the San Francisco Coast Guard office. The CG office in turn delivered it to the Treasure Island security department, and Turner was located at his home in Richton, Miss. Contents of the wallet were intact, including checks and cash totaling more than

• When Wave Dorothy Simmons, AMM2c, was promoted to her present rate at NAS, Ottumwa, Iowa, she didn't have to buy a new rating badge. Her father sent her one from their Illinois home—the one he wore while serving in the Navy during World War I.

• Henry Lauman, S2c, USNR, member of the ship's company at NTC, Farragut, Idaho, bowled the first perfect (300) game in the station's history.

#### Home Front

 A new series of tests designed to determine more accurately the educational and mental qualifications of registrants for military service have been placed in effect by the armed forces. Selective Service has instructed local boards to reconsider cases of all registrants between 18 and 25 who previously had been found unfit for service because of educational or mental deficiences. The U.S. Public Health Service announced that a quarter of a million registrants, found unfit when blood tests indicated they were infected with syphilis, have been reclaimed through treatment.

• The AFL and CIO have agreed that returning veterans will be admitted to full union membership at an initiation fee no higher than that charged prior to 1 Jan. 1940, it was announced by Carl J. Schoeninger, national commander of the VFW. Dues, also, will be no higher than before the war. Veterans who were union members before their enlistment or induction will have the length of their military service added to their union seniority.

• The War Manpower Commission ordered hotels to slash their services and restricted the employment of men under 45. Hotel guests can have no more than one bath towel and two face towels per day and no more than two clean sheets per week, the WMC decreed. Guests must juggle their own baggage unless it is done by elderly

or physically handicapped bellhops, or by women. Most hotels reported this reduction in services had been in effect long before the WMC order.

• Defiant machinists who failed to report for overtime work at San Francisco machine shops seized by the Navy have been certified to Selective Service boards, blacklisted for other jobs by the War Manpower Commission, and reported to their war ration boards. Rear Admiral Harold G. Bowen. USN who acted for Secretary of the Navy James Forrestal in taking possession of the five shops, said the sanctions are "the most thoroughgoing that have ever been applied to a labor union in this country."

• The Army and Navy agreed last month to furlough or discharge former tire workers now in this country back to their peacetime employers because of the shortage of heavy-duty truck and bus tires. It was hoped to increase the output of this class of tires by at least 30% during August and Sep-

tember

● A sweeping cutback affecting Liberator bombers, Commando transports and Thunderbolt fighters was ordered by the War Department, which is now concentrating on the production of the new B-29 and B-32 superbombers. About 20,000 workers will be affected immediately and 100,000 more by the end of this year. Plane losses in Europe have been lighter than expected, the War Department explained. ● Civilian and military headquarters employes of the Army Service Forces went on a nine-hour day 1 August. All leaves of absence and vacations were cancelled until further notice.

## Quotes of the Month

• Prime Minister Churchill: "I greatly fear raising false hopes, but I no longer feel bound to deny that victory may come perhaps soon."

• Under Secretary of the Navy Ralph A. Bard: To avert a third war disaster in our times, we must administer a bona fide defeat to the enemy."

• Maj. Gen. Allen H. Turnage, USMC, on eve of assault on Guam: "Make certain that every fighting Jap does his duty—'dies for his Emperor.'"

• Admiral Nimitz: "This is a new experience [for the Japanese]. They have until now been on the winning side. I don't know how much they can take before they throw in the sponge."

• Lt. (jg) Michael S. Alexatos, USNR, Hellcat pilot attacked by a Zero in sweep over Iwo Jima: "I had 415 knots indicated and he didn't follow me down."

• Rear Admiral Thomas L. Gatch, USN, Judge Advocate General of the Navy: "The young men in our Army and Navy are fighting today so that their sons will not have to fight in their day."

## THE WAR AT SEA U.S. Navy Communiques In Full And Pertinent

OFFICIAL REPORTS: 21 JULY THROUGH 20 AUGUST

All Dates Local Time at Scene of Action Unless Otherwise Indicated.

#### 21 JULY

#### U. S. Pacific Fleet Communique

U. S. Pacific Fleet Communique
U. S. marines and Army assault troops established beachheads on Guam Island on 20 July (West Longitude date) with the support of carrier aircraft and surface combat units of the 5th Fleet. Enemy defenses are being heavily bombed and shelled at close range.

Amphibious operations against Guam Island are being directed by Rear Admiral Richard L. Conolly, USN. Expeditionary troops are commanded by Maj. Gen. Roy S. Geiger, USMc, commanding general of the 3d Amphibious Corps,
The landings on Guam are continuing against moderate ground opposition.

against moderate ground opposition.

#### U. S. Pacific Fleet Communique

U. S. Pacific Fleet Communique

Good beachheads have been secured on Guam Island by marines and Army troops. Additional troops are being landed against light initial enemy resistance. The troops advancing inland are meeting increased resistance in some sectors.

On 19 July (West Longitude date) 627 tons of bombs and 147 rockets were expended in attacks on Guam by carrier aircraft. Naval gunfire and aerial bombing were employed in support of the assault troops up to the moment of landing, and remaining enemy artillery batteries are being neutralized by shelling and bombing. Preliminary estimates indicated that our casualties are moderate.

Liberator search planes of Group 1, Fleet Air Wing 2, bombed Haha Jima and Chichi Jima in the Bonin Islands and Iwo in the Volcano Islands on 19 July. At Iwo Jima the airfield and adjacent installations were hit. At Chichi Jima an enemy destroyer was bombed. Antiaircraft fire ranged from moderate to intense. One of our planes was damaged but all returned.

#### 22 JULY

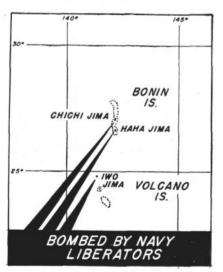
#### Navy Department Communique No. 532

1. The submarines USS Trout and USS Tullibee are overdue from patrol and must be presumed to be lost.
2. The next of kin of casualties of the Trout and Tullibee have been so notified.

#### U. S. Pacific Fleet Communique

Our troops are making satisfactory progress in both sectors of Guam, We have captured Mt. Alifan in the southern area. In the north the roads from Agana to Piti town are in our hands.

Our northern beach extending from Asan Point to Adelup Point was under



See 21 July.

mortar fire during the night of 20-21 July (West Longitude date).

Before daylight on 21 July the enemy launched a counterattack on the eastern side of our lines in the northern sector, which was thrown back after daylight by our troops, supported by air, naval and artillery bombardment.

Cabras Island is under our control and about half of it has been occupied.

Cabras Island is under our control and about half of it has been occupied,
At the southern beachhead, extending from Agat town south to Bangi Point, the enemy attempted a counterattack in the early morning of 21 July, which was thrown back. In retreating the enemy left behind five tanks and approximately 270 dead

left behind five tanks and approximately 270 dead.
Initial beachheads on Guam Island were established immediately above and immediately below Orote Peninsula. Troops of the 3rd Marine Division landed on the northern beach. The 1st Provisional Marine Brigade landed in the south. Following the initial assault landings, elements of the 77th Division, USA, were landed in support of the marines. support of the marines.

#### 23 JULY

#### U. S. Pacific Fleet Communique

U. S. Pacific Fleet Communique
Substantial gains were made by our
forces on Guam during the night of 21
July and during the day of 22 July (West
Longitude date). In the northern area all
of Cabras Island and Piti town were captured. Attempts made by the enemy during the night of 21-22 July infiltrate our
lines were repulsed in the southern area.
Orote Peninsula has been nearly cut off
by our forces. Aircraft and naval gunfire
are closely supporting our troops.
Our estimated casualties through 22 July
are as follows: killed in action, 348;
wounded in action, 1,500; missing in action, 110.

Intense artillery and naval gunfire was directed against Tinian Island on 21 July. directed against Tinian Island on 21 July. Enemy gun positions and troop concentrations were principal targets. On the same day, Thunderbolt fighters of the 7th AAF attacked Tinian and Pagan Islands. At Tinian gun emplacements and pill-boxes were bombed. At Pagan the airstrip was bombed and strafed. Intense antiaircraft fire over Pagan damaged two

antiaircraft fire over ragan uamegos the of our aircraft.
Seventy-five tons of bombs were dropped on airfield and dock areas at Truk Atoll on 21 July by 7th AAF Liberators. Fires and explosions were observed. Two airborne enemy fighters did not attempt to intercept our force. Antiaircraft fire was

intercept our force. Antiaircraft fire was meager.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—MacCluer Gulf: Medium units sank a 1,000-ton freighter and two coastal vessels, destroyed a troop-laden barge and raided shore installations... Geelvink Bay: Fighters swept the shore lines, destroying three barges laden with fuel and supplies, and damaged several others... Altape-Wewak: Air patrols, cooperating with naval units, bombarded shore installations at Dogerto Bay and harassed enemy coastal traffic.

#### 24 JULY

#### U. S. Pacific Fleet Communique

Assault troops of the 2nd and 4th Marine Divisions established beachheads on Tinian Island on 23 July (West Longitude date), supported by carrier and land-based aircraft and by artillery and naval gunders

Amphibious operations against Tinian Island are being directed by Rear Admiral Harry W. Hill, USN, Commander Group 2, Amphibious Forces, Pacific Fleet,
Expeditionary troops are commanded by

Maj. Gen. Harry Schmidt, USMC, Commanding General, 5th Amphibious Corps. The landings are being continued against light ground opposition.

#### U. S. Pacific Fleet Communique

Enemy forces on Orote peninsula of Guam Island have been completely cut

In Full And Pertinent Excerpts From Others

off by troops of the 1st Provisional Marine Brigade and the 77th Infantry Division which advanced during 23 July (West Longitude date) across the base of the peninsula.

In the northern sector the 3rd Marine Division has made additional gains against strong enemy opposition which continues despite heavy casualties inflicted

against strong enemy opposition which continues despite heavy casualties inflicted by our ground troops and intense air and naval bombardment.

In the north our lines, as of 1800, 23 July, extend northeast from the mouth of the Sasa River to Adelup Point and extend inland approximately 2,900 yards at the point of deepest penetration. In the south our lines extend from the inner reaches of Apra harbor to a point opposite Anae Island. The greatest depth of advance is approximately 5,000 yards.

Rota Island was attacked by carrier aircraft on 23 July. Runways and adjacent installations were principal targets. Ponape, in the Caroline Islands, was bombed on 22 July by 7th AAF Mitchells. Gun positions were bombed and harbor installations strafed.

Shimushu, in the northern Kurils, was attacked on 22 July by Ventura search planes of Fleet Air Wing 4. A large fire was started near the airfield. Moderate antiaircraft fire was encountered, Eight enemy fighters intercepted our force and caused some damage to a Ventura.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Philipoine Islands: Our air pa-

caused some damage to a Ventura.
ADVANCED ALLIED HEADQUARTERS ON NEW
GUINEA—Philippine Islands: Our air patrols sank a coastal vessel 70 miles off the
coast of Mindanao. . . Halmahera: Our
medium units bombed shipping and villages, destroying a 1,000-ton vessel . . .
New Ireland: Naval units sank a number
of small craft off the east coast.

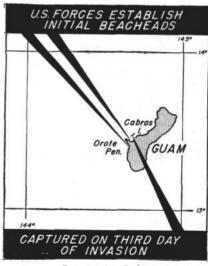
#### 25 JULY

#### U. S. Pacific Fleet Communique

U. S. Pacific Fleet Communique
On 24 July (West Longitude date) contact was established between patrols from the northern and southern assault forces on Guam Island, along the eastern shore of Apra harbor. In the northern sector good progress has been made and pockets of resistance near Adelup Point have been wiped out. In the north our lines now extend from Adelup Point in a general southwesterly direction to the mouth of the Aguada River. In the southern sector our lines extend across the base of the Orote Peninsula to a point opposite Anae Island.

Carrier aircraft and naval surface units

Carrier aircraft and naval surface units continue to bomb and shell selected tar-gets and are interfering with troop move-ments in the rear of the enemy lines,



See 21-23 July.

Our casualties through 24 July were 443 killed in action, 2,366 wounded in action, and 209 missing in action. Our forces have counted 2,400 enemy dead.

The Tinian beachhead was broadened and deepened during 24 July. An enemy counterattack before dawn on 24 July was broken up by our troops, inflicting heavy casualties on the enemy and destroying five tanks. At mid-morning our forces began an attack, preceded by heavy artillery and naval fire support, which advanced our lines half-way across the northern end of the island and widened the coastal area under our control to a distance of 3½ miles.

miles.

Our casualties through 24 July were 15 killed in action and 225 wounded. Our troops have counted 1,324 enemy dead.

Paramushiru in the Kuril Islands was attacked by Ventura search planes of Fleet Air Wing 4 on 23 July. An airfield was bombed and fires started. Several fishing vessels offshore were strafed. Enemy fighters intercepted our force and damaged one of our planes. One enemy fighter was probably shot down and another damaged.

damaged one of our planes. One enemy fighter was probably shot down and another damaged.

Sixty-seven tons of bombs were dropped on Truk Atoll by 7th AAF Liberators on 23 July. Waterfront installations, warehouses, antiaircraft batteries and airfields were bombed. Several enemy fighters intercepted our forces. One fighter was probably shot down and three damaged. Antiaircraft fire was meager.

ADVANCED ALLIED HEADQUARTERS on NEW GUINEA—Halmahera: Our reconnaissance planes attacked and left burning a small cargo vessel off Morotai Island. . Western Vogelkop: Our medium units, continuing their blockade, sank two supply-laden luggers and a coastal vessel . . . Manokwari: Our fighters strafed coastal installations to the south and, cooperating with light naval units, destroyed or damaged several barges and small craft . . Aitape-Wewak: The relentless interdiction of our light naval force has destroyed the bulk of the enemy's barges and reduced his truck traffic along the coastal road to inappreciable volume . . New Ireland: Light naval units shelled coastal installations.

#### 26 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Kai Islands: Our air patrols raided enemy barge traffic, scoring many hits in a group of 18 and among smaller concentrations . . Moluca Sea: Our air patrols bombed a 1,000-ton enemy cargo vessel southwest of Halmahera, forcing it aground, and destroyed a coastal vessel west of the Talaud Islands, midway between Halmahera and Mindanao . . . . Manokwari: Our fighters with light naval units destroyed or severely damaged seven barges and harassed enemy coastal traffic . . . Aitape-Wewak: Naval units bombarded shore positions. Air patrols raided enemy supply lines, wrecking five barges and traffic on the coastal road.

#### 27 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Tanimbar Islands: Our air patrols attacked enemy barges at the Kai Islands. . . Aitape-Wewak: Naval patrols swept the coastline, disrupting barge and coastal road traffic . . New Ireland: Light naval craft shelled coastal targets. KANDY, Special communique—In the course of certain operations carried out by the Allied Eastern Fleet, Sabang, the Japanese-held naval base at the entrance to the Strait of Malacca, was subjected to a heavy-scale bombardment soon after sunrise on 25 July and by some of the battleships, cruisers and destroyers attached to this fleet.

a neavyscate bombatuhent soon after sunrise on 25 July and by some of the battleships, cruisers and destroyers attached to this fleet.

Complete surprise was achieved and the bombardment, which was covered and supported by carrier-borne aircraft, lasted 35 minutes and was most effective.

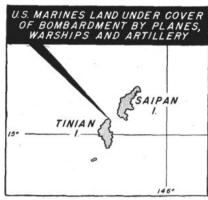
The harbor installations were almost completely destroyed. Dockyard workshops, wharves and godowns were hit by at least 16 salvos of heavy shells. All suffered extensive damage and the target area was left a mass of flame and smoke. Barracks were hit by at least 10 salvos of heavy shells. Half of this area was devastated and the remaining buildings were destroyed or severely damaged.

A radar station also was heavily shelled by our destroyers and attacked by aircraft.

by our destroyers and attached by an-craft.

Ships taking part in this bombardment suffered no damage or casualties.

Under cover of the main bombardment a force consisting of three destroyers and



See 24 July.

a Netherlands cruiser proceeded into the harbor and engaged targets at very close range. They silenced shore batteries, sinking one medium-sized merchant ship and wrecking two jetties with torpedoes. Prior to the bombardment, aircraft from the carriers attacked neighboring airdromes, damaging hangars, buildings and a radar station, and destroyed four enemy aircraft on the ground. Two other enemy aircraft which attempted to approach the fleet promptly were shot down by our fighters. fighters.

A formation of enemy aircraft attempted to attack on the evening of the 25th. Of these, three were shot down by our fighters and two were damaged, and the remainder were driven off before they could close with the fleet.

#### 28 JULY

#### U. S. Pacific Fleet Communique

U. S. Pacific Fleet Communique

There were no material changes in our lines on Guam Island during 26 July (West Longitude date). On the Orote Peninsula our forces are continuing their attack against more than 2,000 enemy troops entrenched in dugouts and pill-boxes. The defenders are employing artillery, automatic weapons and mortars in considerable quantities. In the southern sector our lines are unchanged. Delayed reports indicate that severe fighting took place before dawn on 25 July in the northern beach area. In places enemy infiltration tactics succeeded, but by early morning the attack was repulsed with an estimated loss of 2,000 enemy troops.

During 26 July carrier aircraft bombed the airfields near Agana town on Guam and at Rota Island. Gunboats are being used in close support of our troops on Guam.

Guam,
On the night of 26 July a single Liberator search plane of Fleet Air Wing 2 made a low-level attack over Truk lagoon, obtaining two direct hits on a cargo ship and bombing a group of small craft.
Ponape and Nauru Islands in the Carolines and remaining enemy positions in the Marshalls were attacked by aircraft of the Central Pacific shore-based air force on 26 July. Guam.

#### U. S. Pacific Fleet Communique

Our forces in Guam Island made sub-stantial gains in all sectors on 27 July

(West Longitude date).

Northern forces extended their beach-head east to a point near the outskirts of Agana town and advanced several hundred yards along the entire northern front.

In the central sector marines drove in-In the central sector marines drove inland more than two miles from Apra harbor and occupied Mt. Tenjo, Alutom and
Chachao. In the south our troops advanced more than a mile in an easterly
direction. The southern terminus of our
beachnead remains at a point on the west
coast opposite Anae Island.

Marines driving northwest of Orote Penmale region to the born resistance secured.

Marines driving northwest of Orote Peninsula against stubborn resistance secured an additional 500 yards.

On Tinian Island marines pivoting on our eastern anchor above Masalog Point advanced more than 3½ miles along the west coast, capturing the airfield above Gurguan Point. Coastal batteries on Tinian Island were shelled by battleships on 27 July.

On Saipan Island our troops have now

buried 21,036 enemy dead. Conservative estimates indicate that our forces have killed 4,700 enemy troops on Guam.

Of our own troops previously listed as casualties, 5,434 have now returned to

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Sorong: Our air patrols sank a barge and damaged a small enemy freighter by strafing . . . Manokwari: Our barge and damaged a small enemy freighter by strafing . . . Manokwari: Our light naval units and cooperating fighters bombed and strafed Mansinam Island, si-lenced gun positions and damaged or debombed and strafed Mansinam Island, silenced gun positions and damaged or destroyed small coastal craft... Aitape-Wewak: Air and naval patrols sweeping the coast probably destroyed an enemy barge... Truk: Our medium units intercepted and attacked a five-vessel convoy on a southerly course 160 miles south of Truk. One vessel probably was sunk, three were left burning and the other escaped to the north... New Ireland: Our light surface vessels strafed and shelled Katharine harbor and Kaut Bay.

LONDON, Admiralty communique—His Majesty's submarines in the course of intensified operations against Japanese shipping have recently destroyed 21 more supply vessels and craft in Far Eastern waters. In addition, hits with torpedoes were obtained on two supply ships of medium size and a small tanker was severely damaged by gunfire.

Several other vessels also were damaged during brisk gun actions fought with two small escorted conveys.

Two supply ships which were destroyed were of medium size. One was attacked

two small escorted conveys,

Two supply ships which were destroyed were of medium size. One was attacked in the Malacca Strait near Medan, Sumatra, while proceeding under escort which included two submarine chasers and aircraft. The vessel blew up and sank.

Another medium-sized supply vessel was torpedoed in the vicinity of Padang and later was seen to sink...

In addition to these successful attacks on enemy shipping, His Majesty's submarines bombarded oil tanks at Sibolga on the northwest coast of Sumatra and military installations on the northern part of Ross Island and at Port Blair.

of Ross Island and at Port Blair.

#### 29 JULY

#### Navy Department Communique No. 533

MEDITERRANEAN THEATER

1. The Uss Swerve, minesweeper, was sunk in the Mediterranean recently as the result of enemy action.
2. The next of kin of casualties have

been notified.

#### Navy Department Communique No. 534

PACIFIC AND FAR EAST 1. U. S. submarines have reported the sinking of 17 vessels, including one combatant ship, as a result of operations against the enemy in these waters, as fol-

One escort vessel One large cargo transport
One medium tanker
One medium transport

Three medium cargo transports
Six medium cargo vessels
Four small cargo vessels
2. These actions have not been announced in any previous Navy Department communique. communique.

#### U. S. Pacific Fleet Communique

Marine forces, continuing their advance Marine forces, continuing their advance throughout 28 July (West Longitude date), are compressing the enemy into the southern area of Tinian Island. On the west coast of the island our troops are near Tinian town. In the center we have made additional gains of nearly two miles. On the east coast progress has been slowed due to the difficulty of operation in the high ground near Masalog Point, but our eastern line was advanced about a half mile.

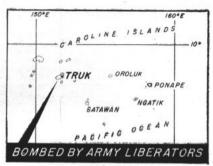
nigh ground hear massing Folm, but our eastern line was advanced about a half mile.

On 27 July, Saipan-based Thunderbolt fighters flew 130 sorties over Tinian, strafing and bombing enemy troops, gun positions and supply areas. Fires and explosions were observed. One of our fighters was lost. Carrier aircraft continued attacking enemy defenses, troop concentrations and gun positions on 28 July in close support of our ground operations on Guam. Liberators of the 7th AAF attacked Truk Atoll with more than 60 tons of bombs on 27 July.

An estimated eight Japanese interceptors attacked our bombers, and one bomber was shot down. Two crewmen bailed out and were strafed by enemy fighters, Our other bombers shot down two enemy fighters, probably shot down one and damaged two.

one and damaged two.

Japanese positions and installations on



See 25 July.

Jaluit, Wotje and Mille in the Marshall Islands were attacked on 27 July by Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing, Ventura search planes of Fleet Air Wing 2 and Mitchell medium bombers of the 7th AAF. A single Ventura search plane of Fleet Air Wing 2 bombed Nauru Island on the same days

U. S. Pacific Fleet Communique

U. S. Pacific Fleet Communique
Orote Peninsula, on Guam Island, has been captured by the 1st Provisional Marine Brigade, Organized resistance ceased late in the afternoon of 28 July (West Longitude date).

Apra harbor is being patrolled by light fleet units to prevent the few remaining Japs from swimming to the mainland. No material change took place in our 10-mile front extending from Adelup Point to a point on the west coast opposite Anae Island, but our patrols ranged out ahead of our lines nearly a mile in some places.

A large quantity of enemy equipment and munitions has been captured or destroyed, including 30 enemy tanks, 72 field pieces and coast defense guns of varying calibers up to 8-inch, and many motor

calibers up to 8-inch, and many motor

vehicles,
ADVANCED ALLIED HEADQUARTERS ON NEW
GUINEA—Ceram-Amboina: Our air patrols sank a medium-sized merchant vessel off the north coast... Southern Vogelkop: Our medium units raided enemy
shipping, sinking a coastal vessel off Cape
Sele and leaving a 1,000-ton freighter in
flames to the southeast,

#### 30 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Aru Islands: Our air patrols strafed a large lugger near Dobo, setting it on fire . . . Halmahera: A coastal vessel was sunk in Galela Bay . . . Sorong: Fighters patrolled the coast to the east damaging several small craft and starting a fuel fire . . . MacCluer Gulf: Our attack planes sank a lugger in Kaimana Bay . . . Manokwari: Our fighters and light naval units, searching to the south and west, destroyed one barge and strafed a number of smaller craft . . Aitape-Wewak: Air and naval patrols along the coast destroyed two fuel-laden barges and damaged others . . Truk: Our medium units attacked shipping in the Nomoi Islands, 150 miles to the southeast, probably damaging one gunboat . . New Ireland: Light naval craft bombarded coastal targets and destroyed two enemy barges.

#### 31 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Halmahera: One of our patrol planes attacked an enemy merchant vessel at the Talaud Island to the northwest . . Aitape-Wewak: Air and naval patrols damaged two barges and wrecked several motor vehicles.

CHUNGKING, 14th AAF communique—A Liberator on a sea sweep off Hong Kong sank a 4,000-ton freighter, another of 2,700 tons and a 750-ton vessel.

#### 1 AUGUST

#### U. S. Pacific Fleet Communique

During 31 July (West Longitude date) troops of the 2nd and 4th Marine Divisions moved ahead against moderate enemy resistance and through difficult terrain and occupied the cliffs overlooking the beaches at the extreme southern tip of Tinian Island.

land.

During the night of 30-31 July the Japanese attempted several small-scale counterattacks, which were beaten back at a cost to the enemy of 300 dead. Our attack was launched in the morning of 31 July and

carried to the southern beaches by late afternoon. The enemy on Tinian now has little means of resistance and no means of

little means of resistance and no means or escape.
During the night of 29-30 July 7th AAF Liberators bombed Truk Atoll and neutralization raids against enemy positions in the Marshall and Caroline Islands were carried out by aircraft of the Central Pacific shore-based air force before dawn and during the day of 30 July.

#### U. S. Pacific Fleet Communique

U. S. Pacific Fleet Communique
U. S. forces continued to advance rapidly on Guam Island during 31 July (West Longitude date), driving northward from 2½ to 3 miles in the center and on the right flank and advancing about a half-mile on the left flank. In the advance the towns of Utang, Pado, Pulan and Maite were occupied.

On the west coast our line is anchored about a mile and half south of Saupon Point, and on the east coast we are less than a mile from Fadian Point.
On Orote Peninsula mopping-up operations have been completed and in the southern half of Guam these operations are continuing.

Carrier aircraft of a fast carrier task group directed bombs and rocket fire against enemy troop concentrations in northern Guam during 31 July.

Advanced Allied Headquarters on New Guinea—Northwestern Vogelkop: We have seized the coastal area of Sansapor and the nearby islands of Amsterdam and Middelburg at the western tip of Netherland New Guinea, nearly 200 miles beyond Noemfoor Island and slightly more than 600 miles southeast of the Philippines.

The movement was undetected by the enemy and little opposition has yet developed. The operation was an amphibious one, ground troops acting in coordination with naval and air forces.

The enemy base at Manokwari, pivot of the defenses of the Vogelkop Peninsula, is now bypassed and useless. Its garrison, 15,000 strong, composed of elements of the 35th Division base and service troops, commanded by Lt. Gen. Ikeda, now is isolated with the only possible escape route to the south over a hazardous terrain and swamp and jungle.

Ceram: Fighters strafed and set aftre a 3,000-ton freighter-transport off the east coast and damaged a 5,000-ton freighter rear Amboina. Air patrols attacked enemy shipping on the north coast, and barges in the Waubelu Islands to the southeast ... Aitape-Wewak: Air and naval patrols harassed coastal traffic, destroying three barges and damaging one other.

#### 2 AUGUST

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Amboina: Our air patrols sank a 5,000-ton transport by direct hits with 500-pound bombs . . . Halmahera: Medium units destroyed a 1,000-ton freighter and two coastal vessel, Air patrols destroyed a supply-laden coastal vessel and another in the Talkard Lelands to the party west. in the Talaud Islands to the northwest . . . New Ireland: Light naval craft shelled coastal installations.

#### **3 AUGUST**

#### U. S. Pacific Fleet Communique

Additional gains averaging nearly two miles were made by marines and Army forces driving northward on Guam during 2 August (West Longitude date). On the west coast our line was advanced farther along the shore of Tumon Bay and on the east coast we are about 1½ miles from Company Point.

along the shore of Tumon Bay and on the east coast we are about 1½ miles from Campanaya Point.

As a result of the day's advances, an important road junction near the town of Finegayan was brought under our control. Stiffened enemy resistance is being en-

countered,
As of 2 August our troops had counted
7,893 enemy dead. A large-number of civilians have sought protection behind our
lines and currently 7,000 are being cared

Carrier aircraft, attacking from an altitude of 100 feet, directed bombs and rocket fire against enemy fortifications and storage areas in northern Guam dur-

and storage areas in northern Guam during 2 August.

The American flag was formally raised over Tinian Island on 2 August. Scattered remnants of the enemy, hiding in caves and dugouts, are being dealt with by marines. Approximately 4,000 civilians have been interned. The number of enemy troops killed is now estimated at 5,000.

Ponape Island was attacked by 7th AAF Mitchell bombers on 1 August, and on the same day further neutralization raids

Mitchell bombers on 1 August, and on the same day further neutralization raids against enemy positions in the Marshall Islands were carried out by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Molucca Sea: Our night air patrols sank a 5,000-ton freighter-transport at Soela Islands southwest of Halmahera. Intense fires and several internal explosions resulted from direct hits with 500-pound bombs . . . Vogelkop: Medium units sank two coastal vessels at islands off the western coast and attacked Bira village on the northern shore of MacCluer Gulf . . . Aitape-Wewak: Light naval units shelled bivouacs and sank or damaged four barges. four barges.

#### 4 AUGUST

#### U. S. Pacific Fleet Communique

Our forces on Guam made slight gains on the right flank and in the center during 3 August (West Longitude date).

On the east coast our line is anchored about one mile south of Campanaya Point. There was no appreciable advance along the west coast and our anchor there remains on the shore of Tumon Bay.

All road junctions in the vicinity of Finegayan were brought under our control.

Enemy resistance on Mt. Barrigada has been eliminated and we now control the 674-foot height.

674-foot height.

In close support of ground troops, aircraft from a fast carrier task group on 3 August dropped bombs, fired rockets and strafed Japanese-held positions, roads, storehouses and troop areas on Guam.

Mopping-up operations on Tinian Island

Mopping-up operations on Tinian Island continued during 3 August, and additional numbers of civilians were interned. Scattered Japanese troops are still being hunted down on Saipan Island, and an average of 50 a day are being eliminated or teleponymicspers.

age of 50 a day are being eliminated or taken prisoner. Ventura search planes of Group 1, Fleet Air Wing 2, attacked Nauru Island on 2 August. Antiaircraft fire was moderate. Catalina patrol bombers of the same air wing bombed Japanese positions in the Marshall Islands on the night of 1-2

August.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Ceram: Our air patrols along the north coast destroyed a 1,000-ton enemy freighter and several small craft, while to the west a direct hit was scored on a destroyer.

BERLIN, communique—"One enemy cruiser, three destroyers, two corvettes, as well as five transport ships and one special ship, totaling 36,000 tons, were sunk by weapons of the German Navy and by U-boats in waters off the invasion front. Numerous other ships, totaling more than 56,000 tons, were torpedoed. The stiking of most of the latter ships is assumed. German MT-boats on the night preceding 3 August sank a British artillery E-boat in the eastern part of the Bay of the Seine."

#### 5 AUGUST

#### U. S. Pacific Fleet Communique

Troops of the Army's 77th Division advanced approximately three miles northward along the eastern shore of Guam to Lumuna Point on 4 August (West Longi-

On the western coast marines pushed more than 1½ miles northward to Amanmore than



See 27 July.

During the night of 3-4 August a small enemy force identified as Navy troops were repulsed in an attempt to counterattack

attack,

Eleven of the enemy were killed, bringing the total counted Japanese dead to 8,129. As of 4 August approximately 22,-000 civilians on Guam had found refuge within our lines.

More than 25 tons of bombs were dropped on Wotje in the Marshall Islands on 3 August by Corsair fighters on the 4th Marine Aircraft Wing.

More than 60 tons of bombs were dropped on Truk Atoll by Liberators of the 7th AAF at dusk on 3 August. One ship near Dublon Island was left burning. Other hits were observed at the Dublon naval base and on gun emplacements and barracks.

barracks.
There was no interception and only moderate antiaircraft fire. All of our

planes returned.
GENERAL HEADQUARTERS, SOUTHWEST PA CIFIC—Sansapor: Our air patrols and light naval units, harassing the coast, sank three small craft laden with fuel, ammuni-tion and coupling tion and supplies.

#### **6 AUGUST**

#### U. S. Pacific Fleet Communique

Air and surface units of a fast carrier task force on 3 and 4 August (West Longitude date) virtually wiped out a Japanese convoy and raided airfields, towns and ground installations in the Bonin and Volcano Islands groups.

On 3 August our planes sank four cargo ships of approximately 4,000 tons each, three escorting destroyers or destroyer escorts and four barges. One cargo vessel and the balance of the escorting warships were damaged. On the same day our surface vessels sank one large destroyer, one cargo ship, one small oiler and several barges, One damaged escort vessel escaped.

cargo ship, one small oiler and several barges. One damaged escort vessel escaped.

On 4 August our forces continued the sweep. Carrier-based planes sank one escort vessel and two other small craft. Damage was inflicted on five barges, two of which were carrying troops, one landing craft and three smaller vessels. One light cruiser and five smaller vessels were possibly sunk. All six of the ships were left burning. Also damaged were one destroyer escort and 10 small craft.

Two landing ships were grounded and a large cargo vessel damaged in the preceding attack was hit again.

In the attack on ground installations our surface craft shelled shipping and shore facilities at Chichi Jima, Omura town on Chichi Jima was destroyed. Ground installations on Muko Jima, Ani Jima, Haha Jima and Iwo Jima were hit. At Iwo Jima six airborne enemy planes were shot down and six others were destroyed and five damaged on the ground. One plane was destroyed on the ground on Chichi Jima, We lost from enemy aircraft fire 16 one plane was destroyed on the ground on Chichi Jima.
We lost from enemy aircraft fire 16 planes and 19 flight personnel.

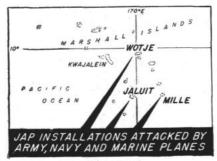
#### U. S. Pacific Fleet Communique

U. S. Pacific Fleet Communique

Further gains were made during 5 August (West Longitude date) by U. S. troops driving northward on Guam Island,
On the left flank our troops moved ahead more than two miles, almost to Haputo Point. There was no substantial change in our line on the right flank and our positions there remain near Lumuna Point. In the day's gains the towns of Ukudu and Liguan were occupied.

Strong defensive positions along the roads paralleling the western shore were wiped out by our advancing ground forces, and nine field guns and two tanks were destroyed. Artillery destroyed several trucks laden with enemy troops. Fighters of the Marine Aircraft Wing are now operating from the airfield on Orote Peninsula.

operating from the airfield on Orote Peninsula,
Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing and Oatalina search planes of Group 1, Fleet Air Wing 2, bombed remaining enemy positions in the Marshall Islands on 4 August, Mitchells of the 7th AAF hit Ponape and a Navy Liberator attacked Wake Island on the same day. In these attacks moderate antiaircraft fire was encountered but all our aircraft returned.
General Headquarters, Southwest Pacific—Amboina-Ceram: Our air patrols damaged a coastal vessel and 10 small craft . . . Geelvink Bay: Night naval patrols strafed enemy shore positions near Mumi . . Palaw: Our long-range reconnaissance planes attacked and left burning two 1,000-ton freighters 150 miles west of Palau . . . Bougainville: Light naval



See 29 July.

craft shelled coastal installations.

London, Admiralty communique—While on offensive patrol off the coast of Brittany to the west of St. Nazaire early today a force consisting of the cruiser HMS Bellona and destroyers HMCS Haida, HMS Tartar, HMS Ashanti and HMCS Iroquois encountered an escorted enemy convoy proceeding southward.

In the action which followed the convoy and escort, numbering seven ships in all, were destroyed.

and escort, numbering seven snips in all, were destroyed.

Later another convoy was encountered off St. Nazaire but escaped into the port. The extent of the damage inflicted on this convoy is not known. We suffered a small number of casualties.

#### 7 AUGUST

#### U. S. Pacific Fleet Communique

One-third of the remaining enemy-held area at the northern end of Guam was brought within our lines on 6 August (West Longitude date).

In the central sector we advanced north nearly three miles, occupying the village of Vige.

nearly three mines, occupying
of Yigo.

Near Yigo we captured several strong
positions and a considerable amount of
supplies and equipment.

In the area occupied on 6 August our
troops found a large cemetery in which
there was evidence of mass burial of en-

there was evidence or mass burial of enemy dead.

Supporting our ground forces, carrier aircraft on 6 August bombed and strafed enemy positions and troop concentrations near Mount Santa Rosa.

On the western coast our line is anchored near Haputo Point and on the east coast of Lumuna Point.

Navy Liberators of Group 1, Fleet Air Wing 2, and Army Liberators of the 7th AAF attacked Truk on 5 August with about 30 tons of bombs.

Two of 8 to 12 enemy interceptors probably were damaged, Navy search planes of Group 1, Fleet Air Wing 2, bombed Param in the Truk Atoll and raided Ponape on 4 August.

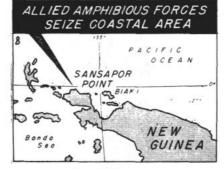
Nauru was attacked on 4 and 5 August. All of our planes returned from these missions, Our losses were very light.

#### **8 AUGUST**

#### U. S. Pacific Fleet Communique

Rapid advances during 7 August (West Rapid advances during 7 August (West Longitude date) drove Japanese forces on Guam Island into the northeast corner of the island. On the west coast our troops advanced nearly 6½ miles to Ritidian Point, at the northern tip of the island. On the east coast we advanced more than three miles, almost to Anao Point.

The center of our lines running in a generally southeasterly direction from Ritidian Point to Anao Point curves sharply inward and is less than a mile from the



See 1 August.

shore line at the point of deepest penetration. The Japanese defenders are thus threatened with being cut into two groups. Mount Santa Rosa, the highest elevation in northern Guam, was occupied by our forces in the day's advances. Our troops have counted more than 10,000 dead.

Navy carrier aircraft of a fast carrier task group on 7 August supported ground operations on Guam by bombing, strafling and firing rockets into enemy troop concentrations and installations.

Central Pacific land-based aircraft on 5, 6 and 7 August attacked enemy fields and installations from Nauru Island to Wake Island.

and installations from Nauru Island to Wake Island.

On 5 August Navy Liberators of Fleet Air Wing 2 bombed Wake Island, scoring hits on the runways. Several small craft were strafed and one was left sinking.

On the same day and also on 6 August 7th AAF Mitchells and Ventura search planes of Fleet Air Wing 2 attacked Nauru Island, bombing airfields and the phosphate plant.

Seventh AAF Mitchells and Navy Liberators of Fleet Air Wing 2 hit Ponape on 6 August, encountering medium antiaircraft fire.

Remaining Japanese positions on the

craft fire.

Remaining Japanese positions on the Marshall Islands were attacked on 6 and 7 August by 7th AAF Liberators and Catalinas of Fleet Air Wing 2 and hy Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing.

All our planes returned from these missions

Three Ventura search planes of Fleet

Three Ventura search planes of Fleet Air Wing 4 attacked enemy objectives in the northern Kurils during daylight of 4 August, Airfields and adjacent installa-tions were bombed. Antiaircraft fire was moderate. Small craft near Paramushiru were bombed and strafed. Several of our aircraft were damaged by antiaircraft fire from the vessels, but all returned safely.

GENERAL HEADQUARTERS, SOUTHWEST PA-GENERAL HEADQUARTERS, SOUTHWEST PA-CIFIC—Banda Sea: Our medium units and patrol planes, attacking enemy shipping, destroyed a 1,500-ton freighter-transport and damaged a coastal vessel at the Banda Islands, south of Ceram . Attage-Islands, south of Ceram . . . Aitape-Wewak: Air and naval units attacked enemy rear areas with good effect.

#### 9 AUGUST

#### U. S. Pacific Fleet Communique

All of Guam Island, with the exception of a small area inland from Pati Point on the east coast, was occupied by U. S. forces on 8 August (West Longitude date). The remaining pockets of enemy resistance is surrounded and is under heavy pressure. A naval patrol maintained off the northern coasts of Guam since our troops began their northward drive is believed to have prevented virtually all enemy attempts to escape.

Nauru Island was attacked several times

neved to have prevented virtually an enemy attempts to escape.

Nauru Island was attacked several times from the afternoon of 6 August to the early morning of 7 August by Ventura search planes of Group 1, Fleet Air Wing 2. Runways were the principal targets. Moderate antiaircraft fire was encountered. A Liberator search plane of Fleet Air Wing 2 strafed buildings and antiaircraft guns at Wake Island.

Another Navy Liberator bombed Truk and two search Liberators bombed the airfield at Ponape on 7 August.

Wotje, Jaluit and Maloelap Atolls in the Marshalls were attacked by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing on 7 August. We lost no planes in these operations.

#### **10 AUGUST**

#### Navy Department Communique No. 535

PACIFIC AND FAR EAST

PACIFIC AND FAR EAST

1. U. S. submarines have reported sinking 16 vessels, including one combatant ship, as a result of operations against the enemy in these waters, as follows:
One large cargo transport.
Seven medium cargo vessels.
Four medium cargo transports.
Two small cargo vessels.
One medium tanker.
One escort vessel.
2. These actions have not been reported in any previous Navy Depaprtment communique.

#### Navy Department Communique No. 536 EUROPEAN THEATRE

1. The following vessels participating in the Allied operations for Europe's libera-tion were lost due to enemy action:



See 31 July.

uss Osprey (minesweeper). uss PC1261. 2. The next of kin of all casualties of the Osprey and PC1261 have been notified.

#### U. S. Pacific Fleet Communique

U. S. Pacific Fleet Communique
Organized Japanese resistance on Guam
Island ceased during the afternoon of 9
August (West Longitude date). The 1st
Provisional Marine Brigade, three Marine
divisions and the 77th Infantry Division
are engaged in mopping-up operations.

Nearly 60 tons of bombs were dropped
on Truk Atoll during daylight on 8 August by 7th AAF Liberators. Approximately
10 enemy fighters intercepted our force,
damaging two Liberators. One enemy
fighter was shot down and two damaged.

Antiaircraft fire was meager.

Ventura search planes of Group 1, Fleet
Air Wing 2, attacked Nauru Island before
dawn on 8 August, striking at gun emplacements. Nauru was also hit by Venturas dufing daylight on 8 August. Mitchell bombers of the 7th AAF bombed
Ponape Island on the same day, and neutralization raids against Maloelap Atoll
were carried out by Liberators and Catalina search planes by Air Wing 2. All our
planes returned from these operations.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Philinnine Islands: Our patrol

planes returned from these operations. GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Philippine Islands: Our patrol planes bombed a 2,000-ton freighter off Davao . . Sorong: Light naval units harassed coastal shipping to the east . . . Bougainville: Light naval units at night attacked shore positions on Teop Island off the northeast coast.

#### 11 AUGUST

Pearl Harbor, Pacific Fleet press re-lease—Iwo Jima in the Volcano group was bombed by Liberators of the 7th AAF on 9 August (West Longitude date). Forty-seven tons of bombs were dropped on the airfield and adjacent installations, and fires were started. Several enemy and fires were started. Several enemy fighters attempted to intercept our force, but did no damage, although antiaircraft fire caused minor damage to three Liberators

erators.
On the same day more than 100 Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing attacked Mille Atoll, divebombing and strafing defense installations. Antiarcraft fire was meager. Catalina search planes during the night of 8-9 August conducted harassing raids against other enemy positions in the Marshalls.

shalls. Ventura search planes of Fleet Air Wing 2 bombed Nauru Island on 9 August. General Headquarters, Southwest Pacific—Banda Sea: Our long-range fighters sank a coastal vessel of Romang Island... Amboina: Night air patrols bombed Hlaha and attacked four coastal vessels in adjacent sea lanes... Halmahera: Our night patrols damaged two 2,000-ton enemy freighters... Sorong: Air patrols and light naval units harassed shore targets, destroying a coastal vessel.

Navy Department Communique No. 537 ATLANTIC OCEAN

1. The USS Fiske (DE-143) was sunk recently in the Atlantic by a submarine torpedo.

torpedo.

2. The next of kin of the casualties aboard the Fiske have been notified.

London, Admiralty communique—Naval aircraft which operated from carriers yes-

terday attacked enemy shipping and shore installations in Norwegian leads between Alesund and Kristiansund to the north... Three armed vessels were attacked, two of which burst into flames. Two naval aircraft are missing.

#### **13 AUGUST**

PEARL HARBOR, Pacific Fleet announce-ment—Extensive bombing raids were car-ried out by the Central Pacific and North Pacific shore-based air forces on 10 and 11

Pacific shore-based air forces on 10 and 11 August (West Longitude dates).

One enemy patrol vessel was sunk and another damaged near Paramushiru Island by two Liberators of the 11th AAF during daylight on 10 August.

Chichi Jima in the Bonins was attacked by Liberators of the 7th AAF on 11 August which bombed the airfield and a cargo ship in the harbor. The enemy made no attempt at interception, and antiaircraft fire was meager.

Pagan Island in the northern Marianas was hit by Mitchell medium bombers of the 7th AAF on 11 August, damaging gun positions and runways. During the day a single 7th AAF Liberator also bombed the island. Antiaircraft fire was moderate.

single 7th AAF Liberator also bombed the island. Antiaircraft fire was moderate.

Gun positions on Rota Island were bombed and strated by 7th AAF Thunderbolt fighters on 11 August More than 50 tons of bombs were dropped.

A single Navy Liberator bombed Truk Atoll and 7th AAF Mitchells bombed Ponape in the Caroline Islands on 11

August.

In the Marshall Islands more than 80 tons of bombs were dropped on remaining enemy positions by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing on 10 August, hitting coastal defense guns and other defense installations. lations.

defense guns and other defense installations.

On the same day Wotje in the Marshalls was attacked by 7th AAF Liberators.

In the foregoing operations one Dauntless divebomber and one Liberator were damaged but all of our planes returned.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Halmahera: Our medium units in another surprise attack on enemy shipping sank a 1,000-ton freighter, seriously damaged a 3,000-ton freighter-transport and destroyed or seriously damaged five coastal vessels and 28 barges and sank 10 seaplanes caught at their moorings . . . Vogelkop: Our attack planes and air naval patrols, sweeping the area, sank three 1,000-ton freighters, seriously damaged five coastal vessels and eight barges . . . Bougainville: Light naval patrols shelled Teop Island and attacked barge traffic in the Kahili area.

#### **14 AUGUST**

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Philippines: Our air patrols sank a 3,000-ton freighter in Davao Gulf and damaged a coastal vessel to the east ... Halmahera: Our night air patrols left burning a 1,000-ton freighter and scored a direct hit on a 3,000-ton vessel in Kaoe Bay, sank a coastal vessel off Morotai Island, and bombed installations in the Talaud Islands. Our medium units bombed and destroyed a barge center on Batjan Island ... Ceram: Our air patrols bombed an enemy airdrome at Haroekoe Island off the south coast and destroyed three barges ... Vogelkop: Air and naval patrols on the northeast coast destroyed two barges.



See 6 August.



See 6 August.

See 6 August.

15 AUGUST

Pearl Harbor, Pacific Fleet announcement—Paramushiru Island was attacked by 11th AAF Liberators on 11 August (West Longitude date). Shipping near the island and the airstrip at Suribachi-Yama were bombed. Of 15 to 20 enemy fighters which attempted interception three were shot down, five were probably shot down and two were damaged. Two Liberators received some damage but all returned.

On 12 August Ventura search planes of Fleet Air Wing 4 bombed defense installations at Araito Island, and sank a nearby patrol vessel by strafing. On the same day a single Ventura bombed Shimushu. Several enemy fighters attempted to intercept our force but did not press home their attacks, although damaging three Venturas. One enemy fighter was damaged. Iwo Jima in the Volcano Islands was attacked by 7th AAF Liberators on 13 August. More than 35 tons of bombs were dropped on the airfield and adjacent installations. Antiaircraft fire was meager, but an aggressive group of enemy fighters intercepted our force, and one Liberator was lost.

Pagan Island in the northern Marianas

intercepted our force, and one Liberator was lost.

Pagan Island in the northern Marianas was hit by Mitchell bombers of the 7th AAF on 13 August, hitting gun positions and runways. Moderate antiaircraft fire was encountered. Rota Island was bombed and strafed on the same day.

Nauru Island was bombed by Ventura search planes of Group 1, Fleet Air Wing 2, on 13 August, and Marine Dauntless divebombers and Corsair fighters hit remaining enemy positions in the Marshalls

maining enemy positions in the Marshalls on the same day.

ROME, special communique — Today American, British and French troops,

ROME, special communique — Today American, British and French troops, strongly supported by Allied air forces are being landed by American, British and French fleets on the southern coast of

French fleets on the southern coast of France.

Various beaches over which ships of the U. S., British and French Navies are landing American and French troops in southern France extended over a considerable part of the coast between Nice and Marseills. More than 800 ships of all typeps, with many mixed vessels, are taking part in the operations, which are widespread.

Warships of the Royal Canadian Navy are participating, and vessels flying the ensigns of the Netherlands, Poland, Greece and Belgium also are present.

The assault craft started to move in toward the coast and landed exactly on time this morning in calm, clear weather. They were preceded close inshore by minesweepers, and the attack was supported by a heavy covering of gunfire from battleships, cruisers, destroyers and other ships and craft of the Allied navy.

Aircraft of the Royal and U. S. Navies are cooperating with the Allied air forces. Responsibility for landing and establishing the army on shore is naval and the naval commander has ordered the assault pressed home with relentless force.

During the operation two small enemy ships were sunk and prisoners were taken. It is reported that the naval gunfire was very effective.

very effective.

The Navy's task in landing troops with The Navy's task in landing troops with their stores and equipment continues without interruption. Return convoys already are leaving the assault area and new convoys are arriving.

GENERAL HEADQUARTERS, SOUTHWEST

Voys are arriving.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Vogelkop: Air and naval patrols in the lower Geelvink Bay and Maccluer Gulf areas destroyed five barges and many supply-laden trucks.

London, Admiralty Communique—In the course of three engagements early this morning a British naval force pur-

sued, engaged and severely damaged several enemy vessels in the vicinity of the enemy-occupied naval base of La Rochelle. One supply vessel was driven ashore in flames, and was left in a sinking condition. A second supply ship was set on fire. Hits also were observed on an enemy destroyer, which escaped at speed in the darkness. A small tanker in the same area was driven ashore in a badly damaged condition. Later two medium-sized supply vessels escorted by two M-class minesweeepers were repeatedly hit and all were driven ashore north of Les Sables d'Olonne and left blazing fiercely. fiercely.

**16 AUGUST** 

Rome, Navy communique—The steady build-up of the Army by the Allied navies and merchant navies on the south coast and merchant navies on the south coast of France is proceeding smoothly. Reinforcements with all their guns, mechanical transport, food and other miscellaneous equipment are rapidly being landed in fine weather. The work continues by night as well as by day.

Two enemy vessels, a tanker and a corvette, were the first and to date the only enemy vessels captured or sunk during the landings by forces under command of Vice Admiral H. K. Hewitt, USN.

Those vessels fell before the attack of a U. S. destroyer during the landings six hours before the main landing. This destroyer was part of a screen protecting the landing of French troops on the island off Cap Benat when the ship opened fire on an unidentified craft after a chase of more than two miles.

fire on an unidentified craft after a chase of more than two miles.

The ship, an enemy tanker, was hit and set after by the chief salvo. She burned and sank and the survivors were taken prisoner. A short time afterward the same destroyer caught up with, stopped and captured another enemy craft. This time the enemy crew abandoned the ship, were taken prisoner and their vessel selzed.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Ceram: Our air patrols sank eight coastal craft off the northwest coast. . . New Ireland: Air and naval patrols attacked shore positions.

#### **17 AUGUST**

Pearl Harbor, Pacific Fleet announcement—Chichi Jima, in the Bonin Islands, was attacked by Liberators of the 7th AAF on 15 August (West Longitude date). The seaplane base and adjacent installations were bombed. Antiaircraft fire ranged from moderate to intense.

Maug Island, in the northern Marianas, was bombed on 15 August. Pegan Island was also bombed and strafed the same day.

Mang Island, in the northern Marianas, was bombed on 15 August. Pegan Island was also bombed and strafed the same day.

Before daylight on 13 August Liberators of the 11th AAF bombed enemy supply facilities at Paramushiru Island. Antiaircraft fire was meager.

Ventura search planes of Fleet Air Wing 2 bombed the runways at Nauru Island, and Corsair fighters of the 4th Marine Aircraft Wing attacked Maloelap Atoll on 15 August.

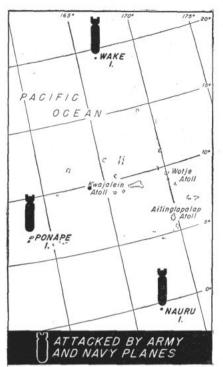
ROME, communique—The latest reports received from the naval commander on the south coast of France, Vice Admiral H. K. Hewitt, USN, show that the disembarkation of troops on the various beaches is proceeding according to plan. Convoys with reinforcements continue to arrive and the empty convoys to leave. The Allied minesweepers have given good service. Apart from their work during the original assault, mined areas offshore required for the use of ship unloading have been almost completely cleared.

ALLIED HEADQUAFTERS IN THE SOUTHWEST PACIFIC—Halmahera: Our heavy and medium bombers sank a small coastal freighter and several laden coastal vessels and started large fires and explosions. . Buru: Our air patrols scored two direct hits on a 3,000-ton freighter transport which was left dead in the water. . . Biak: Light naval units bombarded coastal targets on the west coast. We lost one small patrol craft, the crew of which was saved.

18 AUGUST

#### **18 AUGUST**

Pearl Harbor, Pacific Fleet press re-lease—Iwo Jima, in the Volcano Islands, was attacked by 7th AAF Liberators on 16 August (West Longitude date). Build-ings, storage facilities and installations near the airfield were bombed. Several enemy fighters were airborne, but did not succeed in intercepting our force. Anti-aircraft fire was meager. All of our air-craft returned. On the night of 15-16



See 8 August.

August a single plane bombed Iwo Jima. Fighter planes attacked Rota and Pagan Islands on 16 August, bombing and strafing gun positions and the airstrips. Antiaircraft fire was light at Rota and moderate at Pagan.

Warehouse areas on Dublon Island, on Truk Atoll, were bombed by 7th AAF Liberators the same day, causing large explosions and fires. One of six intercepting planes was shot down and three were damaged. Antiaircraft fire was moderate.

Enterators the same day, causing large explosions and fires. One of six intercepting planes was shot down and three were damaged. Antiaircraft fire was moderate.

Nauru Island was attacked by Navy Venturas on 16 August, while Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing hit defense installations at Mille Atoll, in the Marshalls, on the same day.

Rome, Navy communique—Navy operations off the south coast of France are proceeding smoothly. The reinforcement and the supply of the Army is continuing. In addition to the two small enemy vessels reported sunk in the communique of 16 August, it is now learned that three E-boats were destroyed by minesweepers which preceded the assault craft during the initial approach to the beaches. Yesterday morning, 17 August, our forces sank two enemy corvettes off Cap Croisette, southeast of Marseille. Further reports from the naval commander say Britisih and U. S. naval aircraft operating from a force of aircraft carriers off the assault area gave valuable service in supporting bombarding ships, as well as in bombing and ground-strafing enemy positions. They also provided air cover. During the preliminary naval bombardment and subsequent gunfire support, 15,900 shells of 5-inch caliber and above were expended by ships of the Allied Navy. About 12,500 of these shells were of major caliber—12-inch or above. Results of the haval bombardment were reported as most effective in neutralizing enemy artillery fire and thus assisting the landing.

enemy artillery fire and thus assisting the landing.

landing.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Philippines: Our night air patrols sank a 1,000-ton freighter in Davao Gulf. It is apparent that the enemy can no longer risk his heavy shipping forward of the line of the Philippines-Celebes-Ceram. His outlying garrisons in Halmahera, in Ceram, the Banda and Rafura Seas are now forced to depend for their supply on small ships, on sailing vessels, luggers and local small craft. Capacity of this makeshift shipping is not sufficient for even essential items such as munitions and aviation gasoline. For distribution forward of Halmahera, he is now compelled to rely upon an inadequate barge traffic which is subject to heavy attrition in an attempt to evade our ex-

tensive air and naval patrol net. The strategic effect of this rapid shrinkage of his sea communication is to further to further Philippinehis sea communication is to further threaten the enemy's vital Philippine-Halmahera defense line. . . Flores Sea: Our air patrols destroyed a coastal vessel at the Alor Islands, north of Timor. . . Palau: At the Ulithi Islands to the northeast, air patrols destroyed or severely damaged seven barges.

#### 19 AUGUST

Rome, naval communique—About midnight 17-18 August a force of German motor torpedo boats attempted to attack ships landing troops and stores in South France. The attack was repulsed by destroyers of the U. S. Navy and after a spirited engagement four enemy craft were sunk. Some survivors were rescued. A message from the naval commander, Vice Admiral Hewitt, Usn, sent late 17 August, reports success of British and American aircraft flown from a force of seven British and two American aircraft carriers operating off the beachhead under the command of Rear Admiral Thomas Troubridge, RN, with his flag in the HMS Royalist. In the course of their mission 16 trucks were destroyed on the ground and 35 were damaged, together with two locomotives, 11 tank cars and 20 freight cars. Enemy communications also were heavily attacked, railways were disrupted and roads blocked. There was considerable antiaircraft fire but no opposition from the air.

Minesweepers continued their good service off the beachhead, and the naval commander reports the naval task of disembarking reinforcements and unloading

commander reports the naval task of dis-embarking reinforcements and unloading stores from newly arrived convoys is proceeding smoothly.

#### 20 AUGUST

PEARL HARBOR, Pacific Fleet announce-ment—Nauru Island was attacked on 17 August (West Longitude date) by Mitch-ell medium bombers of the 7th AAF and Ventura search planes of Group 1, Fleet Air Wing 2. Venturas again hit Nauru on 18 August. The airfield and gun em-placements were bombed. Antiaircraft

on 18 August. The airfield and gun emplacements were bombed. Antiaircraft fre was meager.

Rota and Pagan Islands in the Marianas were bombed and strafed by fighters on 17-18 August. Moderate antiaircraft fire was encountered.

Mille and Wotje in the Marshall Islands were bombed on 17-18 August by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing.

All of the planes returned from these operations.

operations.

enemy installations, causing large lifes and explosions.

CHUNGKING, 14th USAAF communique—South China Sea: B-24s sank a 5,600-ton freighter. . . B-24s attacked and sank a 4,000-ton freighter off the south coast of Hainan Island on 16 August. . French Indo-China: Near Haipgust.... French Indo-China: Near Haip-hong fighter aircraft shot up a river steamer and damaged three barges....



See 15 August.

## ECORATIONS AND CITATION

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story,

## Two Marine Officers Win Medal of Honor For Gallantry in Assault on Namur

lives while leading their men in the assault on Namur Island in the Marshalls last February have been awarded the Medal of Honor for con-

spicuous gallantry.

Lt. Col. Aquilla J. Dyess, USMC, of Augusta, Ga., led his troops in the final assault on 2 February. Wherever the attack was slowed by heavier enemy fire, he quickly appeared and placed himself at the head of his men to inspire them to push forward. He was hit by a burst of enemy machinegun fire while standing on the parapet of an antitank trench directing a group of infantry in a flanking attack.

First Lt. John V. Power, USMC, of Worcester, Mass., was first wounded while setting a demolition charge on a Japanese pillbox. Protecting his severe stomach wound with his left hand, he fired his carbine with his right as he charged another hostile position. While attempting to reload and continue the attack he was struck by the shots which proved fatal.



Gold Star in Lieu of Second NAVY CROSS

\* Comdr. John A. Moore, USN, Memphis, Tenn.: As commanding officer of

escorted convoy of Japanese freighters at night. Maneuvering on the surface, he fired into the convoy, sinking one freighter, damaging two others and sinking a gunboat. On the same patrol he contacted another escorted convoy at night and sank three enemy freighters. He followed up with another attack and sank a converted minelayer, then destroyed an armed trawler while departing from the

a submarine, he contacted a heavily



**NAVY CROSS** 

★ Comdr. Thomas A. Christopher, USN, Perth Amboy, N. J.: While commanding a PBY-5 in the vicinity of strongly defended Japanese bases in the Bismarck Sea on the nights of 31 December 1943 and 22 January 1944, he pressed home low-level attacks on Japanese warships. Despite adverse weather conditions, enemy aircraft and heavy antiaircraft fire which damaged his plane on both occasions, he inflicted serious damage on two Jap warships.

★ Comdr. Lawrence R. Daspit, USN, Houma, La.: As commanding officer of a submarine during a patrol in enemy-controlled waters, he aggressively attacked and sank or damaged

Two Marine officers who lost their



Official U. S. Marine Corps photographs Medal of Honor winners: Lt. Col. Aquilla J. Dyess (left) and 1st. Lt. John V. Power. enemy vessels totaling many thousands of tons.

Lt. Comdr. (then Lieut.) John L. Phillips Jr., USN, Linden, Va. (missing in action): As pilot of a carrier air group at Tarawa, he voluntarily took a plane from a carrier at night when his task group was under threat of attack by Japanese aircraft. He rendered valiant service in breaking up that phase of the attack and succeeded in shooting down two enemy planes. His fighting spirit in the face of great peril was largely responsible for saving the carrier task group from serious damage.

★ Ellis H. Shields, CPhM, USNR, Muscatine, Iowa (posthumously): As a member of the 40th Construction Battalion attached to a task force in the invasion of the Admiralty Islands, he left his foxhole against orders to administer to the wounded and dying. He was killed while returning to his foxhole after giving first aid to the



Gold Star in Lieu of Second LEGION OF MERIT

★ Rear Admiral Frederick G. Crisp, USN, Baltimore, Md.: As manager of the Navy Yard, Mare Island, Calif., from 8 July 1940 to 15 February 1944, he directed the establishment of training programs for workers and instituted many other pioneer projects which resulted in the rapid and extensive construction of new ships and the expeditious repair and overhaul of fleet units severely damaged in battle.

★ Rear Admiral James M. Irish, USN, Scarsdale, N. Y.: As supervisor of shipbuilding at New York and director of the material procurement effort during the program to speed up destroyer-escort production in 1943, he displayed skill and expert technical judgment. His brilliant administrative ability contributed to the accomplishment of this tremendous shipbuilding task.

\* Rear Admiral Alfred E. Montgomery, USN, Norfolk, Va.: As commandant of the Naval Air Station and the Naval Air Training Center, Corpus Christi, Tex., from 13 June 1942 to 14 June 1943, he successfully executed a program involving vast expansion of facilities and personnel. By his capable handling of the manifold problems during an extremely critical period, he accomplished a vital task with speed and thoroughness.

★ Rear Admiral (then Comdr.) William B. Young, (SC) USN, Chevy Chase, Md.: As supply officer of the Atlantic Fleet from April 1941 to May 1942, he displayed remarkable ability and foresight in the overall planning of the logistic phases of the

Atlantic operations during a period of intense activity, the establishment of numerous new bases and the everincreasing overseas movements of troops and supplies. Due to his tireless efforts, the supply problems in this theater were successfully solved.

\*\*Capt. Harry Burris, USN, Washing-

ton, D. C.: During the special project for increased production of destroyer escorts in 1943, he skillfully directed the material procurement, the development of design and the construction of these urgently needed vessels. He inspired all connected with the pro-

gram to extraordinary effort.

\*\*Capt. Herbert G. Hopwood, USN,
Shamokin, Pa.: As director of planning and control, BuPers, from 1 July
1941 to 2 June 1944, he formulated and executed the plans upon which the expansion of the Navy has been based. So effectively did he carry out the personnel expansion project that in no instance has the commissioning of a naval ship been delayed by the lack of trained personnel to man it. \*\psi Capt. Vernon Huber, USN, Pleasant Plains, Ill.: As a destroyer command-Plains, III.: As a destroyer commanding officer and commander of a destroyer division, he performed arduous escort duties in the North Atlantic and participated in the invasion of Mehdia, Morocco, and the assault on Licata, Sicily. His efficient performance of duty in actual combat and in supporting activities was in keepin supporting activities was in keeping with the highest traditions of the naval service.

★ Capt. Paul F. Lee, USN, Berkeley, Calif.: Working tirelessly and with expert technical judgment, he procured vital materials and machinery for the stepped-up production of destroyer escorts in 1943. He scheduled the material requirments for the project and cleared away the difficulties attendant on the procurement for this

tremendous undertaking.

\*\*\times Capt. Jesse S. McClure, USN,
Tampa, Fla.: As assistant chief of staff and planning officer on the staff of Commander Air Force, Atlantic Fleet, he had charge of the training, commissioning and shaking down of all new squadrons and collateral activities. Under his direction the number of planes in the Air Force, Atlantic Fleet, was more than doubled and, in addition, more than 1,000 planes were prepared and delivered to the Pacific Fleet.

Official U. S. Navy photograph HELPED TAKE GILBERTS: Rear Admiral Charles A. Pownall, USN, Commander Air Force, Pacific Fleet, who was a task force commander in the Gilbert Islands campaign and in a subsequent raid on enemy bases in the Marshalls, has been awarded the Distinguished Service Medal for exceptionally meritorious service.

★ Capt. Norborne L. Rawlings, USN, Washington, D. C.: He exercised keen foresight and expert technical judg-ment in planning the shipyards and construction requirments for the special destroyer escort program in 1943, and effected essential measures for creating, manning and supervising the necessary shipbuilding and manufacturing facilities.

Capt. Hugh St. C. Sease, USN (Ret), Chestertown, Md.: As commander of air centers in the Solomon Islands, Espiritu Santo and Bougainville, he contributed materially to the success attained by Allied air operations. While serving as Commander Air Center, Solomon Islands, he was responsible for the coordination of all aircraft operating facilities on Guadalcanal, Tulagi and the Russell

★ Capt. Richard M. Watt Jr., USN, Arlington, Va.: He worked tirelessly in the procurement of vital materials and machinery during a special program to speed up production of destroyer escorts during 1943, and in-spired every individual and agency connected with the program to extraordinary effort.

\* Capt. Laurence Wild, USN (Ret). Fontana, Calif.: As governor of American Samoa and commandant of the Naval Station, Tutuila, Samoa, from August 1940 to May 1942, he achieved distinctive success in preparing the islands for use as a base for land, sea and air units of the fleet. His untiring efforts, far-sightedness and sound judgment in this assignment contributed materially in the

prosecution of the war.

\* Lt. Comdr. Briscoe Chipman, USN, Long Beach, Calif.: As commander of a beach identification group during a beach identification group during the assault on Salerno, he preceded the assault waves and, with great accuracy, placed guide boats in correct positions to mark the proper approaches to beaches for the assault. 

Lt. Comdr. F. M. McCabe, UscG, Brooklyn, N. Y.: As commanding officer of a destroyer escort, he went officer of a destroyer escort, he went to the rescue of survivors of a U.S. destroyer which was torpedoed and sunk off the Algerian coast. After rescuing more than 100 exhausted and injured survivors, his own ship was torpedoed. Although she was seriously damaged, he managed to save the ves-

sel and bring her into port.

★ Lt. Comdr. James S. Muzzy, usce, Chelsea Gardens, N. Y.: When a fire broke out in the forward hold of the ss Jared Ingersoll on 1 April 1944, he laid his destroyer escort alongside three times to combat the stubborn fire, although knowing that the compartment adjacent to the burning hold contained ammunition. After bringing the fire under control, he assisted in towing the ship to Algiers where it was beached and salvaged.

\* Lt. (jg) Robert E. Esbensen, USNR, Chicago, Ill.: As officer-in-charge of the LCT 35 during the landings on the Anzio-Nettuno beaches, he carried out his hazardous assignment of landing troops, vehicles and armored equipment with great skill and determination. Throughout the subsequent 25 days he assisted in the unloading of follow-up shipping, the evacuation

## NAVY CROSS AWARDS



Thomas A. Christopher Comdr., USN



Lawrence R. Daspit Comdr., USN



John A. Moore Comdr., USN



John L. Phillips Jr. Lt. Comdr., USN



Ellis H. Shields CPhM, USNR



Official U. S. Navy photograph MEDICAL OFFICER CITED: Capt. Frederick Ceres, (MC) USN, of Asheville, N. C., recently received the Legion of Merit from Admiral Nimitz, for contributing materially to the rapid rehabilitation of personnel. He has been medical officer in command of the Naval Hospital, Aiea Heights, T. H., since 2 Aug. 1943.

#### LEGION OF MERIT cont.

of casualties and the beach salvage operations while subjected to shellfire and frequent aerial bombing attacks. 

Lt. (jg) Thomas D. Todd, USNR, Wilderness, Va.: As executive officer of the PC 559 in the Central Mediterranean from July 1943 to February 1944, he participated in the invasion of Sicily and Italy during which his ship acted as control vessel to guide assault boat waves to their proper beaches. As commanding officer of the ship at Anzio, he accurately positioned his ship during the darkness and maintained his position to afford a reference from which the assault traffic was efficiently despatched to the landing points.



Gold Star in Lieu of Second SILVER STAR

★ Comdr. George E. Porter Jr., USN, Oakmont, Pa.: As commanding officer of a submarine during a patrol in enemy waters, he skillfully and daringly maneuvered his ship and attacked enemy shipping at every opportunity. As a result his submarine torpedoed and sank two valuable Japanese vessels.



SILVER STAR MEDAL

★ Comdr. Robert D. King, USN, Bloomington, Ind.: As commanding

officer of a submarine during its first war patrol, he skillfully and daringly maneuvered his ship in a surface attack on a Japanese warship, which was seriously damaged

was seriously damaged.
★ Lt. Comdr. Douglas M. Swift, USN, Springfield, Mass.: Commanding the USS Lansdale when it was attacked by enemy aircraft off the coast of Algeria on the night of 20 April 1944, he maneuvered his ship skillfully and vigorously repelled approaching torpedo planes. His crew accounted for three and possibly four of the planes attacking the convoy. At least seven torpedoes were fired at the Lansdale at close range, one of which could not be avoided. After abandoning ship he continued to encourage survivors and supported one semi-conscious crew member who otherwise undoubtedly would have drowned.

★ Lieut. Robert J. Cronin, (ChC)
USNR, Glens Falls, N. Y.: While serving with a Marine battalion during a landing of Puruata Island in the Solomons on 1 November 1943, he organized a stretcher party and made his way to the side of a dying marine in the interior of an enemy-infested area. Finding the man too seriously wounded to be moved, he administered the last sacraments and, despite imminent peril to himself, remained in the area to comfort and console the man until he died.

Lieut. John F. String Jr., USCG, Leonardtown, Md.: As commanding officer of the PC 545 off Anzio, Italy, on 18 March 1944, he attacked an enemy motor torpedo boat and scored hits on the enemy craft before it was able to use its torpedoes. The resulting fire caused the torpedo boat to disintegrate in an explosion.

★ Lt. (jg) Alva E. Gipe Jr., USNR, Walteria, Calif.: Temporarily attached to the First Marine Division as an amphibious scout, he landed on a strongly fortified enemy beachhead on the night of 20 November 1943 and proceeded inland with his patrol to observe enemy activities. He was successful in obtaining information of vital importance to the success of our operations in that area.

★ Lt. (jg) George E. Haines, USNR, Ardsley-on-Hudson, N. Y. (missing in action): As gunnery officer of the USS Lansdale when it was attacked by enemy aircraft off the coast of Algeria, he directed accurate, vigorous fire. After the Lansdale was hit and all power to the main battery lost, he coordinated the action of the guns and continued firing, destroying three planes. After abandoning ship, he assisted men struggling in the water and probably assisted in saving several lives.

★ Lt. (jg) Nathan Schlanger, USNR, Brooklyn, N. Y.: As Armed Guard officer of the SS Hillary A. Herbert at Anzio during bombing attacks by enemy planes, he courageously and skillfully directed the gun crews and met each attack with a withering fire, probably destroying three planes. During one of these attacks, when it was necessary to beach the ship, he remained at his battle station directing fire at the attacking aircraft.

fire at the attacking aircraft.

★ Herman Ballard, CPhM, USN, New York, N. Y.: While in charge of the collection section attached to a Marine



Official U. S. Navy photograph

SEABEE LEADER HONORED: The Legion of Merit has been presented Capt. Robert H. Meade (CEC) USN, of Virginia Beach, Va., for outstanding service as officer-in-charge of construction regiments in the Western Alaska sector and later as officer-incharge of a naval construction brigade.

battalion at Bougainville in November 1943, he risked his life repeatedly to evacuate the wounded from the field of battle. His collecting section maintained a smooth flow of casualties, all of whom had been rendered proper and adequate first aid treatment, to the battalion aid stations.

★ Roy J. Barnhill, CPhM, USNR, Long Beach, Calif.: While serving with the 2nd Marine Division on Betio Island, 21 November 1943, he organized a party of hospital corpsmen and stretcher bearers and successfully evacuated many seriously wounded men from an insecure position on the beachhead. The evacuated men had been wounded for periods ranging from 24 to 36 hours prior to this time, and many of them probably would have died if the evacuation had not been effected.

★ Horace C. Post, CRM, USN, Walnut Creek, Calif.: While serving aboard a motor torpedo



Horace C. Post

boat in the Solomons on 5 July 1943, he was a member of a salvage crew dispatched to recover certain equipment from a boat which was grounded on a reef a short distance from enemy shore batteries. Forced to abandon

the small boat by accurate fire from these batteries, he swam the remaining half mile, thereby preventing this equipment from falling into enemy hands.

★ Herbert Nickell, PhM2c, USN, Dallas, Tex., and Frank Witz, PhM2c, USNR, Lomita, Calif.: While serving

with the 1st Marine Division on Cape Gloucester, New Britain, on 26 December 1943, they worked their way forward through dense jungle undergrowth to treat six wounded comrades. Then, crawling ahead to within 15 feet of a Japanese emplacement, they daringly rescued a critically injured man in the face of intense enemy fire. ★ James W. Patteson, PhM2c, USNR, Nixon, Tex. (posthumously): When one of his platoon members was wounded by a light machine gun at Bougainville on 9 December 1943, he rushed directly into the fire lane of the gun and proceeded to administer blood plasma to his fallen comrade. Although mortally wounded just as he completed the task, he succeeded in saving the life of his patient.

★ Carl Buechler, Cox., USNR, Hardin, Mont. (posthumously): As coxswain of a landing boat at Rendova on 4 July 1943, he was fatally wounded during the vital offensive activities in the harbor. Disregarding his personal safety, he continued rescuing casualties under extremely difficult conditions until he succumbed to his injuries.

★ Marion A. Porter, St3c, USNR, Spartanburg, S. C.: When the USS Lansdale was sunk on the night of 20 April 1944, he remained at his station as gunner of an antiaircraft gun, although suffering from a broken leg. When his injuries made it impossible for him to carry out his duties any longer, he dragged himself clear of the vicinity without assistance in order not to interfere with the operation of the gun. After abandoning ship he remained in the water for over three hours, bearing his intense pain in silence.



## Gold Star in Lieu of Second DISTINGUISHED FLYING CROSS

★ Comdr. Eddie R. Sanders, USN, Marion, Ill.: As commander of a bombing squadron in the Gilbert and Marshall Islands on 18 December 1943, he flew unescorted to the extreme range of his craft to conduct a thorough reconnaissance of Kwajalein Atoll. As a result of the information obtained, our forces were able to launch a successful night attack on enemy shipping in the area.



#### DISTINGUISHED FLYING CROSS

★ Comdr. Eddie R. Sanders, USN, Marion, Ill.: Leading his bombing squadron in a fierce attack on Nauru at dusk, he flew in low through intense gunfire and vigorously bombed his target. Although a damaged plane of his squadron collided with his own during the engagement, he skillfully maneuvered his stricken craft and led the squadron back to base, making a successful landing.

★ Lt. Comdr. Robert A. Macpherson, USN, Albuquerque, N. Mex.: During the three and one-half days of fighting on Bititu Island, he made five flights for a total of 16 hours over the island, flying low over enemy defenses in face of heavy antiaircraft fire.

Although his plane was hit at least 12 times and he narrowly escaped injury at least twice, he supplied complete firsthand information of enemy troop movements, gun emplacements and fortifications to the attack force commander and the commanding general.

★ Lt. (jg) Denver F. Baxter, USNR, Crestview, Tenn.: During a carrier task force strike against Truk Atoll, he flew low over Truk lagoon to rescue a downed pilot swimming about five miles south of Uman Island. He skillfully landed his plane, picked up the pilot and made a take-off with his overloaded plane.

★ Lt. (jg) William G. Buckelew, USNR, Trenton, N. J. (posthumously): Flying as escort for our bombers in a strike against a large concentration of Jap warships in Rabaul Harbor on 5 November 1943, he materially assisted in protecting the bomber formation. Intercepted by Japanese aircraft during the retirement, he destroyed one enemy fighter and rejoined the bombers.

Lt. (jg) Duane J. Kenney, USNR, Chicago, Ill. (missing in action): While leading a team of four fighters as escort for torpedo planes returning from a strike at Truk on 29 April 1944, he intercepted and engaged 10 to 12 enemy fighters which were making an attack on the torpedo planes. He drove off the greatly superior force, shot down one plane and assisted in destroying another. His action undoubtedly saved our torpedo planes from severe losses.

Lt. (jg) David C. Pinholster, USNR, Dade City, Fla.: As commander of a patrol plane in the Atlantic, he attacked a surfaced U-boat in the face of antiaircraft fire and pressed home a vigorous attack with depth bombs, which exploded close aboard the target. He continued to strafe the sub until lack of ammunition and heavy casualties to the crew forced him to break off the engagement.

★ Lt. (jg) James W. Syme, USNR, Albuquerque, N. M. (missing in action): As escort for our bombers in an attack on Japanese warships in Rabaul harbor on 5 November 1943, he employed excellent defensive tactics and materially assisted in protecting the bomber formation. Engaged by enemy aircraft, he probably destroyed one enemy fighter and escorted the bombers back to base.

The bombers back to base.

Ens. Lewis A. Matthews Jr., USNR, Decatur, Ga. (posthumously): Acting as wingman while escorting our bombers in a strike against installations and shipping at Truk Atoll, he countered an attack by numerous enemy fighters and accounted for two of the 10 Japanese planes destroyed by his four-plane division. In another mission the same day he strafed a light cruiser in Truk harbor, silencing her antiaircraft fire.



NAVY AND MARINE CORPS MEDAL

★ Rear Admiral (then Capt.) Francis C. Denebrink, USN, Long Beach, Calif.: As commanding officer of the USS Brooklyn during the rescue of survivors of the USS Wakefield, he twice



Official U. S. Navy photograph

CINCPAC STAFF OFFICER CITED: Admiral Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet and Pacific Ocean Areas, pins the Legion of Merit on Capt. Preston V. Mercer, USN, of Mercer, Pa. His citation is for exceptionally meritorious conduct as assistant chief of staff and as flag secretary of the Staff of CincPac.

maneuvered the cruiser alongside the port quarter of the blazing Wakefield and took aboard large numbers of survivors. Skillfully directing the activities of other ships participating in the rescue, he enabled assisting vessels to carry out their operations without material damage or loss of life.

Lieut. Newell P. Wyman, USNR, Canandaigua, N. Y. (posthumously): Adrift with his crew in the northwest Pacific after his plane crashed on 13 April 1944, he sighted a plane about to land nearby. Realizing that it probably would be wrecked in the high seas, he warned the plane by wave-off signals not to attempt a rescue. He voluntarily relinquished his chance for immediate safety and perished later from exposure before the raft was recovered by surface vessels.

was recovered by surface vessels.

★ Lt. (jg) Carlos K. Dale, USCGR,
Portsmouth, Va.: Following the collision between the ss El Coston and the ss Murfreesboro during the night of 25-26 February 1944, he disregarded the heavy seas and burning gasoline which covered a large part of the sea and went over the side of his heavily rolling ship to enter the water and assist exhausted survivors to reach and climb the nets rigged along the sides of the rescue vessel.

A Carpenter Pryor S. Bennett, USN,
Negaunee, Mich.: During the salvage
of ships damaged at Pearl Harbor, he made many dives under extraordinarily hazardous conditions inside submerged vessels, totaling well over 100 hours of underwater work. His efforts contributed in a large measure to the success of the diving operations.

★ Machinist Judson G. Butland, USN, Chicago, Ill.: When a plane came in contact with a high-tension wire at New Caledonia on 8 December 1942, and several of its occupants were stunned by shock, he rescued the four men while the plane was still in contact with the wire. He skillfully applied artificial respiration to one of the victims and directed the same

plied artificial respiration to one of the victims and directed the same treatment for the others.

Donald J. Bracken, CSK, USN, Mason City, Iowa; Sam Varlas, GM3c, USNR, Moundsville, W. Va., and Mike Dyorich, GM2c, USN, Windber, Pa.:



Official U. S. Coast Guard photograph RESCUED TRANSPORT SURVIVORS: Vice Admiral Russell R. Waesche, Commandant of the U. S. Coast Guard, presents the Legion of Merit to Comdr. Ralph R. Curry, USCG, of Alexandria, Va., for outstanding per-formance of duty as commanding of-ficer of a Coast Guard cutter which rescued survivors of a torpedoed transport in the North Atlantic during the early part of 1943.

#### NAVY & MARINE CORPS MEDAL cont.

After the USS Lansdale was torpedoed and sunk off the coast of Algeria, they observed a shipmate in the water who could not swim. They promptly went to the aid of this man and helped him to remain afloat for two hours until his recovery was effected.

★ John W. Traffley, CMM, USN, Baltimore, Md.: After the USS Lansdale was sunk off the coast of Algeria on 20 April 1944, he went to the assistance of a man suffering from a back injury and in danger of drowning, and helped him to a floater net. After being rescued by a vessel he rendered valuable aid in caring for many sur-vivors even though he himself was in a weakened condition.

★ Joseph A. Anthony, BM1c, USNR, Colfax, La.: As a member of the

Armed Guard aboard the ss Robert Erskine when it was grounded during a storm 10 miles off the North African coast on 6 January 1944, he assumed charge after his commanding officer had abandoned ship to assist in ferrying



Joseph A. Anthony men ashore. He supervised the lowering of lifeboats as the ship pitched and rolled, and finally broke in two. Fearing the pounding of the two parts would set off an explosion, he rigged and lowered a cushion between the parts to absorb the shock and remained on watch throughout the night until the arrival of a rescue boat.

★ Harry M. Kelley, CBM, USN, Oakland, Calif.: As officer-in-charge of a small tanker at Vella Lavella on 10

March 1944, he directed fire-fighting operations when flames enveloped the forecastle and spread to a sub chaser moored on the tanker's starboard side. When several explosions occurred aboard the sub chaser, he ordered the crew to abandon ship. Later, when the mooring lines burned in two and the sub chaser drifted away, he organized a crew of seven volunteers and returned to the tanker, bringing the fire under control after four hours. ★ Harold L. Glindeman, SM1c, USN, Buffalo, N. Y.; Maurice J. Lambert, EM1c, USN, Wynnewood, Pa.; Charles Elbert J. Lewis, MM2c, USNR, Lawrence, Ind.; Elbert J. Lewis, MM2c, USNR, Paducah, Ky., and Edwin R. Redfern, RM3c, USN, Woburn, Mass.: After abandoning the USS Lansdale following her torpedoing off the coast of Algeria, they reached the relative safety of a floater net. Leaving this position, they swam to the rescue of severely wounded shipmates and brought them to the floater net, from which they were finally recovered by a rescue vessel.

★ Louis J. Marino Jr., CM1c, USNR, Cleveland, Ohio: When an RCAF plane crashed into Tamgas Harbor, Alaska, on 25 September 1943, he voluntarily helped man a rearming barge and proceeded to the sinking plane. He then plunged into the icy water and helped haul four injured crew members into the barge.

Roy C. Nelson, MoMM1c, USCG, \*Roy C. Nelson, Modifier, Cos., Mobile, Ala.: During the rescue of survivors of the USS Leopold in the North Atlantic on the night of 9 March 1944, he volunteered to go over the side of his ship into the cold water to assist in the rescue of exhausted survivors. Unmindful of his own safety, he worked in the rough oil-covered water, swimming to and securing life lines around the helpless survivors, until he became so numbed by cold and exhaustion that he was unable to continue.

★ Harry F. Donovan, ARM2c, USNR, Buffalo, N. Y., and Daniel J. Dujak, ARM2c, USNR, Holyoke, Mass. (both missing in action): During a Japanese bombing raid on Apamama, Gilbert Islands, on 2 January 1944, they proceeded to a burning plane in which 50-calibre ammunition was exploding and removed two men who had been rendered unconscious, probably saving their lives.

★ Joseph T. McInnis, BM2c, USNR, Dorchester, Mass.: While he was serving aboard the LCT 35 at Anzio, Italy, on 7 February 1944, a bomb caused fires to break out on the LCI(L) 211, moored nearby. The LCT 35 was moored nearby. The LCT 35 was shifted alongside the stricken craft, and he skillfully assisted in bringing the fires under control. His efforts in the removal of the wounded and his first-aid measures probably helped save several lives.

★ John H. Roberts, MM2c, USNR, Detroit, Mich.: During the sinking of the USS Lansdale on the night of 20 April 1944, he went below decks to procure a life belt for a shipmate who could not find one. While in the water after the ship was abandoned, he risked his life to save a man in danger of drowning and assisted him to a life raft. ★ Paul Sarich, MM2c, USNR, Cleve-



Official U. S. Navy photograph COMMANDANT of the Naval Air Training Center, Pensacola, Capt. Lester T. Hundt, USN, of Fort Lee, N. J., recently received the Legion of Merit for his conduct while in command of an aircraft carrier in action in the Pacific.

land, Ohio, and Howard A. Shene, SM2c, USNR, Lyndon, Vt.: When the USS Lansdale was torpedoed off the coast of Algeria, they left the relative safety of a floater net and swam to the aid of an injured crew member who was in danger of drowning. They helped the man remain afloat and brought him to the floater net from which he finally was recovered by a rescue vessel.

rescue vessel.

★ Arnold R. Zubik, ARM2c, USN, Richmond Tex.: Anticipating the crash of an approaching plane at the Naval Auxiliary Air Station, Los Alamitos, Calif., he rushed to the scene as the craft burst into flames, enveloping the trapped and unconscious pilot. scious pilot. He freed the man from the wreckage and, although painfully burned by a tremendous explosion, dragged him out of the blazing plane (25 March 1944).



Hoist, (NTC, San Diego)

"Take mine from these dratted mosquitoes!"

★ Edley G. Scott Jr., SK3c, USNR, Lynwood, Calif.: When he observed a swimmer in distress off Torokina Beach, Empress Augusta Bay, on 7 April 1944, he plunged into the heavy surf and swam to the rescue. Struggling against the strong tide, he reached the unconscious man, carried him through the cross-current, and finally succeeded in reaching shore. ★ Joseph T. Marcey, Cox., USN, Pawcatuck, Conn.: When the ship in which he was serving, the LCI(L) 32,

catuck, Conn.: When the ship in which he was serving, the LCI(L) 32, was struck and sank in less than three minutes, he assisted the injured and dazed in fastening and inflating life jackets. After the abandon-ship order was given he continued to search the ship for those who needed aid. Later, he left his life raft twice to search for and recover survivors from the cold and heavy seas.



**BRONZE STAR MEDAL** 

★ Capt. Frederick J. Bell, USN, Baltimore, Md.; Comdr. Jacob E. Cooper, USN, Columbus, Ga.; Comdr. Gelzer L. Sims, USN, Orangeburg, S. C.; Comdr. Willard M. Sweetser, USN, Gray, Me.; Comdr. James H. Ward, USN, San Francisco, Calif., and Lt. Comdr. Francis T. Williamson, USN, Tiverton, R. I.: As commanding officers of warships in a task unit convoying troops, supplies and equipment to Guadalcanal on the night of 17 February 1943, they promptly engaged a group of Japanese torpedo planes threatening the convoy and destroyed at least five of them. Their outstanding leadership assisted in fulfilling a vital mission and brought their ships through the action undamaged.

\*Comdr. David B. Coleman, USN, Union, S. C.: As commanding officer of a motor torpedo boat tender during a Japanese bombing attack in the Solomons on 25 May 1943, his ship sustained a direct hit and several near misses which started large fires. After giving the order to abandon ship, he remained on the bridge directing the operations until all personnel had left the vessel. Thereafter, he supervised the rescue of survivors so effectively that no casualties were sustained.

that no casualties were sustained. .

\*Lieut. Francis B. Monroe, (MC)
USNR, Iron River, Mich.: As medical
officer of a boat base in the RendovaNew Georgia area from 30 June to
5 August 1943, he proceeded to all
forward areas where medical attention was needed and skillfully administered first aid under extremely hazardous conditions. He was largely
responsible for keeping the number
of casualties to a minimum.

of casualties to a minimum.

\*\*Lieut. Robert M. Morgenthau, USNR, Hopewell Junction, N. Y.: As executive officer of the USS Lansdale when it was sunk off the coast of Algeria, he was responsible for battle efficiency which enabled the ship to effectively engage attacking torpedo planes. After abandoning ship he rendered aid to men in the water for more than two hours until finally rescued.

\*\*Lt. (jg) William J. Bates, USNR, Aliquippa, Pa.: As commanding officer of the \$APc 21\$ at Arawe, New Britain, on the night of 16-17 December 1943, his ship was intensively strafed and

bombed by Japanese aircraft. He maneuvered with great skill and daring and put up a terrific barrage of antiaircraft fire until his ship was sunk as the result of three direct bomb hits. Then he exercised outstanding coolness and leadership in directing the abandonment of his ship. ★ Lt. (jg) John H. Brigleb, USNR, Shaker Heights, Ohio, and Lt. (jg) Sam D. Fuston Jr., USNR, Murfreesboro, Tenn.: While commanding LCT (5)s in a convoy engaged in the resupply of Arawe, New Britain on 21 December 1943, their vessels were attacked on three separate occasions by Japanese divebombers and fighters in formations of 45, 60 and 8 planes. Although the maneuverability of their craft was limited and the armament light, they fought off the attacks and accomplished their mission.

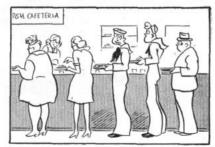
★ Lt. (jg) Robert B. Cook, USNR, Chicago, Ill.: When the LCT(5) he commanded was attacked by 22 Japanese divebombers and fighters on 15 December 1943 near Arawe, New Britain, he skillfully maneuvered his vessel and effectively used all the fire power at his disposal, assisting in the destruction of three enemy planes. He successfully accomplished his mission with no casualties and a minimum of

damage.

\*\*Lt. (jg) Jefferson L. Copeland,
USNR, Frederick, Okla.; Lt. (jg) Norman R. Gerhold, USNR, Richmond,
Kan.; Lt. (jg) Robert G. Thomas,
USNR, Dorchester, Mass., and Ens.
Marvin R. Davis, USNR, Odem, Tex.:
As commanders of LCT(5)s engaged
in the supply of Arawe, New Britain,
on 15 and 21 December 1943, they
were attacked on four occasions by
flights of 22, 45, 60 and 8 Japanese
planes. They destroyed three enemy
planes in the first attack, and repelled
subsequent attacks, successfully completing their assignments with minimum casualties and material damage.

\*Lt. (jg) Marvin M. Eubanks, USNR,
Decatur, Ala.: As communication officer of the USS Lansdale when it was
sunk off the coast of Algeria, he displayed outstanding initiative and devotion to duty. After abandoning ship
he assisted survivors to a floater net
and cared for the injured until recovered by a rescue vessel three hours
later.

★ Lt. (jg) Frederick Gehlmann, USNR, River Forest, Ill.: Attached to the USS Lansdale when it was sunk on the night of 20 April 1944, he directed the firing of a 40-mm. battery until the list and rising water made it impossible for the guns to bear on their targets. His battery assisted materially in the destruction of three



Chaser (SCTC, Miami)

"Isn't it swell to eat ashore and get away from Navy routine!"



Official U. S. Navy photograph

LED FIRST TRUK ATTACK: A Gold Star in lieu of a second Distinguished Flying Cross is awarded Lt. Comdr. Donald M. White, USN, of Ruxton, Md., by Rear Admiral George D. Murray, USN., Chief of Naval Air Training, for leading a torpedo plane squadron in the first assault on Truk Atoll.

attacking planes. After abandoning ship he gathered a group of men together and aided those who could not swim to reach floater nets.

★ Lt. (jg) Marshall E. Geller, USNR, Los Angeles, Calif.: When the USS Lansdale was sunk off the coast of Algeria on the night of 20 April 1944, he assembled survivors in a group to facilitate their rescue. In a number of cases, he swam to the assistance of injured men who were struggling to remain afloat. As a direct result of his resolute action several lives were saved.

were saved.

\*\*Lt. (jg) Robert J. Gilliland, USNR, Hutchinson, Kan.; Lt. (jg) Andrew S. Kaminski, USNR, Chicago, Ill.; Lt. (jg) Kenneth J. Leaf, USNR, Chicago, Ill.; Lt. (jg) Leo Loeb Jr., USNR, Upper Montclair, N. J.; Ens. Arthur Edelstein, USNR, Detroit, Mich., and Ens. Charles W. Turner, USNR, Henderson, N. C.: As commanders of LCT(5)s in a convoy engaged in the resupply of Arawe, New Britain, on 16-17 December 1943, their craft were attacked by 12 Japanese divebombers and fighters on one occasion, and by 50 planes on another. By maneuvering their craft during these attacks and effectively using all the firepower at their disposal they destroyed 11 enemy planes and probably destroyed six more. They successfully accomplished their assigned mission with a minimum of damage and casualties.

the triangle and casualties.

★ Lt. (jg) Otto C. Meyer, USNR, Erie, Pa., and Lt. (jg) G. W. Raffensperger, USNR, Indianapolis, Ind.: While commanding LCT(5)s in a convoy delivering supplies to Arawe, New Britain, on 26 December 1943, their craft were attacked by 36 Japanese divebombers and fighters. They effectively used all available fire power and destroyed four enemy planes. Through their efforts there were no casualties and material damage was least at a minimum.

kept at a minimum. ★ Lt. (jg) Fred A. Nachman, USNR,



Wheel Watch (NAS, Cape May, N.J.) "Just think, my leave comes through tomorrow."

#### BRONZE STAR cont.

Chicago, Ill., and Lt. (jg) Stanley D. Osman, USNR, Niagara Falls, N. Y.: As commanding officers of LCT(5)s in a convoy engaged in the resupply of Arawe, New Britain, on 31 December 1943, their vessels were attacked by 14 Japanese divebombers and fighters. Despite the vulnerability of their craft to such an attack, they destroyed four enemy planes, at the same time keeping casualties and

material damage to a minimum.

\*\pm\$ Ens. Stephen P. Mallett Jr., USNR,
Newton, Mass.: When the USS Lansdale was attacked and sunk by torpedo planes off the coast of Algeria, he coolly and skillfully directed the firing of a 20-mm. battery of six guns until the heavy list and rising water made effective fire impossible. His battery assisted in the destruction of three planes. After abandoning ship he gathered a group of men together

and aided those who could not swim to reach the safety of floater nets.

\*\pm\$ William B. Kinna, CBM, USN, Covington, Ky.: When the USS Lansdale was torpedoed and the order given to abandon ship, he displayed extreme courage and able leadership by insuring that life rafts were launched and ing that life rafts were launched and all members of the crew at their stations. In the water he assisted many men who were unable to swim or were having difficulty in adjusting life belts. He contributed materially to the probable saving of many lives.

\* Joseph A. Sabiecky, CMM, USN, Connellsville, Pa.: In charge of the after engine room of the USS Lansdale when it was damaged on the night of 20 April 1944, he maintained full operating conditions and by so doing was probably responsible for the ship being able to avoid additional torpedo hits. Knowing that the starboard engine was stopped, he resourcefully made use of the maximum available power to provide port engine revolu-tions for the last speed indicated on the annunciators.

★ Edward T. Przewlocki, GM1c, USNR, Lackawanna, N. Y., and Lawrence H. Tuells, GM3c, USNR, Everett, Mass.: As gun captains aboard the USS Lansdale when it was attacked by enemy planes off the coast of Algeria, they directed accurate and effective fire, which assisted in the destruction of two attacking planes. When the ship was abandoned they displayed great courage and leadership in assembling survivors on life rafts and contributed materially to the probable saving of several lives.

★ Charles H. Lanahan, SC2c, USN, Monticello, N. Y.: In charge of a lower handling room when the USS Lansdale was sunk, he maintained operations and displayed great initiative by shifting ammunition to correct a critical list. When he found that air pressure prevented the opening of an escape hatch, he directed the clearing of the way to another hatch for the escape of his crew.

★ Howard S. May, GM2c, USN, Pitts-burgh, Pa.: In charge of maintaining a 20-mm. battery in the USS Lansdale when it was attacked by planes off the coast of Algeria, he worked calmly and untiringly to keep all guns of the battery firing. When several of his guns were rendered inoperative by the explosion, he quickly restored all except one of the six guns to action, and they brought down three of the attacking planes.

★ Frank J. Nolan, TM2c, USNR, Brooklyn, N. Y.: In charge of the depth charge detail when the USS Lansdale was damaged, he displayed initiative and foresight by having all depth charges set on safe. As a result, when the ship sank, no depth charges were detonated and the loss of life and injury were kept to a minimum.

★ Earl F.

★ Earl F. Lanham, RM3c, USNR, Gravel Switch, Ky.: While being evac-uated from Rendova as a casualty because of multiple shrapnel wounds, he rendered invaluable service to the medical officer in ministering to the wounded. He carried on his voluntary task with exceptional effectiveness in spite of little rest over a period of 42 hours.

★ Harold P. Van Deusen, Cox, USN, Oswego, N. Y., and Arthur E. Bryant, F2c, USNR, Lakeland, Fla. (both post-humously): As coxswain and relief coxswain of a landing boat during coxiding and recognisions in raiding and reconnaissance missions in the Pacific, they proceeded skillfully through a narrow, reef-bound channel at midnight to land parties of officers and men on an unfamiliar, enemy-occupied island. While on the same mission the following day, Van Deusen was instantly killed by Japanese machine-gun fire at close range and Bryant, when he took over the controls, was killed while attempting to get the boat off the beach.



Gold Star in Lieu of Third AIR MEDAL

Lieut. George C. Bullard, USN, Pompton Plains, N. J. (missing in action): While circling for rendezvous after leaving his carrier on 4 Decem-



Official U. S. Navy photograph SQUADRON CO DECORATED: The Distinguished Flying Cross has been awarded Comdr. John H. McElroy, USN, of Cuba, Ala., for extraordinary achievement as commanding officer of a photographic squadron in the South Pacific Area from 21 Nov. 1943 to 13 April 1944. On numerous occasions be secured photographs and information of great assistance to our forces in carrying out bombardments of enemy installations.

ber 1943, he observed three Jap torpedo bombers pressing home a low-altitude attack as the last patrol plane left the carrier. Braving the antiaircraft fire of our forces, he dove at one of the attacking craft and shot it into the sea in flames.



Gold Star in Lieu of Second AIR MEDAL

★ Lieut. George C. Bullard, USN, Pompton Plains, N. J. (missing in action): While leading his division of fighters in routine patrol on 21 November 1943, he discovered an enemy long-range bomber despite the low visibility of the early dawn. Diving swiftly and unerringly, he shot it

down in one firing run.

★ Ens. George H. Davidson, USN,
Pensacola, Fla.: On 27 January 1944
he effected a hazardous rescue on the open sea in a PBY-5A type aircraft not adapted structurally for such work. By his action, 13 men were rescued from intense suffering and from possible death from possible death.

★ Lieut. Frederick A. McFarland, USNR, Seattle, Wash.: As pilot of a patrol bomber during the successful bombing of ships and shore installations in poor weather and in the face of heavy antiaircraft fire, he displayed excellent judgment, great courage and exemplary efficiency in carrying out

his missions. ★ Lt. (ig) Charles Denby-Wilkes Jr., USNR, Washington, D. C.: Piloting a dive-bomber in two attacks on Truk on 16 and 17 February 1944, he personally made two hits on a large armed cargo vessel, leaving it burning

and listing. As a result of these attacks, a large number of Jap merchant and combatant ships were destroyed or severely damaged.

★ Lt. (jg) George L. Glass Jr., USNR, Tampa, Fla. (missing in action): Piloting a divebomber during an attack on Jap shipping in Kavieng har-bor on 25 December 1943, he scored a direct hit which contributed to the destruction of a large merchant ship. Later, he braved concentrated antiaircraft fire at low level to obtain a valuable oblique photograph of Kavieng

harbor and the coast line.

\*Lt. (jg) Donald C. Kane, USNR, Chicago, Ill. (missing in action): Piloting a torpedo bomber in action against Japanese shipping in Rabaul harbor on 11 November 1943, he pressed home a vigorous attack at close range on a light cruiser, inflicting serious damage. Later, when his task force was attacked, he made repeated attacks on the Japanese planes, although his own craft was unsuited

for the purpose.

† Lt. (jg) Clark R. Williams, USNR,
Kalamazoo, Mich. (missing in action):
As pilot of a torpedo bomber in an attack on Japanese shipping in Rabaul harbor on 11 November 1943, he went through intense antiaircraft fire to press home a vigorous attack at close range on a heavy cruiser, inflicting damage to the vessel. When his own task force was attacked by enemy planes, he assisted in repelling the

assaults, although his own plane was unsuited for the purpose. ★ Lt. (jg) Stephen D. Wright, USNR, Philadelphia, Pa. (missing in action): Flying as a wingman for a group of fighter planes covering our bombers during a raid on Japanese shipping in Rabaul harbor on 11 November 1943, he assisted in providing such excellent protection that only one of our bombers was lost, while 14 enemy planes were destroyed. In another strike the same day his formation intercepted a Jap attack on our task force and in the ensuing action he shot down two enemy planes.



★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): Leading his torpedo squadron in vigorous strikes against Bititu Island, Tarawa Atoll, from 18 to 23 November 1943, he executed six glide-bomb-ing attacks in the face of heavy anti-aircraft fire and scored direct hits on



Chaser (SCTC, Miami)

"But, gentlemen, the situation is desperate. The men aren't complaining about anything!!"



Official U. S. Navy photograph RESEARCHER CITED: Lieut. James L. Wetzel, USNR, of Miami, Okla., receives the Navy and Marine Corps Medal from Capt. Clarence Gulbranson, USN, commanding officer of the Naval Amphibious Training Base, Fort Pierce, Fla. The decoration is for meritorious and heroic performance of duty as officer-in-charge of a demolition research unit at the Fort Pierce base.

enemy gun positions and installations, causing severe damage and destruction.

★ Lieut. Thaddeus R. Bell, USNR, Seattle, Wash. (missing in action): While flying cover for a task force on 11 November 1943, he and his squadron boldly engaged more than 100 Japanese planes threatening our surface forces. Fighting against tremendous odds, he succeeded in shooting down two bombers out of a formation of 30 during the action.

★ Lieut. Ben W. Gibson Jr., USNR, Atlanta, Ga.: As squadron air combat information officer, he skillfully and coolly handled communications during the night attack by his plane on a surfaced submarine proceeding at high speed in the South Atlantic.

★ Lieut. Ero G. Poutinen, USNR (Ret), Dallas, Tex.: As flight leader of mine-laying bombers in the Solo-mons on the nights of 20 and 21 March 1943, he flew precariously low at a slow airspeed in the face of blinding searchlights and concentrated antiaircraft fire, and successfully planted mines in treacherous enemycontrolled waters.

★ Lt. (jg) Anton E. Anderson, USNR, Northfield, Minn. (missing): While commanding a bomber in the Solomons from 25 December 1943 to 11 January 1944, he vigorously strafed a troopladen enemy barge, destroying the barge and inflicting many casualties on the troops. While operating 800 miles from base on 11 January, he intercepted a hostile bomber and destroyed it without damage to his own bomber.

★ Lt. (jg) Larry H. Englade, USNR, Lions, La. (missing in action); Ens. Charles W. Hagans, USNR, Denison, Tex., and Ens. Theodore S. Condo, USNR, Los Angeles, Calif.: As fighter plane pilots during the occupation of Attu Island, they repeatedly executed strafing and glide-bombing missions at extremely low elitindes while being at extremely low altitudes while being subjected to heavy antiaircraft fire. Success of these missions was a material contribution toward the capture of Attu.

★ Lt. (jg) Benjamin F. Farber Jr.,

USNR, New York, N. Y. (posthumously): After completing a photographic assignment over Kwajalein Atoll on December 1943, he made three daring strafing runs on enemy shipping and on the seaplane ramp at Ebeye. serving a plane moving in on part of our strike force, he closed range and shot down the Zero in flames.

★ Lt. (jg) John Thill, USNR, Ames, Iowa (missing in action): Flying in support of vital landing operations at Hollandia in April 1944, he strafed enemy positions accurately and inflicted damage on docks and barges. At Truk he assisted in destroying a Jap fighter plane and effectively strafed and bombed gun positions on Moen Island.

★ Lt. (jg) Clark R. Williams, USNR, Kalamazoo, Mich. (missing in action): Taking part in an important bombing attack on shipping and airfields at Truk on 16-17 February 1944, he scored there direct hits on a large armed cargo vessel, leaving it burning and listing. He also contributed materially to the severe damaging of numerous merchant and combatant ships and the destruction of many grounded aircraft.

★ Ens. Robert W. Beedle, USNR, South Pasadena, Calif. (missing in action): Flying cover for our bombers during attacks on enemy shipping in Kavieng harbor, he skillfully maneu-vered his craft, shot down one Jap plane and assited in the destruction of three others. In another escort mission he succeeded in diverting hostile



Official U. S. Navy photograph WINS AIR MEDAL: Lieut. Tobias
Funt, USNR, of Brooklyn, N. Y., has
been awarded the Air Medal for
meritorious achievement in a photographic squadron in the South Pacific Area. From 14 May 1943 to 22 Jan. 1944 he participated in 63 day and night photographic operations and special missions, most of them over enemy-held areas where he was exposed to antiaircraft fire and fighter plane attacks. He was instrumental in savings the lives of seven airmen forced down in enemy territory.



Official U. S. Navy photograph

HELPED SINK SUB: Foch C. McKee, ARM2c, USNR, of Hickory, N. C., recently was awarded the Air Medal for his part in sinking a U-boat in the Atlantic last April. He was radioman in a torpedo bomber on antisubmarine patrol.

#### AIR MEDAL cont.

attacks and enabled our bombers to escape undamaged.

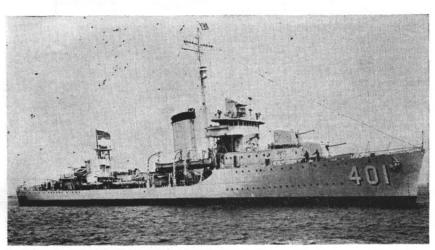
★ Ens. Donald E. Fleisher, USNR,

Coalinga, Calif. (missing in action): Flying on numerous strafing and escort missions in the Gilbert and Marshall Islands area from 19 November 1943 to 30 March 1944, he displayed outstanding skill and indomitable fighting spirit. He assisted in setting fire to several Japanese vessels, one large building and an ammunition dump, and in seriously damaging other ships and important airfields and harbor facilities.

★ Ens. Walter A. Jacobs Jr., USNR, New York, N. Y.: piloting a torpedo plane in an attack on shipping at Truk, he personally made two bomb hits on a light cruiser, which was left listing and smoking. As a result of this attack and others, a large number of enemy combatant and merchant ships were sunk or damaged.

★ Ens. William S. Reid, USNR, Paulsboro, N. J.: As copilot and navigator of a reconnaissance plane operating in the Solomons from 25 April to 19 September 1943, he participated in numerous scouting and reconnaissance missions deep in enemy territory where he was subjected to intense antiaircraft fire and enemy fighter plane interception. On 23 July he flew as copilot on an unescorted mission to map Kolombangara Island. While returning from photographing Nauru Island he was severely injured in a water landing, but assisted other crew members into rubber boats.

★ Malcolm Hitchcock, CPhoM, USN,



Official U. S. Navy photograph

## Destroyer Maury Wins Unit Citation

The USS Maury (above), whose battle log reads like a history of Pacific warfare, has been awarded the Presidential Unit Citation for outstanding performance against Jap forces ashore and afloat from the raid on the Marshall Islands on 1 Feb. 1942 through the Battle of Vella Gulf on 6 Aug. 1943.

In those 18 months this 1,500-ton destroyer fought in nearly every major engagement. She is credited with having contributed materially to the destruction of three light cruisers, 10 destroyers, one patrol vessel, 10 air-

craft and a number of shore batteries.

The Maury's biggest night came in the Battle of Vella Gulf, when she was part of the destroyer task group which met an enemy troop convoy headed for Vila and escorted by a cruiser and three destroyers. The Maury's torpedoes struck three of the enemy ships and her guns set the cruiser ablaze. Within 45 minutes the four Jap warships had disappeared. Her commanding officer, Comdr. Gelzer L. Sims, USN, won the Navy Cross for his part in this dramatic engagement.



Scuttle-Buzz (135th CB)

"I've often heard of it, but this is the first time I've ever seen one!"

Laton, Calif.: As a divebomber photographer, he took photographs continuously during attacks on Tarawa Atoll on 18, 20 and 22 November while under severe antiaircraft fire. His photographs were of great assistance in conducting operations.

★ John R. Blattner, AOM2c, USN, Camden, N. J. (posthumously): As a crew member of a PB4Y plane which bombed and strafed Jaluit Atoll on 12 December 1943, he performed his duties with courage and efficiency throughout the attack. His plane was badly damaged but returned safely to a night landing at its base with one engine out and two partially disabled.

★ Ralph H. Boyland, AMM2c, USN, Brooklyn, N. Y.: As tail gunner in a patrol plane during an attack on a German submarine in the Atlantic, he rendered valuable service and, although wounded by enemy fire, remained steadfastly at his station. His fortitude and disregard for his own safety contributed to the probable destruction of the U-boat.

★ Robert H. Grimsman, AOM3c, USNR, Los Angeles, Calif. (missing in action): As radio-

tion): As radioman of a torpedo plane over Rabaul on 11 November 1943, he operated a machine gun and destroyed an enemy fighter which was in position to make an unopposed attack upon his squadron leader's plane. His excellent marksmanship in the face of se-



Robert H. Grimsman

vere antiaircraft fire contributed materially to the success of our operations.

★ Thomas R. A. Rush Jr., AOM3c, USNR, Tulsa, Okla. (missing in action): Skillfully manning his station throughout a hazardous low-level bombing attack upon enemy air installations at Nauru Island on 24 December 1943, he rendered valuable assistance to his pilot in the delivery of devastating blows on the target area. He carried out his duties efficiently until his damaged ship crashed into the sea.

## LETTERS TO THE EDITOR

(Continued from Page 36)

ish minesweepers . . . preceded the invasion armada and swept a path to the very shores of Normandy, working in the shadow of the big German coastal batteries." While all credit should be given to the British minesweepers for sweeping the Channel the greater part of the way across, it is also true that the little YMSs of the U. S. Navy were the only sweeps to be found close to the beach many hours before and after H Hour, between the fire of the coastal batteries and our battleships, cruisers and destroyers. They were also fired on at a later date by shore batteries while sweeping very close to the beach, thus enabling the larger ships to locate the batteries and put them out of action.—A. R. S., Ylc, USNR.

SIR: Your invasion article in the July issue surprises us: "Two hundred British minesweepers. . ." Yours for more recognition for American minesweepers.—W. S. W, Lt. (jg), USNR.

W, Lt. (jg), USNR.

• For reasons of security, at the time the article was published, it was not possible to mention in the INFORMATION BULLSTIN the U.S. minesucepers and the heroic part that they played in completing one of the most hazardous assignments given to any Allied naval force on D Day. It is now possible to say that more than 100 U.S. sweeps began their runs back and forth in front of the landing strips several hours before H Hour, operating under the muzzles of enemy shore batteries. One gunnery officer reported that from 30 to 50 shells burst near the squadron every time it travelled the inshore waters. The sweeps completed their task of clearing a channel for the supporting cruisers and destroyers only a few minutes before the warships opened their initial barrage.

Their work was not over, of course, on

Their work was not over, of course, on D Day, the struggle between the sweeps and the minelayers being a continuous one. U. S. YMSs and British and Canadian minesweeping craft are still working together to clear the supply lanes to together to France.—ED.

#### SUBMARINE INSIGNIA

SIR: May a man who qualified for submarine duty while in the fleet wear the enlisted submarine insignia on a midshipman's uniform?—A. W. R., AS, USNR.

• (1) Yes, if such wearing is approved by his CO.—ED.

#### **EAGLES, PRESENT TENSE**

SIR: The May 1944 INFORMATION BUL-LETIN, "What Is Your Naval I. Q?", Ques-tion 5, asked, "What was an Eagle Boat?" On behalf of the officers and men of the USS Eagle No. 55, as well as the officers and men of the seven other Eagles in full commission, I want you to know we can most definitely be referred to in the press-ent tense, Just ask any of the lads who have been serving aboard them for the past three years.—B. F. N., Lt., USNR.

· We stand corrected and herewith salute we stand corrected and hereford sature—present tense—the officers and men serving in Eagle boats in this war. Of 60 Eagles built in 1918-19, etght are s'ill in service. Two of them, Eagles 19 and 55, have been in continuous commission.—ED.

#### LEAVE FOR OFFICERS

SIR: Art. C-6001 (9), BuPers Manual, states that the Bureau endeavors to grant accumulated leave in advance of retirement and in case of resignation, Will this apply in the following cases: a reserve officer upon release from active duty; a reserve officer submitting his resignation; an officer appointed for temporary service, an officer appointed status?—C. M. C., Lt. (jg), USN (ret.).

OThe following provisions governing the granting of leave to officers upon separation from the service, other than demobilization, are now effective: All officers who by their own request are separated from the Navy, and all officers being placed on inactive duty, by reason of physical disability and retirement, will be granted accumulated leave based on total period of active commissioned service at the rate

of 2½ days per month, (minus leave taken), but the total shall not exceed three taken), but the total shall not exceed three months. This includes temporary officers, formerly enlisted men, separated from the service as officers. Accumulated leave will not be granted in the cases of separation from active service because of disciplinary reasons or discharge for failure to complete satisfactorily a prescribed course of instruction instruction.

The leave policy for discharge or re-lease to inactive duty upon demobilization has not yet been determined.

The service of a temporary officer returned to enlisted status would be continuous, and the question of his leave would depend on the usual factors, namely his duty or change of duty, the time and places involved, and the needs of the service. Such personnel may not be granted leave in excess of that earned while serving in an officer status.—ED.

#### WARRANT PROMOTIONS

Sir: (1) Before the war, while holding a rating as petty officer first class. I received a permanent appointment as warrant officer. Would an entry now be made in my enlisted service record, providing requirements were met, showing advancement from PO1c to CPO? (2) Is there a provision whereby a permanent WO may now be promoted to permanent chief WO while holding a temporary appointment to higher rank?—F. J., Lt. (jg), USN.

higher rank?—F. J., Lt. (jg), USN,

• (1) No further entries are made in a man's enlisted service record after enlisted status is permanently terminated, (2) No. Permanent promotion of all warrant officers and all commissioned officers ceased on 30 June 1942, under terms of Public Law No. 639, 77th Congress.—Ed.

#### SENTIMENTS OF A MAN WHO CAME BACK

SIR: Believing that all normal human beings appreciate kindly recognition for a job well done, I am taking the liberty to write this informal letter while on au-

thorized leave.

write this informal letter while on authorized leave.

Along with a group of others, I recently arrived in San Francisco after a stay of more than 18 months in the Southwest Pacific, Upon docking, we were met by officers and men who gave us every consideration possible. Upon reaching Treasure Island, we were met by a CPO who was very kind and considerate and who gave us some sound, helpful advice. We were then assembled in an auditorium and given a talk by the commanding officer, which we all agreed was very good and very appropriate. His attitude was kind, yet firm, and we old-timers could not help comparing this reception to the one we received in 1919, after spending a similar period in Europe.

I have since visited BuPers and Bu-Ships, and everywhere in Washington I was treated with the utmost consideration.

I feel that the Bureau and the Navy

I feel that the Bureau and the Navy Department in general are doing a won-derful job for the men returning home after a term of foreign duty.

Our treatment created the impression with me—and I am speaking for the others also—that the people at home really appreciate our efforts out there and are doing their utmost to show that appreciation tion.

I feel that this kind, considerate treatnent of returning personnel is of immeasurable value to the morale of the home folks as well as to the men in uniform.—V. D. A., CMoMM.

#### **FUTURE OBLIGATIONS**

Sir: (1) Is an enlisted man of the Naval Reserve subject to the orders, rules and regulations of the Navy while on inand regulations of the Navy while on inactive duty and not wearing a uniform?

(2) Is it true that naval reservists who have signed only for the duration and six months are subject to further possible Navy duty for 10 years after? (3) Can a naval reservist transfer to the Army at the war's end?—H.S.B., SIC, USNR.

•(1) In the general course of everyday civilian life, No. However, BuPers Manual sets forth certain obligations that naval reservists on inactive duty must comply with. These are contained in Arts. H-1802, paragraphs (2), (3), (5), (10) and (11), H-1804, and H-1907.

(2) No. (3) Transfers are not made be-

(2) No. (3) Transfers are not made between the armed services. After honorable discharge from the Navy, however, one would be free to try to enlist in any other branch.—ED,

#### WHITES FOR CPOS

SIR: I would like to know if there is any ruling providing for the discontinuance of dress white uniforms for CPOs during wartime.—E.B.B. Y1c, USN.

• There is no such ruling. Dress, white, as described in Uniform Regs, Art. 4-4, is still an authorized uniform.—ED.

#### V-12 PRE-MEDICAL

SIR: Please clarify the status of V-12 pre-medical students who, after completing their pre-medical studies, are transferred to V-6 for the interim between V-12 and an appointment to medical school. What an appointment to medical school. What are their chances of going to medical school?—J.J.T., PhM2c, USNR.

• Their chances are good. All such men who are qualified are expected to go to medical school, most of them this year and the remainder, if any, next year. Meanwhile these students are getting valuable experience as hospital corpsmen in Class

#### CIVILIAN SERVICE EMBLEMS

Sir: Your item about the Navy Department's Civilian Service Recognition Emblems (Information Bulletin, March 1944, p. 41) says they are given only to civilians employed by the Navy in the continental U. S. and Hawaii. How about those of us up in Alaska?—B.B.

• Application for emblems may be made through official channels to the commandant of the naval district in which you serve, who may wish to request an exception to the policy from Shore Establishments and Civilian Personnel Division, Code 518, Navy Department, Washington tion to the policy from Shore Establishments and Civilian Personnel Division, Code 513, Navy Department, Washington 25, D. C. (See AsstSecNav Itr. SOSED-IE-RDF/dmh dated 10 Jan. 1944 and addressed to all Navy, Marine Corps and Coast Guard activities concerned.) Emblems are awarded only to civilians who are employed directly by the Navy.—ED.

#### NAVAL HOUSING

Sir: I am now serving on a shore station, in limited service, as an instructor. Why is it that certain sections of Government housing projects are not set aside for married naval personnel assigned to shore stations? Within this locality it is very hard to find a decent and clean place to live that is near one's station. We are drawing subsistence, but the rent is rather high for the type of place we can get.—N. R. C., QMIC, USN.

\* The Navy recognizes the housing prob-

N. R. C., QM1c, USN.

• The Navy recognizes the housing problems existing in the vicinity of many continental shore stations, and every efforts being made to alleviate the needs in this regard. Shortages of manpower and materials make it impossible, however, to take care of every situation fully, without interfering with other phases of the immediate war effort. The Navy has constructed and is operating numerous housing projects to serve naval personnel. Ar-



rangements have also been made for units in housing projects under the control of other Government authorities and agencies to be made available to naval service personnel and their families. The Navy is also undertaking to establish in selected localities housing for families of transient naval personnel who are temporarily returned from off-shore duty pending their redeparture. For more specific answers, you must go to your local CO.—ED.

#### PROCEED TIME

SIR: It is my understanding that a re-SIR: It is my understanding that a reserve officer is not entitled to proceed time in reporting to initial active duty. Is this intended to include an officer who receives his commission and orders to active duty upon his graduation from a midshipman's, NROTC or V-12 school?—C.M., SKIC.

• No. Such an officer already is on active duty, and his orders would not be orders to initial active duty. He would be entitled to four days proceed time unless his orders stated otherwise.—ED

#### AMPHIB INSIGNIA

SIR: I was in the amphibious forces somewhere in the Pacific but now am in a hospital in California. Am I permitted to wear the amphibious forces insignia?—A. G., S2c, USNR.

9. G., 52c, USNR.

You are authorized to wear the amphibious insignia only as long as you are attached to the amphibious forces. Your present CO can tell you whether you were detached from your amphib unit when transferred to the hospital.—ED.

#### POST-WAR BENEFITS

• The Information Bulletin has received • The Information Bulletin has received several letters from enlisted personnel of the regular Navy expressing concern that benefits of the Servicemen's Readjustment Act of 1944, known as the G. I. Bill of Rights, and the Mustering-Out Payment Act of 1944 are granted only to reservists and are denied to regulars. Such worries are unfounded unfounded.

The rights and benefits of the G. I. Bill are granted to "any person who served in are granted to "any person who served in the active military or naval service on or after September 16, 1940, and prior to the termination of the present war, and shall have been discharged or released there-from under conditions other than dishon-

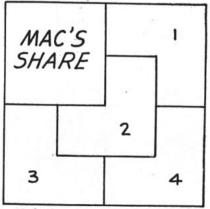
orable." orable."
The Mustering-Out Payment Act provides that "...each member of the armed forces who shall have been engaged in active service in the present war, and who is discharged or relieved from active service under honorable conditions on or after December 7, 1941, shall be eligible to receive mustering-out payment."—ED.

#### TEMPORARY SHORE DUTY

SIR: Do five months spent on temporary

SIR: Do five months spent on temporary duty in the U. S., after 22 months overseas, break my eligibility for rotation to shore duty?—H.R.D., ACMM, USN.

• Yes. When a man eligible for shore duty is assigned to temporary or permanent duty in the U. S., he is given rehabilitation leave. If then returned to sea duty, he must serve another 18 months at sea before becoming eligible for another period of rehabilitation.—ED.



(Solution to puzzle on page 30)

#### SHIP IDENTIFICATION

(1) SIR: In the Information Bulletin (1) SIR: In the Information Bulletin of January 1944, page 24, and again in your May issue, page 48, you ran a picture of an aircraft carrier which you identified as the Uss Saratoga. It was with some amusement that I noticed that the ship was the Uss Lexington, lost in the Battle of the Coral Sea, The Saratoga has a black vertical stripe on her stack, where the Lexington has a black horizontal stripe—or didn't you notice?—J. B. C., 1st Sgt., USMC.

(2) SIR: It has come to the attention (2) Sir: It has come to the attention of the boat checkers of the Naval Landing Force Equipment Depot, Norfolk, Va., that there is an error in the July 1944 Information Bulletin on page 72, where you say that the photograph on the front cover of that issue shows the open bow of an LCV. We find, after making a very thorough check, that the boat is an LCVP.—E. T. N., SK2c; J. H. P., SK3c; J. T. F., BM2c; C. M. C., Cox.; A. O. K., S1c; W. E. T., Sic; E. D. G. Jr., Slc.

(3) Sir: The caption on page 72 of the

(3) SIR: The caption on page 72 of the March 1944 Information Bulletin, headed "This Month's Covers," identifies the photograph on the opposite page as showphotograph on the opposite page as showing troops going over the side of a Coast Guard-manned combat transport. While not much of the transport herself shows in the picture, one of the boats loading from her is marked "PA 19-2," indicating that it belongs to the APA 19. I would like to state that the APA 19 is manned by a Navy crew, not Coast Guardsmen—G.C.D'A., SC2c, USN.

• (1) We were right. The "Saratoga" formerly had a black vertical stripe on her stack, but it wasn't there when our picture of her was taken. (2) You are right:

The "P" was inadvertently omitted. ture of her was taken (2) You are right:
The "P" was inadvertently omitted. (3)
You are right—and we were right: The
ship is a Coast Guard-manned transport;
some of the boats into which she is unloading troops were borrowed to replace
those of her own left on the beach in an
earlier phase of the operation.—ED.

#### **NAVAL RESERVE**

SIR: (1) Is an enlisted naval reservist, when released from active duty, entitled to travel allowance to the point of his enlistement? (2) Afer victory, will those enlisted reservists released from active duty be considered members of the Naval Reserve on the inactive list? If so, for how long? And is it optional with the man? (3) Are they entitled to a discharge certificate and button? If so, what kind? (4) If a naval reservist remains on the inactive list, what are his obligations? (5) Does he retain his rate? (6) What is the pay for inactive service?—J.J.D., Y1c, USNR.

In accordance with U.S. • (1) Yes, In accordance with U.S. Navy Travel Instructions, Art. 2503(10)(b), en-listed personnel of the Naval Reserve re-leased or discharged and not recalled to active duty or not reculisted immediately are entitled to travel allowance to the point of enlistment. (2) After the war and emof enlistment. (2) After the war and emergency period, reservists whose terms of enlistment as shown in their shipping articles have not expired will be released to inactive duty in the Naval Reserve and, in all probability, will be continued on inactive duty until expiration of their enlistments. Release to inactive duty and retention in the Naval Reserve are not the posservist it his enlisttwe unity ments. Release to inactive duty and re-tention in the Naval Reserve are not optional with the reservist if his enlist-ment has not expired. Reservists whose ment has not expired as shown in their shipoptional with the reservist if his enlistment has not expired. Reservists whose terms of enlistment as shown in their shipping articles have expired—including those on a DOW (duration of war) basis—will be entitled to discharge due to expiration of enlistment after termination of the war and the emergency period. Whether personnel so discharged will be permitted to reenlist in an inactive-duty Reserve status is a matter of policy not yet determined. (3) Reservists released to inactive duty receive release orders which do not constitute a discharge certificate. They are not entitled, under present instructions, to receive the Honorable Service Lapel Button until discharge has been effected. When discharged for expiration of enlistment, a reservist receiving an honorable discharge will be entitled to both the Honorable Discharge Button and the Honorable Service Lapel Button. If he receives a discharge under honorable conditions, he will be entitled to the Honorable Service will be entitled to the Honorable Service Lapel Button. (4) Personnel released to inactive duty in the Naval Reserve will be subject to call to active duty in the event

of war or an emergency declared by the of war or an emergency declared by the President any time prior to date of expiration of the term of enlistment stated in their shipping articles. (5) Yes. (6) Members of the Naval Reserve (other than Fleet Reserve of the 16 and 20-year classes) receive pay only while on active duty or training duty.—ED.

#### CITIZENSHIP FOR ALIEN WIVES

SIR: If an American citizen in the armed forces marries an alien girl in a foreign country, does she automatically become an American citizen?—J. L. P., SoM2c, USNR.

• No. She must go through the processes prescribed for naturalization. Alnav 144-42 requires the consent of the area com-mander for such marriages.—ED.

#### ARMED SERVICES EDITIONS

SIR: I've heard much about the Armed Services Editions sponsored by the Council of Books in Wartime and distributed by BuPers to the Navy. May these books be purchased by enlisted personnel stationed in the U. S.?—R. G. N., S2c, USNR.

No. The books are for distribution only —not for sale—to naval activities outside

the continental limits (see page 00).—ED.

#### HOSPITAL SHIPS

SIR: On page 23 of the March 1944 IN-FORMATION BULLETIN is a photograph of the USS Solace with the caption, "USS Sol-ace, veteran of Pearl Harbor and other battles." With full awareness of the heroic and life-saving role she is playing, I am sure you do not intend the implication that her staff and crew are battle veterans in the sense that they can earn engagement stars for duty aboard her .- F.B., Lt. Comdr., USNR.

· You are right in that hospital ships, by • You are right in that hospital ships, by international agreement, are not subject to attack or permitted to attack another vessel. Therefore, under ordinary circumstances men aboard a hospital ship could not earn engagement stars for their campaign area ribbons, nor could such a ship be called a battle veteran. The Solace, however, was under attack at Pearl Harbor and personnel aboard her at the time have earned engagement stars. Under have earned engagement stars. Under similar circumstances personnel of any hospital ship could become eligible for stars.—ED.

#### Answers to Quiz on Page 31

- 1. CVEs on merchant ship hulls, CVLs
- 1. CVEs on merchant ship hulls, CVLs on cruiser hulls.
  2. True.
  3. John Paul Jones.
  4. Yes. In 1795 the Zuider Zee was frozen solid, and the Netherlands fleet, icebound on the roadstead of the Texel, was captured by the French cavalry which galloped over the ice and surrounded the fleet.
- 6. Kwajalein. 7. Yes. A con 7. Yes. A commodore's flag is a burgee pennant while an admiral's flag is rect-
- angular.
  8. Port. When entering a channel from seaward, buoys marking the righthand side of the channel are red and even numbered, while those marking the lefthand side are black and odd numbered.
  9. (1) August 1943; (2) October 1942; (3) January 1942; (4) October 1942; (5) May 1942.
- 1942.
  . No. "Ash Breeze" is a term mean-10. No. ing no wind, requiring a sailing vessel to resort to the use of oars.
  - 11. (c). 12. A makeshift rig.
- 13. (b). 14. For territories and insular possessions of the United States.

- sions of the United States.

  15. Amphibious.
  16. Top, Navy's F6F Hellcat; bottom, Army's P-47 Thunderbolt.

  17. Capt. Charles V. Gridley, USN, commanding officer of Admiral Dewey's flagship, the USS Olympia.

  18. (a).

  19. (1) Island in the Marianas, west of Guam; (2) town on We Island, off the northern tip of Sumatra; (3) point on the northerst coast of Dutch New Guinea.

  20. (1) Six feet; (2) a short length of chain, usually of 15 fathoms; (3) 100 fathoms,

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

## HOW AND WHEN YOU MAY VOTE (X)

The Servicemen's Voting Law (Public Law 277-78th Congress) provides "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 Women's 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).

This distribution of postcard applications for state absentee ballots has taken place throughout the world wherever a United States naval unit is located. However, in the event that an eligible serviceman has not received, for any reason, a postcard application for a state absentee ballot, he should immediately notify the voting officer of his unit, and one will be furnished by him. The mailing of this postcard application properly executed and addressed to the secretary of state (state capital) of the voter's home state will set in motion the machinery for delivery to the serviceman of a state absentee ballot (South Carolina has no provision for honoring postcard applications for state absentee ballots). Upon receipt of the state absentee ballot, the serviceman can then cast a vote for candidates of his choice for every office for which a state election is being held, including the offices of the President and Vice President, Senator and Representative in Congress. Prompt attention therefore to the mailing of the postcard application may still provide an opportunity to the serviceman to vote a complete state absentee ballot, as the Navy Department is making available through the world every facility for airmail delivery of postcard applications for state absentee ballots and for return of the state absentee ballot to the voter.

In addition, as supplementary to the state absentee voting procedures, the Servicemen's Voting Law provides for a Federal ballot to be used under certain circumstances when the state absentee ballot has not been received

by the serviceman voter. This Federal ballot contains spaces for writing in the names of the candidates for President, Senator and Representative in Congress for whom the voter desires to vote in the election. However, this Federal ballot will only be furnished eligible person OUTSIDE THE UNITED STATES who will state on oath that he did, prior to 1 September, make an application for a state absentee ballot but as of 1 October had not received the state absentee ballot, provided he is a resident of one of the following twenty states:

CALIFORNIA CONNECTICUT \*FLORIDA \*\*GEORGIA MAINE MARYLAND MASSACHUSETTS MICHIGAN NEBRASKA VERMONT NEW HAMPSHIRE WASHINGTON

NEW JERSEY NEW MEXICO NEW MEXICO NORTH CAROLINA OKLAHOMA OREGON RHODE ISLAND TEXAS UTAH VERMONT

- \* Florida authorizes use of Federal bal-lot only by members of armed forces, women air force service pilots and merchant marine.
- \*\* Georgia authorizes use of Federal ballot only by members of armed forces.

There can be no voting by the Federal ballot under any circumstances inside the United States. There can be no voting of the Federal ballot prior to 2 October.

There have been instances where personnel by mistake have been furnished and have executed a Federal ballot prior to 2 October, but such ballot is unlawful and will not be honored by the states. However, eligible personnel who have so voted are entitled, under a ruling by the Judge Advocate General of the Navy, under date of 29 July 1944, to be furnished by their voting officer a Federal ballot if OUT-SIDE THE UNITED STATES AT THE PROPER TIME AND UPON MAKING THE PROPER OATH.

General instructions to all voters:

- (1) Vote your ballot in secret.
- (2) The serviceman upon receipt of his state absentee ballot should execute it exactly in accordance with instructions accompanying it and return it at once to the proper state official.
- (3) In voting by Federal ballot consult Navy Department Poster Number 3 and ascertain your congressional district.

- (4) In voting by Federal ballot be sure to consult the lists of candidates and their parties for President and Vice President, and for Senator and Representative in Congress (see Navy Department Poster No. 4).
- (5) Follow carefully instructions and voting procedure which appear on the top of the Federal ballot.
- (6) PRINT OR WRITE PLAINLY WHEN YOU ARE RE-QUIRED TO DO SO.
- (7) Refer to the detailed graphic description on voting by Federal ballot set forth in Navy Department Voting Poster No. 5 (see pages 18-19).

#### Payment of Allotments Best Insurance Insurance

So that there may be no question as to the validity of their insurance because of non-payment of premiums, naval personnel whose amount of pay might indicate at any time that allotment deductions are no longer being made to cover insurance premiums, or (in the case of new insurance) have not been started, are urged to check with their disbursing officer immediately, in order to insure that allotments have been registered (or reregistered in case of stoppage) and deductions are being made from their pay to cover insurance premiums.

A number of men have died in the service without any active insurance allotments. In investigating these cases, the Allotment Division, Field Branch, BuS&A, discovered that in some cases insurance allotments had been stopped for some reason and never reopened.

The most frequent reasons for stoppage of insurance allotments are AOL, AWOL, desertion and indebtedness. In every such case the allotment should have been reregistered by the insured person on his return to a pay status at a later date. There is also the possibility that, through error, insurance allotment deductions may not be carried forward from the old pay account when a new one was opened at the end of the semiannual period or on change in pay groups as from enlisted to officer status.

## Discharged Personnel May Get Special Reduced Fare for Railroad Travel

Military personnel traveling at their own expense upon discharge, retirement or release from active duty in the Army, Navy, Marine Corps or Coast Guard, and who are not entitled to travel on transportation requests, may obtain specially reduced one-way fares under a new arrangement which became effective 1 September.

The tickets are sold at the rate of about 1¼ cents per mile, are good for travel in coaches only and authorize the usual free checkable baggage allowance and stop-over privilege enroute.

Tickets are sold only from place of discharge, retirement or release (or an intermediate point) to home or place of enlistment or induction, or place of employment in the U. S. or Canada to which the person desires to travel.

Tickets are issued upon presentation of a properly executed form of "Identification Dischargee Certificate," issued by the railroads, which must be presented with 30 days of separation from the service. An initial supply of these certificates is being forwarded by BuPers to commandants of naval districts within the U. S. for use and further distribution to activities within their district, and additional supplies may be requested from the Bureau when needed. (Details in N.D.B., 31 August 1944.)

## Extra Gas Authorized For Personnel on Leave

In an order effective 25 July 1944, OPA made available to naval personnel on leave 72 hours or more a special gasoline ration of one gallon for each day of leave up to a maximum of 30 gallons.

Ration currency may be obtained from local OPA boards upon presentation of the original copy of leave papers. Application should be made to a local board in the community where the automobile to be driven is located and should be accompanied by satisfactory evidence of the identity of the automobile the applicant intends to use.

Personnel traveling under official travel orders which authorize delay enroute, to be charged against annual leave, may present their travel orders in lieu of leave papers.

The OPA order was announced by Alnav 137-44, 22 July 1944.



\*My gawd! Ma sent my sweater by V-mail!"

### Personnel Going Overseas Urged to Open Joint Bank Account in United States

Naval, Marine Corps and Coast Guard personnel who are ordered overseas are urged by SecNav, in a letter to all ships and stations on 8 August, to consider the advisability of establishing a joint or beneficiary bank account in a savings or commercial bank in the U. S.

This is suggested because, in numerous instances, individuals overseas, chiefly unmarried men, have desired to deposit funds in a bank in the U. S., but were unable to do so because no bank account had been established previously.

Unless an account has been opened in a bank prior to the time funds are to be sent, allotments cannot be paid to banks for credit to the account of a dependent for support, or for credit to the account of the grantor for savings, nor can remittances be made under the Navy Personal Remittance Service to a bank for credit to the account of the remitter or some other beneficiary.

Name and address of the bank and the full title and number of the account should be kept by the individual for ready reference, as this information is necessary in order to assure that remittances or allotments of funds are paid to the proper accounts. It is recommended that this information be written on the Personal Pay Memorandum (S&A Form 504). It is normally not necessary to forward a savings account pass book to the bank whenever a payment is made to the bank.

Personnel on Leave From Civilian Jobs Urged to Keep In Touch With Employer

It has been brought to the attention of BuPers that certain civilian industries whose employees are now on military leave to serve in the armed forces desire up-to-date information regarding the whereabouts and qualifications of their employees. This information is desired in connection with proposed plans for reemploying military personnel in industry in the postwar period.

It is recommended that all naval personnel who are on military leave from civilian positions communicate periodically with their employers, informing them of any change of address or change in qualifications for postwar employment. It is believed that the receipt of this information will be a great aid to employers in postwar planning to reabsorb their former employees when they have been discharged from service.

Employers who to date have requested information are:

Lockheed Aircraft Corporation.

## Selection Board Meeting on Promotion of Lieutenants

Names of lieutenants of the regular Navy and Naval Reserve with both date of rank and continuous active duty in that grade since 1 Oct. 1942 or earlier are being considered by selection boards for promotion to lieutenant commander. The work of these boards is expected to be completed by late September.

Boards will be convened in September to recommend lieutenant commanders of the Naval Reserve for promotion to the next highest grade.

### Revised 'Personal Affairs' Pamphlet Being Sent to All Ships and Stations

A complete revision of the pamphlet "Personal Affairs of Naval Personnel and Aid for Their Dependents" is being made and will be sent to all ships and stations in sufficient quantities to provide for distribution of one copy for every 10 officers and enlisted personnel. The revision, which supersedes in their entirety both the original pamphlet and its supplement, contains considerable information of direct interest to the individual. Its reading is recommended to all officers and enlisted men and women.

(Details in BuPers Circ. Ltr. 229-44, N. D. B., 15 Aug. 1944, 44-934.)

## Property of Servicemen Not Taxable in Places Of Temporary Residence

An interpretation of the recent act of Congress to prevent members of the armed forces from being subjected to tax upon their personal property in any place other than that of their permanent residence or home (INFORMATION BULLETIN, August 1944, p. 26) has been issued by the Office of the Judge Advocate General of the Navy in a circular letter to all ships and stations.

The new law, which was signed by the President on 3 July 1944 as Public Act No. 415, 78th Congress, amends Sec. 514 of the Soldiers' and Sailors' Relief Act to provide that personal property of persons in military service shall not be subjected to taxation in any state, territory, possession or political subdivision or in the District of Columbia, if other than their permanent home, by reason of their residence or location in such place in compliance with military or naval orders. (Whether or not this property is taxable by the jurisdiction from which it was removed depends upon the law of that jurisdiction.)

The term "personal property," according to JAG's letter (N. D. B., 31 July, 44-867) includes such tangible property as household furniture, books, jewelry, precious stones, silverware, automobiles, motorcycles, aircraft, boats, radios, tools, farm implements, sporting goods, guns, domestic animals, etc. It also includes such intangible property as stocks, bonds, notes, credits, mortgages, accounts receivable and cash.

The term "taxation" as used in the amendment includes, but is not limited to, licenses, fees or other excises imposed in respect to motor vehicles or their use, providing that the license, fee or excise required by the state, territory or possession (including District of Columbia) in which the person is a resident or in which he is domiciled (his permanent home) has been paid. It also includes such taxes as intangibles tax, solvent credits tax, tax on bank deposits, etc.

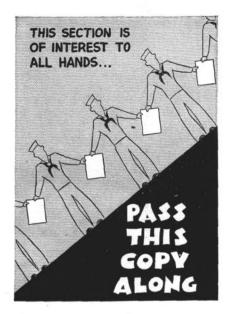
The amendment does not provide for the crediting or refund of any tax paid prior to 3 July 1944 on tangible personal property, including motor vehicle taxes. It does provide, however, that there shall be no restriction upon the states, etc., from imposing a tax in respect to personal property used in or arising from a trade or business, if jurisdiction is otherwise present.

JAG's letter cites, as an illustration, this case:

A naval officer whose home is in Illinois is directed to report for duty in Washington, D. C. Upon reporting he leases an apartment for himself and family in Arlington, Va. He moves all his household furniture and his car to Arlington. Neither the Commonwealth of Virginia nor any of its political subdivisions can impose a tax upon this personal property.

If, however, he subsequently decides to register his automobile in Virginia and, in order to do so, is required to pay a personal property tax as a condition to obtaining license plates, or if subsequent to registration, Virginia demands payment of a personal property tax upon the car, then such tax would have to be paid and nothing in the amendment would prevent Virginia from collecting any amount due. In such case, he has voluntary conferred upon Virginia jurisdiction to impose a personal property tax upon his car, but upon no other personal property.

JAG calls attention of personnel of the Navy, Marine Corps and Coast Guard to the fact that under this amendment a motor vehicle owned by a person in the service can be registered either at the place of his permanent home or at the place of his station. The applicable tax or fee must be paid in the state where the vehicle is registered and, when so paid, no such tax or fee need by paid in the other state.



## M-1 and M-2 Men to be Changed to Class V-6

Naval reservists in Merchant Marine Reserve classes M-1 (enlisted men procured for service in seagoing vessels or in training for such service) and M-2 (enlisted men with salvage or seagoing experience procured for service in the local defense forces or for salvage work) on active duty will be changed to class V-6 of the Naval Reserve, under a current BuPers directive.

Effective upon their call to active duty, the reservists of M-1 and M-2 now on inactive duty also will be changed to V-6. (Details in BuPers Circ. Ltr. 224-44, N. D. B., 15 Aug. 1944, 44-931).

## Department of Agriculture Lists Souvenirs Not Barred By Quarantine Restrictions

In response to many requests for information concerning quarantine restrictions on imports, the Department of Agriculture has listed certain popular items which may be accepted from naval personnel overseas for mailing to continental U.S.

These items, against which there are no eprohibitions, are:

- Wood carvings and similar curios, grass skirts, baskets, reed work, or other similar articles manufactured of dried grasses and kindred materials, provided they are not made of rice straw.
- Dead dried insects or insects in preservative.
- Pressed and dried plants for herbarium or botanical specimens, provided they no not include rice straw or unprocessed cotton.
- Plant material in preservative.

The Department also advised, with respect to packing materials, that excelsior, shavings, paper, ground cork, peat and many other similar packing materials may be used in lieu of prohibited raw cotton and rice straw, that fresh coffee berries are included among the fresh fruits which are prohibited, and that mango seeds are prohibited from all localities except the Americas and the West Indies.

These regulations are contained in a letter to all ships and stations from the Office of the Chief of Naval Operations (N.D.B., 31 July 1944, 44-865). CNO has requested that COs advise all Navy, Coast Guard and Marine Corps personnel, especially Navy post-office personnel, of the contents of the letter.

## Veterans Administration Issues Rules On Educational Provisions of 'GI Bill'

The Veterans Administration has issued preliminary instructions setting up procedure to handle the educational provisions of the "GI Bill of Rights" (Servicemen's Readjustment Act of 1944, Title II, approved 22 June 1944).

All men and women of the armed forces who meet three basic requirements are eligible for a refresher or retraining course not to exceed one year at an approved educational institution of their own choice. These three requirements are:

- Active military or naval service on or after 16 Sept. 1940 and prior to termination of the present war.
- Discharge or release from active service under conditions other than dishonorable.
- · Service of 90 days or more, exclusive of any period assigned for a course of education or training under the Army specialized training program or the Navy college training program, which course was a continuation of a civilian course and was pursued to completion, or the time he was assigned as a cadet or midshipman at one of the service academies; or, if less than 90 days, that he shall have been discharged or released from active service by reason of an actual service-incurred injury or disability. The 90 days or less service need not all be within the period from 16 Sept. 1940 to the end of the war, but may include service extending into or beyond that period.

A second class of eligibles are those who meet the above qualifications and whose education has been impeded, delayed, interrupted or interfered with by reason of entrance into the service. Any person who was not over 25 years of age at the time of entering service is placed in this category if he or she entered service after 15 Sept. 1940. A person over 25 at the time of entering service must submit satisfactory evidence that his education or training was disrupted.

This second class is eligible for either a one-year refresher or retraining course in the same way as all veterans meeting the three general requirements listed above or for a one-year education or training course and, upon satisfactory completion of such course, an additional period of education or training not to exceed the time in active service on or after 16 Sept. 1940 and before the end of the war.

This will be exclusive of any period assigned for a course of education or training under the Army specialized training program or the Navy college training program, which course was a continuation of a civilian course and was pursued to completion, or as a cadet or midshipman at one of the service academies.

This additional period of education or training is dependent also on the veteran's work continuing to be satisfactory throughout the period according to the regularly prescribed standards and practices of the institution. The total period of education or training is limited to four years. Whenever the additional period of instruction ends during a quarter or semester, after a major part of the quarter or semester has expired, however, the period of instruction will be extended to the end of the unexpired term.

Other features of the "GI Bill" education procedure, as outlined by the Veterans Administration, are:

"APPLICATION. Any person . . . who believes that he may qualify under the eligibility provisions may file an application, using the prescribed form, with the regional office of the Veterans Administration where his Cfolder (containing this and any other claims for benefits he may file, present and future) is now located or with the regional office of the Veterans Administration in the state in which the approved educational or training institution which he has selected is located, or with the approved educational or training institution which he has selected, provided it is promptly forwarded by the institution to the



"We'll have to do something about Kinney—he's just signed up for another hitch!"

regional office of the Veterans Administration in the territory in which the institution is located. An application filed before the date of approval (22 June 1944) of Public No. 346, 78th Congress, may not be accepted as a claim under that Act.

"ELECTION OF COURSE. Any person who meets the eligibility requirements is entitled to such course of education or training or refresher or retraining course as he may elect. For reasons satisfactory to the [Veterans Administration] manager, a veteran may change a course of instruction. Any such course of education or training may be discontinued at any time by the Veterans Administration if it is found by the manager that according to the regularly prescribed standards and practices of the institution conduct or progress of the veteran is unsatisfactory.

"SELECTION OF APPROVED EDUCATIONAL OR TRAINING INSTITUTION. Any person who meets the eligibility requirements is entitled to choose any approved educational or training institution whether or not located in the state in which he resides which will accept or retain him as a student or trainee in any field or branch of knowledge which such institution finds him qualified to undertake or pursue. . . .

"PAYMENTS TO TRAINEES AND EDUCATIONAL OR TRAINING INSTITUTIONS:

"(A) While enrolled in and pursuing a course of training a person declared eligible shall, upon application to the Veterans Administration, be paid a subsistence allowance of \$50 per month if without a dependent or dependents, or \$75 per month if he has a dependent or dependents, including regular holidays and leave not exceeding thirty days a calendar year. A person attending a course on a parttime basis and a person receiving compensation for productive labor performed as part of his apprentice or other training on the job at institutions, business or other establishments shall be entitled to receive such lesser sums, if any, as subsistence or dependency allowances, as may be determined by the Administrator, provided that any such person eligible under this law and within the limitations thereof may pursue such full-time or part-time course or courses as he may elect without subsistence allowance. The term 'dependent or dependents' means those persons recognized as such under Public No. 2, 73d Congress, as amended.

"(B) The manager shall authorize payment to the educational or training institution for each person enrolled in a full-time or part-time course of education or training the established cost of tuition and such laboratory, library, health, infirmary and other similar fees as are customarily charged and may pay for books, supplies, equipment and other necessary expenses, exclusive of board, lodging, other living expenses and travel as are generally required for the successful pursuit and completion of the course by other students in the institution, provided that in no event shall such payments with respect to any person exceed \$500 for an ordinary school year and provided further that no payments shall be made to institutions, business or other establishments furnishing apprentice training on the job.

"(C) The effective date of payment to the veteran and the institution shall be the date the veteran commences training. For veterans who are now pursuing courses which are continued as training under this law, the effective date shall be the date, after the approval of this Act, the application or informal application is received at the regional office of the Veterans Administration or at the approved educational or training institution, if the application is forwarded promptly to the Veterans Administration.

"(D) The effective date of discontinuance of payment to the veteran and the institution shall be the date the veteran completes his educational or training course or the veteran discontinues or is discontinued from his course of training, except that if the course ends during a month the subsistence allowance may be paid for that month....

"TRANSPORTATION, MEALS AND LODGING. The Servicemen's Readjustment Act of 1944 does not authorize the payment of transportation, meals and lodging expenses in connection with training under this law."

## Instructions Issued for Implementing 'GI Bill'

Regulations for implementing certain sections of the Servicemen's Readjustment Act of 1944 ("GI Bill of Rights") have been promulgated by the Secretary of War and the Secretary of the Navy jointly with the Administrator of Veterans Affairs. The regulations, and instructions for complying with them, are contained in a

SecNav letter to all ships and stations (N.D.B., 31 Aug. 1944).

Under the "GI Bill" the Administrator of Veterans Affairs is authorized to place certain officials and employes, including paid full-time accredited representatives of recognized veterans or national organizations, in Army and Navy installations, to coperate with military officials in giving aid and advice to members of the Army and Navy about to be discharged or released from active service. The joint regulations define the status and functions of such officials.

Responsibility for coordinating these activities and services is delegated, at naval installations, to the officer designated to administer the civil readjustment program, and at Marine Corps activities, to the Rehabilitation Officer.

The SecNav latter also encloses instructions from the Retraining and Reemployment Administration requiring that the Army and Navy, "at the time of discharge, advise persons who are leaving the services and . . . provide them with printed information as to their rights and benefits." Details of some of the ways in which the Navy is providing this information were contained in the article, "Paving the Road Back," in the August 1944 issue of the Information Bulletin, page 2.

## New Procedure Expedites Return to Duty of Hospitalized Officers

When a board of medical survey finds fit for duty a naval officer who is still attached to a station within the locality of his hospital, the officer will be discharged from the sick list and directed to resume his duties when the survey has been signed by the medical officer in command.

This is provided in BuPers Circ. Ltr. 211-44 (N.D.B., 31 July 1944, 44-874), issued as an addition to BuPers Circ. Ltr. 133-44 (N.D.B., 15 May 1944, 44-568). The latter provided that officers found fit for duty following hospitalization be assigned temporarily to the naval activity in which the hospital where they were treated is located, pending permanent duty orders from BuPers.

The new provision was issued in order to expedite the return to duty of local station officers who in some cases had been held in naval hospitals as patients pending final approval of the reports of boards of medical survey by BuPers upon recommendation of BuMed.

## Revised Procedure Provides 5 Characters of Discharge

A number of revisions have been made in Navy discharge procedure and are now in effect.

Five characters of discharge (the word "character" is used instead of "type") are now being issued: honorable, under honorable conditions, undesirable, bad conduct and dishonorable.

Formerly, the certificate of discharge under honorable conditions contained an entry for indicating the "character of discharge," followed by the word "good" or "indifferent," as warranted by the record of the individual. Such entry has been removed from the certificate, and the character of discharge in all such cases in the future will be "under honorable conditions." On the reverse side of the certificate, the entries "reason for dis-charge," "final mark" and "is recommended for reenlistment" have been deleted. This revision was considered desirable inasmuch as it removed entries that might be considered prejudicial to the interests of the individual

The new discharge procedure also authorizes the issuance of an honorable discharge to personnel discharged by reason of a disability which existed prior to enlistment, provided the disability is discovered subsequent to completion of recruit training and was not concealed at the time of enlistment or induction, and further provided that sufficiently high marks are maintained in conduct and proficiency.

(Details in BuPers Manual Circ. Ltr. 42-44, N. D. B., 31 July 1944, 44-881).



Mainsheet (NTC, Bainbridge, Md.)
"How about a date, Kiddo?"

## What Every Navy Man Abroad Should Tell His Friends & Family About Christmas Mail

Last year 7,841,000 Christmas parcels were mailed to naval personnel stationed outside the continental limits of the United States. This year an estimated 25 million will be sent. To insure delivery intact and in time, the Postal Affairs Section of Naval Communications has announced simple regulations for the mailing of gifts. If you are overseas, pass this information on to your family and friends at home; if you are in the U. S. and wish to send packages overseas, the following rules will apply to you:

- Mail parcels between 15 September and 15 October.
- · Wrap securely.
- Be sure packages do not weigh more than 5 pounds and are not larger than 15 inches in length and 36 inches in length and girth combined.
- · Address correctly.
- Don't send perishables or material

prohibited by law.

Navy Christmas packages will go to every ship, every outpost, every beachhead where naval personnel are sta-

head where naval personnel are stationed. They travel through a variety of climates by truck, train, plane, ship, perhaps even reindeer. They may be handled innumerable times before they reach their destination. That is why the utmost care must be taken in

packing and wrapping.

Gifts should be packed in boxes of metal, wood, solid fiberboard or strong, doublefaced corrugated fiberboard reinforced with gummed paper tape or tied with strong twine, or both. As an added precaution against the outside wrapper becoming damaged, a tag should be placed inside with the address repeated and a listing of the items contained in the parcel.

Packages will not be accepted by the post office if they do not conform to size and weight requirements.

Addresses on parcels must be legible and typewritten or written in ink. Copies of saleslips should not be used as address labels. Packages for naval personnel should show, in addition to the name and address of the sender, the name, rank and rating of the addressee and the naval unit to which he is assigned. Inscriptions such as "Merry Christmas," "Please Do Not Open Until Christmas," etc., may be placed on the covering of the package if they don't interfere with the address. Stickers or labels resembling postage stamps are not permissible on the outside wrapping. No



"You'd think she'd at least been thoughtful enough to address it wrong."

requests from addressees are required for gifts mailed during the prescribed period.

Selection of the gift is important. Perishables and material of a fragile nature should not be sent. The best gift is one that will be in a functioning condition upon receipt. The most beautiful basket of fruit may be garbage by the time it reaches its destination. Sacks of parcels may travel in a hold of a ship where the temperature often reaches 120 degrees.

Although overseas personnel do not have specific limitations concerning time of mailing or size and weight of gifts sent home, they, the same as persons sending presents overseas, are prohibited by law from mailing intoxicants, inflammable materials (including matches of all kinds and lighter fluid) and poisons or compositions which may kill or injure anyone or cause damage to other mail. Persons who send these articles are subject to criminal prosecution.

Don't try to camouflage prohibited articles. If the elements don't catch up with you, the postal authorities will. Last year someone attempted to conceal a bottle of whiskey in a loaf of Vienna bread. The broken bottle was found by a mail specialist who detected an "unusual" odor seeping through the wrapping. In the same package was a pocket edition book entitled "Here's Reading You'll Enjoy." Needless to say, neither book nor bottle was enjoyed.

### Size of Parcels Mailed To Personnel Overseas Is Further Restricted

The weight and size of ordinary parcels mailed to personnel of the United States Navy, Marine Corps, and Coast Guard overseas are limited to 5 pounds and to 15 inches in length, or 36 inches in length and girth combined.

The Postmaster General by Order 25132 dated June 28, 1944, reduced the limits of size for parcels coming within the exceptions referred to below from a maximum length of 84 inches, and 100 inches in length and girth combined to 30 inches in length and 82 inches in length and girth combined.

These reductions became necessary to permit of these parcels being inclosed in mail sacks instead of transporting them as separate (outside) pieces, exposing them to the elements of weather with consequent obliteration of the address and the possibility of security being compromised.

The exceptions to which this order of the Postmaster General refers are: • Parcels addressed to a naval, Marine Corps or Coast Guard officer at a ship or station overseas by official title, in cases where the mailer exhibits an order or request showing that the parcel is intended for use of the United States and is mailed pursuant to a bona fide order or contract or the parcel is accompanied by a certification signed by the mailer that the shipment is for use of the United States, or an allied government, and in response to a bona fide Government order or contract. (Ship's service stores, post exchanges, canteens and lend-lease agencies are considered for this purpose as Government agencies.) · Parcels when presented by a dealer





"Anybody here named Smith?"

provided the mailer declares that the contents consist only of military clothing or equipment and exhibits an order or request of the member to whom the shipment is addressed, or the parcel is accompanied with a certification signed by the mailer that the shipment is in response to a bona fide order or request from the member of the Navy, Marine Corps or Coast Guard to whom it is addressed and that the parcel contains only military clothing or equipment.

- · Parcels containing books, when presented by a publisher, dealer or member of an individual's family, provided the parcel is accompanied by a certification signed by the mailer that the shipment contains only medical or other technical books and is in response to a bona fide order or request from the member to whom it is addressed, together with a statement from his CO that the shipment is essential for the duties of the ad-
- · Single copies of publications of the second class weighing more than five pounds, when presented by publishers or news agents, provided the publications are of a technical or scientific nature and are sent in response to a bona fide subscription.
- · Parcels when presented by a member of the individual's family, provided the mailer presents with the shipment an order or request of the member whom the shipment is addressed and a statement from his CO that the shipment is essential for the morale of the member or others in his command.

Those exceptions and the new restrictions are contained in N. D. B., 31 July 1944, 44-858.

## New System of Addresses Established for Personnel Traveling Under Orders

CNO has set up a new system of addresses to expedite the handling of personal mail for drafts of personnel ordered overseas and, in effect, has established a general delivery service at the New York and San Francisco FPOs for others traveling under orders whose destination is unknown or uncertain.

Each draft is assigned the usual serial number (preceded by the name of the station of origin) and all personnel in it will be informed that is their mail address followed by the proper FPO. For example, Draft No. 2113, composed of 1,000 men, is ordered from Bainbridge, Md., to the USS Bobolink, FFT ComServPac. The mail address would be:

Full name (rank or rate) (Bainbridge Draft 2113) Fleet Post Office San Francisco, Calif.

The same general method applies for individual officers or enlisted personnel under orders. In cases where a draft number is not assigned, mail should be addressed in this manner:

Captain John Henry Smith, USN (Under Orders) Fleet Post Office San Francisco, Calif.

For an enlisted man: John Smith Brown, Cox., USNR. (Under Orders) Fleet Post Office San Francisco, Calif.

Personnel to whom mail is addressed in this way may call in person at the FPO for it or communicate a change of address directly to the Officer-in-Charge, FPO, by telephone, telegram, letter or any other recognized form of communication. No mail will be handled in this manner unless clearly marked, "Under Orders."

For details, see CNO letter to all ships and statians (N.D.B., 15 Aug. 1944, 44-917).

### Proper Method Is Given For Addressing Mail to Crash-Boat Personnel

Revised instructions have been issued for addressing mail to personnel assigned to Navy crash boats, in order to avert difficulties caused by personnel using as their address merely

the hull number of the boat, c/o FPO, New York or San Francisco.

Because it is impracticable to maintain a record of the locations of boats of this class, the use of the hull number and FPO address has caused many complaints and considerable needless work in effecting delivery of mail.

The proper mail address of this type of craft is the hull number of the boat plus the activity to which attached or the Navy number of the base from which it operates.

An example of the correct address

J. L. Jones, MoMM2c C-1075 Acorn 15 c/o Fleet Post Office New York, N. Y.

In the case of the LCC, LCC(1), and LCC(2) boats, the class designation should precede the hull number, such as LCC(1) 1475.

COs of all activities to which crash boats are attached have been directed by CNO to instruct all personnel assigned to these boats as to their correct mailing address.
(Details in N. D. B., 15 Aug. 1944,

44-918).

## Men Wounded in Kearny Eligible for Purple Heart

Torpedoing of USS Kearny on 17 Oct. 1941, while escorting an Atlantic convoy, was an "enemy act," according to a recent decision by the Judge Advocate General of the Navy, for purposes of awarding the Purple Heart to personnel wounded in the destroyer's engagement with a German sub-marine. Though the action occurred almost two months before declaration of war, JAG ruled, the U-boat was an "enemy" vessel in accordance with law as well as military usage.

## Arrangements Made for Payments to Dependents In Occupied China

Arrangements have been made with the Bank of China to transmit payments of family allowances or allotments to the Chungking Branch for the accounts of Navy dependents residing in unoccupied China. Disbursing officers with enlisted men having any dependents residing in unoccupied China should contact the Field Branch, BuS&A, Cleveland 15, Ohio, for instructions in handling these cases, advising the number of men concerned.

## EFM Stock Texts Increased to 237 For Greater Flexibility in Overseas Messages

Standard numbered texts for Expeditionary Force Messages have been increased from 105 to 237 and now cover almost every common request, congratulation, greeting and message.

The new EFM stock texts were developed largely by the British with the Navy and War Departments co-

EFMs are carried by commercial cable and radio channels between most Allied-controlled parts of the world at a standard charge of 60 cents plus tax, which varies according to the nation in which the message is received.

Service personnel afloat, or stationed overseas where there are no commercial facilities, may send EFMs via their communications officers, who will route them to transmitting points in the most expeditious manner. They may also be sent by relatives or friends in the U.S. to all land-based service personnel overseas and to personnel in certain land-based mobile

Following is a complete list of EFM texts arranged according to general subject matter, an "N" before the number indicating those which are new:

#### Correspondence

 Letter received. Many thanks.
 Letters received. Many thanks.
 Telegram received. Many thanks.
 Parcel received. Many thanks.
 Parcels received. Many thanks.
 Letters and parcels received. thanks. Many Letter and telegram received. Many thanks.

Telegram and parcels received. Many thanks.

thanks.
9. Letters sent.
10. Parcels sent.
11. Letters and parcels sent.
12. Many thanks for letter.
13. Many thanks for parcel.
14. Many thanks for telegram.
15. No news of you for some time.
16. Writing. 16. Writing.
17. Urgent.
18. Please write or telegraph.
19. Please write.
20. Please telegraph.
21. Please reply, Worried.
N22. Airgraph letter receitionless.

received. Many thanks

N22. Airgraph letter received. Many thanks.

N23. Letters arriving regularly.

N24. Have you received letters.

N25. Your letters not received.

N139. Your telegram not received.

N141. Please address letters home.

N145. Have you received telegram.

N146. No parcel for some time.

N147. Write same address.

N148. Parcel sent.

N149. Writing regularly.

N150. Your parcels not received.

N151. Have you received parcel.

N301. Writing in detail.

N302. Letter you mentioned not received.

N303. Parcel was just what I wanted.

Many thanks.

N304. Letters coming in fine.

N305. Send me love by V-mall.

N306. Received your nice letter.

N307. Tell — inserted.) N308. V-mail - to write. (Name to be letter received. thanks.

#### Greetings

26. Greetings. Love greetings. Fondest greetings. Love

29. Love.
30. Darling.
31. All my love.
32. All my love dearest.
33. All our love.
34. Fondest love.
35. Fondest love darling.
36. Best wishes.
77 Creetings from us al

Greetings from us all.
Loving greetings from all of us.
Best wishes from all of us.
Fondest wishes from all of us.
Best wishes and good health.
Kisees

Love and kisses.

Fondest love and kisses, Best wishes for Christmas, Best wishes for Christmas and New

Loving wishes for Christmas. Loving wishes for Christmas and New

49. Loving wisnes for Christmas and Year.
50. Loving wishes for Christmas and Year.
51. Loving Christmas thoughts.
52. Happy Christmas.
53. Happy Christmas and New Year.
54. Good luck.
55. Keep smiling.
56. My thoughts are with you.
57. Many happy returns.
58. Birthday greetings.
59. Loving birthday greetings.
60. Happy anniversary.
61. You are more than ever in my 61. You are more than ever in my thoughts at this time.
62. Best wishes for a speedy return.
63. Good show. Keep it up.
64. Best wishes for New Year.
N65. May God grant you a year of hap-

N65. Best wishes for New Lear.
N65. May God grant you a year of happiness.
N66. God bless you and keep you safe.
N67. My thoughts and prayers are ever with you.
N122. Best wishes to all at home.
N123. Our thoughts are with you.
N124. Love to all the family.
N152. Love and best wishes for New Year to all at home.
N153. Best love from Daddy.
N154. God be with you till we meet again.
N155. God bless you.
N156. Love to Daddy.
157. My love and greetings on Mothers Day.
158. My love and greetings on Fathers Day.

158. My love and greetings on Fathers Day.
N309. Regards to the gang.
N310. Greetings from the gang.
N311. Love to my Valentine.
N312. I hope you are still my Valentine.
N313. Love to all at home.
N314. Best wishes for a Happy Easter.
N315. Best wishes for Thanksgiving.
N316. Love to the best Mother in the World.
N317. Greetings to the best of Fathers.

World,
N317. Greetings to the best of Fathers.
N318. Regards to everyone.
N319. May you be inscribed in the book
of life. (For Jewish New Year.)
N320. May the Passover bring new hope
and courage. (For the Jewish Passover.)

#### Health

45. Well.

45. Well.
46. All well at home.
68. Family all well.
69. All well. Children evacuated.
70. All well. Children returned home.
71. All well and safe.
72. Are you all right. Worried about you.
73. Are you all right. Worried about you.
74. Please don't worry.
75. Hope you are improving.
6. Please telegraph that you are well.
77. Are you ill.
78. Have you been ill.

79. Illness is not serious.
80. Illness is serious.
81. I have left hospital.
82. In bad health.
83. Health improving.
84. Health fully restored.
85. Son born.
86. Daughter born.
N87. Am well and fit.
N88. Delighted to hear you are safe and well.

N88. Delighted to hear you are sare and well.
N89. So glad to hear you are better.
N90. Have not been ill.
N159. Hope you will soon be better.
N160. Have not been well.
N161. Injury is not serious.
N162. Anxiety unnecessary.
N163. Going into hospital.
N164. Operation over. Condition satisfactory.

tory.
N165. Hope children all well.
N166. Both well.
N167. Twins born.

N167. Twins born.
N168. How are all the family.
N169. Injury is serious.
N170. I am in hospital.
N321. Am getting along all right.
N322. Received news of birth of —

serted.)

#### Congratulations

91. Congratulations on your promotion. 92. Very pleased to hear of your promo-

100. 93. Delighted hear about your promotion. N97. Congratulations on your commission. 115. Congratulations on anniversary. Best

wishes.

116. Congratulations. Lasting happiness to you both.

117. Glad and proud to hear of your decoration. Everybody thrilled.

118. Loving greetings and congratulations, 119. Good luck. Keep it up.

120. I wish we were together on this special occasion. All my best wishes for a speedy reunion.

N121. Very pleased to hear you have passed examination.

N337. Congratulations on your decoration.

N338. We are all very proud of you.

N339. Congratulations on your graduation.

N340. Congratulations.

#### Promotion and Decoration

N94. Have been promoted.
N95. Have been decorated.
N96. Have received commission.
N326. Have received decoration ......
(Name of decoration to be inserted.)

#### Money

N174. Business very bad. Graterul man-cial assistance.

N175. Expect to be able to send you money next pay day.

N227. Can you make me an allotment.

N228. Put money I sent in savings ac-

count.
N329. Shall I increase allotment.
N330. To what address was money sent.

331. Buy war bonds with money. N331. Buy war bonds with money.
N332. Do not purchase . . . . . (Name of one item to be inserted.)
N333. Buy . . . . . . at best price without delay. (Name of one item to be in-

serted.)
N334. Sell . . . . . . at best price obtainable. (Name of one item to be inserted.)
N335. Will send money in . . . . . days. (Number to be inserted.)
N336. Receiving allotment regularly.

#### Rereamement

N143. The Lord bless and sustain you in your loss.

#### Miscellaneous

N131. What things do you need most

Miscellaneous

N131. What things do you need most urgently.

N132. Have done as you asked.

N133. Rumor not true,

N134. No.

135. Very happy to hear from you dearest.

Am fit and well.

N137. Hope to see you soon.

N138. Hope.

N140. Yes,

N341. Tell children about me,

N342. Tell me about children.

N343. Send me a late photo.

N344. Hospitality of people here wonderful.

N345. Be happy and brave.

N346. Consult lawyer before taking action.

N347. Wait instructions in my letter.

N348. Am sending legal papers today.

N349. Have acted as you requested.

N350. Will keep you fully advised.

N351. Let me know when you find out.

N352. Wish I could be with you.

N353. Please send duplicate.

N176. Father.

N177. Mother.

N177. Mother.

N178. Wife.

N179. Fiancee.

(Four words above can be inserted in front of message which follow.)

N180. Writing, telegraphing frequently.

N181. Writing regularly. Receiving no reply.

N183. Anxious welfare. No news recently.

N182. Writing regularly. Receiving no reply.
N183. Anxious welfare. No news recently.
N184. Receiving letters regularly.
N185. Receiving letter occasionally.
N186. Well, receiving allotment.
N187. Recovered operation. Returning

N187. Recovered bonds. home. N188. Is entering hospital. N354. Has been sick. N355. Much better. N356. In good health.

#### Personal Broadcast

136. Hearing your voice on the wireless (radio) gave me a wonderful thrill.

N189. Hope to broadcast greetings from BBC. Listen . . . . . (Day of week to be added.)

### New Qualifications Booklet Is Now Being Distributed To All Ships and Stations

Distribution to all ships and stations of Qualifications for Advancement in Rating (NavPers 16471), a reprint of Part D, Chap. 5, Sec. 2, BuPers Manual, was begun on 19 August.

This reprint contains all rating qualifications previously published in the 1 Oct. 1942 revision of the BuPers Manual, the Navy Department Bulletin, or promulgated by mimeographed circular letter, with the exception of five aviation branch ratings-AMMC, AMMH, AMMI, AMMP and AOMBwhich continue in effect in tentative form as published in the N. D. B. cu-

mulative edition, 31 Dec. 1943, beginning on page 972.

In order that all hands may have access to this publication, copies are being sent to all naval activities in the approximate ratio of one copy for every 20 persons. Its usefulness to the service as a whole is pointed out by the Chief of Naval Personnel in the foreword: "Intended as a supplement to, rather than a substitute for, the BuPers Manual, it will be particularly useful to executive officers, personnel officers, petty officers and strikers. But all personnel having responsibility for the selection, training. classification, assignment and advancement of enlisted personnel, will find it a helpful adjunct in the common task of developing fighting leaders, technically competent to perform their duties and fulfill their responsibilities."

A period of approximately two months will be required to complete the distribution of the reprint. To avoid duplication in shipments, it is suggested that any command which does not receive its supply, withhold requests for copies until after 15 Oct. 1944. Copies surplus to the needs of any command should be returned to BuPers.

## Personnel Bound Overseas Advised to Carry Travelers' Checks or Money Orders

Naval, Marine Corps and Coast Guard personnel who wish to carry extra funds in a form other than cash when they are ordered to overseas duty should obtain travelers' checks or money orders, which may be cashed without difficulty outside the continental U.S. This advice is contained in a letter to all ships and stations from the Secretary of the Navy (N. D. B. 15 Aug. 1944, 44-902).

In many instances, the letter explains, personnel leave the U.S. anticipating that personal, business or organizational checks and checks or money orders issued by banks may be cashed or negotiated at military or commercial activities outside the country. Security regulations prevent the cashing or negotiating of checks by commercial activities. Military activities, such as ship's services, post exchanges and commissary stores, do not have the facilities or personnel to perform such a service.

The provisions of Alnav 52-44 do not authorize the cashing of all types of checks, money orders or traveler's checks by disbursing officers, and it was not contemplated or intended that it should be so construed. This alnav

authorized, under prescribed conditions, the cashing by disbursing officers of (1) U.S. Treasury checks and U. S. or foreign currency checks drawn by military and naval disbursing officers in their official capacity on the U.S. Treasury or special accounts with U. S. depositories, only when presented by the individual in whose favor the check is drawn; (2) travelers' checks and negotiable money orders issued by the American Express Company; and (3) travelers' checks issued by the Bank of America National Trust and Savings Association, Mellon National Bank of Pittsburgh and the National City Bank of New York, only when presented, countersigned and fingerprinted by the payee in the presence of the disbursing officer.

Navy post offices having money-order service cash only U. S. domestic postal money orders presented by the payee within a year from the date is-

## Personnel Reporting To Washington Advised Of Housing Shortage

The shortage of adequate family ac commodations in the Washington, D. C., area is more acute now than at any time since the beginning of the emergency, according to the Navy Billeting Office. Applicants for dwellings with two or more bedrooms frequently find it necessary to wait two or three months before locating suitable housing.

In view of this, the Navy Housing Board has advised all personnel reporting to the Washington area not to arrange for moving their families and household effects until definite arrangements have been made for accommodations. Contrary procedure often involves needless inconvenience and expense.

Storage space for furniture is also at a premium and hotel reservations for indefinite periods of time are extremely difficult to make.



Mainsheet (NTC, Bainbridge, Md.) "Aye, aye, Sir!"

## Central Pacific Forces Carrying Special Currency Westward, Valueless if Captured

The westward sweep of U. S. naval forces in the Pacific is carrying into new territory the brown-seal Hawaiian Series of U. S. Currency first issued shortly after Pearl Harbor for forces in the Hawaiian Islands to prevent any regular blue-seal U. S. currency from falling into enemy hands.

Use of Hawaiian Series currency on board all naval vessels in the Central Pacific Area was directed by the Commander-in-Chief, U. S. Pacific Fleet, in a letter dated 28 June 1944.

This recalls another special currency, the gold-seal series of so-called "Spearhead Currency" used by U. S. forces in and after the invasion of North Africa, its circulation confined to that area.

The U. S. therefore has three brands of currency circulating today in various areas of the world. The special brands, in cases where they reach the homeland, are immediately taken out of circulation by any disbursing officer or bank receiving them.

CincPac's letter prohibits, with minor exceptions, "the acquisition, disposition, holding, possession, transfer of, or other dealing in U. S. currency, except the Hawaiian Series, within the Central Pacific Area by personnel of the naval forces temporarily or permanently in vessels of the Pacific Fleet remaining in Central Pacific waters for more than a brief period."

No U. S. currency of the Hawaiian Series may be exported or otherwise physically removed from the Central Pacific Area. Anyone found guilty of wilfully violating this regulation will be subject to disciplinary action.

Whenever officers or enlisted men are ordered to leave the Central Pacific Area, they must surrender to the disbursing officer carrying their accounts, or to other properly designated exchange agency, all U. S. currency of the Hawaiian Series in exchange for a like amount of regular U. S. currency.

Hawaiian Series currency is now being shipped as a commodity by BuS&A, going to its Pacific destination, upon order, either by registered mail or by diplomatic pouches. This system averts the necessity of shipping the currency under special guard. Disbursing officers are insured against loss of such shipments by the Govern-

ment. As of 1 Aug. 1944, no actual losses in transit had been established. The largest shipment totaled \$1,200,-000.

Naval disbursing officers are now dealing in the currencies of 38 foreign nations that are allies of the U. S., as well as in U. S. currencies. Except for the two special series, the policy has been for U. S. armed forces personnel to use native currencies of the respective foreign countries in which they are serving. For example, the local currencies are used by men of the Navy, Marine Corps and Coast Guard in Australia and New Zealand, and in New Caledonia, where French Indo-China currency is in circulation.

When naval personnel leave one currency area for another, they exchange foreign currency for U. S. currency with the disbursing officer.

#### Scripts for Playwriting Contest May Also Win Cash in Radio Series

Men and women in the armed forces who enter scripts in the second playwriting contest announced by the National Theatre Conference (Information Bulletin, May 1944, p. 69) are also eligible for other compensation if their scripts are found suitable for radio presentation.

Acting in cooperation with the National Theatre Conference, the Blue Network has announced a new dramatic series of programs beginning the latter part of 1944. Dramatizations broadcast on the series will be selected from manuscripts entered in the playwriting contest and will be paid for at customary sustaining rates.

Material will be judged within four major radio classifications: radio plays, approximately 28 minutes in length; one-act plays, 20 to 40 minutes, adaptable to radio; radio plays approximately 14 minutes in length; and blackouts, skits and radio playlets of from 5 to 7 minutes in length.

Authors whose scripts are broadcast will receive air credit and compensation ranging from \$50 to \$200, depending upon the nature and length of the writing.

Deadline for the playwriting contest is 1 Nov. 1944 (30 days later for overseas personnel). Details of the

radio series and of the playwriting contest itself may be obtained from National Theatre Conference, Western Reserve University, Cleveland 6, Ohio.

## Binoculars Lent to Navy Being Returned to Owners

The Navy is now finding it possible to return to their original owners the binoculars lent by patriotic citizens earlier in the war. Just as citizens who lent dogs to the armed services have been advised of the valor of their pets in battle, those who lent binoculars will be informed of any naval history, if it can be told, which their binoculars helped make.

Expressions of gratitude from officers and enlisted personnel concerning binoculars lent to the Navy may be forwarded by COs (with serial number of the instrument and name of the donor) to BuShips, attention Code 875. This information will be forwarded to the donors when released by BuShips.

Donated binoculars may be identified from these markings: The cover plate of the left barrel is engraved "BUSHIPS U. S. NAVY"; the cover plate of the right barrel is engraved with serial number (1 to 9,000), year of acceptance (1942, 1943 or 1944) and the donor's name.

It has been requested that these binoculars be turned in to the nearest naval supply depot in exchange for current 6x30 or 7x50 binoculars, depending on the size of the donated binoculars turned in. The latter are to be forwarded without delay to the U. S. Naval Observatory, Washington, D. C.

(For details, see N.D.B., 15 Aug. 1944, 44-936.)

## Requirements Tightened for V-12 Theological Training

Officers are no longer eligible for either pre-theological or theological training in the Navy V-12 program. Only civilians and enlisted personnel with a degree from an accredited college are now eligible to apply for theological training. Apprentice seamen, V-12 and V-12(S), who already have been tentatively accepted as pre-theological students, may still qualify for theological training. With this exception, pre-theological training is abolished.

(For details, see BuPers Circ. Ltr. 218-44, N. D. B., 15 Aug. 1944, 44-925).

### 12 Postgraduate Courses for Officers Planned for 1945

Plans for postgraduate training in 1945 for regular Navy and Naval Reserve officers in a number of engineering fields have been announced. Boards to select candidates for this training will meet after applications are received in BuPers.

The courses, to run from seven months to two and a half years, will include Aerological Engineering, Aeronautical Engineering (Power Plants and Structures), Aeronautical Engineering (Armament), Civil Engineering, Communications (Applied). Naval Engineering, Naval Construction and Engineering, Ordnance Engineering, (Aviation), Ordnance Engineering (Reserves), Radio Engineering and Naval Architecture.

Postgraduate School catalogs are being mailed to naval districts, large combatant vessels and squadron commanders of destroyers and submarines in order that detailed information will be available to officers desiring postgraduate training. In case the 1944 catalog is not received by the time applications are submitted, the 1943 catalog contains most essential infor-

The training in all curriculums except Communications (Applied) is of a technical nature. Reserve officers and temporary officers to be eligible for these courses should have had schooling in mathematics, through differential and integral calculus, equivalent to that required for a B.S. degree in mechanical, civil or electrical engineering, or in applied physics. They should not be over 26 years of age, except for Ordnance Engineering (Reserves) and Communications (Applied), and should meet all physical requirements of a general line officer of the regular Navy. Their aptitude and fitness for naval service should have been proven in active duty.

Training in Communications (Applied) is, in general, of an operational nature but requires a sound educational background. Candidates must have successfully completed courses in mathematics through quadratics as a minimum, be not over 27 years of age as of the convening date of the course, meet physical requirements of a general line officer of the regular Navy, have had at least one year's sea duty as of 1 Oct. 1944 for the March 1945 class and as of 1 Feb. 1945 for the July 1945 class, and have had sufficient communications duty to evidence suitability for further communications training.

Regulars eligible for the various postgraduate courses range from the Class of 1939 through the Class of

(For details, see N. D. B., 15 Aug. 1944, 44-932.)

### Examination For Regular Navy Dental Corps Set

The next examination for appointment in the Dental Corps of the regular Navy will be held 16 October 1944 at the National Naval Medical Center, Bethesda, Md.; the naval training centers at San Diego and Great Lakes and the naval training station at Norfolk. Dental officers of the Naval Reserve who wish to take the examination may apply to BuMed via official channels. (See BuMed Ltr., N. D. B. 15 June 1944, 44-682).

### TRAINING COURSE NOTES

New correspondence courses for naval officers will soon be available from the four naval reserve educational centers.

Any officer desiring to enroll should write an official letter via his CO to the Naval Reserve educational center that is responsible for enrollments from the naval district in which the officer is located:

• Naval Districts 1, 3, 4, 5, 10 and District of Columbia: Naval Reserve Educational Center, 90 Church Street, New York, N. Y.

• Ninth Naval District: Naval Reserve Educational Center, U. S. Naval Training Center, Great Lakes, Ill. • Naval Districts 6, 7, 8 and 15: Naval Reserve Educational Center, Room 128, Custom House, New Orleans, La.
• Naval Districts 11, 12, 13, 14, 16 and 17: Naval Reserve Educational Center, 105 Market Street, San Francisco, Calif.



"After this, August, let go before-I leave the ramp.

The educational center nearest the FPO address of the vessel or activity to which an officer is assigned should receive requests for enrollment from officers outside the continental U.S. who are not located within a specific naval district.

The courses will include:

Communications, 14 assignments: The purpose of this course is to familiarize the student with (1) the duties of the shipboard communication officer, (2) the fundamentals of naval communications contained in Communication Instructions 1944 and (3) naval correspondence and security observations for contained in Communication Instructions 1944 and (3) naval correspondence and security classification. Reference books for the course are: (1) Communication Instructions, 1944 (revised through Change No. 1); (2) The Communication Officer, NavPers 16101, 1944; (3) Manual of Naval Correspondence by Weatherford, 1942

1943.

Naval Ordnance and Gunnery, 14 assignments: The course is designed to provide a general coverage of naval ordnance and gunnery. Contents include study of shipboard ordnance and aviation. The assignments cover naval weapons and ammunition, the fire-control problem (both surface and antiajyerst) with director-control ments cover naval weapons and ammunition, the fire-control problem (both-surface and antiaircraft) with director-control principles and systems in common use. Aviation ordnance is presented in assignments devoted to munitions, armament and fire-control of naval aircraft. Reference books for the course are: (1) Aircraft Armament, NavPers 10341, 1944; (2) Aircraft Fire Control, NavPers 10342, 1944; (3) Aircraft Munitions, NavPers 10343, 1944; (4) Naval Ordnance & Gunnery, NavPers 16116, 1944; (5) Fire Control Notes, USNR 1940.

Naval Engineering and Electricity (Elementary), seven assignments: The course has been prepared with a minimum use of technical phraseology in order to present a knowledge of the principles of engineering, the capabilities of a ship's power plant and the limitations of the demands which can be made upon it. The contents have been designed to promote a better understanding between deck officers and engineering officers by clarifying some of the mutual problems they encounter.

#### **Enlisted Training Courses**

Copies of the 1944 Program of Enlisted Training have been sent to all ships and stations on the entire standard Navy distribution list. If additional copies are needed, they should be ordered by COs from one of the following distribution centers of enlisted training courses:

(1) The Bureau of Naval Personnel, Training Aids Division, Washington 25, D. C.

(2) Educational Officer, 11th Naval District, San Diego, Calif.

(3) Educational Officer, 14th Naval District, c/o FPO, San Francisco, Calif.

#### **Aviation Training**

All but three titles in the new series of 28 aviation manuals have now arrived from the publishers and every effort is being made to keep up with the large volume of requests being received for them, as well as to furnish the balance of each order with those titles which have been received from the publishers in recent weeks.



#### THIS MONTH'S COVERS

The U. S. flag flies again over Guam—for the first time since Japs seized the American outpost on 10 Dec. 1941. The picture, showing the ensign displayed from a boat hook carried by two Marine captains, was taken eight minutes after our forces hit the beach on 20 July (see page 10) for their 20-day reconquest of the island (Official U. S. Marine Corps photograph). INSIDE FRONT COVER: Tracers from Allied antiaircraft guns criss-cross the night sky as Nazi bombers strike at invasion ships off Cherbourg peninsula (Official U. S. Coast Guard photograph). OPPOSITE PAGE: Officers and men line the flight deck of a U. S. aircraft carrier for captain's inspection (Official U. S. Navy photograph).

## 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.

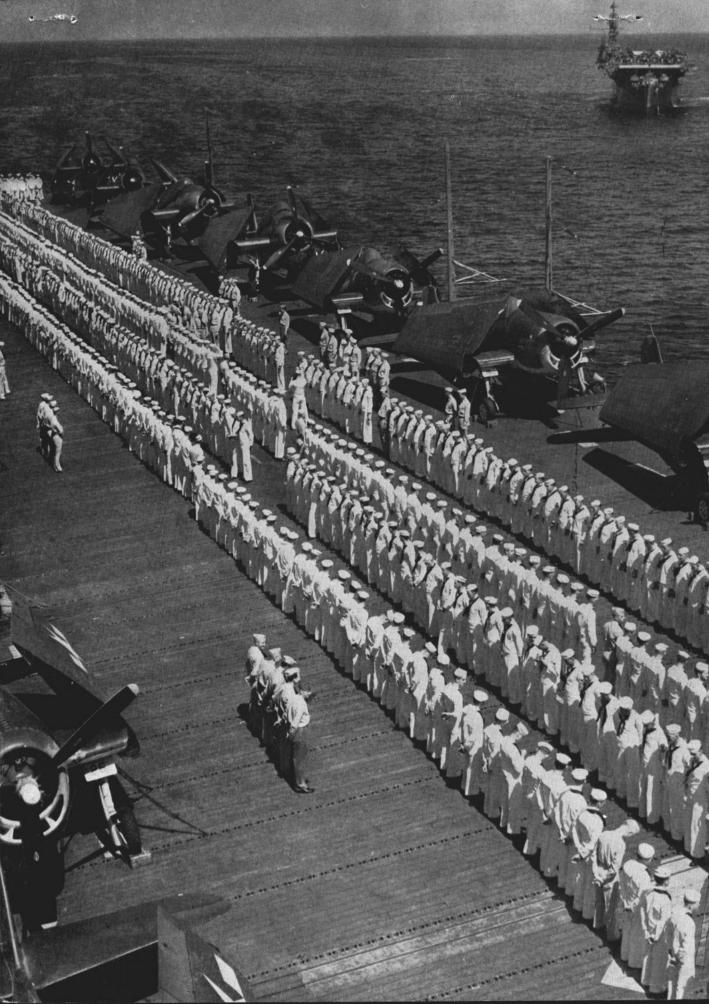
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THE INFORMATION BULLETIN IS FOR

## ALL HANDS

DISTRIBUTION DOES NOT ALLOW FOR PERSONAL COPIES
... PASS THIS ONE ALONG AFTER YOU HAVE READ IT





LESSON NO. 1: IF YOU WRITE ABOUT THESE

Your letter will get "thumbs down:

• The location, identity, movement, or prospective movement of any merchant ship, aircraft, naval vessel, or naval or military

- The defensive or offensive forces, weapons, installations or plans of the United States or her allies. . . .
- The production, movement, or supply of munitions, or the location or progress of war industry. . . .
- The routing or employment of any naval or military unit of the United States or her allies.
- The effect of enemy operations, or casualties to personnel or material suffered by the United States or her allies, previous to official publication of such information.
- The criticism of equipment, appearance, physical condition, or morale of the . . . armed forces of the United States or her allies.
- · Matter, the dissemination of which might benefit enemy military, economic, or financial interests, or which might interfere with the national effort of, or disparage the foreign relations of, the United States or her allies.

(From Section I, Article 14, Censorship Regulations, U. S. Navy, 1943)

LESSON NO. 2:

IF YOU WRITE ABOUT THESE Your letter will get "thumbs up:"

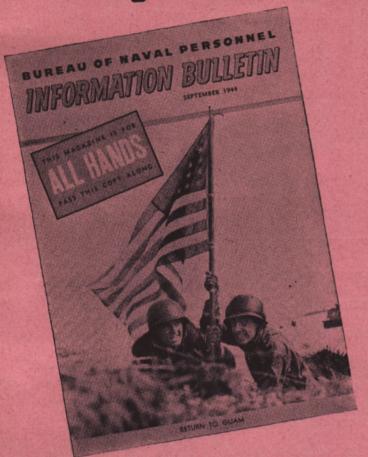


- · Love.
- Friends, shipmates and relatives, including your mother-in-law, if you have one.
- · Entertainment, recreation, sports and the movies.
- · Love.
- · Education, religion, art, music, books and
- Matters of business, personal finances, your plans after the war is won (unless these plans include revenge upon the censors),
- · Your personal needs or wants for soap, fruit cake, razor blades or whatnot.
- The latest jokes but keep them clean enough to stay on the right side of the postal laws.
- · Love.

(Prepared by Fleet Chief Censor, U. S. Pacific Fleet)

WRITE HOME OFTEN... BUT WRITE IT RIGHT!

# FOR ALL HANDS



# NEW ISSUE NOW OUT

#### **BUPERS BULLETIN BOARD NEWS:**

New booklet out on qualifications for advancement in rating ... latest dope on veterans' benefits: educational provisions of "G.I. Bill of Rights," Civil Service preference, revised Navy discharge procedure. . . . What to tell your family and friends about Christmas mail. . . Full list of EFM texts. . . . How to get extra gasoline on leave. . . . Info on personal property tax. . . . 1945 postgraduate courses for officers. . . . Training course notes. . . . How to take money overseas. . . . AND: Month's Alnavs, books, ship and station news, communiques.

#### AMBASSADOR WITH AN ARM-BAND

Being in the public eye a lot—and in your hair as little as possible—makes an SP's job a delicate one.

#### **VOTING NEWS**

The information you need on voting by Federal Ballot in 7 Nov. election—who can, and how. PLUS: state voting news, absentee ballots, etc.

## INVASION DUTY, 10 FATHOMS DOWN

When Nazis abandon a harbor, demolition squads wreck it. Putting it back together is a lively job for Navy divers.

## "MY 31 MONTHS ON JAP-HELD GUAM!"

Chief Radioman G. R. Tweed, rescued by a U. S. warship, tells his amazing story of 21/2 years behind Jap lines.

AND... A C T I O N
PHOTOS OF GUAM . . .
WAR RECORD OF THE SBD
. . . BATTLE RECORDINGS
AT SEA . . . NAVY'S
"NERVE CENTER" . . .
NAVY MOVIES . . . HOW
TO MOTHER A TORPEDO.

This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 72 of the September 1944 issue, additional copies may be requested of BuPers.