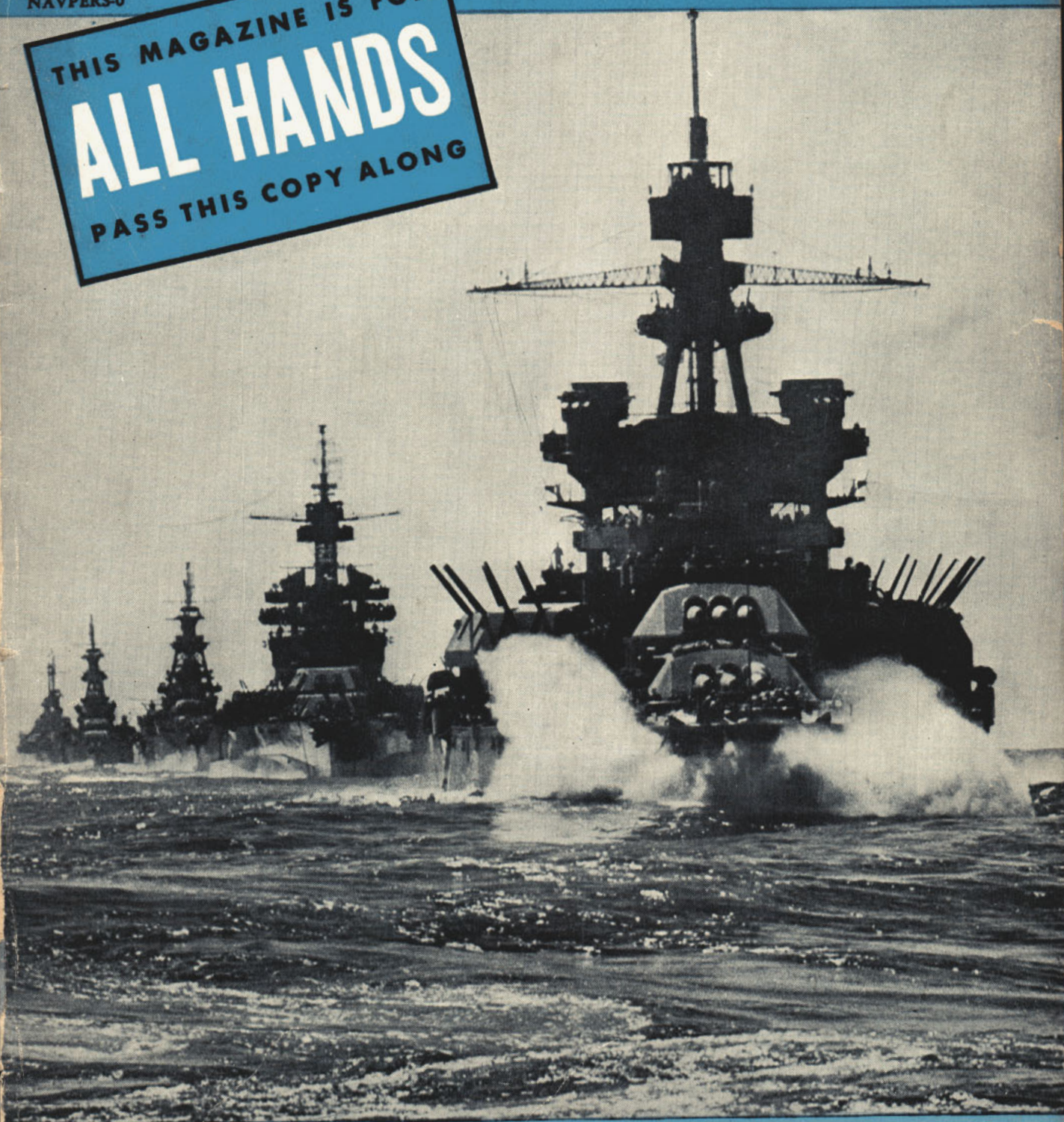


BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN

MARCH 1945

NAVPERS-0

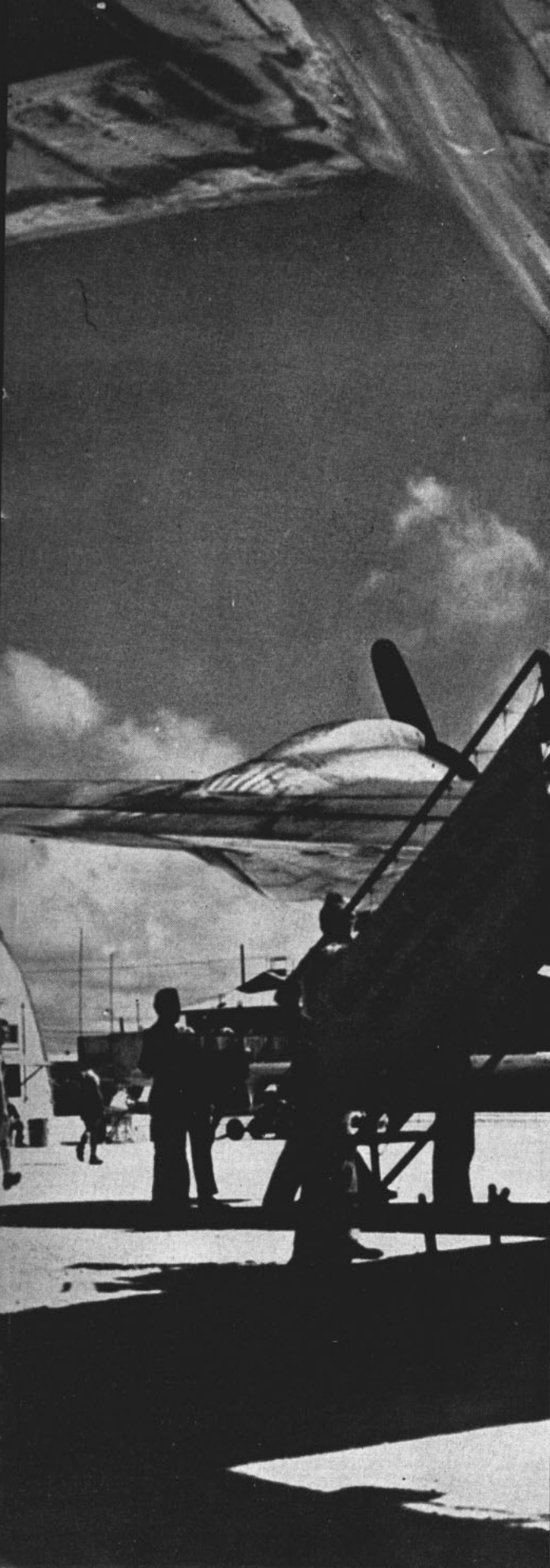
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LUZON EXPRESS



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BUREAU OF NAVAL PERSONNEL *INFORMATION BULLETIN*

MARCH 1945 NAVPERS-O NUMBER 336

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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SMOKE OVER IWO billows up from Jap airstrip within fighter range of Tokyo during pre-invasion raid by U.S. bomber

Official U. S. Army Air Forces photo

NAVY PLANES HIT JAPAN; MARINES INVADE IWO

No bigger than a comma on the map, Iwo Jima flamed into a giant exclamation mark in the headlines last month: U. S. Marines were landed by the Navy on the volcanic dot on 18 February and planted the American flag within waving distance of the Jap homeland. The landings, involving more than 800 ships, climaxed 74 days of continuous pre-invasion bombardment by either ships or planes.

The invasion, bringing the vengeful vanguard of America's might to within only 652 nautical miles of Tokyo, was preceded by a spectacular two-day attack by carrier-based planes on the Jap capital itself on 16 and 17 February. Defying the Japs to come out and fight, the powerful 5th Fleet, commanded by Admiral Raymond A. Spruance, USN, and including famed Task Force 58, under command of Vice Admiral Marc A. Mitscher, USN, prowled only 300 miles off the Jap coastline while its birds of prey black-

ened the skies over the land of the Rising Sun.

No official figures on the size of the force that struck at Tokyo were revealed. But some hint of its tremendous strength could be gathered from the fact that correspondents were permitted to estimate the number of planes as high as 1,500 and to say that the carriers and other warships were strung out over a 200-mile stretch of water.

The furious assaults, by the Japs' own admissions, were concentrated on the honeycomb of airfields and military installations in and around Tokyo and Yokahama. They accomplished their purpose in neutralizing those airfields to prevent the enemy from rushing aerial aid to his garrison on Iwo.

"This operation has long been planned," Fleet Admiral Nimitz announced from his newly established advance headquarters on Guam, "and the opportunity to accomplish it fulfills

the deeply cherished desire of every officer and man of the Pacific Fleet."

The Japs, of course, claimed they knew all along what was coming and that "enemy fleet movements have been observed during the past few days." But the results announced by Fleet Admiral Nimitz showed that they were definitely caught with their planes down.

Hailing the Tokyo attacks as a decisive victory and praising all hands on a superlatively well-done job, Fleet Admiral Nimitz revealed that, on the first day alone, the U.S. carrier planes shot down 332 Jap aircraft, destroyed 177 on the ground and probably destroyed at least 150 others. An unknown number were reported damaged the next day.

In addition, the raiders destroyed at least 14 enemy vessels, including an escort carrier, which went down by the bow and was left on its side at Yokahama, one destroyer and two de-

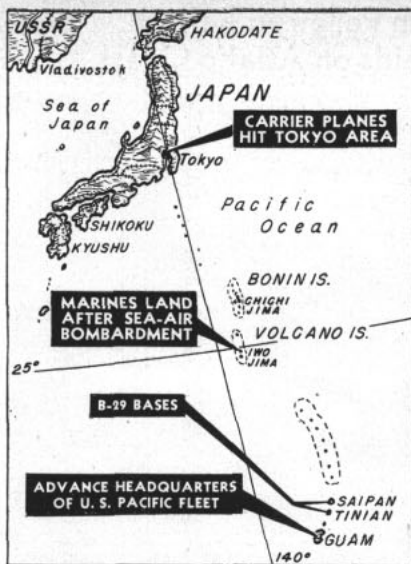
stroyer escorts. Twenty-two coastal vessels were damaged and numerous picket ships destroyed. Many shops and other installations at various airfields were destroyed, and the Naga aircraft factory and the Musashin, Tama and Tachigawa engine plants were heavily bombed.

Against all this, 49 of our planes were shot down and between 30 or 40 pilots lost. Not a one of our carriers or other warships was damaged during the two days.

Exciting ear and eye witness accounts of the raids were provided by a Navy observer in a B-29 of the 21st Bomber Command which circled over the city for hours on reconnaissance. He not only caught glimpses of smoking ruins below between shifting clouds, but also listened in on triumphant tete-a-tetes between naval pilots over their radios. He would hear one shout: "Field No. 5—there's 60 planes on it—give 'em hell!" Then another: "Field 85—there's 50 single-engine planes there—get 'em!"

The Japs said that the first day's raids lasted from about 0715 until after 1600. They didn't announce the duration of the second day's assaults.

Even as these raids were going on, Iwo Jima was being bombarded by another huge fleet under command of Vice Admiral Richmond K. Turner, USN, to soften it up for the marines. During the first day of bombardment,



15 February, Vice Admiral Turner's battleships and cruisers knocked out the enemy's big shore batteries and drove the Jap defenders from their beach defenses. Planes from carriers attached to his command, and B-29s and Army Liberators from Saipan, joined in the island assault.

The Japs made the usual absurd claims of catastrophic damage being

inflicted upon our fleet, but Admiral Nimitz reported that only one warship was damaged by shore-battery fire during the bombardment before the landing.

The pre-invasion bombardment lasted until the morning of the fourth day, when the first wave of marines sped shoreward in landing craft. They promptly established a beachhead along the southeast shoreline and, as waves of reinforcements poured ashore, began fighting their way inland to the nearest of the island's airfields.

Despite the intensive and prolonged shelling and bombing, Jap resistance was strong. The defenders had dug into caves, and a bloody battle lay ahead. One observer from a scouting plane over the embattled island described it as "a fat pork chop sizzling in the skillet." The fleet continued to pour heavy fire into the island's cliffs, and planes roared endlessly overhead.

Iwo Jima, only five miles long and one-and-a-half miles wide at its broadest point, is a strategic prize.

It is "Halfway House" in the Pacific war now—about halfway between Tokyo and our B-29 bases in the Marianas. Capture of it not only deprives the Japs of a base from which to bomb these B-29 concentrations or intercept formations to and from the Jap home islands, but also provides us with a jumping off spot for medium bombers and fighters that will make it

BATTLESHIP GUNS helped soften Iwo. Newly released picture below shows USS Pennsylvania doing that at Guam.

Official U. S. Navy photograph



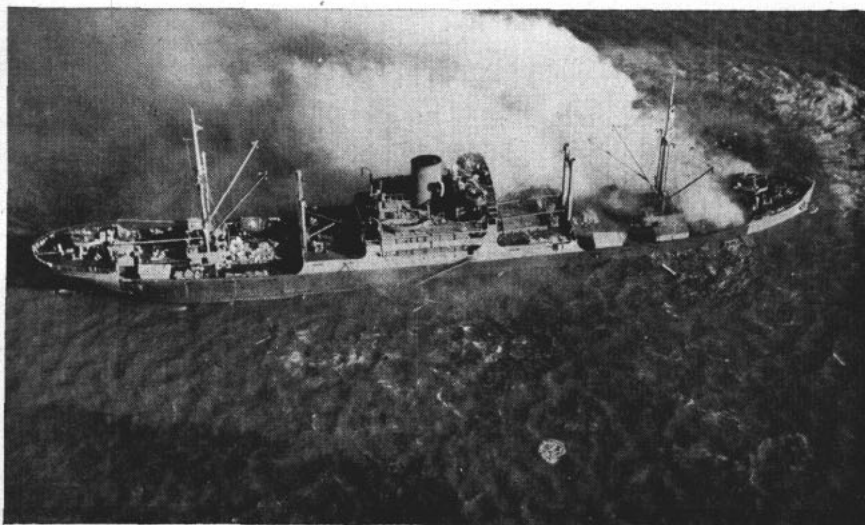
First Navy-Plane Strike at Japan Followed Pattern Of Previous Month's Carrier Raids on Asiatic Coast



TORPEDO BOMBERS from 3d Fleet roar over Indochina coast in January during two-week sweep that destroyed or damaged 200 Jap ships and 600 planes.



FUEL DUMPS along waterfront at Saigon go up in smoke from bomb fires.



JAP MERCHANTMAN, victim of U.S. aerial torpedo, burns helplessly before going down by the bow in previously Japanese-controlled South China Sea.

possible for us to give Japan what Germany has been getting—'round the clock bombing.

Iwo (Jima means island in Japanese) is the central and largest of the Volcano Islands. It looks like a miniature South America. It has no anchorage, freighters being forced to unload into lighters in seas that are generally rough. The island is formed by two volcanoes—Suribachi Yama in the southwest corner and Moto Yama in the northwest corner. The latter still emits steam and sulphur vapors, but the former is considered extinct. It provided the Japs with strong defensive positions against the attacks of the 5th Amphibious Marine Corps.

Lieut. Gen. Holland M. Smith, USMC, commanded the Marine expeditionary groups with Maj. Gen. Harry Schmidt, USMC, in command of the invading 5th Corps. First landings were made by the 4th Marine Division, under Maj. Gen. Clifton B. Cates, USMC, and the 5th Marine Division, under Maj. Gen. Keller E. Rockey, USMC. They were joined on the third day of the assault by the 3d Marine Division under Maj. Gen. Graves B. Erskine, USMC. Naval forces in immediate support of the landings were under command of Rear Admiral W. H. P. Blandy, USN.

By noon of the second day the marines had driven across the narrow tail of the island, taking an area that included the southern airfield. Jap defenders dug into the slopes of Mt. Suribachi, at the southern tip, were cut off from the main enemy forces but continued to rain machine-gun, small arms, mortar and rocket fire on the attackers for another day.

That night a Jap battalion counter-attacked down a runway of the captured airfield but was beaten back by the 27th Marine Regiment. Fleet units supported the troops throughout the night with illumination and heavy gunfire, boosting the total weight of ammunition poured into Iwo by naval guns in less than a week to 8,000 tons.

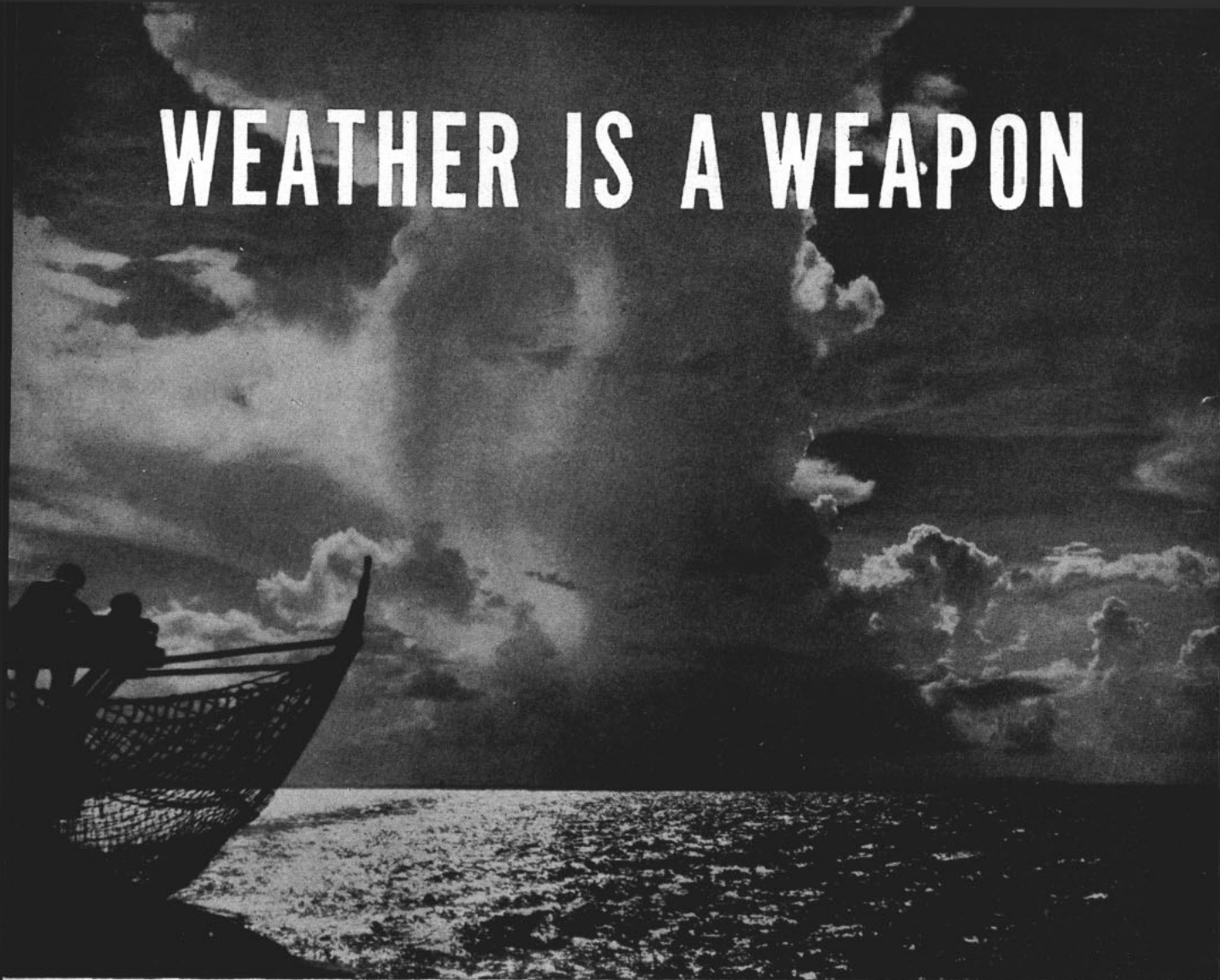
Carrier aircraft made heavy bombing and strafing attacks on Jap defenses as the marines pushed ahead against the central airfield with tanks and flame throwers, and our night fighters broke up attempts by enemy planes from other bases to reach the island. Supplies, including artillery, continued to pour ashore despite mortar fire on the beaches and the handicap of very loose volcanic ash that, in some sectors, prevented the passage of wheeled vehicles.

Of an estimated 20,000 enemy troops on Iwo when the first Americans landed, our forces counted more than 850 dead in the first two days. U. S. casualties in the same period were 3,650, of whom 3,063 wounded were evacuated.

General Smith, veteran of Tarawa and Saipan, called the fight "the toughest we've run across in 168 years," and Fleet Admiral Nimitz said the enemy positions were as fanatically defended as any yet encountered in the war in the Pacific.

Official U. S. Navy photographs

WEATHER IS A WEAPON



Navy Uses Advance Dope on Pacific Storms To Plan and Strike Surprise Blows at Japs

By CAPT. HOWARD T. ORVILLE, USN
*Officer in Charge, Aerology Section,
Flight Division, DCNO (Air)*

THE U. S. Navy has become increasingly weather conscious since December 1941 when the Japanese Fleet approached Pearl Harbor under cover of a cold front to deliver its devastating attack on our fleet and shore installations.

Complete details of just how we have used the weather factor in combat operations will remain secret until after the war is won, but the important role that the strategical and tactical use of operational weather information has played in every major naval engagement has been revealed repeatedly in communiques and press releases from the Pacific theater.

In our first offensive operations of the war in February 1942, Admiral Halsey made a hit-run raid on the Marshall and Gilbert Islands. He figured he could sneak up on the islands under cover of bad weather all right but he was afraid that, once he poked his big stick into the hornet's

nest, he was likely to get stung before he could run away. So he wanted a zero-zero storm front in which to hide from Jap bombers while he made his getaway.

That's just what he got. When the raid was over, there was a storm waiting for him several miles away. He steamed into the storm and sailed under its protection for several hundred miles while the Jap wasps buzzed angrily, and futilely, around its outskirts.

Again, in August 1942, when we decided to seize Tulagi and Guadalcanal, the Japs had superiority in the air. We needed a combination of weather conditions which would prevent any planes from taking the air during the long approach of the task force, but would provide clear skies and calm seas on D day. We got it.

The huge task force moved in on the Solomons under the cover of an impenetrable roof of clouds. So complete was the screen that the ships approached undetected by a Jap air umbrella which droned over them for

Official U. S. Navy photograph

COVER FOR CARRIERS is provided by tropical showers, dark area at base of this towering cloud formation. After launching strike, carriers hide in storm until planes return.

24 hours. So perfect was the surprise that in one harbor 18 Jap seaplanes were caught like sitting ducks. Yet when the force arrived, the wind shifted, the skies cleared, and the landing troops had calm seas and perfect visibility.

And don't think that our use of the weather factor is limited to the tropics. The invasion of Attu in May 1943 serves to illustrate how we used weather to a tactical advantage in the northern latitudes. During the major portion of the year the Aleutians have about the stormiest weather in the world; during the rest of the time they're blanketed by fog. So when the invasion was planned it was decided to make the fog work for us.

Our amphibious forces arrived off the island in a dense fog and a calm sea. The thick blanket screened our warships from the Jap positions in the uplands so that it was possible to land all troops and equipment in com-



FOGGY WEATHER screened U. S. landings at Attu. Troops and equipment were put ashore undetected by the Japs.

plete secrecy. The first the Jap knew of the invasion was when the heavy guns of the U. S. Fleet opened up on his positions.

Later, the fog lifted enough to allow our planes from a small carrier to spot Jap emplacements and direct the fire from the patrol craft to them.

Now let's see how we have used weather to our advantage in the past 12 months, starting with the offensive phase of the war in the Pacific when we started our giant strides of island hopping on the march that will end in Tokyo.

In February 1944 Vice Admiral Mitscher's fast carrier task force pulled a Pearl Harbor in reverse on the Japs when it sailed in behind a storm front and caught the Jap defenses at Truk totally unprepared to meet our devastating attack. The surprise achieved was so complete that before the Japs knew what had hit them they had lost a sizable portion of their air arm and their "Pearl Harbor" lay smoking in ruins.

From June to December 1944, beginning with our amphibious operations in the Marianas through Palau, Leyte and Mindoro, our fleet was constantly menaced by real or threatened typhoons. Admiral Nimitz has acknowledged that the Japanese have a defensive advantage during the typhoon season from June to December. But we picked favorable weather condi-

tions for the approach over thousands of miles of water to the landing beaches and for the initial assault landings on Saipan, Guam, Palau and Leyte.

From a weather standpoint our forces took it on the chin several times because of typhoons. We had to because of urgent operational commitments. In October Admiral Nimitz disclosed that the typhoon season was handicapping operations in the Pacific. Torrential rains and gale winds slowed our operations on Peleliu and again on Leyte and delayed landings of vital stores.

Later, and again due to the operational situation, a fast carrier task force of Admiral Halsey's 3d Fleet got caught in a typhoon of savage ferocity with winds to 90 knots, zero visibility and mountainous seas—conditions similar to the great hurricane of September 1944 that struck the Atlantic seaboard from Cape Hatteras to New England. In the typhoon we lost three destroyers.

But the typhoons haven't worked entirely to our disadvantage. In September 1944 a fast carrier task force moved in on Luzon under the protective cover of the outer edge of a typhoon that was moving northwestward. Carrier planes made an undetected approach on Manila. The results of the attacks were given in

U. S. Pacific Fleet Communique of 24 September:

Carrier-based aircraft of the Pacific Fleet, continuing the smashing attack against the northern Philippines begun on 20 Sept., took an additional heavy toll of enemy planes, ships and ground installations on 21 Sept. Total destruction in the two-day strike was extensive and the enemy suffered heavily.

The following damage, part of which has been previously reported, was inflicted at and near Clark and Nichols Field in the Manila harbor area and the Cavite naval base during the two-day operations in southern Luzon:

Ships sunk: 40 classified as ships; six small craft.

Ships probably sunk: 11 classified as ships.

Ships damaged: 35 classified as ships; 11 small craft; two floating dry-docks.

Aircraft destroyed: 169 shot down in combat; 188 planes destroyed on the ground.

Aircraft damaged: 45 planes probably damaged on the ground, three planes damaged by ships' gunfire.

Ground installations damaged and destroyed: extensive and widespread damage was done to buildings, warehouses, railroad equipment, oil storage tanks, harbor installations, hangars, shops and stored supplies and equipment.

Our own losses in this daring and highly successful strike were 11 planes in combat, 10 pilots and five aircrewmembers. There was no loss or damage to any of our surface ships.

Note the fact that the Japs, apparently caught completely by surprise, didn't score on the surface ships that came in under the weather umbrella.

Three weeks later, in October 1944, the Pacific Fleet was aided by a typhoon in its raids on Formosa and



AEROLOGISTS gather data, the ammunition which makes weather a weapon. Here two make observations on a BB.

the Ryukyu Islands. The Japs experienced the worst storm of the year just ahead of a big U. S. task force that was steaming to the attack in the wake of the typhoon. The fast carrier task force took advantage of the weather situation and moved in about two days behind the storm. With communications disrupted and storm and flood damage to military installations and aircraft, the Japs offered weak resistance against the American blows. Again the results in the Pacific Fleet communiques of 10 and 13 October:

Carrier-based aircraft of the Pacific Fleet swept over the Ryukyu Islands in great force on 9 Oct. All naval and merchant ships that could be found were attacked and severe damage was done to shore installations. Preliminary reports indicate that the following damage was inflicted on the enemy:

Sunk: one destroyer, one minesweeper, one submarine tender, two medium cargo ships, two small cargo ships and five coastal cargo ships.

Probably sunk: two medium cargo ships, four small cargo ships, one medium oil tanker and seven coastal cargo ships.

Damaged: three medium cargo ships, six small cargo ships, one destroyer, two small oil tankers.

In addition to the foregoing more than 20 luggers and other small craft were sunk or damaged.

Complete surprise was achieved in the attack. More than 75 enemy aircraft were destroyed on the ground. Fourteen enemy aircraft were shot down. Buildings and defense installations on the islands were severely bombed and strafed, and many were left burning. There was no damage to our surface ships and our plane losses were light.



RAIN-LASHED planes on a carrier operating under cover of a squall are readied for takeoff. Foul-weather gear is uniform of day in control tower.

Official U. S. Navy photographs

The carrier task forces which conducted the attack are part of Admiral Halsey's 3d Fleet and the carriers are under the immediate command of Vice Admiral Marc A. Mitscher . . .

A preliminary resume of damage inflicted upon the Japanese in the two-day strike which began before dawn on 11 Oct., shows the following totals:

Enemy aircraft shot down: 221.

Enemy aircraft destroyed: 175.

Ships sunk: two large cargo ships, four medium cargo ships, nine small cargo ships, 12 coastal cargo ships.

Probably sunk: one large cargo ship, three medium cargo ships, three small cargo ships, one oil tanker, five coastal cargo ships, one minesweeper.

Damaged: six medium cargo ships, 15 small cargo ships, one large troop transport.

In addition to the foregoing, 37 small craft were sunk or damaged. We lost 45 planes in the two-day attack. Reports are not yet available as to flight personnel rescued.

Thus our Pacific Fleet capitalized on the weather in the western Pacific, and again our surface ships went unscathed. In the same way, bad weather was used to cover our fleet's approach for last month's carrier raid on Japan (see Pacific Fleet Communique No. 263, p. 55).

A picture of general weather conditions in the Pacific war theater—the area bounded by Guam, Ulithi and Mindanao on the south and Formosa and Japan proper to the north—was given recently in a press statement by Capt. W. M. Lockhart, USN, Pacific Fleet aerologist on the staff of Admiral Nimitz.

According to Captain Lockhart, who has had wide experience in the Aleutians and has been working with Pacific weather problems for the past 16 years, weather in the western Pacific theater is controlled largely by two factors: (1) the cold air masses over China, Manchukuo and eastern Siberia from November through March; (2) the warmer and moister air masses from the ocean which cover the area from April through October.

In winter months, the air over the cold Asiatic mainland is cold and heavy, and atmospheric pressure high. By contrast, the air masses over the western Pacific are warm, moist and give relatively low pressure. The cold air masses from the mainland, Captain Lockhart explained, move across the sea of Japan and the East China Sea toward Japan, the Ryukyus and Formosa, and southward to the equatorial belt, gathering moisture and heat as they go. The result is that sustained gales, driving surf, rain and sometimes snow lash the north and western portions of the islands. The storms usually spend their force in the mountains of Japan, so that over the southwestern slopes beyond, where Tokyo, Yokohama, Osaka, Kobe and other industrial targets are located, considerable winter sunshine and relatively light winds prevail.

The Formosa Straits, flanked on both sides by high land masses, become a chute for the cold air racing southward. Sixty-knot gales lasting up until eight days are frequent, affecting the northern side of Formosa. In the Ryukyus gales of 40 knots are characteristic. In calmer periods the prevailing wind is 20 to 25 knots.

These winter storms become north-east trade winds moving over the Philippines. They cause considerable

Sometimes Weather Is an

The Rescued . . .

Lt. Comdr. James A. Marks, USN, skipper of the USS Hull, tells of the typhoon in which his ship and two other destroyers were lost during operations for the liberation of the Philippines:

"We encountered rough weather the day before the storm. It continued rough throughout the night, and the following day it was intensified. At about 1000 a storm of typhoon proportions was indicated.

"Suddenly the wind increased to about 100 knots; visibility was reduced almost to nothing. The danger was increased because the other ships in the area were having similar trouble. At about 1130 we realized that we were in really bad shape. The ship was rolling terrifically and was taking a terrible beating. Ammunition box covers were ripped off and depth charges were torn loose by the sea. Other ships were losing men overboard when they tried to secure loose gear.

"Our power had been lost momentarily, but was restored by the magnificent work of the engineering crew. The ship's radio was out. At 1230 I told the men to be sure they had their life jackets on and to prepare for anything. The men were wonderful! They stuck to their jobs. I have recommended several of them for decorations, especially the engine room gang, who secured the engine rooms and prevented explosions.

"Early in the afternoon the ship was on her side, but we stuck to the ship because it didn't seem possible anyone could live in those waters. Finally, she began to sink. We all shook hands, thinking it was the end for us. Then as many of us as could make it stripped off into the water.



Lt. Comdr. Marks

"Miraculously, some life rafts did survive the sea but many men just tossed around in the water. That night a lookout on a destroyer escort spotted some of our men, who told of the ship's sinking. The DE searched all night and, with other ships in the area, picked up survivors of the Hull who were strewn over a 25-mile area. Some of the men were nibbled at by sharks. Early the next morning, after 20 hours in the water, I was picked up by the DE.

"I had been through tough weather in the North Atlantic, but nothing like this storm. The ship and the crew stood up wonderfully, but they never had a chance in that sea."

The Rescuers . . .

Of three destroyer crews that lost their ships in the December typhoon which battered a Navy task force operating in the Western Pacific, only 91 men survived. Most of them are alive thanks to the rescue efforts of the destroyer escort USS *Tabberer*, which picked up 55 men from the ill-fated *Hull* and *Spence*. The six enlisted men who survived the sinking of the third ship, the *Monaghan*, were rescued by the USS *Brown*.

The *Tabberer*, commanded by Lt. Comdr. Henry L. Plage, USNR, 29-year-old Georgian, was caught without warning by the storm as she protected larger ships refueling. She lost contact with other ships in her group when the gale ripped her mast and radio antennae. Visibility was zero and at one time the ship rolled to a 72-degree angle. All hands were ordered off the weather deck as the ship moved helplessly off her course. About two hours later, when visibility cleared, they contacted a destroyer by blinker signal and proceeded to a rendezvous.

While the storm raged on, Chief Radioman Ralph E. Tucker, USNR, of Somerville, Mass., went on deck to repair the radio antennae. Quite by accident Tucker spotted the first survivor. He saw a dim light in the water and yelled "Man overboard!" A man from the *Hull* was pulled aboard.

cloudiness, some showers and some surf, especially in the northern portions of the archipelago, and account for about 80% of the weather there.

However, the winter months are in general best for military operations in the northern Philippines, because of summer and autumn typhoons.

The prevailing factors in western Pacific weather are reversed in summer. The Asiatic mainland is hot, and the air above it warm and the atmospheric pressure low. In contrast, the air masses over the ocean are cool and moist, giving higher pressure, due to the relative coolness of the water surface. This cool air moves toward the hot low pressure area on the mainland. The prevailing wind is from the southeast toward the northwest, and the southern and eastern portions of

Japan and the Ryukyus are blanketed in fog, clouds, rain and winds, although the winds are not as extreme as in winter. Thus southside beaches throughout the western Pacific are subject to heavy surf in this season.

April and May, and September and October, are the periods of most changeable weather over Japan and the Ryukyus. Cyclones and shifting winds are apt to occur. However, three- or four-day periods of good weather are frequent; wind velocities are lower, and there is considerable opportunity to use weather as cover.

The other great factor in the weather of the western Pacific is typhoons. These storms, similar to the hurricanes of the Atlantic, decidedly affect military operations because no fighting can take place on the sea in

Enemy Too

The rendezvous plan was abandoned. "We decided to stay on the search," Lieutenant Commander Plage explained afterward. "because we were no good to the fleet, anyway, without communications. We turned on our searchlights and through the night picked up 12 men, all from the *Hull*. The next day, we picked up the *Hull's* commanding officer, Lt. Comdr. James A. Marks, USN, of Washington, D. C. He was in a weakened condition and had to be dragged aboard."

Plage praised the courage of Louis A. Purvis, BM1c, USNR, of Chatham, N. J., who volunteered to go over the side to help exhausted survivors aboard. At one time the line tied to Purvis became fouled in the ship's underwater gear and dragged him under three times as the ship rolled. Purvis freed himself from his jacket and line on the third time and swam completely under the ship, coming up on the other side. "After we dragged him aboard and pumped him out," said the *Tabberer's* skipper, "he was as good as new."

The ship's gunnery officer, Lieut. Howard J. Korth, USNR, Bay City, Mich., former Notre Dame football player and powerful swimmer, teamed up with Purvis in the water as a two-man rescue squad, helping exhausted survivors up and aboard the ship.

Next afternoon an officer from the *Hull* was sighted floating about 60 feet from the *Tabberer*. Circling him was a large shark, apparently waiting for an opportune moment to attack. Men aboard the *Tabberer* called to the officer to swim to the ship.

"We broke out Tommy guns," Plage relates, "and began firing to scare the shark away, but it kept closing in. The man in the water was too exhausted to swim. My executive officer, Lieut. Robert M. Surdam, USNR, of Hoosick Falls, N. Y., dove in and brought the officer to the ship finally. Robert L. Cotton, TM1c, USNR, Cheyenne, Wyo., dove in to help Surdam.

"Later the same day we discovered a group of seven men clinging together. We brought them aboard and



Official U. S. Navy photograph

ALIVE AND WELL after their ships went down in a raging typhoon, these men were among 55 survivors of the *Hull* and *Spence* rescued by the *Tabberer*.

found that they were from the *Hull* and had been in the water over 26 hours. The only officer in the group was Lt. (jg) George Sharp, USNR, of Washington, D. C., son of Rear Admiral Alexander Sharp, USN, Commander Minecraft, Pacific. Lieutenant Sharp had ordered the men to group together, for he knew they would be more easily seen than if they were scattered. We probably wouldn't have seen them if they hadn't grouped. One of the enlisted men in the group was in the water the entire 26 hours without a lifejacket, yet he climbed aboard without assistance."

During the second night, the crew volunteered to keep all-night vigil in hope of finding more survivors. A few more were picked up. Then the *Tabberer* managed to reestablish contact with its task force with an emergency radio set. She gave a friendly signal none too soon, for the task force, it was learned later, was just about to fire on her.

En route to port with her survivors, the *Tabberer* picked up a life raft with 10 men from the *Spence*. The raft originally had 26 aboard, but 16 had been washed overboard. The survivors received medical attention from Lt. (jg) Frank W. Cleary, (MC) USNR, the ship's doctor, of Burlingame, Calif., on his first tour of sea duty.

Of Lieutenant Commander Plage, who stayed on the bridge the entire two nights and three days, Lieutenant Surdam said, "His eyes looked worse than any of the survivors."

Plage, awarded the Legion of Merit for his work directing the rescues, praised his men. "I'm especially proud of my crew, because most of them were greenhorns to the sea. Their seamanship during the typhoon and their presence of mind during those dangerous rescues were amazing, considering that most of the men were working on farms and in cities as civilians just about two years ago."

the air or on the land during a 60- or 70-knot gale.

Typhoons originate in the "equatorial weather belt" where the northeast trade winds from the northern hemisphere meet southwest trade winds moving northward from the southern hemisphere. In the front where they collide, winds, heavy rains, clouds and thunderstorms result and sometime typhoons form.

Aerologists have not yet found out what causes typhoons, so they cannot predict when one will start. But when one does start, they can predict pretty well its course and speed.

The typical typhoon in the Far East starts between 5° N to 15° N latitude (variable with the seasons) and moves northwest through the Palau-Marianas area to a point eastward of the Phil-

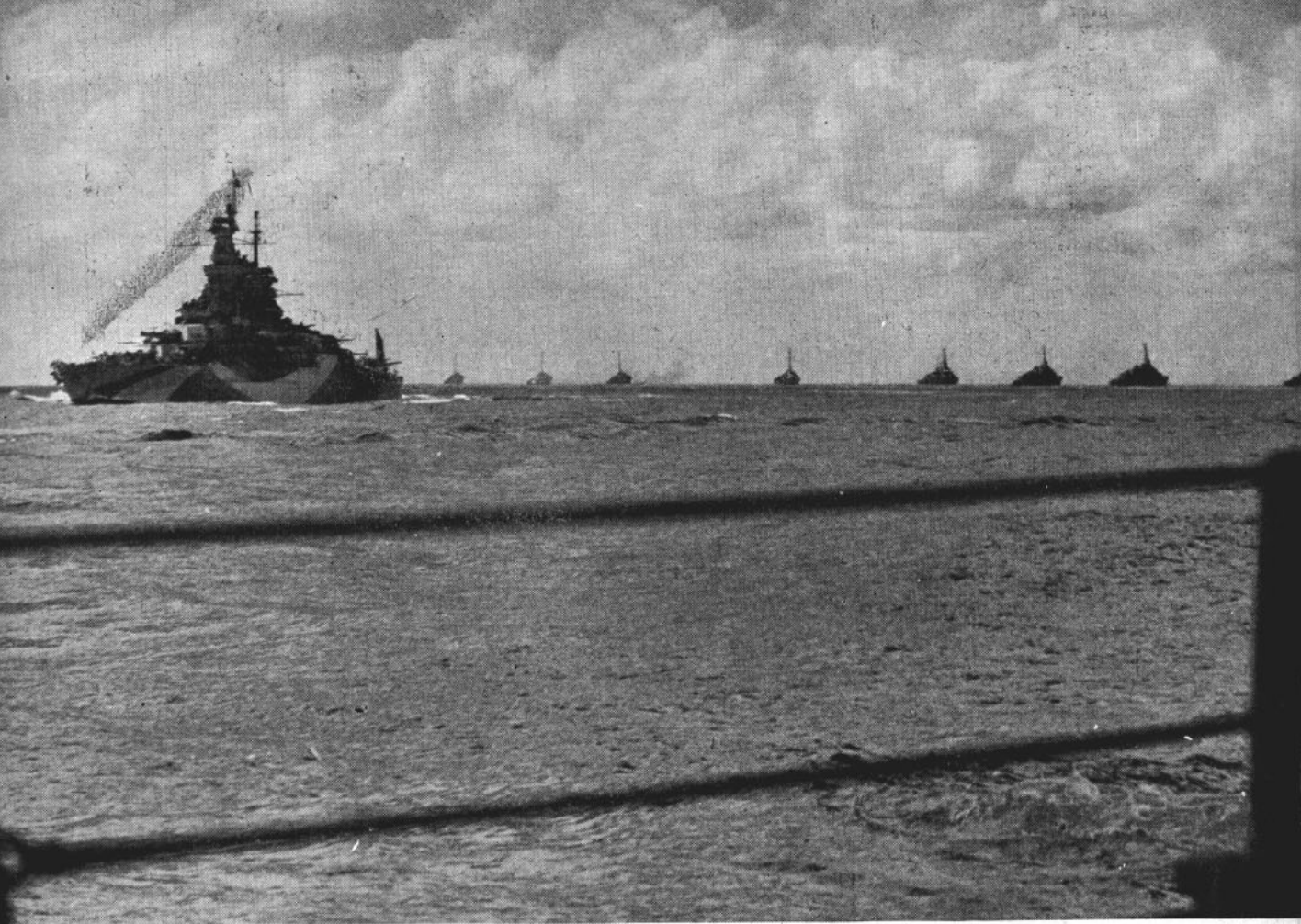
ippines. During winter or spring it normally would move from there to the East China Sea. During the summer it would probably move north toward the Ryukyus and from there to the northeast, just skirting the southern coast of Japan. In late summer or autumn it would be likely to head for the Philippines or Formosa.

Our offensive forces are operating in the area where typhoons are most forceful and frequent. This is shown by statistics on the "normal" number of typhoons:

November—2	May—1
December—1	June—1
January—1	July—3
February—0 to 1	August—3
March—1	September—4
April—1	October—3

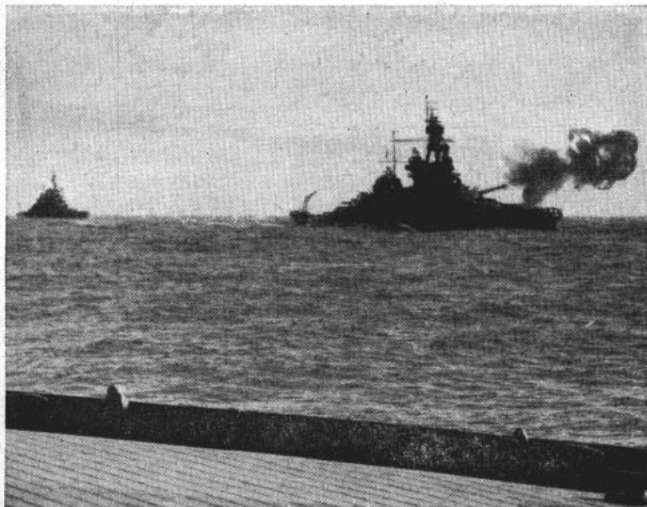
To provide the fleet and air forces with adequate data on the weather, the fleet aerological staff, of which Captain Lockhart is chief, uses Pacific weather records going back 100 years, and a vast fund of recent scientific experiences. Each day hundreds of airplanes, ships and weather stations scattered throughout the Pacific expanse send in radio reports of the weather they find. This information is carefully recorded on weather maps. With reports arriving continually, it is possible to trace a pattern of weather developments and to forecast for operations. Each important organization afloat has aerologists attached. Their job is to take information provided and apply it to the particular air strike, beach assault, or other operation scheduled.

BEACHHEADS TO



SPEARHEAD for the assault on Luzon's beaches was the armed might of Vice Admiral Thomas C. Kinkaid's 7th Fleet.

One of the battleships and a formation of destroyers that took part in the operation are pictured as they moved into



SMOKE belches from a 7th Fleet heavyweight throwing knockout punches at the Jap defenses dug in on Luzon coast.

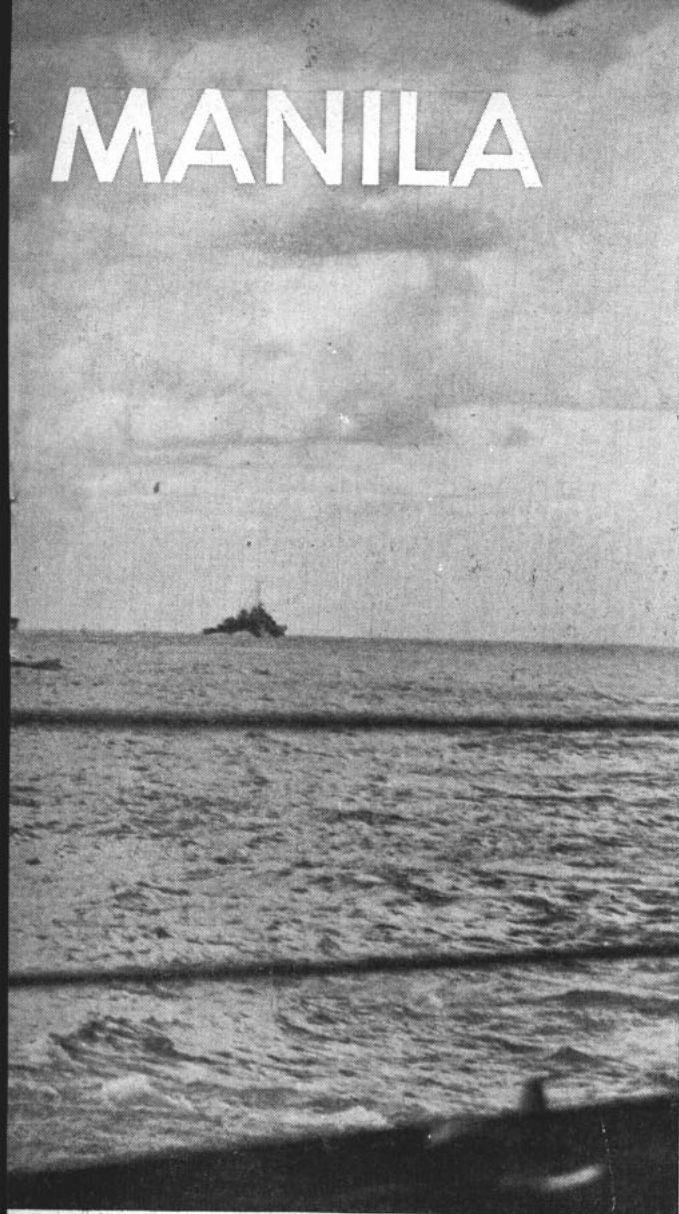
Official U. S. Navy photograph



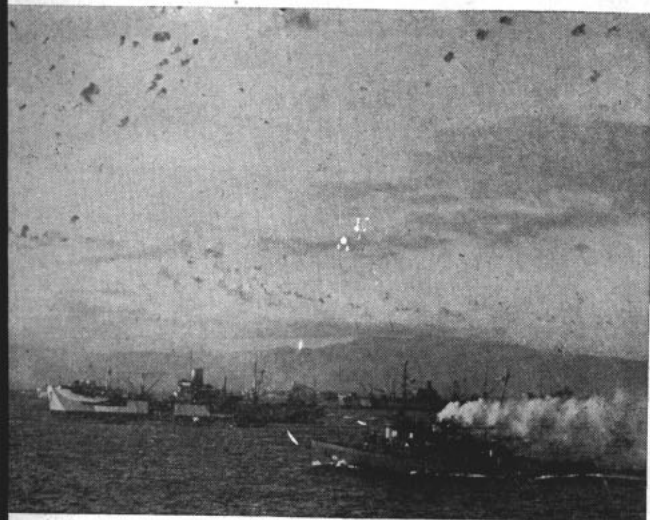
WALLOWING through the South China Sea, LSTs, boxcars of task force, brought up men and equipment for the push.

Official U. S. Coast Guard photograph

MANILA



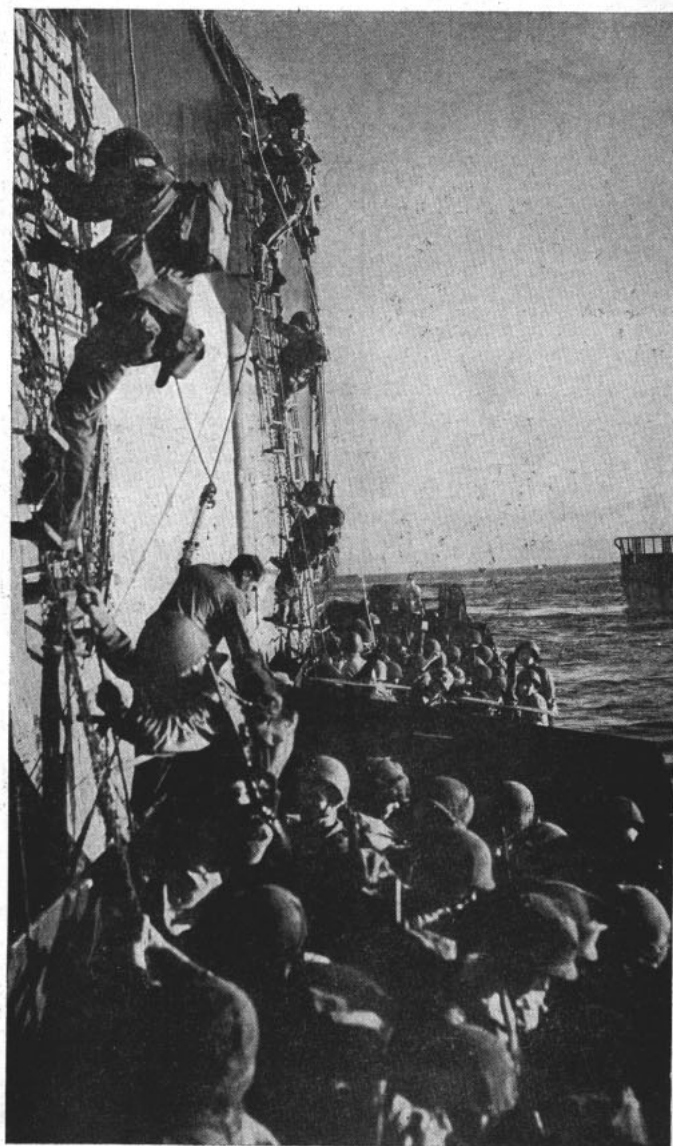
Official U. S. Navy photograph
Lingayen Gulf. These are the ships that laid down a blistering bombardment, the spade work for the beachhead.



Official U. S. Navy photograph
UMBRELLA of flak was put up when Jap bombers tried to get at the American invasion armada inside Lingayen Gulf.



Official U. S. Navy photograph
SALVO from a battleship's guns hangs out a wreath as shells are pumped into the Japanese shore defenses on Luzon.



Official U. S. Coast Guard photograph
FIRST WAVES of Yank troops climbed down cargo nets into landing barges while the fleet was concluding its barrage.



JUBILANT NATIVES, who had been waiting three years for the return of Americans to Luzon and release from the yoke

of Jap conquerors, swarmed across the beach to welcome Yanks. Japs fled north to mountains, south to Manila.



OLONGAPO landings were carried out without loss of a man, ship or plane. Children watched supplies unloaded.



GASOLINE drums by hundreds were brought in by motor-powered pontoon barges and rolled through surf to beach.



UNLOADING supplies at Olongapo beachhead was sped by helpful Filipinos. This beachhead, just west of Manila,

was established to capture the naval base at Olongapo and to keep the Japs from holing up in Bataan Peninsula.

Official U. S. Navy photograph



SKIRTS rustled amid noise of battle as Filipino woman scurried to safety past Yanks skirmishing with Jap snipers.

Official U. S. Coast Guard photograph



OUCH! was Filipino girl's reaction to treatment Seabees' pharmacist's mate gave cut. Afterward she was grateful.

Official U. S. Navy photograph

What Movies do Navy Men Want?



Official U. S. Navy photograph

Here are the men who know the answer. Scene: The fantail of a Navy cruiser with crewmen gathered for a movie session.

SURVEYS of Navy men all over the world—in the Pacific, Atlantic, Caribbean and U. S.—show that they pretty much agree on the subject of movies. Asked what's their favorite type of film, the answer comes out:

- 1st choice: MUSICALS
- 2d choice: COMEDIES
- 3rd choice: DRAMAS
- 4th choice: MYSTERIES

Ask them what kind of movies they don't like and the agreement is practically unanimous: they don't want WAR movies!

If a show has good music, songs and dancing, it's tops. If a show has laughs, it's tops. And if it has music and laughs, it's a super-doooper.

Here are some other preferences turned up by the surveys, which were conducted by the Navy as a guide in its selection of movies for distribution:

- Most men in the Navy would like to have some of the outstanding pictures of recent years brought back so they could see them again.
- As between an outstanding old picture and a second-rate new one, they'll take the old one.
- Happy endings are preferred.
- Favorite choice: any Bob Hope or Bing Crosby picture.
- Pictures in Technicolor are highly enjoyed.
- Short subjects are preferred to old newsreels.
- They like GIRLS!!!

In addition to war pictures, which came last in practically every poll, the verdict was also thumbs down on:

- "Propaganda" pictures.
- Morbid or unhappy endings.
- Poor western cowboy pictures.
- Out-of-date newsreels.

Why the big preference for musicals and comedies? Some of the comments were: "Comedy pictures help us forget our worries of home and war" . . . "Most of the fellows like something cheerful like a good comedy or musical" . . . "Comedies and musicals help us forget, if only for a while, that we are far away from those we love" . . . "People enjoy a good laugh during a picture and being entertained by good music and acts. After all, you go to the movies primarily for amusement rather than to get sad or bored."

After seeing *Top Hat*, with Fred Astaire and Ginger Rogers, one man wrote, "Good old musicals. I love 'em!" After seeing *It Happened One Night*, men wrote: "That Colbert-Gable combination is always reliable" . . . "She (Colbert) has what it takes."

Which brings up one of the most important reasons given for liking musicals: "Musicals have lots of women, so I say more musicals." Another man voted for "Lots of legs." To a third, the answer was absurdly simple: "Most sailors want to see women, right?"

Reasons given for not liking certain pictures were brief and to the point, often one word such as "corny," "dull"

or "crummy." Longer versions of this were "OK if you had nothing else to do" or "The kind you go late to in civilian life to miss." One man gave as his only reason for enjoying a certain western, "It was cold in the barracks that night."

Although all hands agreed on not wanting war pictures, there were some minor variations. The dislike of them was greatest in the Pacific. In the Caribbean, war pix still got thumbs down but not so vehemently. In the U. S. there were two sharply divided reactions: men at a naval air station, with overseas service still ahead of them, showed only a mild reaction against war pictures; men at a naval hospital,

... Musicals with Girls



Judy Garland and Tom Drake in "Meet Me in St. Louis"

who had had their stomach full of it, voted strongly against them.

Typical comments were: "Keep out pictures with war in them" . . . "Give us more musicals and less war movies" . . . "A war picture is all right if it has a few laughs in it, but if it is one that is made up to make the people at home buy more war bonds, I don't go for it."

Another type of film that isn't wanted is the out-of-date newsreel. As to Why Newsreels Get Out of Date, checks on hoarding of films by some ships and stations reveal that pictures have been held by a single activity as long as five or six months, and in one case 240 days. A motion picture officer boarded one vessel in port and took off 47 programs!

Instead of old newsreels, men would rather see more short subjects. One survey took a poll of various types of shorts, to find out their comparative popularity. Using a point system of 3 points for first choice, 2 for second and 1 for third, it came out like this:

Cartoons	2086
Comedies	1264
Musicals	832
Sports	754
Novelties	388
Community sings	271
Documentary	266

To get representative comments, the surveys were made in various parts of the world where Navy men are stationed. Three surveys last year were made in the Pacific, in the New Guinea area: at the New Guinea Music Hall, in Ladava; the Music Hall at Gamadodo, and at Finschhafen. In the Caribbean, three surveys were made at Guantanamo Bay, in Cuba: at the naval operating base theater, the Marine Corps base theater, and the naval air station theater. Surveys were also made among ships of the Atlantic Fleet and, in the U. S., at the naval air station, Anacostia, and the national naval medical center, Bethesda.

Although all surveys checked preferences for various types of movies, some were developed along specific lines to find out whether Navy men would prefer outstanding old pictures to second-rate new ones. At three places, men were shown a series of ten pictures on successive nights. Five of the pictures were old, five new. When the votes were totaled, the four top-ranking choices were all older pictures. The average rating the men



4.0 (PRACTICALLY): Good example of what the fleet wants in movies is "The Princess and the Pirate," which has (a) girls, (b) music, (c) comedy, (d) action, (e) Bob Hope and (f) girls. The one here is Virginia Mayo. All that's missing to make this scene perfect 4.0 is Bing Crosby.

gave the second-rate new films was 2.3; for the outstanding old films, the average was 3.1—almost 50% higher.

On all surveys, there was room to indicate choices of old pictures you would like to see again. Here are 26 outstanding pictures of former years that Navy men voted for:

Alexander's Ragtime Band
Captain Blood
East Side of Heaven
Gunga Din
Holiday Inn
In Old Chicago
It Happened One Night
Gone With the Wind
Lost Horizon

Mr. Smith Goes to Washington
Mutiny on the Bounty
Naughty Marietta
Northwest Mounted Police
100 Men and a Girl
The Plainsman
Road to Morocco
Roberta
Ruggles of Red Gap

San Francisco
The Star Maker
Top Hat
Trail of the Lonesome Pine

Union Pacific
Waikiki Wedding
Wells Fargo
You Can't Take It With You

This list includes many of the types of films that rank high with Navy men—musicals, comedies, dramas, mysteries, pictures with "plenty of action," Bing Crosby and Bob Hope pictures, and some which ranked among the "Best Ten" film choices in their respective years.

The Navy is now taking steps toward obtaining 25 of these 26 films for reissue, if possible. The exception is one of the most popular films of all with Navy men, *Gone With the*

(Continued on page 72)

... Comedies with Girls



Abbott & Costello with Peggy Ryan: "Here Come the Co-Eds"

... Dramas with Girls



Fredric March, Betty Field in "Tomorrow the World"

... Mysteries with Girls



William Powell and Myrna Loy in "The Thin Man Goes Home"

'Battleships Opened Up...'

The following account of our victory in the Battle of Surigao Strait on 24 Oct. 1944 was written by Lieut. William C. Thomas, (ChC) USNR, who served aboard a light cruiser of the U. S. force that sank two enemy battleships, two or three cruisers and half a dozen destroyers in the action he describes here.

IT was late afternoon of another blistering hot day somewhere in the Philippines when word was flashed to our task force that the Japanese fleet was on the move and a huge naval engagement might be expected within a matter of hours. Immediately officers and men alike tensed at the thought; Jap air raids were no longer important, merely a nuisance compared to this exciting adventure.

The ship took on an air of its own as if feeling the pulse of its crew, as if waiting majestically for this long-sought chance to prove her worth.

With the usual dusk alert over and the sun sinking into the depths, ammunition was hastily loaded on deck and stowed into rows to await the advancing enemy.

The dinner hour was strangely quiet as each man pondered over what the future might hold for him. It isn't easy to acquire a philosophy when danger springs up as quickly and as quietly as this one had. Word was passed visually to our ship of the strength and size of the Japanese fleet we were to meet, so all hands were aware of the problem facing us.

Our own force consisted of battleships, cruisers, destroyers—strategically reinforced by a sizable number of PT boats serving as spotters. The 7th Fleet, in its first major show after many months of bombardments in the

New Guinea area, was on the spot. Jap units were heavy warships with an untold number of destroyers—they were advancing from the south, with the objective of knocking the American forces from newly won Leyte Gulf. They had long boasted of their one big strike to destroy the American fleet, and here it was. The fate of the Philippines hung in the balance.

Seventh Fleet ships got under way and gradually took on their battle lines shortly after sunset. Most of the crew was on deck, feigning nonchalance, waiting for the call to their battle stations. Time dragged. Hours passed, until it began to look once more as if the Japs had turned tail and run. The mid-watch came as usual and everyone became uneasy at the delay. Under a full moon our ships were clearly visible, powerful-looking as they glided through the calm sea in search of the enemy.

Suddenly the word went out that our spotting boats had picked up the targets. It was now 0130, and the Japs could be expected within an hour. The PTs, not satisfied with merely spotting the enemy, set about to attack him, firing torpedoes at any ship they spied. One David even ventured to strafe a battleship with his 40-mm.

Still the Nip fleet came on, intent on its aim to destroy our fleet once and for all. Our leading destroyers picked them up several miles away and passed the word. Already the guns were beginning to train out, getting the range for the first salvo, the most important thing in an engagement such as this. Few on the ship had ever witnessed a naval battle before, yet all handled themselves like veterans.

Ranges and bearings on the enemy

ships kept coming in quick succession. Seventh Fleet ships were ready and eager as the Japs edged closer, and any second the big guns of one of the fleets were going to open fire.

At 0352 our battleships opened up, the cue for all ships to let go. Tracer shells arched out at the surprised enemy as ships seemed to fire from every conceivable angle. A Jap battleship was the main target and shells landed around it in a never-ending stream. The first salvos were near misses as gunners tried to get the exact range. After that there was no missing. Every ship poured shell after shell into the flaming warship, until the blaze lit up the horizon for miles.

Meanwhile the mighty mites of the force were doing their part. Destroyers darted down either side of the strait after the cruisers and other

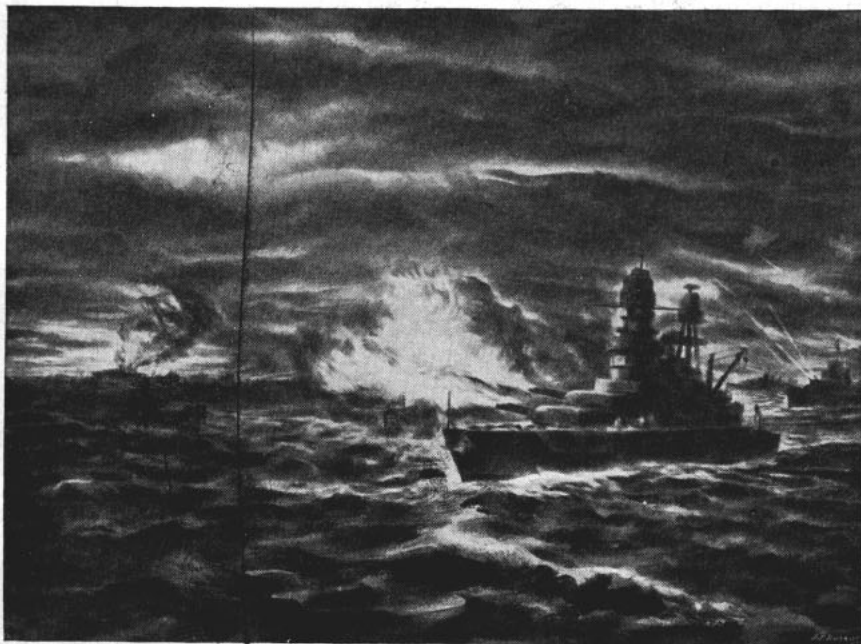
Vice Admiral Jesse B. Oldendorf, USN, Commander Support Force, 7th Fleet, in the action described on this page: "My theory was that of the old-time gambler—never give a sucker a chance. If the Jap was sucker enough to come through the straits, I wasn't going to give him a chance. . . . It was the kind of naval battle you dream about. We had them under crossfire and were able to hit them with guns and torpedoes at the same time."

battleships, launching their torpedoes well into the enemy battle lines. Flames leaping miles ahead of our main body told how well they were succeeding. Another battleship burst into flames, then a cruiser. By now the American warships were picking out other likely targets, arching shells that seldom missed. Once our destroyers got in so close to the enemy that we were forced to cease firing until they got out of the way.

For forty-five minutes the Japs refused to admit defeat but finally, after finding their major ships aflame and sinking, the few remaining destroyers launched their torpedoes and fled south. Their aim poor in their haste, the tin fish passed wildly through the conquering force. The Japs were done.

Early the following morning, we set about to find the actual damage our ships had done. Jap ships ablaze on the horizon belched smoke thousands of feet in the air. As we came upon them, destroyers turned their guns on the cripples to finish them off so they would never again menace the American fleet. Hundreds of American eyes got the thrill of their lifetime when a great salvo burst into what was once a proud Japanese battleship and sank it. The inferno that was blackening the sky two seconds before disappeared. Other destroyers were busy further ahead polishing off the remains of other ships.

All hands were tired, but supremely happy, after a hectic night. One of the greatest victories in naval history was ours and we knew it, and it was a proud crew that lay down to the mess compartments for breakfast.



"Every ship poured shell after shell into the blazing warship . . ."

MEMO FOR A MAN GOING ON LEAVE



THERE probably isn't a happier man alive than a bluejacket with a leave pass tucked under his jumper. And happy men, like happy ships, are good fighters. That's why the Navy wants you to have your leave.

Sometimes, at remote overseas bases or on prolonged errands of Jap-hunting, it just isn't possible to give you the vacation you've earned. But, even though postponed, it's piling up toward that day when your skipper can speak those honeyed words and hand you that magic slip of paper.

To make certain that you'll rate as much time off as the next guy, the Navy has established policies on leave for the guidance of your skipper. These are summarized on p. 19.

To help make that leave a good one—for you and for the Navy—we've got together the following tips, including references to articles printed in the *INFORMATION BULLETIN* during the last year and to official directives available on all ships and stations.

Guide to the U.S.

Yes, after sweating it out so long, you'll find some things back home changed a little. Gasoline for your jalopy isn't as plentiful as it was, although the ration board takes good care of servicemen on leave. The corner drugstore will not have all the things you can get at your ship's service. And even though your mother, wife or best girl friend has been sav-

ing ration points for your homecoming, the steaks and chops she serves may not be as thick or as frequent as the ones you got aboard your own ship.

Maybe you won't like the crowded trains, or the way you have to line up to buy a pack of cigarettes, or all the other inconveniences of a nation geared for total war. And maybe you'll feel a little bitter about some of the men you see in civvies. But before you get too hot under the collar, Mac, remember this: a lot of those men you see in civvies these days know Guadalcanal or Tarawa or the Rhine Valley—only you won't know it because they've left their Purple Hearts home in the bureau drawer. Or they have jobs in vital war plants—or are 4Fs whom the Army or Navy wouldn't take.

But Stateside, when you get the leave you've been counting on, you'll find people are deeply appreciative of all the things you've done—and ready to welcome you back with a warm hand and open heart.

Travel

Get your ticket *before* you board the train or bus. It will save time and talk. Hang on to your luggage—and, just in case, put an envelope *inside* each piece of luggage with this information: your full name, USN or USNR, your serial number, address and destination (BuPers Circ. Ltr. 52-44; NDB, Jan.-June 1944, 44-233). It's also a good idea to put the same in-

formation on a durable tag securely attached to your luggage. Thousands of unclaimed seabags and suitcases will never get back to their owners because they failed to heed this innocent warning.

Buy a round-trip ticket—then, no matter how broke you are when your leave is over, you'll be able to get back to your ship or station. If you're traveling by coach, the "furlough" rate, which you can get by showing your leave papers, will save you money (BuPers Circ. Ltr. 149-42; NDB, cum. ed. 1943, 42-905). If you're reporting to another seaboard station upon expiration of your leave, buy an "open-gap furlough ticket"—a one-way reduced fare from starting point to leave destination, with stop-over privilege, and then to the point where you are to report (BuPers Circ. Ltr. 154-41; NDB, cum. ed. 1943, 41-2063).

Inquire about special trains—such as the all-coach "Furloughee Challenger" operated by the Southern Pacific Railroad exclusively for service personnel and members of their immediate families, which leaves San Francisco Ferry at 1830 daily (*INFORMATION BULLETIN*, Feb. 1945, p. 74).

If you're traveling by air, you can get a Class 4 priority on commercial aircraft providing: (1) you're on leave from overseas and scheduled to return overseas upon completion of your leave, (2) in a unit earmarked or alerted for duty outside the continental U. S. and granted last leave prior to departure, or (3) granted emergency leave due to death or serious illness of a member of immediate fam-

Practical Tips on How to Make the Most Of Those Days That Will Be All Your Own



ily (BuPers Circ. Ltr. 89-44; NDB, Jan.-June 1944, 44-375).

You're eligible for the same priority for travel on commercial planes to and from Central and South America and the Caribbean area if you're: (1) on leave and stationed in the U. S. and wish to travel to and from your home outside the U. S. or (2) stationed south of the border and wish to travel on leave to the U. S. and then return to your station (BuPers Circ. Ltr. 37-45; NDB, 15 Feb. 1945, 45-161). Priorities for such travel are established by the Regional Priorities Control Office in Washington, D. C.

Travel by NATS and ATC

If space is available—and your luck is good—it may even be possible to bum a ride aboard a NATS or ATC plane. The Army issues Class 4 priorities for travel aboard ATC aircraft to personnel (1) on emergency leave, (2) to those who are returning from at least 12 months overseas and who are to return overseas upon completion of leave, or (3) to personnel on last leave before going overseas.

The chances of your being able to get a free airplane ride from west to east are pretty good (although space is always limited)—but from east to west the chances are slim, as ATC aircraft are usually loaded to capacity with personnel traveling on orders or high-priority materiel being sent to the Pacific.

However, passengers are admitted when their presence on board will not interfere with the transportation of or delay higher priority personnel or cargo. Of course, you always run the risk of being put off the plane, some place en route, by somebody or something which holds a higher priority—but the information may be worth pasting in the back of your hat. Priorities for ATC may be issued by any Area Priorities officer, and complete details may be found in "Eligibility and Priorities for Traffic on Aircraft operated by or for the Air Transport Command Within the Continental Limits of the United States," ATC Regulation No. 75-1, dated 10 Sept. 1944.

The prerequisites for obtaining a Class 4 priority from NATS are: (1) that you be on emergency leave granted due to death or serious illness in your immediate family or for some other comparable urgency justifying the granting of emergency leave, or (2) that you be on official leave from a duty station outside the continental limits of the U. S. and are en route

from such duty station to the scheduled stop in the U. S. nearest the destination specified in your leave papers, or returning to such duty.

In the case of NATS, that priority which may enable you to fly home with the greatest of ease may be issued by the control officer of any naval air station, under authority in Art. 12.111 of NATS Manual, Part 1, Traffic and Transportation, dated 30 March 1944.

Visits to Cuba, Canada, Mexico

Uniformed personnel of the armed forces may visit Cuba *without* a passport or visa, providing they carry their ID cards and leave papers granting permission to travel to Cuba (BuPers Circ. Ltr. 23-44; NDB, Jan.-June 1944, 44-116).

Canada likewise requires no passport for uniformed personnel, but they must have their ID cards and official leave papers (BuPers Manual, Art. C-6001).

However, to visit Mexico, except border towns, you'll need a passport—plus a good reason for going, such as to visit your immediate family (wife, husband, children or parents living in Mexico) or business matters in that country which require your personnel attention (BuPers Circ. Ltr. 36-44; NDB, Jan.-June 1944, 44-180). As stated in All Station Communication dated 4 May 1944, your leave authorization to visit Mexico is to include authority to wear civilian clothes during your travel from duty station to destination in Mexico and return to duty station. You are likewise required to have a round-trip ticket in your possession *prior to departure*—and sufficient funds in your pockets to take care of emergencies.

Although you're required to wear civilian clothes while traveling in the interior of Mexico, you must be in uniform everywhere else—both overseas and in the U.S.—unless there's a specific local regulation to the contrary. Alnav 29-42 (NDB, cum. ed. 1943, 42-2013) does, however, permit you to get into civvies when engaged in exercise or at home when less than three guests are present.

Rations

By showing your leave papers to your local ration board, you're eligible to receive one gallon of gas (up to a maximum of 30) for each day you are on leave (Alnav 137-44; NDB, 31 July 1944, 44-852). You can also get 10 processed-food points and 6 meat-fats points for each nine meals or fraction thereof while on leave, plus one pound of sugar for each 36 meals or fraction thereof, as provided for by OPA regulation, effective 26 Dec. 1944 (INFORMATION BULLETIN, Nov. 1944, p. 72).

Talking

Button up your lip while home on leave. That nice man who buys you a drink and tells you about his "two sons in the service," or that bit of fluff who's just "too thrilled" about your adventures, may be out to pick up information that will endanger other men's lives. Nor is it a good idea to burden your family with the

responsibility of keeping your "secrets." But if reporters do ask questions, or the mayor asks you to speak at a banquet or over the radio, clear your statements with a Navy public relations officer before you talk (BuPers Circ. Ltr. 10-45; NDB, 15 Jan. 1945, 45-34). The Navy doesn't want to muzzle any hero—it only wants to make certain that information will be safeguarded so that *more* heroes will return home safe and sound.

Medical Care

If you're an enlisted man or woman in the Navy or Marine Corps, the Navy will pay your emergency medical and hospital treatment while on leave, providing you conform to the regulations. If you need emergency treatment, apply to the nearest naval activity or medical department of any Government agency. If none is available or the emergency too acute, reasonable expenses will be honored by the Navy, if, within a reasonable time, a report is made to your CO to permit investigation and suitable arrangements to be made for your transfer to a Federal institution, or other appropriate action. Civilian dental treatment, other than emergency measures to relieve pain, is, however, not authorized (BuMed Ltr.; NDB, 30 Sept. 1944, 44-1118).

Your Money

Okay, so you've been to sea a long time and have saved plenty of money. And the hoodlums know it. That's why quite a few servicemen get rolled. Watch how you flash that wad of dough around.

Don't carry any more cash with you than you need. Leave the rest in safe custody—or put it into traveler's checks. Even though you may find things in the States more expensive than when you went away, there are still things available to servicemen without spending a red cent.

USOs for instance. Patriotic citizens who are interested in your welfare have given generously of their time and money to make the USO clubs, servicemen's centers, information booths and lounges available to you. You'll find them in almost every town and railroad station.

Hotels

Hotels are crowded to the gunwales. But the naval hotel reservation services in Chicago, New York, Philadelphia, San Francisco and Washington, D.C.—plus the Traveler's Aid booths, service centers and Shore Patrol offices all over the country—are eager to help you find a clean inexpensive place to bunk for a night or while you're on leave, if available



(INFORMATION BULLETIN, Feb. 1945, p. 77). In so far as naval hotel reservation service is concerned, however, personnel on leave must take what accommodations are left after personnel on official business have been provided for. The Shore Patrol headquarters, in Norfolk, Va., for instance, has available room to put up 110 men per night, with your soap, linen, shower and bed costing you only 25 cents.

Shore Patrol

You probably don't need to be reminded that the Shore Patrol is one of the proudest outfits in the service. They're on duty to carry out their CO's orders and to be of assistance to you—not to make your leave miserable. A man who is normally enjoying himself doesn't need to give the SPs a thought. They're there only to safeguard the rights and privileges of the great majority of naval personnel from the small minority of men who get off the beam in personal conduct while on leave or liberty.

You'll find that a knowledge of local regulations, which an SP can give you, will help you to avoid the out-of-bound



dives, or otherwise run afoul of local regulations. The SPs are there to help you in lots of ways, from tipping you off to the gyp-joints to helping overseas casualties get a seat on a crowded train.

It's important that civilians continue to have a good opinion of men in uniform. What they think of service-men—and particularly of the way they behave in public—might well have an influence on the kind of beneficial veterans' legislation which is passed. The Shore Patrol is on guard to help keep public opinion high—and to prevent the bad conduct of a few men from spoiling the rights and privileges for all the others.

"After the Ball Is Over"

Nothing lasts forever—especially a leave—and when those days of fun and relaxation are over, you're expected and required to return to your Navy job on time! Trains don't always get there on the dot these days. But if you are delayed—or an emergency comes up while you're on leave—let your CO know about it ahead of time. The instructions printed on the back of the standard leave form (BuPers Circ. Ltr. 288-44; NDB, 30 Sept. 1944, 44-1137) tell you where and how to get in touch with your CO. But if you do get delayed along the way, it's a good idea to contact the nearest Shore Patrol office, which can issue you a letter explaining your status, which may save you further delay and questioning by the SPs riding the trains.

AOL and AWOL entries on your service record won't look so hot to your skipper the next time you ask for leave—and they can lead to serious trouble such as a general court martial or loss of benefits for your dependents. Nor are those few extra hours worth the risk of spoiling what was otherwise a glorious vacation from your wartime duties.

LEAVE

IT'S A PRIVILEGE—NOT A RIGHT—BUT WHEN THE NEEDS OF THE SERVICE PERMIT, IT MAY, IN GENERAL, BE GRANTED AS SHOWN BELOW:

Annual Leave

ENLISTED: Thirty days, exclusive of travel time, to be granted at the discretion of the CO, is authorized by BuPers Manual, Art. D-7028(3). That is the peacetime maximum; in wartime the general policy is that leave should not exceed 15 days annually for enlisted personnel on shore duty in the U. S. Annual leave may not be accumulated. Depending on the needs of the service, COs are authorized by BuPers Circ. Ltr. 28-45 (NDB, 15 Feb. 1945, 45-153) to grant earned annual leave, or to advance unearned annual leave, up to 30 days exclusive of travel time to permit husbands or wives returning from overseas to spend their leave together.

OFFICERS: Navy Regs, Art. 1791, provides that officers shall be allowed, at the discretion of the Secretary of the Navy, 30 days annual leave, which may be accumulated. COs are authorized by BuPers Manual, Art. C-6001, to grant such leave, inclusive of travel time. During wartime the amount of leave granted an officer depends on the needs of the service. When an officer is returning from sea or an overseas base for reassignment, his orders from BuPers customarily direct him to report to the nearest naval district for further assignment by BuPers. This procedure is necessary because of the great variance in length of time between the date when orders are issued and the date of the officer's arrival within the continental U. S. When he reports to a coastal naval district, BuPers is immediately informed of his arrival and orders are issued from BuPers that same day by dispatch.

As a general rule, this procedure is followed in authorizing delay, which counts as leave in reporting to his new station: from sea or foreign duty to any duty, 2½ days for each month of continuous sea or foreign duty up to 30 days; from shore duty in the U. S. to any duty, 10 days.

When an enlisted man or civilian is commissioned or appointed to warrant rank, he accumulates leave from the date of his acceptance to the beginning of the following fiscal year (1 July) at the rate of 2½ days per month. During this period he is not entitled to any more leave than thus accumulated. On 1 July he is given credit for 30 days leave, under the provisions stated above, which may be granted during that fiscal year.

Rehabilitation Leave

ENLISTED: Thirty days, exclusive of travel time, may be granted enlisted personnel who have served continuously outside the U. S. for one year or more. Where service has

been less than one year, rehabilitation leave may be granted at the rate of 2½ days for each month of such service or major fraction thereof. This is provided by BuPers Circ. Ltr. 167-43 (NDB, cum. ed. 43-1367). Rehabilitation leave granted during any calendar year is to be deducted from annual leave—but annual leave granted in the U. S. during any calendar year is not to be deducted from rehabilitation leave earned subsequently. Annual leave in excess of 10 days, taken outside the U. S. during any year, is to be deducted from rehabilitation leave. As stated in BuPers Circ. Ltr. 28-45 (NDB, 15 Feb. 1945, 45-153), enlisted personnel who did not receive rehabilitation leave upon returning to the U. S. may be granted such leave as may have accrued by reason of their overseas service by subsequent COs who satisfy themselves of the man's entitlement to the leave.

OFFICERS: See provisions above, on change of duty from sea or foreign service to any duty.

Survivors' Leave

ENLISTED: Leave or delay in reporting to new duty, not to exceed 30 days exclusive of travel time, as provided for by BuPers letter dated 26 Nov. 1942 (NDB, conf. cum. ed. 30 June 1944, C42-107) may be granted survivors by delegated authorities. Although survivors' leave is considered equivalent to rehabilitation leave, it may be granted regardless of any other leave previously taken.

OFFICERS: One month is usually granted as a delay, which counts as leave, in reporting to his new station. Since officers may not receive more than 30 days leave per year, this leave is chargeable against any annual leave to which the officer may be entitled.

Convalescent Leave

ENLISTED: Medical officers in command of continental naval hospitals are authorized by BuPers Circ. Ltr. 296-44 (NDB, 30 Sept. 1944, 44-1144) to grant convalescent leave not in excess of 30 days, exclusive of travel time. In cases where COs of hospitals determine that additional convalescent leave is advisable, it may be granted. This leave is not chargeable against annual leave, and any annual leave or rehabilitation leave to which a convalescent may be entitled may be granted subsequently.

OFFICERS: As established by BuPers Circ. Ltr. 196-43 (NDB, cum. ed. 1943, 43-1455), convalescent leave, not to exceed 30 days including travel time, may be granted by COs of U. S. naval hospitals, providing: (1) the officer is

(Continued on page 72)



TIME goes by and Marianas watch repair shop reopens for business. Pay is ten cents an hour, good by Jap standards.



KOREAN KIDS flock around Navy Civil Affairs officer passing through the street. The attraction—candy.

IF you want proof of the efficiency of military governments set up by the Navy on liberated Pacific Islands, take a look at the diminishing civilian death rate on these islands. In September, a few months after American forces first stormed ashore, 508 civilians died on Saipan and 108 on Tinian. Since then, despite Jap harassments, supply problems and the threat of deadly epidemics ever-present on war-ravaged land, death totals have plummeted down in this sensational degree:

	Saipan	Tinian
October	225	57
November	98	36
December	65	14

These figures are more than monuments to the skill of the officers and men of the medical service; behind them is the story of swift solution by the Navy's military government organization of the towering problems of feeding, clothing and sheltering bewildered natives, and then helping re-establish them in the civilian way of life.

Health and sanitation and comfort, to be sure, are the prime responsibilities of these military governments, but by no means are they the only ones. Opening schools, setting up police forces, providing recreational facilities, developing agriculture, establishing a new monetary system—these are but a few of the reconstruction problems which must be met. And, looking at the record made thus far on Saipan, Tinian and Guam, they have been.

Life, on these three Marianas islands, is gradually returning to normal. By last December, 12,785 natives already had found gainful employment. On farmland that once was pock-marked by battle 265 tons of crops are being harvested each month. From waters over which America's liberating forces rode not long ago to the bloody assault beaches, fishermen are collecting 36 tons of fish monthly for civilian consumption. Cigar and candy factories and a bakery are going full blast on Saipan. Thirty re-

tail stores, run by civilians, are doing land-office business on Guam. And, on Tinian, Japanese and Korean boy scouts played an American game of football in December.

The officers and men of the military governments of these islands went to work while the smoke of battle still was drifting through shell-shattered palms. They came ashore highly skilled in their assignments, hotly eager for their duties. Especially fitted for the work by their civilian pre-war backgrounds, the officers had been trained in the Naval School for Military Government and Administration at Columbia University in New York City. There they had received intensive courses in anthropology, geography, languages, military law, public health and international law.

An island commander heads each military government. He has designated qualified members of his staff to head such departments as economics, labor, legal, supply, civilian welfare, agriculture, public health, intelligence, education, engineering, transportation, foreign economic administration and camp administration. Guam's military government consists of 61 officers and 255 enlisted men; Saipan's, 32 officers and 126 men; and Tinian's, 25 officers and 100 enlisted men. Five other officers engaged in military government on the islands are assigned to the staff of the Commander, Forward Area. Of the total of 123 officers, 54 were trained at Columbia and the rest are members of the Medical or Supply Corps or are skilled in military police administration.

The tasks that faced the military government staffs in the Marianas were staggering. More than two-thirds of the civilian dwellings on

Guam had been hammered into rubble; entire towns—Agat, Agana, Sumay, Piti—were wiped out. On Saipan and Tinian civilians had to live in caves. Food and medical care were practically nonexistent. Many civilians were wounded. Most suffered from malnutrition. And nearly all had dysentery, or some other disease. From 30 to 50 per cent of the entire population of the islands was afflicted with one or more types of intestinal parasites.

Until the military situation was well enough in hand to permit transports to nose into the islands' harbors with supplies solely for civilian use, military government authorities had to rely mainly on military rations and captured Jap stocks to feed the civilian populace. Since there are something like 49,618 civilians on the three islands at last count, this was no easy problem.

Authorities did not stop at feeding, however. Immediate steps were taken to make the islands as self-subsistent as possible. One month after Jap resistance ended, 2,214 pounds of seeds and 12,000 plants had been distributed to farmers on Guam and 431 acres of soil had been tilled and planted. By the end of December 1,157 acres had been developed on that island.

With agriculture making similar vast strides on Tinian and Saipan, food stocks are now ample in the American-held islands of the Marianas group, and no food shortage is anticipated.

Many of the civilians who stumbled through American lines while Jap garrisons were being hunted down were in ribbony rags; indeed, some were even naked. Clothing depots were set up immediately and military

Picking Up the Pieces

Navy Lends Helping Hand to Liberated Natives of the Shell-Pocked Marianas



FACTORY, geared to make 1,200 pounds of bean paste a day, is powered by abandoned Jap steamroller.



NATIVE NURSES are congratulated by atoll commander on Majuro, in liberated Marshalls, also now governed by Navy.

supplies distributed. Later, the American Red Cross provided considerable clothing. Helpful, too, in solving the clothing problem in the early days were quantities of useful garments collected by the Elks Club of Honolulu and by an organization formed in San Francisco called "Bundles for Guam." After a few weeks, regular military government supplies of cloth began to arrive and civilian craftsmen were hired to again produce native wearing apparel.

The housing problem was far from simple. When the last Jap combatant had been ferreted out or had obligingly hara-kiried himself out of the picture, only a fraction of the houses on the three islands was inhabitable. Nearly all civilians had to be harbored in temporary camps. Four huge camps were needed on Guam alone. But so swiftly did the military governments work, that by December one of the four Guam camps had been closed and only 3,235 civilians re-

mained in the other three. Already all of the civilians on Tinian and Saipan have been provided with homes of wood and tin.

Staggering records attest to the intensive medical program. From 20 July (the date Guam was invaded) until 30 November, 90,825 surgical and 100,035 medical treatments were given on that island alone.

Naval hospitals to care for ailing civilians have been established on all the islands. In addition, a tuberculosis sanitarium has been opened on Guam. A special school is training civilian nurses on Tinian. And dispensaries are spotted in all populated areas throughout the three islands.

Thorough sanitary measures have been largely responsible for the sharp decline in deaths and diseases. Incinerators are now in operation in several Guam villages and on Saipan. Flies are under control, and a constant effort is made to control mosquitos. Water purification units have been installed.

While caring for the health and comfort of the civilians under their charge, military government officials have been busy setting them to work in gainful employment. All labor is voluntary, and enemy nationals are not used on any project which contravenes international law.

There are 5,607 civilians earning their keep on Guam, 3,178 on Tinian, 4,020 on Saipan. Of those gainfully employed on Guam, 792 are farmers and 213 are private businessmen.

Wages on Saipan and Tinian are set at 35 cents per day for unskilled laborers and 50 cents per day for skilled workers. Professional men and women are paid by the month. On Guam wages are set at the pre-war levels because, unlike the two other islands, it is American territory.

Private enterprise on the three islands is encouraged to the fullest extent practicable. All repair and service shops (barber, tailor, etc.) are in private hands. Guam has a soap factory and its farmers' co-operative markets in Agana and Agat did \$5,887.62 worth of business in December. Na-

tive handicraft is producing tidy incomes for native workers.

Postal service and banking facilities are operating smoothly in Guam. All Japanese money on the three islands has been collected and exchanged on the basis of 20 yen to one Hawaiian dollar, with \$50 being the maximum that could be paid to an individual. War bonds are offered for sale at the post office and bank and a total of \$158,995 already has been subscribed and paid for.

Schools on Guam are now running the same as before the war. There are 4,420 children attending the 11 elementary and high schools. Because Saipan and Tinian are former Jap possessions, attendance at school on these islands is not compulsory. But, on Tinian, 73.5 per cent of the Japanese children and 91.5 per cent of the Koreans are attending.

Above and beyond these necessary steps taken by the military government in the rehabilitation of Guam have been small contributions that mean much to the spirit of the people. They express the admiration held by the Navy for Guam nationals who suffered long awaiting the Navy's return but whose faith in deliverance was never dimmed.

Military units show movies, open to the public. Military bands provide music at civilian dances held periodically at Agat, Apla, Talofofo and Angua. A radio loudspeaker has been installed in the Plaza at Agana for dissemination of news and musical programs. There's no law—as there was when the Japs held the island—against possession of standard radio receiving sets.

A Seabee outfit built a playground, complete with equipment, for the children of Piti, and made the presentation at Christmas. Large Christmas parties, by the way, were held in 12 different communities. About 9,000 children attended the parties which included music and shows. They were showered with candy, boxes of marbles, boxes of crayons and color books. The mothers received dainty and colorful hair ribbons.



Official U. S. Navy photographs

SCHOOLS for these Jap children is but one problem Navy's military government has met.

THE TASK FORCE



MARCHING on the grounds of the National Naval Medical Center at Bethesda, Md., are these members of the Navy's Nurse Corps.

NOON editions of a metropolitan daily, with headlines heralding the liberation of the Philippines on one side of the world and the rollback of the Germans on the other, were circulating down the corridors and through the wards of a great naval hospital.

A young Navy Nurse, in a crisp white uniform with the single gold stripe of an ensign on her starched cap, placed a copy of the latest paper on the desk of the Chief Nurse.

The Chief Nurse, a kindly, blue-eyed, gray-haired woman wearing the insignia of a lieutenant commander of the Navy Nurse Corps, beamed as she scanned the headlines. Then she looked up at those gathered around her.

"I want to go to Tokyo!"

It was more than a wish. It was a promise. The Chief Nurse had been to Tokyo and Manila in peacetime days. She remembered a hectic dash of several hundred miles down the Yangtze River in a U. S. Navy submarine tender loaded with American refugees. That was in 1937, in the early days of Japan's war on China. She recalled Pearl Harbor (she was

there on a hospital ship) and the Battle of the Coral Sea; she had nursed wounded U. S. sailors of both engagements.

There were other nurses in the Chief Nurse's office who had sailed the Pacific in hospital ships and who had dodged Japanese bombs at Pearl Harbor or German V-bombs at a naval base hospital in southern England. They wanted to go to Tokyo, too.

"I want to go to Tokyo" is a sentiment that typifies the spirit of the U.S. Navy Nurse Corps, sometimes referred to as "The Mercy Task Force," which has grown in numbers and in faithful, devoted, unselfish service from a mere 20 nurses when the corps was established in 1908 to more than 9,000 today. A campaign is now underway to raise this strength to 11,500.

Navy Nurses now serve with distinction at naval hospitals and dispensaries and convalescent hospitals in 35 states, and overseas in all theaters where U. S. naval forces are operat-

ing, including hospital ships and evacuation transports in the Pacific and Atlantic.

Living up to the highest traditions of the naval service and the nursing profession, Navy Nurses in the present war have established a record they, the Navy, and the nation have every right to be proud of. Navy Nurses went into action on the medical front when the Japanese attacked Pearl Harbor, the Philippines and Guam, and they have been in action ever since, close behind rapidly expanding U. S. naval fronts throughout the world.

Although no Navy Nurse has died as a direct result of enemy action, twelve have died in line of duty in this war. Eleven Navy Nurses captured in the Philippines are prisoners of the Japanese. Three Navy Nurses have been decorated for meritorious service in the war, while 29 who were stationed at Pearl Harbor Naval Hospital and 13 who were on duty aboard the hospital ship *USS Solace* at the time of the initial Jap attack have been commended by Fleet Admiral Chester W. Nimitz, USN, Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

Most dramatic experience of a Navy Nurse to come out of the war is that of Lt. Ann Agnes Bernatitus, of Exeter, Pa., who witnessed the war at its worst in the operating rooms of Bataan and Corregidor and who later, under orders and with others, escaped to Australia in a 17-day voyage in a U. S. submarine which had sneaked into Manila Bay. Miss Bernatitus is the first person in the U. S. Navy to receive the present Legion of Merit award. She is now on duty aboard a hospital ship in the Pacific.

One of the Navy Nurses listed as a prisoner of war is Lt. (jg) Margaret A. Nash, of Wilkes-Barre, Pa., whose family recently received a picture of her aiding a patient in a Jap concentration camp in the Philippines. The original picture, from which prints were made, was captured from the Japs on Leyte Island. Identification of Miss Nash as the nurse in the picture was made by Comdr. R. F. Armknecht, (CEC) USN, of Donnelson, Ia., now stationed in the Southwest Pacific, who knew Miss Nash on Guam prior to her transfer to the Philippines where she was seized by the Japs.

Five Navy Nurses were captured on Guam and taken to Japan as prisoners of war. After six months there they were repatriated, leaving Japan on the exchange ship, the Swedish liner *Gripsholm*.

Now that Guam is American territory once more, one Navy Nurse there at the time of the Jap invasion has returned as senior nurse. She is Lieut. Leona Jackson, of Union, Ohio, who, on her way back, said, "For two

**Navy Nurses Share War's Thrills and Perils
With Fighting Men from South Seas to Arctic**

N WHITE

years I've been sitting like a cat at a mousehole waiting for this job."

Lts. (jg) Doris Yetter, of Philadelphia, and Lorraine Christiansen, of Salt Lake City, were prisoners in Japan when they heard the crash of bombs from the planes of Lt. Gen. James Doolittle's fliers in the first U. S. air attack on the Nipponese empire. "I've heard a lot of beautiful music in my life," said Miss Christiansen, "but no symphonies ever compared to the sound of those falling bombs. Boy, was it sweet? Doris and I began rooting like we were back home at a football game."

The other two repatriated from Guam were the senior nurse there at the time, Lt. Comdr. Marian B. Olds, Front Royal, Va., and Ens. Virginia J. Fogarty, Akron, O. Ens. Fogarty failed, however, to reach the U. S. on the *Gripsholm* in Portuguese East Africa, where her husband had been assigned by the State Department.

The hospital ship *Solace* was resting at anchor in Pearl Harbor the morning of 7 Dec. 1941 when Jap planes swooped down and started bombing and strafing. The head nurse on the *Solace* was Lt. (jg) (now Lt. Comdr.) Grace B. Lally, of Reading, Pa., veteran of almost 22 years in the Nurse Corps and now Chief Nurse, Naval Medical Center, Bethesda, Md.

"I looked out of the porthole and saw the Jap planes machinegunning boys on a battleship," Miss Lally related. "I had been in the battle zone in China, and I recognized it as the kind of dirty work the Japs did there. I realized that what we thought couldn't happen was happening, and I thought we ought to set up the emergency ward. Some of the boys overboard were fished out of the water, covered with oil or badly burned or both, and suffering from shock."

Miss Lally quickly organized the 12 other nurses on the *Solace*. Wounded sailors were being brought aboard even before the bombs stopped falling. Anchored next to the badly bombed battleship *USS Arizona*, the *Solace* remained constantly in danger throughout the attack. The hospital ship was moved, however, before the old battlewagon exploded.

The nursing staff of the *Solace* treated 327 burn cases from that first day of the war, working three full days without sleep. "We could hear the fight raging outside and wondered what was happening," said Miss Lally. "But our job was inside the ship, and there we stayed for 10 days."

The nurses proved a tonic to their patients by their mere presence, a kind word here and there, and a helping hand where needed. "Each wounded man was more interested in the other fellow beside him," continued the nurse. "A sailor frequently would look at his shipmate in the next bunk and say, 'Give him a glass of water, then give me one.'"

In February 1942 the *Solace* sailed for the South Pacific and was the only

hospital ship available to care for Navy wounded from the Battle of the Coral Sea. From August until December 1942 she transported wounded to base hospitals in New Zealand, carrying more than 4,000 wounded men, losing only seven, a record of which those on the *Solace* were proud.

In charge of the surgical ward on the *Solace* was Lt. (jg) Ruth J. Mitchell, of Coeur d'Alene, Idaho, who is now at Bethesda with Lt. Comdr. Lally and two other *Solace* veterans, Lts. (jg) Beatrice H. Joliet, of Alliance, O., and Peterella C. Joaquin, of San Francisco, Calif.

The wounded of Guadalcanal appreciated the nurses on the *Solace*, Miss Mitchell said. "The ambulatory patients were admitted on the quarterdeck, where I was busy at my desk. On more than one occasion a battle-scarred veteran would step up, look at me and exclaim, 'Great Scott, a woman! An American!'"

One of the outstanding Navy Nurses in the South Pacific area in this war is Lt. Comdr. Faye Elmo White, of New Bethlehem, Pa., who was awarded the Bronze Star Medal for her services as chief nurse at a base hospital and later at a fleet hospital. The citation said, "Her initiative and skillful leadership were an inspiration to the officers and men with whom she came in contact and were in keeping with the highest traditions of the United States Naval Service."

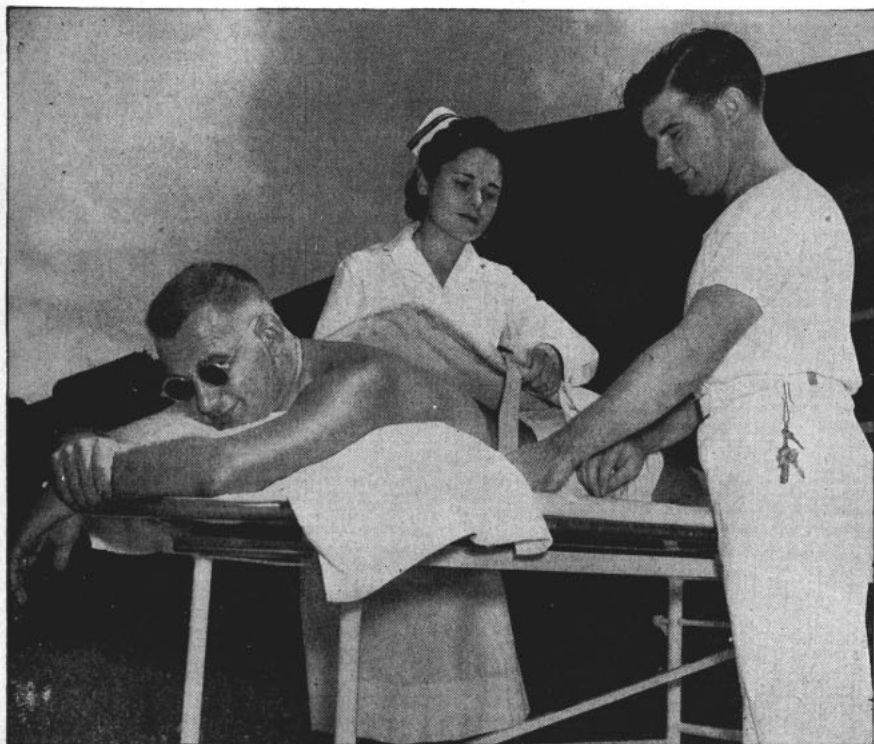
On the other side of the world, another Navy Nurse of the same rank won the same award. She is Lt. Comdr. Mary Martha Heck, of Cumberland, Md., officer-in-charge of the Navy Nurses who served at a base hospital in southern England and survived countless V-bomb attacks. Casualties were brought to this hospital direct from the Normandy beachhead.

Before the first patients could be received, the building had to be made ready. It was a monumental old structure, completed in 1862 as a British military hospital. The cornerstone had been laid by Queen Victoria, and Florence Nightingale had assisted in its planning. Seabees made small repairs before the U. S. Navy moved in. Almost 10,000 casualties were treated there before the hospital was decommissioned.

Miss Heck is now on duty in NNC headquarters, Bureau of Medicine and Surgery, Washington, while a nurse who served under her in England, Ens. Jean M. Kurtz, of Confluence, Pa., is now stationed at the National Naval Medical Center.

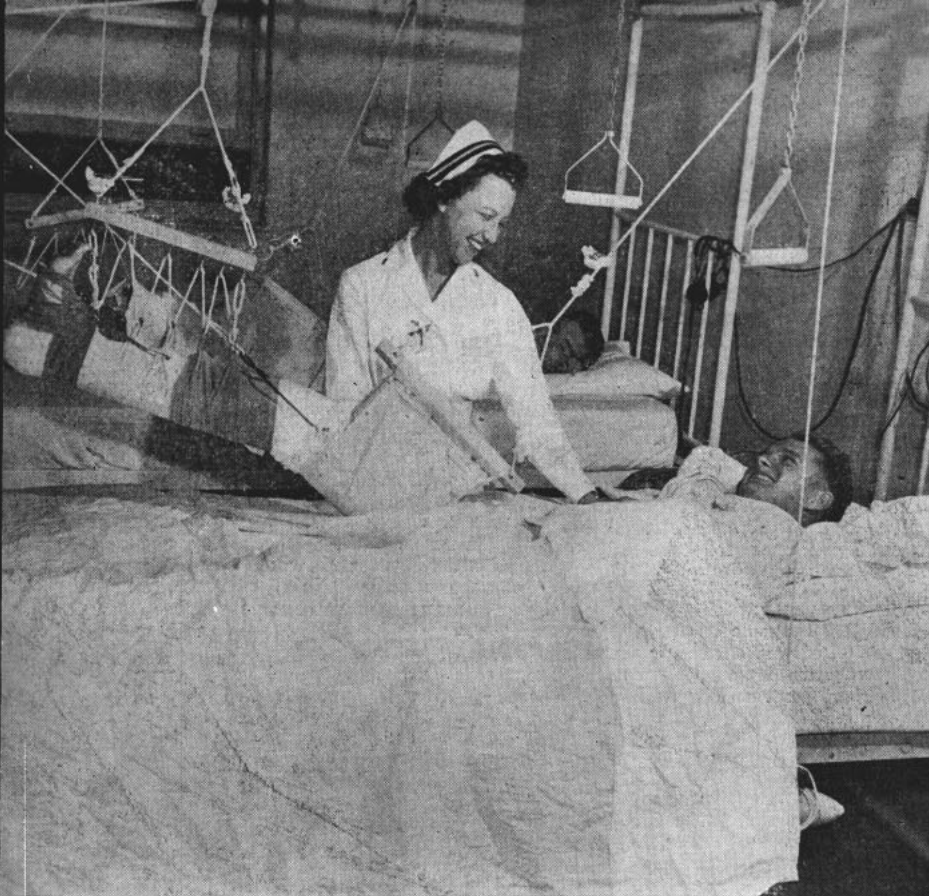
"In our early days there," Miss Kurtz related, "we went to the air-raid shelters outside when the V-bombs came over. The attacks were so frequent that finally we just remained on duty. A V-bomb sounds like an outboard motor, and when it cuts off, it is about half a minute before you hear the explosion. That half minute seems like an eternity. Once you hear the explosion and you know you haven't been hit, you breathe a sigh of relief."

The life of a Navy Nurse appeals to Miss Kurtz. She likes the Navy and likes to travel. In England there



Official U. S. Navy photographs

AT OVERSEAS HOSPITAL a Navy nurse instructs a pharmacist's mate in the proper application of a hyper-extension bivalved body cast on an injured officer.



CHEER is brought by nurse to fracture ward of Aiea Naval Hospital in Hawaii.

were hours of recreation when she and other nurses visited U. S. naval craft nearby, the estates of English nobility, and London, Glasgow and Loch Lomond.

Navy Nurses serve also in the windswept, fog-bound Aleutian Islands. Lt. (jg) Rosella Nesgis, of Dinuba, Calif., was on duty at the naval hospital at Pearl Harbor on 7 Dec. 1941 and later went to the Aleutians after a tour of duty in the States. She was chief nurse of the naval hospital at Adak during most of 1944.

"The wind up there will really blow you down sometimes," said Miss Nesgis. She is not the only Navy Nurse back from the Aleutians with the same story. "Despite the reputation of the Aleutians climate, the nurses liked it. The summers were simply wonderful, and in the winter we had the best of winter clothing. We went skiing and took long hikes in the mountains. I collected more than 300 different varieties of wild flowers. At the base we had the only recreation hall in the Aleutians that was exclusively for nurses. It was housed in a Quonset hut erected by the Seabees."

The recreation hut was named Hendricks Hall in honor of Lt. (jg) Lucille Hendricks, of Bremond and De Leon, Texas, chief nurse at Adak. Construction got under way just prior to her death with two other Navy Nurses in an airplane crash in the Aleutians on 23 April 1944. Miss Hendricks was succeeded as chief nurse by Miss Nesgis. The nursing staff there decorated and furnished the hall.

Command of the Navy Nurse Corps is vested in the Surgeon General of the Navy, Vice Admiral Ross T. McIntire, (MC) USN, Chief of the Bureau of Medicine and Surgery. The corps is administered by its superintendent, Capt. Sue S. Dauser, (NC) USN, native of Anaheim, Calif., veteran of World War I when, as chief nurse of a base hospital at Edinburg, Scotland, she witnessed the surrender of the



VICTIM of plane crash, Lucille Hendricks died in the Aleutians.



TRANSFUSION is given in operating

German Fleet in the Firth of Forth. Miss Dauser is the first woman to wear the stripes of a captain in the U. S. Navy.

For the duration of the war and six months, Navy Nurses hold actual commissioned rank, authorized by act of Congress of 26 Feb. 1944 which replaced the so-called relative rank the nurses had held previously (see INFORMATION BULLETIN, April 1944, p. 33).

All Navy Nurses are commissioned officers. Qualifications for the Nurse Corps (USN) and the Reserve Nurse Corps are practically the same. Entrance age limits for the former are 22-28 years and for the reserve 21-40 years, both inclusive. In order to qualify, nurses must be nativeborn or, if naturalized, a U. S. citizen for at least 10 years; high-school graduate, graduate of an accredited school of nursing, and a registered nurse; unmarried, widowed or divorced, preferably without minor dependents; member of a nursing organization affiliated with the American Nurses Association; possessor of professional credentials and employment record to establish mental, moral and professional qualifications and aptitude for military service, and physically qualified by standards set for naval officers.

Admiral McIntire recently announced modification of Nurse Corps regulations so as to permit Navy Nurses in service to marry without being required to resign.

In addition to qualified civilian nurses who volunteer for naval service, the Navy is obtaining a number



oom of U. S. Naval Hospital, Bethesda.



CAPTURED Jap photo shows Margaret Nash tending fellow war prisoner.

of nurses, also volunteers, as they graduate from the Cadet Nurse Corps, which is training nurses throughout the country under the direction of the U. S. Public Health Service.

Nursing the ill and wounded of the Navy and Navy dependents is not the only mission of the Navy Nurse Corps. Its members train hospital corpsmen and hospital corps Waves, and it is

the male corpsmen who perform the functions of the nurse in the actual battle zones, before the wounded are removed to base hospitals or hospital ships in the rear lines where the nurses are serving.

Navy Nurses and pharmacist mates are now taking to the air for the first time. The Navy School for Air Evacuation of Casualties was inaugurated at NAS, Alameda, Calif., in December 1944 with 24 nurses and 24 PhMs in the first class. From the NATS center at Oakland, Calif., students of the school are assigned to flights throughout continental U. S., accompanying various types of patients transported on scheduled routes.

As graduates complete the course, they are assigned to duty with an air evacuation task unit of the Pacific Fleet. Lt. (jg) Mary Ellen O'Connor, of Chicago, former flight instructress with United Air Lines, is flight nurse in charge of the school.

The U. S. Navy and Marine Corps pioneered in aerial evacuation of casualties, but until the Alameda school was established, there had been no formalized training of medical personnel making flights. The Navy also is assisting the Brazilian Air Force in the same field, with Lts. (jg) Dymphna Van Gorp, of Appleton, Wis., and Stephany J. Kozak, of New York Mills, N. Y., acting as instructors to BAF nurses who are the first of their profession ever to become military nurses in Brazil.

The two nurses have been stationed at Rio de Janeiro, and Miss Van Gorp recently returned temporarily to the

U. S. for a visit to the school at Alameda. In Rio, the nurses learned to speak Portuguese and organized the training courses. They take the Brazilian nurses out on regular flights. On one occasion, Miss Van Gorp and Miss Kozak flew out to sea in a small seaplane to pick up a Brazilian sailor suffering from acute appendicitis. The sailor was returned to Rio for an operation.



SENIOR nurse on Guam, Leona Jackson waited three years to go back.



ESCAPED from Corregidor, Ann Bernatitus was awarded Legion of Merit.

ALONG

HAVE a run of tough luck today? Did everything seem to go wrong? Well, listen to what happened to Ens. George W. Denby, USNR, of Van Nuys, Calif. He ran the alphabet of trouble. . . from A to Z.

Somewhere off Luzon, the 21-year-old Hellcat pilot was (A) jumped by a swarm of Zeros. His first warning was a blast that (B) ripped off the Hellcat's left aileron, robbing the plane of (C) its maneuverability. The Zeros rode his tail, pouring lead (D) into the F6F's fuselage. One shell ripped into the cockpit, gashing (E) his right leg. The Hellcat's tail was (F) shot off and the plane (G) rolled onto its back and into a tight inverted spin. Thrown from the cockpit, the pilot (H) struck the side of the fuselage and (I) stuck there because of the violence of the plane's spin.

Pushing himself clear, the ensign pulled his rip cord prematurely and (J) blacked out. When he came to, he was (K) upside down, (L) suspended by only one leg-strap and (M) one of his parachute risers was broken. The harassed ensign managed to pull himself upright in the harness and gripped the broken riser, but by now the Japs (N) were strafing him. Fortunately, the bullets missed . . . and Denby floated down.

But, upon landing, he found he had (O) lost his life-raft and his life-jacket (P) had been punctured. He had to swim (Q) with one hand, holding the other aloft to keep his dye-marker from dissolving. All the while, his stomach was (R) aching severely from the jolt of his parachute opening while he was tumbling at high speed.

After he had been in the water about an hour, four sharks (S,T,U, and V) began eyeing him for dinner. He kicked and frightened them away. But (W) they came back and one (X) gashed his left leg. Again, he kicked . . . and they stayed away.

Finally, eight hours after being shot down, he spotted an American destroyer. But the DD's crew (Y) didn't see him until they had almost run him down, and the destroyer missed hitting him by barely six feet. The wash of the screws (Z) sucked him under and Ensign Denby, with pardonable reckoning, finally figured it was just about the finish. But just before he started his second alphabet of trouble he bobbed back up, the de-

stroyer wheeled around, and he was picked up.

TRAVEL PRIORITY. . . WITH PULL

Perhaps the strangest of all dental jobs is held by a 25-year-old dentist from Cartersville, Ga., Lt. (jg) Harold J. Lowry, (DC) USNR. He "hitch-hikes" around the combat areas of the Western Pacific, toting portable equipment, changing from ship to ship, filling and pulling teeth as he goes.

Criss-crossing back and forth in the forward Pacific areas, Dr. Lowry covers almost 100,000 miles a year. He takes with him more than 4,000 pounds of gear, which, in the weights and measurements of a seagoing man, is the equivalent of something like 42 seabags. It includes everything from a portable chair down to a tiny drill.

Dr. Lowry mainly plies his trade among the ships of the "A" fleet. Fighting ships, from cruisers up, have their own dentists aboard. But ships of the auxiliaries—oilers, tankers, cargo vessels, floating drydocks, ammunition ships—have no dentists. Sometimes, Dr. Lowry will set up his "office" on one of the larger "A" fleet ships and there receive the crews of smaller vessels.

Working on teeth aboard a rolling and pitching ship is pretty tough at first, Dr. Lowry admits.

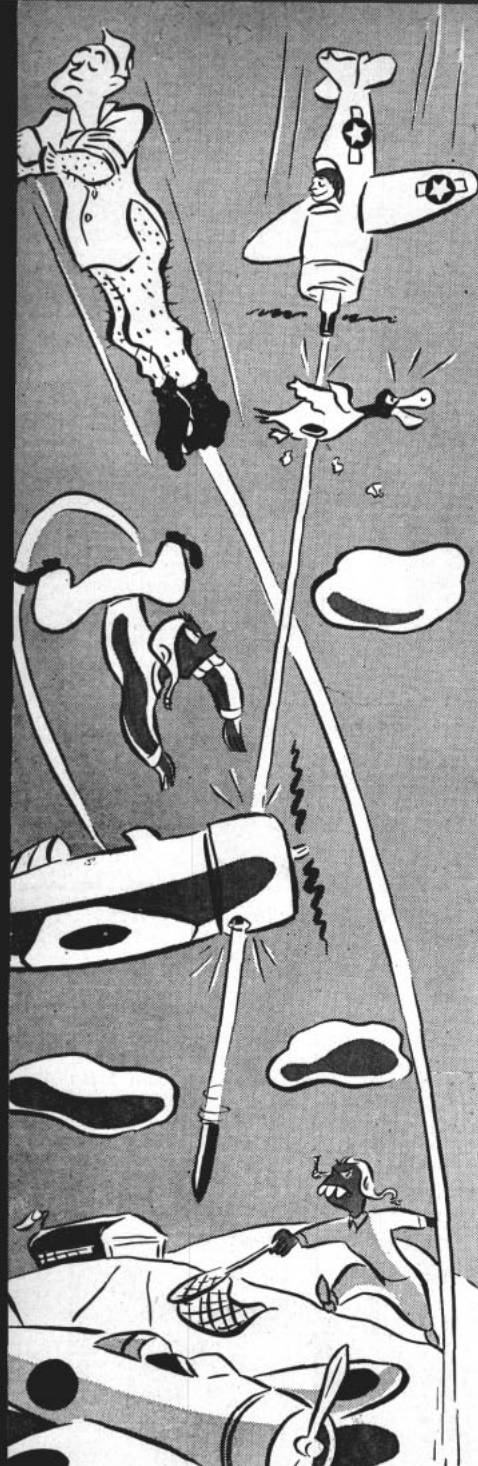
"But once you get your sea legs," he says, "it's not so difficult."

He didn't say how the patients feel about it.

SEABEE STUNT

Seabee Howard A. Thompson, MM2c, USNR, of LaCrosse, Wisc., and the rest of the crew of a heavy barge were lightening ammunition to a unit of the 3rd Fleet when a hurricane struck suddenly and savagely. Three-foot waves swept over the barge. She heaved and pitched violently. And Thompson went hurtling overboard.

It seemed certain that if the Seabee didn't die by drowning he would be crushed lifeless between the buffeting vessels. But, instead of being plunged into the water, he landed across one of the mooring lines. When the next



THE ROAD TO TOKYO

wave made the tug pitch again, the line jerked taut and Thompson was flipped, like an arrow from a bow, out from between the two vessels, completely over the barge and into open water. Incredulous ship mates, who had seen him go flying over one side of the barge, rushed to the other side and plucked him out.

FLASH IN THE PAN

A flak-torn Avenger was winging its wounded way home when down from the cloud-lined ceiling zoomed a Zeke in search of a fight. Ripped by antiaircraft fire, its turret gun out of commission, the Avenger was in no shape to duel. It seemed a dead duck.

Quick-thinking Carlyle K. Cutter, ARM1c, USNR, of Alva, Okla., grabbed a powerful hand signal light and flashed it into the slant eyes of the pilot coming in for the kill. The broad, brilliant blaze must have made the Jap think he was running smackdab into Flash Gordon's ray gun, or maybe that a 14-inch gun had suddenly sprouted wings and taken to the air. Anyhow, without further fight, he fled.

The wounded Avenger fluttered safely down to her carrier's deck.

TWO BIRDS

Rocket production has been stepped up, but Lieut. John W. B. Gage, USNR, of Austin, Tex., doesn't believe that's any reason for wasting the devastating projectiles. The Hellcat pilot was about to dive on a Jap-held Philippines airfield, intent on rocketing a plane parked at the end of the runway, when he saw a twin-engine bomber coming in for a landing on the same strip. As the Jap circled to land, Lieutenant Gage climbed to 1,000 feet, then dove on the field, firing his rockets just as the bomber flew over the grounded aircraft. The burst caught both planes.

WINESWEEPS

A small boat channel to a Pacific isle had to be cleared to get ammunition in to the marines. A wooden hulk sunk by the Japs to block the channel had been blasted out by the service squadron. But—had the Japs laid mines? The question couldn't be an-

swered by minesweepers; the channel was too tortuous even for those doughy craft and even sweeping the channel by stringing cables between personnel landing boats did not guarantee that the channel was clear.

So some of the men assigned to the minesweeping detail stepped forth and offered to wipe out all doubt. They would like to take a cool dip in the channel, they said. Actually they were volunteering for a dangerous mission: they were to be human minesweepers.

Up and down, and back and forth, the channel they swam. And when they pulled themselves out it was definitely established that there were no mines in the channel. Seconds later, ammunition began coming through.

And although they found no mines, the human minesweepers were not empty-handed: they found a case of saki.

TARGET PRACTICE

While the tug USS *Chowanoc* was busy with routine salvage and repair operations off invaded Leyte Beach on 25-26 October, she was attacked four times by Jap planes. She shot down four of the attackers and shared in the destruction of the fifth—a fair-sized piece of shootin' for a noncombatant vessel. Her skipper, Lieut. R. F. Snipes, USN, in his report, wrote: "Gunnners on the 20-mm. gained valuable experience. . ."

NEXT BEST THING

It was during the Battle for Leyte Gulf. The Jap battleship seemed a fat target down below there in the blue waters off Samar. Two Avengers swept down and each loosed a torpedo at the Nip. But, as they wheeled and climbed to safety, the two pilots, Lt. (jg) Robert F. Voltz, USNR, of Chicago, Ill., and Lt. (jg) George W. Gaiennie, USNR, of Shreveport, La., disgustedly watched the Jap adroitly avoid both tin fish. One passed about 20 feet to port, the other some 20 feet to starboard of the battlewagon.

"Howinell did we ever miss!" growled one of the pilots into his radio. Before the other could reply, there were two tremendous explosions. The torpedoes had found another tar-

get—an *Atago*-class heavy cruiser. One tin fish had burrowed into the warship's stern, the other amidships. The cruiser heeled over and sank.

CALLING DR. KILDARE

A seaman on the little ship was dangerously ill. There was no doctor aboard. The ship was far from port. So the ship's radio pleaded with Honolulu for help.

Lt. Comdr. Erwin C. Baum, (MC) USNR, of Brooklyn, N. Y., was called to the radio room in Honolulu.

"What is the patient's appearance?" was Dr. Baum's first radioed question.

"He fell in a dead faint. He's turning blue. His pulse is faint and he's breathing heavily," answered the ship.

"Put a stethoscope over his heart and put the ear phones close to the mike," ordered the doctor.

And, over hundreds of miles of ocean, Dr. Baum listened to the heart beats and gasps of Elmer Hall, S1c, of Louisville, Ky.

"Is he foaming at the mouth?" Dr. Baum asked.

"No."

"Is he convulsive?"

"No. But he's moving his hands and arms wildly. He's breathing heavily."

"Do you know if he's had these attacks before? And how old is he?"

"Never before. He's 19."

Dr. Baum listened again to the faint heart beats, the hard rasp of breathing.

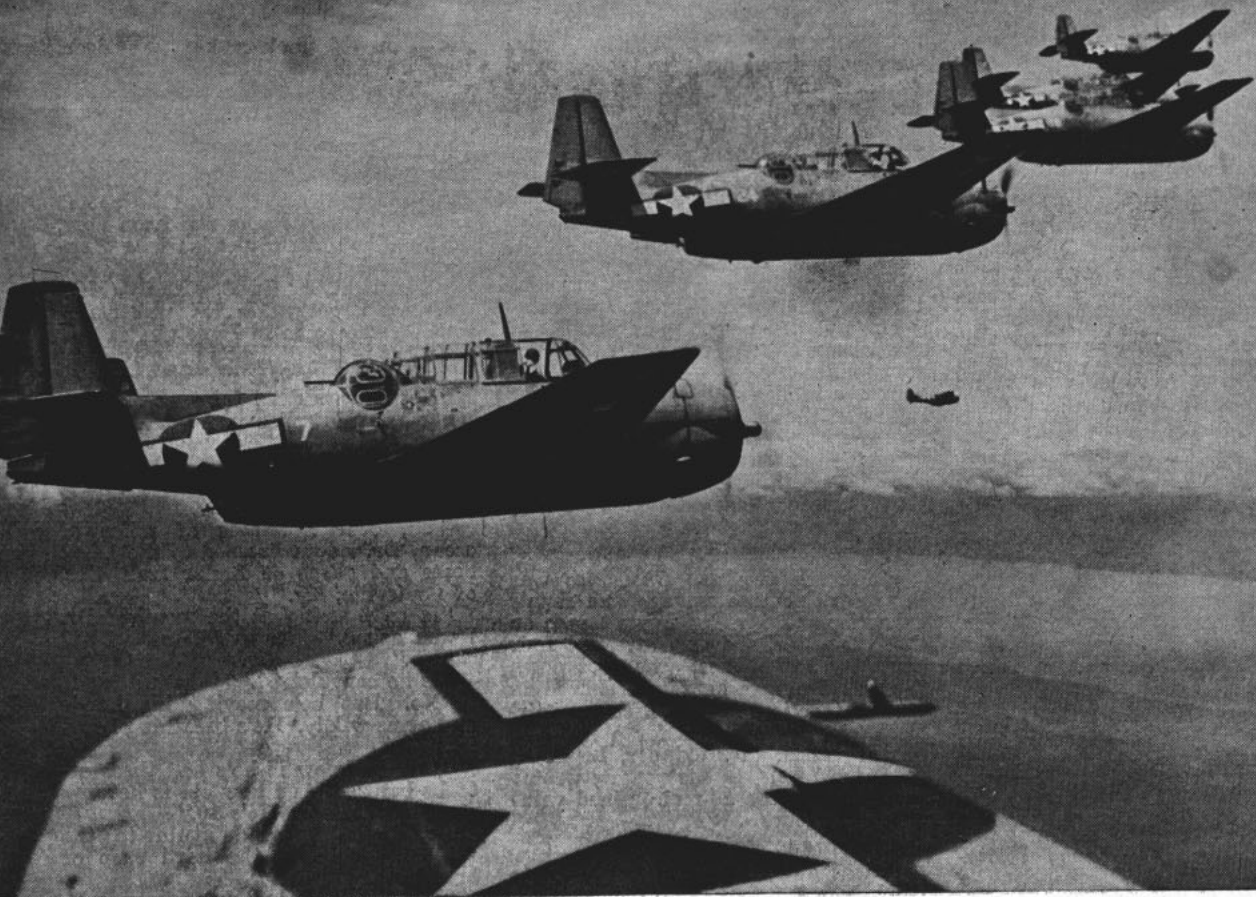
"Listen carefully," he finally said. "Your man has an asthmatic attack. Wrap him in blankets with hot water bottles. Give him an injection of ten minims of adrenalin chloride. Do this at once. And then get him to a hospital as soon as possible."

Under the treatment, Hall rallied. And, several days later, when the ill seaman was transferred to a naval hospital, Dr. Baum's diagnosis was confirmed. Within two weeks, thanks largely to the Navy doctor's accurate diagnosis and treatment via the ether waves, Hall was back on duty, completely recovered.

Of course, in most cases, it's still best to see the doctor personally.



BEHIND OUR SKY FLEETS



AVENGERS, personal representatives of DCNO(Air) and BuAer in the Pacific, go calling on the Japs.

IN 1941 there were 5,260 U. S. naval planes . . . today there are 37,000.

In 1941 there were 6,300 naval pilots . . . today there are 47,276.

In 1941 there were 24,000 officers and men throughout the naval air service . . . today there are 299,968.

In 1941 there were . . .

But, by now, you probably have some idea of the breathless expansion of naval aviation since 7 Dec. 1941. And, too, you must realize that this vast sky fleet didn't just pop out of the blue. The planes had to be designed and manufactured. The men had to be mobilized and trained. New factories had to be thrown up, old ones converted. Workers had to be recruited and trained in the art of making and assembling the thousand and one parts that comprise a plane. Time was the foe to fight.

That this foe was met face on and thoroughly defeated is a tribute to the talents and the sweat and the teamwork of the Deputy Chief of Naval Operations for Air and the Bureau of Aeronautics—or, to say it all in one breath: DCNO(Air) and BuAer.

Briefly, DCNO(Air) mans the planes, BuAer makes them.

DCNO(Air) is not yet two years old, having been created in September 1943, its principal purpose being to perfect and maintain the clock-like co-

ordination between surface and air units of the fleet which has featured and sped our succession of victories and brought our carrier planes over Tokyo's housetops, BuAer is young, too—younger than most of the daring young men who fly its planes. Created by Act of Congress as recently as 1921, it is the baby of all naval bureaus. But a rough, tough youngster it is.

If you don't think so, look at the end result of its efforts—the record of Jap planes shot down as contrasted to our own losses:

	Jap	U.S.	Ratio
1942	1,184	384	3.0-1
1943	2,212	351	6.3-1
1944	6,473	1,147	5.7-1
Totals	9,819	1,882	5.2-1

And, during the last four months of 1944, as the Navy carried the war ever closer to the Nip homeland, naval planes sank 1,200,000 tons of merchant shipping and destroyed 50 warships.

But we're getting ahead of our story; first let us tell you, briefly, about the growth to robust manhood

of this kid brother of the surface fleet.

Naval aviation is almost the same age as aviation itself. As early as 1908, while most of the world was scoffing, the Navy recognized the far-reaching and fierce potentialities of aviation. In that year, two naval officers were detailed to attend the demonstration of an airplane flown by Orville Wright at Ft. Myer, Va. These officers came back to the Navy Department quite impressed, and with the suggestion that pontoons be put on planes so that they could operate from the water as scouting eyes for the fleet.

Their reports resulted in Capt. Washington Irving Chambers, USN, being designated official naval air observer. Capt. Chambers, setting up shop at the Bureau of Navigation (now BuPers), immediately became one of aviation's most ardent supporters. He was largely responsible for persuading Congress in 1911-12 to make its first air appropriation of \$25,000 (just about the cost of one sleek Hellcat today); and he organized the first naval aviation unit, which conducted its daring experiments at Annapolis.

**Far-Sighted Planning by BuAer and DCNO (Air)
Pays Off as Navy Planes Hit Japanese Homeland**

As a result of Captain Chambers' shrewd analyses and enthusiastic reports, our Navy has been a far-sighted pioneer in aviation. It was the first to fly planes from, and land them on, ships; the first to hoist seaplanes aboard a warship; the first to catapult planes into flight from cruising vessels; the first to fly across the Atlantic. Through the years, it has lost none of this pioneering spirit. It continues to soar into the stratosphere of inventiveness.

Thus, in the last three years, the speed of naval fighter aircraft has been increased by approximately 100 m.p.h., ranges have been nearly doubled and armament has been more than tripled in effectiveness. But, although headline writers may gasp Ohs and Ahs over the battle brilliance of our planes and our pilots, the Navy is never satisfied; BuAer's engineers refuse to sit back and puff contentedly on their pipes. For, even while carrier fighters are shooting the foe out of the skies at the rate of more than 5 to 1, BuAer is seeking better planes and DCNO (Air) is improving training technique and developing new combat tactics.

Proof of the Navy's unceasing search for perfection is the fact that, since our entrance into the war, 60 new types of planes have been conceived, tested, procured and placed in operation by BuAer, which has gone further to develop and produce 52 improved models of these basic types.

The past year alone saw the fifth model of the Hellcat (F6F), a fighter-bomber model of the Corsair (F4U) and the fourth model of the Helldiver (SB2c) join the fleet. Making its debut in the last days of 1944 was the Privateer (PB4Y-2), a four-engine juggernaut with a 3,000 mile range

designed to spy on the remotest enemy secret and fight its way home with the news and pictures. Now moving out to the fleet is a tremendously improved scout observation plane. And on the production lines is the newest torpedo bomber, the Seawolf (TBV).

Right behind the combat-inspired improvements of these planes are the so-called "X" models, now in the experimental stage, and also the first production models of several new fighters—at least three of which will make their combat debuts this year.

Just what the immediate future holds in the way of engineering advances is screened by the mist of military security; but there have been hints. For instance, it has been revealed that multi-engine night fighters are in the experimental stage; that a two-engine, hard-hitting fighter is on its way; and that jet-propelled planes are in production.

Behind all these advances are fretful years of planning, sweat-dampened days of drudgery. An airplane, at DCNO (Air)-BuAer, is not just an airplane. It is, first, a wish in a combat pilot's report, then a gleam in an engineer's eye, a design on a draftsman's board, a toy in a model-maker's hand; then it falls apart and becomes an airframe, an engine, a gyro, wings, a propeller, a radio, a rudder, ailerons and a hundred other things. Then these all come together again at an assembly point, and the plane rolls out onto the field to await its eager, well-trained pilot.

The tasks of DCNO (Air) and BuAer are so thoroughly dovetailed that it is virtually impossible to separate what each has done in the progress of naval aviation. However, in a surface-skimming analysis, it can be said that the

Of Machines . . . And Men

"Although the Jap is steadily and rapidly improving the fighting performance of his aircraft—and some of his latest models are excellent—during the past year most of his planes could not be regarded as the equal of comparable types employed by the Navy.

"But a more important factor was the superior quality of our Navy and Marine pilots."—Vice Admiral Aubrey W. Fitch, USN, Deputy Chief of Naval Operations (Air).

job of DCNO (Air) is to decide what planes are needed where, when and how many; to distribute these planes; to train their pilots and their crews and the ground personnel; to decide the broad strategy of air war. It is BuAer's duty to design, produce and maintain the planes.

Aviation planning starts, of course, at the very top—at the war-plan level, where the President, SecNav and Cominch develop naval strategy in broad terms, set time and materiel limits and request program and schedule possibilities. DCNO (Air) and BuAer take the ball from there, lateralizing it to the proper divisions, branches and sections.

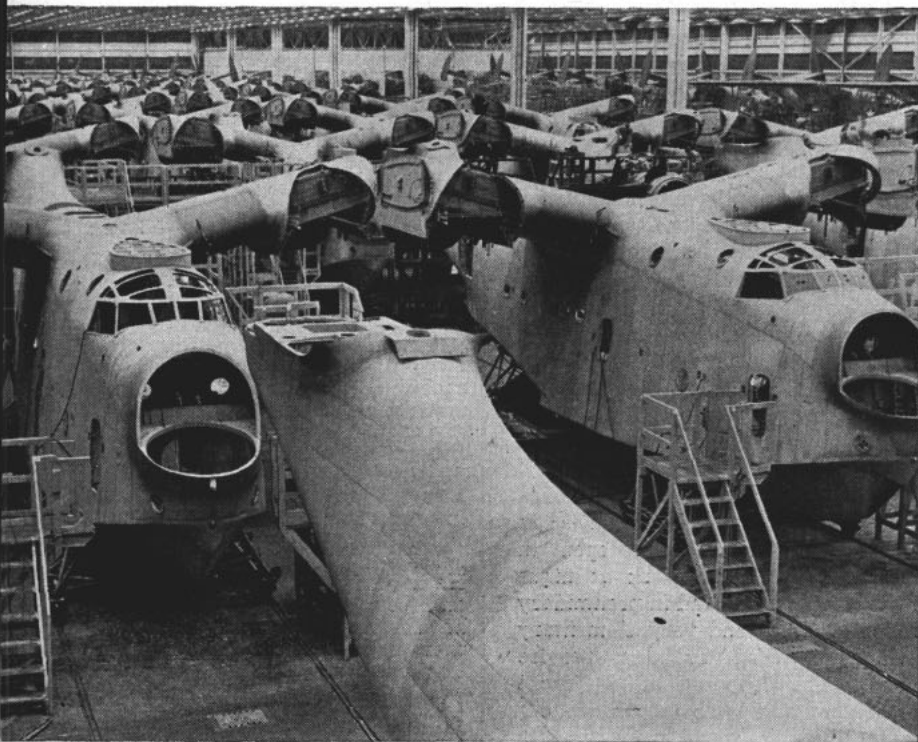
To see how the naval aeronautical program works, let us suppose the war plan dictates the need for 5,000 of certain aircraft in a certain theater at a certain time. . . .

First, the Planning Division determines operational requirements needed to carry out the war plan. It determines the numbers and types of planes, squadrons, ships and shore establishments needed, and the numbers and types of personnel. Time schedules, of course, then have to be laid out so that bases, ships, squadrons, planes and men are ready at the same time. Allowances must be made to meet any exigencies. Plane allowances are made to cover planes which will, at any given time, be in or waiting overhaul. Personnel allowances are developed to provide against the number of men who will be unavailable at any given time because of travel, rotation, illness, etc.

Attrition rates, too, must be developed for both planes and men to cover losses in combat, by accident and through retirement.

The final plane figures are sent to the Engineering Division, which develops designs and specifications for airplanes, accessories and engines. These designs and specifications then go to the Production Division, which establishes the capacities and time requirements of the manufacturing plants.

It is then the Maintenance Division's task to see to it that proper facilities are made available at the various far-flung bases; that the planned number of planes are serviced, repaired and reconditioned. Along these lines, two of the most significant developments have been the organization of CASUs (INFORMATION BULLETIN, Feb., 1945, p. 6), which ready new planes, effect minor repairs and keep carrier hangar decks full; and the creation of



WARBIRDS are hatched in aircraft plant incubators throughout the country from BuAer's plans. Today Navy has seven times the planes it had in 1941.

Official U. S. Navy photographs



Official U. S. Navy photograph

AIRCROWMAN, trained by DCNO(Air), equipped by BuAer, draws a bead in the sights of a waist gun in one of the Navy's Liberator search planes.

the Integrated Aeronautic Program, which keeps a flow of the newest and most militarily efficient planes going to the fleet.

The IAP is based on the American motorist's time-honored pre-war practice of trading last year's family car for a new model because experience had taught him that the year-old model would cost more for maintenance than the brand-new one, would lack late improvements and would fall short in performance.

IAP studies have established that planes have high operating efficiency and great military advantage for no more than a year. The high operating efficiency can be restored by reconditioning, but the military advantage has been irrevocably worn thin. Such planes should be withdrawn from combat. In the desperate urgency of the early war years, every aircraft and each tiny part had to be used and reused to the fullest. Now, because of increased production, it is possible to feed the fleet a constant flow of the newest models available.

Under the IAP, pools of the newest aircraft are supplied to pools in staging zones, to feed pools in tactical areas, to feed carriers and other com-

bat units. Each plane has a "jacket," much the same as one of its aircrewmen, and BuAer knows where every plane is and how long it has been there. Thus, after one year, if still in operation, it is automatically retired and, depending upon its condition, is either dismantled for whatever usable spare parts it may have or is returned to the States for reconditioning and assignment to the training program or reforming squadrons.

The naval aviation training program is considered the best in the world. Its expansion right after Pearl Harbor was an enormous problem. Combat records are proof that the quality of the men produced was not sacrificed in the interest of quantity.

The total pilot-training course takes about 70 weeks. Until last year, 23 to 27 weeks of this time were spent in preliminary academic work at flight preparatory schools and in preliminary ground training and very elementary training at War Training Service schools. The dropping of the flight preparatory and WTS schools enables the birdlings to spend more time in physical conditioning and actual flight instruction.

As now set up, the program begins

with a strenuous 26-week physical hardening course including boxing, wrestling, hand-to-hand combat, swimming, football, labor engineering, military track and survival technique. After this course at pre-flight schools, the cadets are sent to primary flight training, where for 16 weeks they study aerology, navigation, communications, recognition, gunnery and receive their first flight training. Then follows intermediate flight training for 16-20 weeks at Pensacola or Corpus Christi; operational training for 8-10 weeks, and advanced training, beginning with 6 weeks in special types of planes.

Air and ground crewmen also had to be trained to service and maintain the complex planes of the huge war-time armada. That this training has been highly successful is proved by the low operational losses our squadrons have sustained here and overseas. In 74 schools of the technical training command, enlisted men are trained in engines, propellers, hydraulics, heaters, cameras, turrets, radio, radar, rubber-equipment repair, guns and fire control, ordnance, special devices, parachute rigging and scores of other specialties, the complexities of which have been vastly increased by the scientific and technical advances during the war.

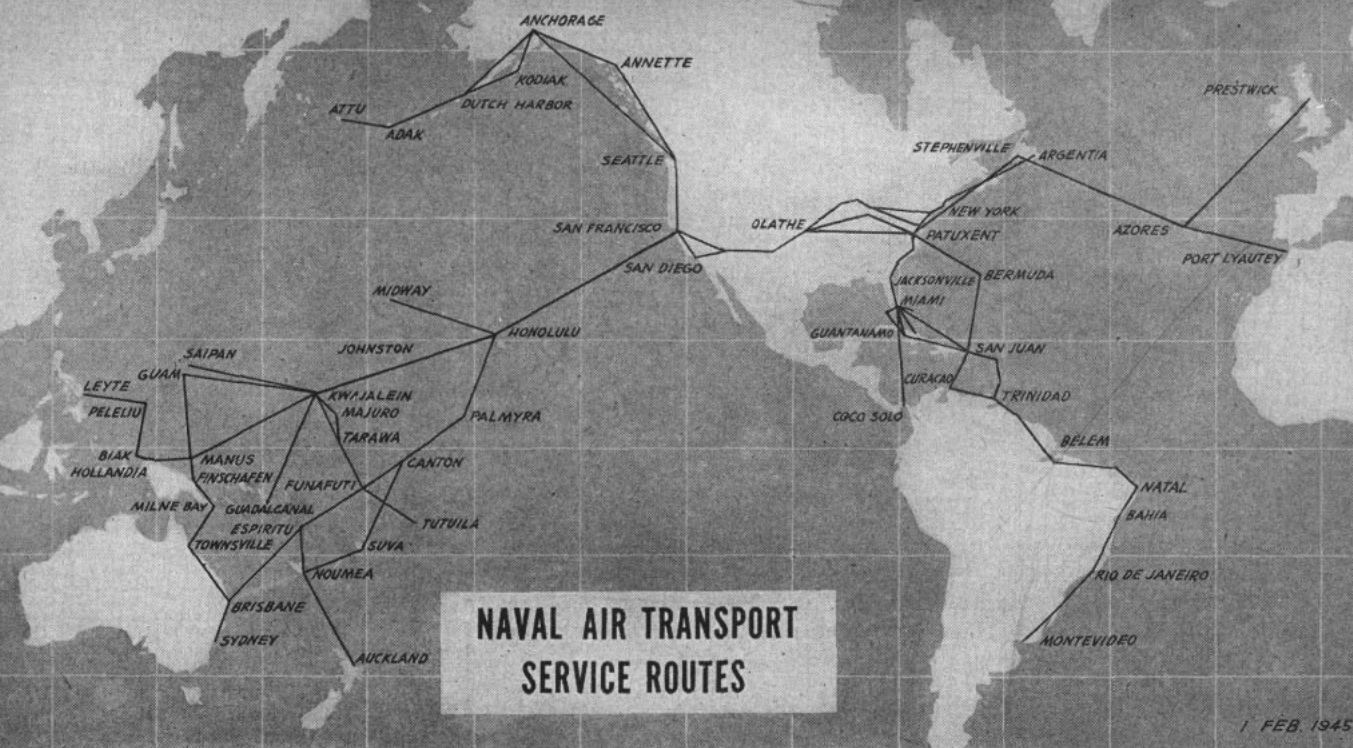
Much of the training of aviation personnel has been accomplished safely and cheaply through special synthetic training devices which faithfully simulate operational conditions. Some 500 different types of such devices have been produced by the naval aeronautical organization, which has

Let There Be Life

Sixty-five percent of all Navy and Marine fliers forced down are rescued. Rear Admiral DeWitt C. Ramsey, USN, Chief of BuAer, tells why:

"The rescue of Navy fliers forced down at sea in combat with the enemy or from other causes is a matter which always has been given prime consideration by the Bureau of Aeronautics. . . Every flier is provided with the latest and best equipment available such as life rafts, emergency rafts, and water making devices to help him survive if he is forced down at sea. He is also provided with the latest and best signaling device to aid his rescuers in locating him. Further, special squadrons have been organized and specially equipped whose sole purpose is to locate and rescue fliers who fail to return from their missions when expected. . .

"We want our fliers back. They are not expendable!"



ARTERIES OF LIFE are the lines on this map. They are the routes of the Naval Air Transport Service (NATS), whose giant land and seaplanes fly vital cargo and passengers over lengthening supply lines under direction of DCNO (Air). Some Atlantic routes were canceled for 1945, but, as the Navy carried America's vengeful might to Japan's doorstep, the Pacific traffic grew heavier; mileage there tripled last year. NATSPac's fleet of Sky-masters, Clippers, Coronados and the Mars' now fly more

than 5,000,000 miles a month over more than 31,000 criss-crossed ocean miles. Every minute of every day there are 30 planes flying NATS routes somewhere over Pacific waters, carrying such assorted essential items as high explosives, baby nipples, 2,000-pound aircraft engines, whole blood, flame throwers. Baby nipples? For two reasons: first, to protect machine-gun muzzles from drenching Pacific rains; second, to comfort native waifs on conquered islands such as Saipan.

distributed them to the Army and our Allies as well as to the various naval training commands. These devices include 55 to aid navigation training, 25 in aircraft performance simulation, 60 in landfall techniques and recognition, 110 in gunnery, 30 in bombing and torpedo training and 80 for use in technical training such as engine operation, engine maintenance, and anti-sub warfare.

Operating synthetic training devices, students experience all the varying conditions of flight, face all the problems posed by complicated machines and human error, and fight any kind of enemy plane—all with incredible realism and complete safety, and without interruption by bad weather, the bane of all training.

The ballooning of the naval aviation program has not been done, of course, without the close cooperation of all the other naval bureaus.

BuPers procures the officers and men.

BuDocks designs and builds the needed base facilities.

BuOrd calculates, designs, schedules the production of and buys the necessary ordnance.

BuShips incorporates the necessary aeronautical elements in its ship-building.

BuS&A provides the supplies.

BuMed organizes the health service to serve the air arm.

Without their coordinated efforts, the Navy's plane strength could never have swollen seven-fold, nor its pilots multiplied by eight, nor its carrier forces have grown from a meager handful to a terrifying fleet of more than 100.

Nor should American industry and American labor be overlooked in giving credit for the tremendous expansion of naval aviation. Naval Air Intelligence's information, DCNO (Air's) demands, BuAer's plans—none of them would have been worth their weight in cancelled ration stamps if American manufacturers and workers had not met the needs.

At first, before mass production of planes could get rolling, it was not easy. Plants weren't available, skilled workers were scarce. Some parts of the famed Hellcat, Grumman's answer to the Navy's need for a speedy, high-climbing fighter right after Pearl Har-

bor, were built in a shooting gallery by workers recruited from farms and fishing villages. And the first Hellcat rolled out of a new factory that was only three-fourths completed.

Continued modification and production changes have turned many a manufacturer's hair grey as he battled to meet Navy production schedules and satisfy Navy perfectionists. In the past year alone, naval aviation contractors had to make nearly as many production changes as the automobile industry did in all its history up to the outbreak of this war.

Some of the major improvements ordered into production during the past year alone included:

WATER INJECTION, a method of spraying cooling liquid into gas mixtures so that compression can be greater without detonation. Thus, it gives a pilot the emergency speed necessary for making a kill, or escaping an enemy on his own tail.

JATO (jet-assisted takeoff), adapted for nearly all types of Navy combat planes. Each of the small, easily-attached units adds over 300-horse-



NEWEST Navy plane to be released in photograph is the Privateer, an Army Liberator redesigned for the Navy's long-range Pacific operations. The changes most apparent are the single tail assembly and gun blisters.



CARRIERS hurled 1,500 planes at Tokyo 34 years after the first flight from a ship. Catapulting planes, first tried in 1912, also has improved over the years. Compare the photos above and below with those opposite.



Official U. S. Navy photographs

power to the aircraft's takeoff horsepower. JATO planes can carry heavier loads or use shorter runways.

RADIO ALTIMETER, which enables a pilot to know within a few feet his position in relation to the ground or water under his plane.

ANTI-BLACKOUT SUIT: This coverall weighs only two pounds more than the regular summer flying suit yet, by pressure control of the blood flow, makes possible violent and sustained maneuvers that otherwise would black out a pilot.

AUTOMATIC ENGINE CONTROLS to relieve the pilot of the necessity of observing and controlling numerous dials and gauges, allowing him to devote more attention to the enemy.

Naval Aviation

1910—Eugene Ely, a Glenn H. Curtiss pilot, made the first flight from a ship, taking off from platform on forecastle of USS *Birmingham*, at Hampton Roads, Va., on 14 November.

1911—In the first shipboard landing, Ely came down on a platform on USS *Pennsylvania*, San Francisco harbor, 14 January . . . Seaplane piloted by Curtiss landed alongside USS *Pennsylvania* at San Diego. was hoisted aboard, then returned to water whence it returned to its North Island base.

1912—First successful catapult take-off was made from float in Washington Navy Yard by Lieut. Theodore G. Ellyson, USN, first naval aviator.

1913—Aviation unit accompanied fleet on maneuvers for first time.

1914—Naval planes were in combat for first time at Vera Cruz, Mex., on 21 April, when scout flown by Vice Admiral (then Lieut.) P. N. L. Bellinger, USN, returned from reconnaissance bullet-ridden. . . . First naval air station opened in abandoned Pensacola, Fla., Navy Yard.

1915—First Navy-designed seaplane built at Washington (D. C.) Navy Yard. . . . Seaplane attains record altitude of 14,500 feet. . . . Another sets endurance record of 8 hours, 20 minutes. . . . Plane catapulted from moving ship for first time.

1916—USS *North Carolina*, with five airplanes aboard, operated with fleet throughout winter maneuvers. . . . Direction of naval activities transferred from BuNav to Office of Naval Operations.

1917—Naval aviation expands for war . . . First ground school established at Massachusetts Institute of Technology . . . Elementary flight schools opened at Bay Shore, L. I., Miami, Key West and San Diego.

REVERSIBLE - PITCH PROPELLERS to make flying boats as easy to maneuver on the water and moor as little scout planes.

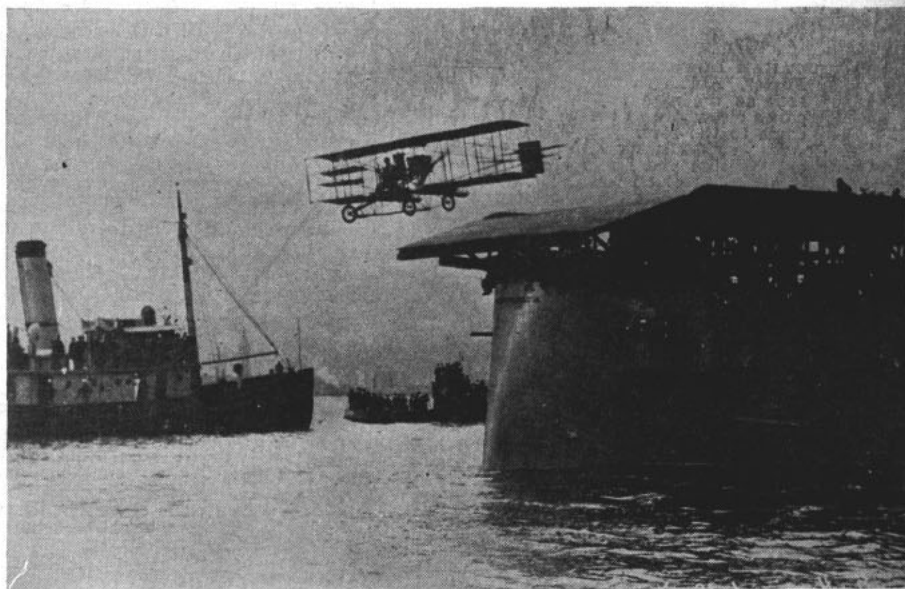
Power-operated turrets, jettisonable package-gun containers, self-sealing fuel tanks, water-dispersing lacquer to clear windshields, a shock and vibration suspension to protect delicate instruments, dual-rotation propellers to harness the terrific built-up horsepower of fighters, numerous electronic devices—these and scores of other improvements too numerous to mention are emerging daily from the conference rooms and drawing boards of DCNO (Air) and BuAer to maintain and magnify our margin of superiority over the enemy and to speed the day of ultimate victory.

Milestones

- 1918—Navy operated 12 air stations in France, 7 in British Isles, 2 in Italy and organized Northern Bombing Group for day and night raids on German sub bases.
- 1919—The NC-4 flew from Newfoundland to Plymouth, Eng., via Azores and Lisbon, 16-31 May.
- 1921—BuAer created by Act of Congress. . . . First turntable catapult installed on USS *Maryland*.
- 1922—The collier USS *Jupiter* converted into aircraft carrier and renamed the USS *Langley*.
- 1925—President Coolidge appoints Morrow Board to study aviation.
- 1926—"Five Year Program" established by act of Congress on recommendation by Morrow Board for Navy, with naval plane total to be increased to 1,000.
- 1928—Converted from battle cruisers, carriers USS *Saratoga* and USS *Lexington* joined the fleet.
- 1934—First ship constructed specifically to be a carrier was launched—the USS *Ranger*.
- 1940—Within span of five days Congress authorized increase of naval plane strength from 3,500 to 4,500 to 10,000 and, finally, to 15,000. President authorized to increase this number whenever necessary to meet defense needs.
- 1941—Naval Air Transport Service (NATS) organized under CNO.
- 1942—Carriers come of age in turning back Jap fleet in Battles of Coral Sea (7-8 May) and Midway (3-6 June).
- 1943—BuAer reorganized, DCNO (Air) created.
- 1944—Jet-assisted takeoff developed to enable planes to take off with heavier loads or shorter runways.
- 1945—Newspaper headline: U. S. Carrier Planes Raid Tokyo.

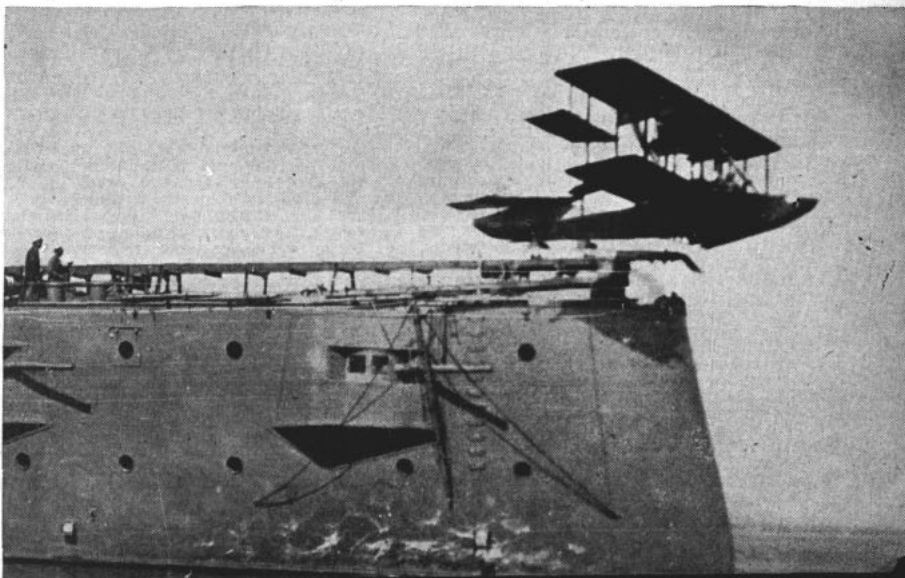


FIRST Navy plane was this Curtiss biplane, a jalopy in contrast to the giant Privateer opposite. The pontoon was the Navy's contribution to aircraft. This plane also had wheels, making it the first amphibian.



Official U. S. Navy photographs

TAKEOFFS from ships started when Eugene Ely hopped from USS *Birmingham* in 1910, landed on and took off (above) from USS *Pennsylvania* in 1911. A catapult was first used on a Navy ship (North Carolina, below) in 1915.



NEW BOOKS IN SHIPS' LIBRARIES

A bombsight inventor's flight through the underground, Lincoln's contemporaries, PT adventures, a collection of lusty sports stories, a naval jungle hospital, another look at life by Steinbeck, a history of Notre Dame football—these are topics of some of the new books, fact and fiction, recently purchased for distribution to the service.

Not all of the new books 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. Units may request titles of special interest from the Bureau.

Paper-bound Armed Service Editions are expected to provide most of the recreational reading for the fleet and other units beyond the continental United States, so most of the cloth-bound books supplied to such units will be largely non-fiction.

FACT

- ABRAHAM LINCOLN'S WORLD** by Genevieve Foster. Abraham Lincoln takes a back seat as the men and events of significance elsewhere in the world of his time come to the fore.
- CONTROL OF GERMANY AND JAPAN** by Harold Moulton and Louis Marlio. Soundly thought-out plans for peace. Of special interest now that the eyes of the world are focused on next month's United Nations conference at San Francisco.
- DEATH WAS OUR ESCORT** by Ernest G. Vetter. PTs in action—a grueling, merciless and ruthless struggle against danger.
- ESQUIRE'S JAZZ BOOK** edited by Paul Eduard Miller. Musicians, bands, recordings—from the pages of *Esquire* for the hot-rhythm enthusiast.
- "FIRST WITH THE MOST"** FORREST by Robert Selph Henry. Vigorous biography of Nathan Bedford Forrest, Confederate cavalry leader who entered the Army as a private at the age of 40 and became one of America's most brilliant generals.
- FRANK LEAHY AND THE FIGHTING IRISH** by Arch Ward. Notre Dame's famous football team and its heroes—Rockne, Dorais, Gipp.
- HALF PAST WHEN** by Hassoldt Davis. Absorbing tales of the Fighting French in the Congo, the dangers they encountered, the amusing things that happened, and behind it all the steadfastness of their purpose.
- I LIED TO LIVE** by Alexander Janta. A Polish officer passes himself off as a Frenchman, and is deported to Germany as a slave laborer on a German farm. It's a good picture of Germany and the Germans and an exciting story of a precarious existence.
- MANY A WATCHFUL NIGHT** by Lieut. John Mason Brown, USNR. Dramatic account of the preparations in England for D Day, and the invasion itself as seen from the bridge of the USS *Augusta*.
- MEN OF POPULAR MUSIC** by David Ewen. Jazz, blues, ballads and boogie-woogie from King Oliver to Benny Goodman, with the techniques and the idiosyncrasies of the men who developed them.
- MOB 3: A NAVAL HOSPITAL IN A SOUTH SEA JUNGLE** by Capt. Robert P. Parsons, (MC) USN. The medical officer in command describes the setting up of the first mobile hospital in a Pacific outpost. Good pictures of native life.
- PRODIGAL GENIUS: LIFE OF NIKOLA TESLA** by John J. O'Neill. An extraordinary man whose mind threw forth revolutionary ideas like showers of sparks—ideas that shaped the basic principles of electricity and laid the foundations of today's physical world.
- SPORTS EXTRA** edited by Frank Stanley. Lusty he-man stories of American sportmanship and fair play. A book to make you dream of sports equipment.

WITHIN THE CIRCLE by Evelyn Stefansson. Life in the lands that lie within the Arctic Circle.

FICTION

- CANNERY ROW** by John Steinbeck. Life with the odds and ends of humanity in carefree, sun-drenched Monterey.
- CAPTAIN FROM CASTILE** by Samuel Shella-barger. Lively, colorful romance of 16th century Spain and Mexico. Pedro de Vargas, a young caballero, joins Cortez' expedition in Mexico, and Catana, dancer from an inn in Spain, manages to follow her knight. There's a bloody Indian rebellion; Pedro goes to Spain to prove Cortez' loyalty, and then returns to the new world with Catana.
- HIDEOUT** by Egon Hostovsky. Relentlessly mounting fear imprisons its victim, a Czech scientist and inventor of a bomb-sight, until the underground releases him through a suicide mission.
- RETURN TO THE VINEYARD** by Mary Loos and Walter Duranty. There's all-the

excitement of a novel of pioneer life in the return of the villagers, repatriated from all over Europe, to their Nazi-devastated vineyards. It's a look into the future—and a hopeful one.

RIVER SONG by Harry Hamilton. Impact of the sophisticated world by radio upon a community of shanty boat dwellers of the Mississippi, bringing romance, fame and humor in its wake.

THERE GOES SHORTY HIGGINS by Jack Karney. The fight game from the back door, told by Shorty Higgins, promoter, who had an eye for "dames" and a knack for picking winners in the ring.

THE VALLEY OF DRY BONES by Arthur Henry Gooden. A Western in the time-honored tradition with Ross Chaine, the shining young knight who avenges his father's murder with a girl's help.

VERSE

MY COUNTRY by Russell Davenport. A poem to America. There's the beauty and the ugliness, the good and the evil, the warning against worshipping the machine, and the conclusion that America must use its freedom "not to limit but to share."

SUMMER LANDSCAPE by Rolfe Humphries. Familiar themes—gardens, ancestors, the weather—presented in deft verse.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 32 new titles published each month in the Armed Services Editions are distributed to all ships in commission and to shore-based activities outside the U. S. These books are special editions of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible. Send any comments or inquiries to BuPers.

Books currently being shipped are:

- AUNT BEARDIE** by Joseph Shearing (P-23). *The New Yorker* recommends this for those who like their murders neat.
- BLOOD UPON THE SNOW** by Milda Lawrence (P-17). Smooth handling of a nice case of horror.
- BOOMERANG** by Comdr. William Chambliss, USNR, (P-2). Navy tale of American courage and ingenuity in the Pacific.
- BOTTS IN WAR, BOTTS IN PEACE** by William Hazlett Upton (P-21). Collection of short stories about the inimitable Botts, salesman for Earthworm Tractors.
- BRAVE MEN** by Ernie Pyle (P-30). From naval vessels, from the beaches and from the front itself, Pyle collected his material on the invasion of France.
- DANGER IS MY BUSINESS** by Capt. John D. Craig (P-20). A deep-sea diver's adventures with octopuses and sea life on many an ocean floor and with jungle life through thirty-five countries.
- DRAGONWYCK** by Anya Seton (P-27). Stormy and violent tale of love and hate among the early Dutch settlers of the Hudson River valley.
- THE FIGHTING FOUR** by Max Brand (P-8). Tough desperadoes and ruthless killers are no match for the great Silvertip.
- THE GREAT BUSTARD AND OTHER PEOPLE** by Will Cuppy (P-7). Mixture of satire and outrageousness that includes *How to Tell Your Friends from the Apes* and *How to Become Extinct*.
- HOTEL SPLENDEUR** by Ludwig Bemelmans (P-4). An extravaganza of those who serve and those who are served, against the background of a luxury hotel.
- THE KINGDOM OF SWING** by Benny Goodman (P-10). In the groove with an A-1 band leader.
- LADY INTO FOX** by David Garnett (P-1). Persuasively written fantasy of the sad predicament of an Englishman whose wife literally turns into a fox.
- LIE DOWN IN DARKNESS** by H. R. Hays (P-11). Serenity pervaded the household of the two spinsters until one began to exhibit the temperament of a black widow spider. Good horror story.
- LOST ISLAND** by James Norman Hall (P-5). The impact of industrial civiliza-

tion upon a peaceful island in the Pacific as the Seabees plan an airfield.

MANY HAPPY DAYS I'VE SQUANDERED by Arthur Loveridge (P-18). Reminisces about his adventures with snakes, monkeys, crocodiles, lions and beer-drinking bush babies in Africa.

MOTHER WORE TIGHTS by Miriam Young (P-13). Mother not only wore tight but followed the vaudeville circuit with her husband Frank and their child. This is their story dished up with humor.

NOT QUITE DEAD ENOUGH by Rex Stout (P-6). In the first story, Nero Wolfe is goaded into solving a particularly nasty murder. In the second, he works for the Army exposing sabotage.

STORIES by Erskine Caldwell (P-19). Mostly about the south, with a few memorable exceptions about Maine, these stories run the gamut of emotions.

TRAIL TOWN by Ernest Haycox (P-16). Trail Town had so many tough characters that it was a toss up whether Dan Mitchell, their fighting sheriff, would live long enough to clean it up.

A TREASURY OF SCIENCE edited by Harlow Shapley (P-31). Essays written by such scientists as Jeans, Eve Curie, Ditmars, Huxley, Galileo, Jenner, Peattie and de Kruif.

THE VALLEY OF SILENT MEN by James Oliver Curwood (P-12). Jim Kent confesses to a murder he did not commit.

VALLEY OF THE SKY by Robert D. Skidmore (P-9). Thoughts and hopes and dreams of the crew of a bomber.

WORLD'S GREAT HUMOROUS STORIES edited by Irvin S. Cobb (P-22). A collection well calculated to elicit the maximum of chuckles and guffaws.

YANKEE FROM OLYMPUS by Catherine Drinker Bowen (P-32). Human and understanding portrait of one of America's outstanding men—Chief Justice Holmes.

O'HENRY MEMORIAL AWARD PRIZE SHORT STORIES for 1943 edited by Herschel Brickell (P-25). America's best in the short story.

ONE MAN'S MEAT by E. B. White (P-26). 45 essays on various and sundry subjects; reflections upon his life in New York and on his farm in Maine.

PILOTIN' COMES NATURAL by Frederick Way, Jr. (P-14). Steamboating on the upper Mississippi half a century ago.

THE REBELLION OF LEO MCGUIRE by Clyde Brion Davis (P-24). A gentleman thief with a Robin Hood philosophy ends up in prison for his misdeeds; there reforms, is paroled and accepts a war job.

THE REPUBLIC by Charles A. Beard (P-29). America today. A frank analysis of its political and social structure.

ROOKIE OF THE YEAR by John R. Tunis (P-3). A cool-headed rookie breaks into baseball.

SLOGUM HOUSE by Mari Sandoz (P-28). Graphic picture of Nebraska's early pioneering days.

STARLIGHT PASS by Tom Gill (P-15). A ranger fights to defeat the unscrupulous Bert Pogue and his notorious North Continental Development Company.



Official U. S. Navy photograph

Endless rows of factory lights are reflected on transparent laminated-plastic turret domes being readied for PBMs.

Waging Naval War With Plastics

TO the list of things which have changed the nature of modern war add these: a scarcity of elephants and a \$10,000 offer for a billiard ball.

Because of them, the Navy today fights with the aid of plastics. Many materials whose shortage might have hamstrung the war effort have been replaced and, more often than not, improved upon. Researchers have turned up such interesting developments as bullet holes that disappear and charts that light themselves.

There was a time after the Civil War when elephants were among the scarcer items in the world, and a severe shortage of ivory resulted. Among those hard hit were manufacturers of billiard balls. To keep alive a favorite sport—as well as his business—one billiard ball manufacturer offered a \$10,000 award to anyone developing an artificial ivory.

The offer interested two young printers, John Wesley Hyatt and his brother Isaiah. Working evenings and Sundays, they began experiments with guncotton and camphor and in 1869 patented an artificial ivory which they called celluloid.

There is some doubt whether the Hyatt brothers ever got the \$10,000 prize, but there has been no doubt

Mixing 'Coal, Air and Water' Has Solved Many Critical Shortages for the Navy and Turned Up Some Novel Ideas

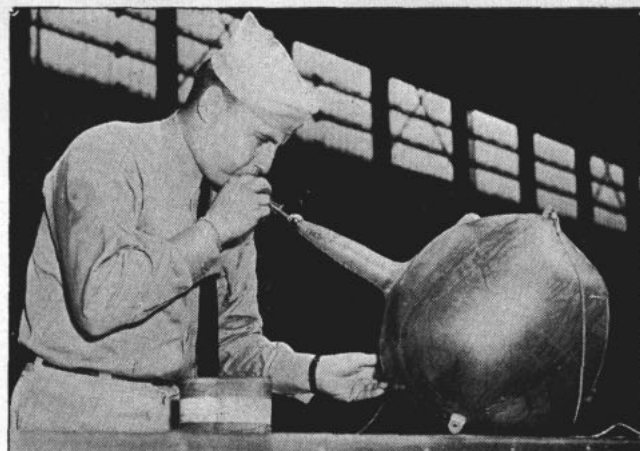
as to the importance of this synthetic material and the part it and its descendants are playing in the war. Every ship, station and bureau of the Navy uses plastics in some form. The bugles that signal the opening and closing of the day, dishes that serve the food, smokeless powder, airplane parts, training devices, insulating materials—those, and almost countless other items, may be plastic.

Using plastics has saved the Navy millions of pounds of critical materials as well as thousands of valuable man- and machine-hours. During the first year of the war, 2,000,000 pounds of aluminum alloy, for instance, were conserved through the use of plastics and plywood. Most of this was saved in the manufacture of six aviation articles alone: droppable gas tanks, gas-tank fittings, wing tips, ailerons, chart boards and flooring. Every Navy fighter plane has between 300 and 400 plastic parts, and bombers have up to 500.

The wide use of plastics by the Navy in aviation and other fields is not entirely the result of an attempt

to replace critical metals with "just-as-good" plastic materials. Plastics are used because they are right for certain jobs. The millions of plastic products used by the Navy have been produced through years of research within the naval service and through cooperation with commercial manufacturers and chemical concerns. Some of this experimentation goes back 35 years, and at least one Navy plastic goes back to the Spanish-American war.

The work done by one bureau alone—Ordnance—gives some idea of the Navy's use of plastics. BuOrd has a separate laboratory devoted to plastics and synthetic rubber. Established in November 1942, the lab was intended to be a place where plastic products could be tested and their merits evaluated. As the lab grew from a few small machines to a large workshop of molds, testing apparatus and miscellaneous equipment, it became more and more a place where plastic products were produced. Much of its time now is devoted to development of new ways in which plastics



Official U. S. Navy photographs

PLASTIC PLYWOOD hulls, which keep down weight of PTs, have proved able to stand rough treatment.

NEW ADDITION to the Navy's life-raft equipment is this plastic "solar still" to make sea water drinkable.

can be used and to studying the new materials which are currently being developed.

Almost every one of the more than 20 different plastics may be seen at the lab. There are plastic blocks lighter than balsa wood, weighing half a pound per cubic foot, and blocks with a tensile strength of 50,000 pounds per square inch. (Mild steel has a tensile strength of 60,000 pounds.) There are jet-black plastics, gay multicolored plastics and crystal-clear ones.

Plastics in general are of two types—thermosetting or thermoplastic. Thermoplastic, or heat-softening, products may be remolded indefinitely. They can be produced faster and cheaper than the thermosetting, or heat-hardening, variety which cannot be remelted.

Although both types take hundreds of different shapes and have as many different qualities, the chemicals from which they are produced are all derived from such common sources as water, wood, air, coffee, soybeans, oats and milk.

Back in the days when women could get nylon stockings it was said this plastic hosiery was made of coal, air and water. This was approximately true. It contained carbon, oxygen, and hydrogen, which is another way of saying coal, air and water. Of course, you couldn't throw these three in a mixing bowl, beat them up and get nylon thread; but carbon, oxygen and hydrogen are the three elements found in many of the resins used to make plastics.

Resins are made by a chemical condensation or polymerization of various substances, which changes them into compounds having different physical properties. The resulting resins, in either liquid or solid form, are placed in a mold and subjected to heat and pressure. When this hardens, it will be a full-fledged plastic in the form of a salt-shaker top, instrument housing, gas-mask lens or any one of a thousand other things, according to the mold used.

Plastics are not always molded pure; often cloth, paper or wood is impregnated with resin and then subjected to heat and pressure. If the

plastic is to be used as an insulating material, the resin can be mixed with mica; if it is intended to be fireproof, it can be mixed with asbestos.

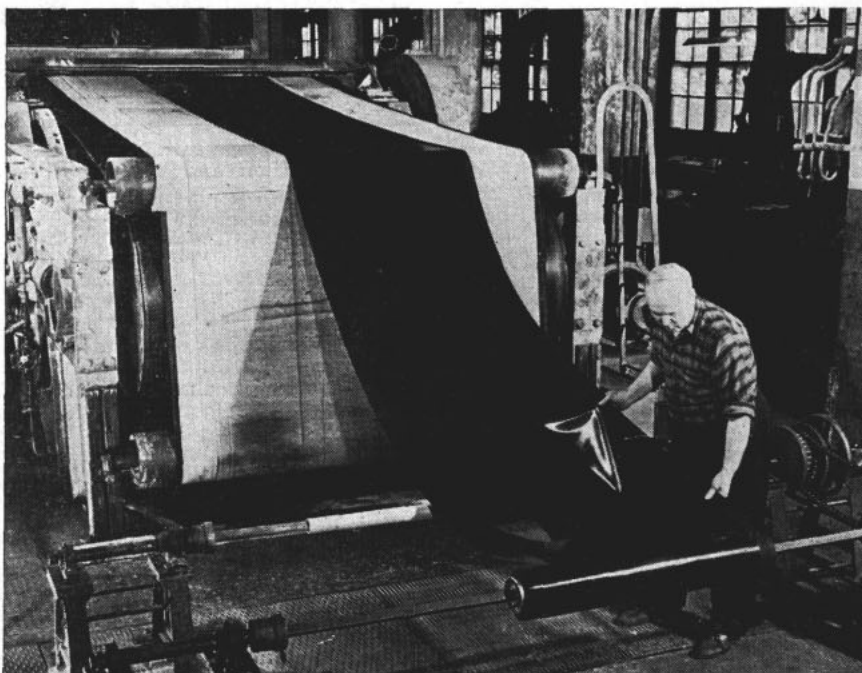
One familiar product, the cafeteria tray, is made from impregnated macerated cloth. Cuttings and trimmings of Navy seivvy shirts and the Army equivalent are impregnated with resin, given the heat treatment and molded—the result: a plastic tray. So in a way, maybe an Army man has given the shirt off his back so you can eat your food.

The insulating qualities of plastics are probably their greatest assets and most important properties. The Navy began experimenting with plastics for shipboard electrical insulation more than 35 years ago. Today, there is almost no end to the number of plastic insulators used in the construction of naval aircraft, ships and buildings. Probably the largest use of plastics by the Navy is in cable construction.

Plastics are used in the construction of distribution panels, circuit breakers, switchboards—in fact in any item requiring an insulating material which is resistant to water, heat and flame.

One of the principal uses of plastics by BuAer is in transparent plastic sheets for cockpit canopies, turret housings and bomber noses. Acrylic sheeting, a crystal-clear transparent plastic, is used in the manufacture of all cockpit canopies for Navy fighter planes.

Recently a commercial company developed a new three-ply transparent laminated plastic sheeting that gives added protection to airmen flying in pressurized high-altitude planes. The new sheeting proved to have a self-sealing tendency. Bullet holes close up almost immediately because of the rubber-like nature of the inner plastic sheeting. The sheeting has already been installed in pressure cabins of



Photograph from Thiokol Corp.

Plastic sheeting for lining fuel-storage tanks rolls off curing press.

the Army's giant B-29s and has made it possible for crews to go without oxygen masks. By using the laminated plastic enclosures, nearly normal ground-level atmospheric conditions have been maintained.

All naval aircraft engines, when being shipped, are encased in moisture-resistant plastic bags. Propellers for training planes, adapters, baffles, bearings, support panels for self-sealing fuel tanks, wing tips, housings of all types, shelves, sockets, control pulleys and bushings are a few plastic applications used in plane construction. Plastics have made possible a great weight saving on planes. The plastic antenna masts, which have succeeded the old type of wood reinforced with steel, have saved 35%. The plastic nozzles used to defrost windshields weigh 45% of the metal nozzles once used—and cost 30% less.

In order to improve the overall performance of naval aircraft, BuAer is sponsoring a variety of plastic research products at its plastics laboratory at the Naval Air Material Center, Philadelphia, and other large government laboratories. Extensive research is being conducted to develop a stiff, lightweight combination of materials for use in naval aircraft structures. The objective is being obtained by use of sandwiched material composed of high-strength plastic laminates or aluminum faces separated by a low-density case material such as balsa wood. The performance of high-speed aircraft depends on a smooth flow of air across the flight surfaces. The sandwich construction helps achieve this. BuAer has also sponsored the development of resins that can be molded by low pressure to produce high-strength plastic laminates. These permit the molding of large structures with low-cost equipment.

Plastics ride the seas also. Little things like curtain rings, drawer pulls, coat hooks, soap dishes, dust pans and bulletin boards often are made of plastic. If the cuspidor on your ship doesn't have that familiar ring anymore, you will know it is made of plastic instead of brass. The chair you are sitting in may be of plastics. Recently BuShips ordered plastic fireproof upholstery for all combat ships. The new upholstery, used in all new ships and all old ships returning to service after repairs, is non-smoldering, gasoline- and oil-resistant and extremely durable under wide temperature ranges. The material is also being used as turret lining and seat covering in bomber and fighter aircraft.

The laminated plywood hulls of PT boats have already proven their ability to stand up. Recently tests were made of a plastic lifeboat but as yet the new type of craft has not been put into operation.

Blackouts need not be a hindrance for sailors reading charts if their ship is equipped with fluorescent plastic chart envelopes or covers. This new envelope, having a fluorescent pigment, emits a minimum glow sufficient to make descriptive material covered by the envelope or folder visible under the black light of near-ultraviolet rays. Blackout quarters for chart-reading are not needed with it.



Official U. S. Navy photograph

ENCASED IN PLASTIC, moisture-resistant bag, an aircraft engine is loaded for shipment aboard a NATS cargo plane.

The problem of overcoming fouling organisms and shipworms has been the object of research almost since the beginning of navigation upon the seas. The introduction of iron and steel vessels also brought the problem of underwater corrosion.

As the result of intensive research by BuShips over a period of years, the Navy now uses a plastic ship-bottom paint which has materially reduced corrosion and fouling, thereby bringing about enormous savings in fuel oil. Incidental results are a lessening of strain on machinery and reduction of critical demand for docking facilities for cleaning and painting ship bottoms.

For U.S. seamen the use of plastic paint has meant much less scraping and painting. Considerable saving of elbow grease also has resulted from the development of plastic desk-clock cases for naval and merchant ships. Cases for these timepieces formerly were manufactured from expensive brass castings that had to be machined and polished frequently. The new synthetic cases look like their best after a once-over-lightly with a cloth. In this instance plastics were called to the front not as a labor-saving device but to substitute for a critical metal.

In many instances substitute products have proved better than the material they replaced. For example, when used as certain types of hand valves on ships, plastics have several advantages over metal. They are available in many solid colors, and handles made from distinctive colors are easier to identify quickly. Also,

plastic provides greater insulation under extremes of temperature and makes a better nonskid grip for the user.

Another substitute since proved better than the first-string product is the combat binocular developed and designed by the U.S. Naval Observatory. Improved features of these combat binoculars include extreme resistance to the corrosive effects of salt water and air, effective waterproofness when submerged to depths of more than 100 feet, sturdy mechanical construction and fixed adjustment of focusing. These characteristics make the instrument well suited to tropical climates, amphibious operations and use in submarines. The plastic binocular is also capable of withstanding far more shock than the old-type aluminum binocular. The resistance of the substitute binocular to the penetration of moisture and fungus provides additional advantages.

The Training Activity of BuPers found many uses for plastics. To name a few: blinker apparatus for signal practice, chart-projection demonstrator for teaching navigation, sextants, models of ships for recognition training, damage-control-system models and amphibious-training devices such as ship-to-shore demonstration panels.

Plastic research for BuMed is conducted by the medical and technical staff of the bureau. Plastic syringes and medical tubing of all types are made of synthetic materials. One of the greatest obstacles to the further

(Continued on page 71)

LETTERS TO THE EDITOR

This column is open to "official communications from within the Naval Services on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding 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 by official channels. Do not send postage or return envelopes; no private reply will be made.

EMERGENCY LEAVE

SIR: Is a recommendation from the American Red Cross and the attending physician required before emergency leave can be granted because of serious illness at home?—M.L.B., S2c, USNR.

• In general, the granting of leave is the prerogative of the CO. The Navy Department may or may not call upon the American Red Cross for information upon which to determine whether or not emergency leave shall be granted. The report of the Red Cross is expected to be factual, and opinions or recommendations are not requested in such a manner as to place responsibility upon the Red Cross or the attending physician.

It is not the intention of the Navy, however, to rely upon either the Red Cross or the family physician to determine the necessity of a man's presence at home. The necessity of his presence, as well as whether or not his services can be spared and transportation can be arranged for him, are all matters under the cognizance of the immediate commanding officer.—ED.

DISCHARGE CERTIFICATES

SIR: In January 1944, when I completed 16 years in the Navy, I was discharged and reenlisted immediately. However, I received nothing to show that I had been discharged. The ship's writer told me that such certificates had been discontinued. Is this correct?—C.O.M., CSK, USNR.

• Yes. BuPers Circ. Ltr. 158-42 (NDB, cum. ed., 42-1021) discontinued for the duration discharge certificates for regular Navy men who are discharged for purpose of reenlisting immediately. Personnel who are discharged for reasons other than for reenlistment, however, continue to be issued certificates showing the type of discharge they receive.—ED.

CREDIT WHERE DUE

SIR: Your January 1945 issue, p. 47, reports that more than 800 naval personnel and civilian employees at NAS, Floyd Bennett Field, N. Y. gave 693 pints of blood in 420 minutes to a Red Cross mobile unit, which you say set a nation-wide record for mobile unit collection.

Although Floyd Bennett deserves high-praise for its generous contribution, I should like to point out that the 25 Nov. 1944 issue of Ramp-Age, station paper at the Landing Craft School, U. S. Naval Amphibious Training Base, Coronado, Calif., reported that 934 pints of blood were contributed in one day to a mobile unit by more than 1,500 officers and men here.

Even our proud record, we understand, was topped by the marines at the Marine Corps Air Depot, Miramar, Calif., who donated more than 1,000 pints to a mobile unit.—M.L.C., Lt. (jg), USNR.

ADVANCEMENT OF CPA

SIR: I am a certified public accountant and college graduate. Is there a specialist rating for which I can qualify, since there is a long waiting list for the storekeeper rates on this ship?—H.L.D., S2c.

• No, since CPAs are considered best qualified for storekeeper duties. Advancement to the SK rating must, however, be made within complement, and in accordance with instructions contained in BuPers Circ. Ltr. 297-44 (NDB, 30 Sept. 1944, 44-1145).—ED.

NAVY TEAMWORK

SIR: I have just finished reading "They Went to Hell and Back" by Comdr. Donald J. MacDonald, USN, on p. 20 of your Nov. 1944 issue. I agree with him that the USS O'Bannon (DD 450) was a swell ship with a swell crew. This I know, as I have sailed on the USS Nicholas (DD 449) in the same task force with her.

Now, it isn't that I want glory—and I believe I can speak for the rest of our crew in this matter—but those of us who also went to hell and back when things were happening in the South Pacific wonder why so much is written about the O'Bannon, when an equally heroic story could be told about the entire task force.—E.K., CM2c.

• The story of the O'Bannon, as we saw it, reflected credit on the destroyer service as a whole: her achievements were but one sample of the total achievements of DDs in this war. And since it goes without saying, in the Navy, that achievements are products of teamwork, our publication of an article about one ship in a task force implied no failure to appreciate the work of her teammates—including, in this case, the Nicholas, which (like the O'Bannon) was honored with the Presidential Unit Citation. For an article specifically describing teamwork in a task force during battle, see "They Ran... But Won" in the Jan. 1945 INFORMATION BULLETIN, p. 2.—ED.

K-9 VETERANS

SIR: We would like to get an experienced mascot for our ship. Recently we read that some of the "veterans" from the K-9 Corps were going to be sent back to "inactive duty," and we thought that maybe we could get one of them. Can you give us the details and tell us where to write?—J. J. C., Cox., USNR.

Requests from prospective purchasers may be sent to Dogs for Defense, Inc., 22 East 60th Street, New York City, a non-profit civilian agency which was originally set-up to obtain the dogs for the Army.

The Treasury Department prices the dogs at \$15 to \$25, depending on the distance from Ft. Robinson, Neb. The price covers costs for handling, transportation and equipment.—ED.

NUMBER OF WAVE CPOs

SIR: How many Waves are chief petty officers, and how do they get that rating?—B.L.O., S1c, USNR.

• Of a total of 73,945 enlisted Waves, 32 are CPOs. A Wave must work up through the rates to become a CPO and, as in the case of male personnel, may not be advanced in rating unless there is a vacancy in the station complement.—ED.

MINECRAFT INSIGNIA

SIR: As members of a degaussing station, are we eligible to wear the new minecraft insignia?—E.H.P., EM2c.

• Although degaussing duty is concerned with safeguarding ships against mines, you are not eligible to wear the minecraft insignia. BuPers Circ. Ltr. 368-44 (NDB, 15 Dec. 1944, 44-1399) limits it to "enlisted personnel serving in minecraft."—ED.

FLIGHT ELECTRICIAN

SIR: Is there a rating in the Navy called "flight electrician"?—S.B.L., ARM2c.

• No. Flight electrical work is performed by aviation electrician's mates, who may be assigned temporary flight duty by their COs under authority contained in BuPers Circ. Ltr. 57-42 (NDB, cum. ed., 42-2117).—ED.

ARMY NURSE CORPS

SIR: As I am married, I am not eligible for a commission in the Navy Nurse Corps. I have, however, had 13 years experience as a registered nurse, and would like to inquire if it would be possible for me, with the recommendation and approval of my CO, to be released from the Navy in order to accept a commission in the Army Nurse Corps, which is now urgently recruiting the nurses needed to help care for our wounded servicemen, both here and overseas?—L.B.M., PhM2c, V-10, USNR.

• It has been the policy of BuPers to grant discharges to enlisted personnel for the purpose of accepting commissions in the Army Nurse Corps. To be considered

you may write BuPers, via official channels, stating in detail your nursing experience, and also enclosing a statement from the Army Nurse Corps that you will be accepted for a commission in the event your request for release is approved by the Navy.—ED.

LIBRARY WORK

SIR: What rating may a Wave strike for who is interested in library work?—H.K., S1c, V-10, USNR.

• Under provisions of a letter from the Chief of Naval Personnel to all naval activities, dated 22 Feb. 1943, Waves may be assigned library work ONLY as a collateral duty. Consequently, there is no rating for which a Wave may strike and be assured of being assigned library work.—ED.

NONCOMBAT AWARD

SIR: I was awarded the Navy and Marine Corps Medal after my ship was in action against the enemy at Biak, New Guinea, on 12 June 1944, at which time I received minor wounds as a result of aerial bombardment. The INFORMATION BULLETIN, November 1944, p. 37, states that the Navy and Marine Corps Medal is awarded for "noncombat only." Please explain.—G.M., CPhM, USNR.

• The award of this medal may be made for acts which occur during action with an enemy, providing they do not involve actual combat. Such was your case: You were decorated, not for fighting the enemy, but for aiding the wounded aboard your ship.—ED.

PAY NOT LOST DUE TO VD

SIR: Does the Navy still dock a man's pay for any time he loses from duty due to venereal disease?—J.R.A., AM1c, USNR.

• No. All instructions relative to loss of pay (as distinguished from loss of time) while absent from duty due to venereal disease were rescinded as of 27 Sept. 1944 by ANav 189-44 (NDB, 15 Oct. 1944, 44-1162).—ED.

MOVING HOUSEHOLD EFFECTS

SIR: Three weeks ago I borrowed \$200 from our ship's welfare fund to move my furniture from Newark, N. J. to Urban Crest, Ohio, which shall be my permanent home after the war. I am stationed aboard a ship operating from an eastern port. Am I entitled to reimbursement from the Navy for the moving expense?—D. H., STM2c.

• No, since federal laws limit the moving of household effects at Government expense to petty officers second class and above. For details see BuS&A Manual, Section 18-7.—ED.

MARKSMANSHIP MEDALS

SIR: Are hospital corpsmen prohibited from receiving medals for marksmanship?—J.A.K., Chief Pharmacist, USN (Ret.).

• No. BuPers Manual, Art. D-5320(2), states: "Enlisted men of the Navy, with the exception of hospital corpsmen, are considered as being so stationed that they may be required to use the rifle. All enlisted men of the Navy are considered to be so stationed that they may be required to use the pistol. Hospital corpsmen in the landing force may be armed with the pistol for self-defense, but it is not contemplated that they will be armed with the rifle and, therefore, they are not entitled to extra compensation for qualifying in this arm." Note that hospital corpsmen are not prohibited from qualifying in the rifle; they simply are not entitled to extra compensation for so doing—which is no hardship, since such extra compensation is not now being paid (see "Extra Compensation," INFORMATION BULLETIN, December 1944, p. 39).—ED.

SIR: To qualify for the Navy expert pistol shot and expert rifleman ribbons and medals, are Waves required to make the same scores as are male personnel?—M.R.K., S1c, V-10, USNR.

• Yes, all hands—male or female—must make these qualifying scores: expert rifleman, 220 out of 250 (if using carbine, 175 out of 200); expert pistol shot, 245 out of 280 (if using revolver, 210 out of 240). For details see Landing Force Manual, Chap. 19, Sec. III, for .03 rifle, .45 cal. pistol and .38 cal. revolver. For carbine, see Cominch ltr. to all ships and stations dated 25 July 1943. (NDB, cum. ed. 1943, 43-1245).—ED.



MILITARY COURTESY

SIR: In the comic strip "Terry and the Pirates" Lt. Comdr. Pat Ryan recently was shown [above; reproduced with permission of News Syndicate Co., Inc.] returning Army Lt. Terry Lee's salute when uncovered. We don't believe this is correct but have wondered if maybe a naval officer, even though not wearing a cap, would return an Army salute merely out of courtesy. How about this?—F.L.McC., S1c, USNR.

• Whereas Army regulations provide for saluting when uncovered, Navy Regs., Art. 266, specifically state that officers and enlisted men of the Navy salute only when the head dress is worn. Lieutenant Commander Ryan should have acknowledged Lieutenant Lee's salute with a nod and verbal greeting.—ED.

EDUCATION UNDER 'GI BILL'

Editor's note: Many inquiries have come in concerning educational provisions of the "GI Bill of Rights" (outlined in INFORMATION BULLETIN, Sept. 1944, p. 64). While fine points of eligibility can be decided only by Veterans Administration, Washington 25, D. C., to whom all inquiries should be addressed, some frequently asked questions of general interest are answered below.

SIR: Has the Veterans Administration released a list of approved schools which veterans may attend under this bill?—A.W., RM2c, USNR.

• Veterans may attend any accredited school recognized by the department of education in the state where the school is located. Permission has also been granted by Veterans Administration for ex-service personnel to attend recognized schools in foreign countries.—ED.

SIR: Are members of the Coast Guard eligible?—R.G.C., BM1c, USCG.

• Yes; GI Bill covers all U. S. armed forces, including women's reserves. Main requirements are: (a) that you be discharged or released under conditions other than dishonorable; (b) that you have at least 90 days' active service; and (c) that some part of that service come within the period from 16 Sept. 1940 to the end of the war.—ED.

SIR: Although the maximum training you can get is four years, the law says the amount of additional training beyond one year is limited to the time you spent in active service "on or after 16 Sept. 1940 and prior to termination of the present war." Does this mean that any time we may be required to serve after the war will not count toward this?—A.F.M., Y3c.

• That's right. But remember that the end of the war doesn't come when the shooting stops. In the last war, the armistice was signed on 11 Nov. 1918. But the war was not officially "over" until 2 July 1921, when President Harding signed the joint resolution of Congress terminating the war. If you had served any time between those two dates, it would have counted as prior to the termination of the war.—ED.

SIR: A veteran who enlisted before 16 Sept. 1940 is limited to one year's education or training. Are these far-sighted veterans to be deprived of the three additional years of training they have earned by their service?—H.O.D., Y1c, USN.

• Every eligible veteran is entitled to one year of education or training. Every eligible veteran whose education or training was "impeded, delayed, interrupted or interfered with" by reason of entrance

into the service is entitled to additional education equal to the time spent in active service on and after 16 Sept. 1940. The law also provides that any person whose "age of entry into service" was under 25 is automatically presumed to have had his education interrupted. (Your "age on entry into service" is figured one of two ways: if you entered service on or after 16 Sept. 1940, it is your age on date of entry; if you entered service before 16 Sept. 1940, it is your age as of 16 Sept. 1940.) Additional training is also dependent on your completing your first year satisfactorily according to the standards of the institution you attend. Maximum training allowed is a total of four years.—ED.

SIR: Are regular Navy men—whose expiration of enlistment terminates a year or more following release of USNR personnel—given the same educational opportunities under this bill as USNR men?—D.J.O'C., SK1c.

• Yes, and especially so since the amount of added training which you may be entitled depends on your length of service. See answer to A.F.M., above.—ED.

SIR: If a man and his wife were both attending college prior to their enlistment in the Navy, are both eligible for subsistence benefits? Under present set-up, a person without dependents gets \$50 a month, while a married person gets \$75 a month. Would both parties in this case be able to draw \$75?—E.P.R., S2c, USNR.

• If both were eligible veterans, Veterans Administration would give the husband a \$75 monthly subsistence allowance, and in addition his wife would get \$50. However, if the wife had a child or other proven dependent, she too would be eligible for the larger amount.—ED.

SIR: Is a lieutenant with base pay of over \$200 (due to longevity) eligible?—W.L.M., Lt.

• Yes, presuming he met other requirements. The \$200 base-pay limit (fogies are not part of base pay) applies only to mustering-out pay, not to the GI Bill.—ED.

SIR: Does time spent in (a) V-12, (b) V-5, (c) as a midshipman, count toward the period of active service required?—D.V.N., AS, USNR.

• The bill excludes from the computed period of active service time spent in education or training under the Army specialized training program or the Navy college training program if the course was a continuation of his civilian course and was pursued to completion; also excluded is time spent as a cadet or midshipman at one of the service academies. You would have to have at least 90 days' active service exclusive of such time to be eligible for the first year of education or training; for amount of additional training to which you might be entitled, see answers to A.F.M. and H.O.D., above.—ED.

ADVICE TO LOVELORN

SIR: While our ship was in Sydney, Australia, I met a charming young lady whom I would like to have come to America and be my wife. I wrote the State Department and was advised that she should call on the American consul in Sydney. I was told that there is a 100 yearly quota for Australians, and that there was a long waiting list of persons eager to come to the States. What is the procedure for the entry of non-citizens to the United States who wish to make the U. S. their permanent home, and is there any way I can expedite the matter?—K.K.Y., Y2c, USNR.

• In order to be assigned to the long waiting list for the 100 yearly quota, the young lady should call on the consul in Sydney. The requirements for entry of non-citizens to the U. S. as permanent residents specify that you and a near relative must submit a notarized statement in duplicate to the State Department saying that you are able and willing to assume support of the person desiring entrance into the U. S. The statement should include the fact that you intend to marry the girl, and list your assets, salary, bank account, business income, property or other resources as evidence that you are able to assume support of her and proof that she will not become a public charge upon entry into the U. S. She would have to await her turn on the waiting list.

The only alternative would be for her to request a visitor's visa to come to the U. S. Upon arrival here she would have

to marry you immediately, after which you could then apply for permission for her to enter the country on a non-quota immigration visa as the wife of an American citizen. If this is granted, she would then be required to leave the country temporarily (she might go to Canada, Mexico or Cuba) and then reenter on the non-quota visa, which would entitle her to a permanent residence in the U. S.—ED.

LONGEVITY PAY

SIR: Does the time I spent in the United States Maritime Service count toward longevity pay in the Navy?—S.D.S., SC3c.

• No. For details on liberalized longevity pay provisions, as announced by Alnav No. 200, see December 1944 INFORMATION BULLETIN, p. 73.—ED.

DISCHARGE EMBLEM

SIR: In 1942 I was given an honorable discharge from the Army. Now I am in the Navy and would like to know if I may wear the honorable discharge emblem recently authorized.—W.D.M., SK2c.

• No, it is for wear by personnel who are no longer serving in the armed forces.—ED.

CO OF RESCUE SHIP

SIR: In your issue of January 1945, p. 5, Comdr. J. R. Hansen is named as CO of the USS Morrison at the time she helped remove 1,440 officers and men from the doomed USS Princeton. Is this correct?—I.I.Y., Capt., USN.

• We are in error. Comdr. Walter H. Price, USN, was CO of the USS Morrison at the time. Shortly after the action he was relieved by Commander Hansen.—ED.

FLEET RESERVE (F-5) PAY

SIR: On questioning numerous CPOs and officers who are ex-CPOs, I find no two of them agree as to the amount of retainer pay they will receive upon completion of 20 years continuous naval service and transfer to Class (F-5) of the Fleet Reserve. What is the correct figure?—E.F., ACEM, USN.

• Permanent-appointment CPOs, 20-year class, Fleet Reserve (F-5) draw \$69 retainer pay; acting-appointment CPOs get \$63. For details see article, "The Retirement Pay Question," p. 31, December 1944 INFORMATION BULLETIN.—ED.

POSTWAR SEABEES

SIR: Will there be any possibility for me to reenlist in the Seabees after the war?—C.H.L., S1c, USNR.

• Although a Construction Battalion is contemplated for the postwar Navy, for which studies are now being conducted, no announcement has as yet been made.—ED.

SHOULDER INSIGNIA

SIR: Since the various directives issued on shoulder insignia do not specifically exclude CPOs, I assume they are also eligible to wear the shoulder patches. If so, may they be worn on all regulation CPO uniforms, regardless of color?—R.O.A., CBM, USN.

• Your assumption is correct: The PT, Seabee, minecraft and amphibious shoulder insignia are authorized for ALL enlisted male personnel qualifying under the individual directives. The insignia may be worn on all uniforms, regardless of color. For correct way, see p. 75.—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

MARCH 1945 NAVPERS-O NUMBER 336

All dates used are West Longitude unless otherwise indicated.

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. Articles of general interest may be forwarded to the Editor.

BRINGING IT HOME TO THE JAPS

THE whole Navy shares the feeling which Admiral Nimitz expressed for the Pacific Fleet in his first communique on the Navy's bombing of Tokyo: "This operation has long been planned and the opportunity to accomplish it fulfills the deeply cherished desire of every officer and man. . ."

And with that feeling goes also the congratulations of the rest of the Navy and pride in the achievement.

It is a pride which all can share as teammates, knowing that the Pacific Fleet will not begrudge the rest of the Navy if it elbows in on the Fleet's success. The Fleet knows and acknowledges that the speed and power of our present blows are not an isolated matter, but rather a cumulative result of the months and years of fighting and planning and drudging on the part of all hands. (As an example, see the article, "Behind Our Sky Fleets," p. 28.)

So we all exult in a Navy which can bring, and has brought, the war home to the Japs—and we look forward with increasing determination to the day when we bring it *all* the way home to final victory.

QUOTES OF THE MONTH

• *Secretary of the Navy Forrestal*: "... Mastery of the Pacific up to the shores of Asia . . . does not necessarily assure a swift end to fighting. That can only come when the arms of decision, the infantry and our mechanized armor, can be deployed against the main strength of the Japanese army."

• *Domei*, Japanese news agency, broadcast: "It is sheer nonsense for Americans to talk of having won the battle for the Philippines, or for MacArthur to be talking of Tokyo as his next goal."

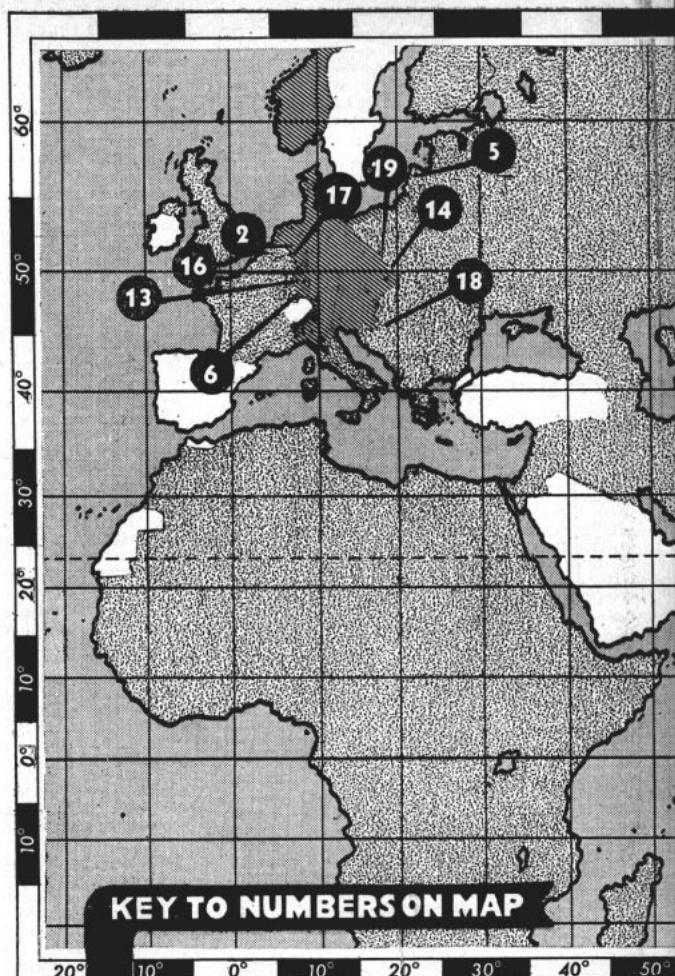
• *U. S. soldier*, after reception by liberated Filipinos: "Honest, I can't take it much longer. I'm not used to smiling like this all the time!"

• *Lt. Gen. Alexander Vandegrift*, Commandant, USMC: "We hear much about the 'road to Tokyo.' We should like to think of it as a four-lane highway with no speed limit. Actually, that road exists only as far as we have built it. . . . The remainder of the way has been surveyed, but the road-bed has not been cut; the pavement has not been laid. We shall have to build it day by day, section by section, as we go."

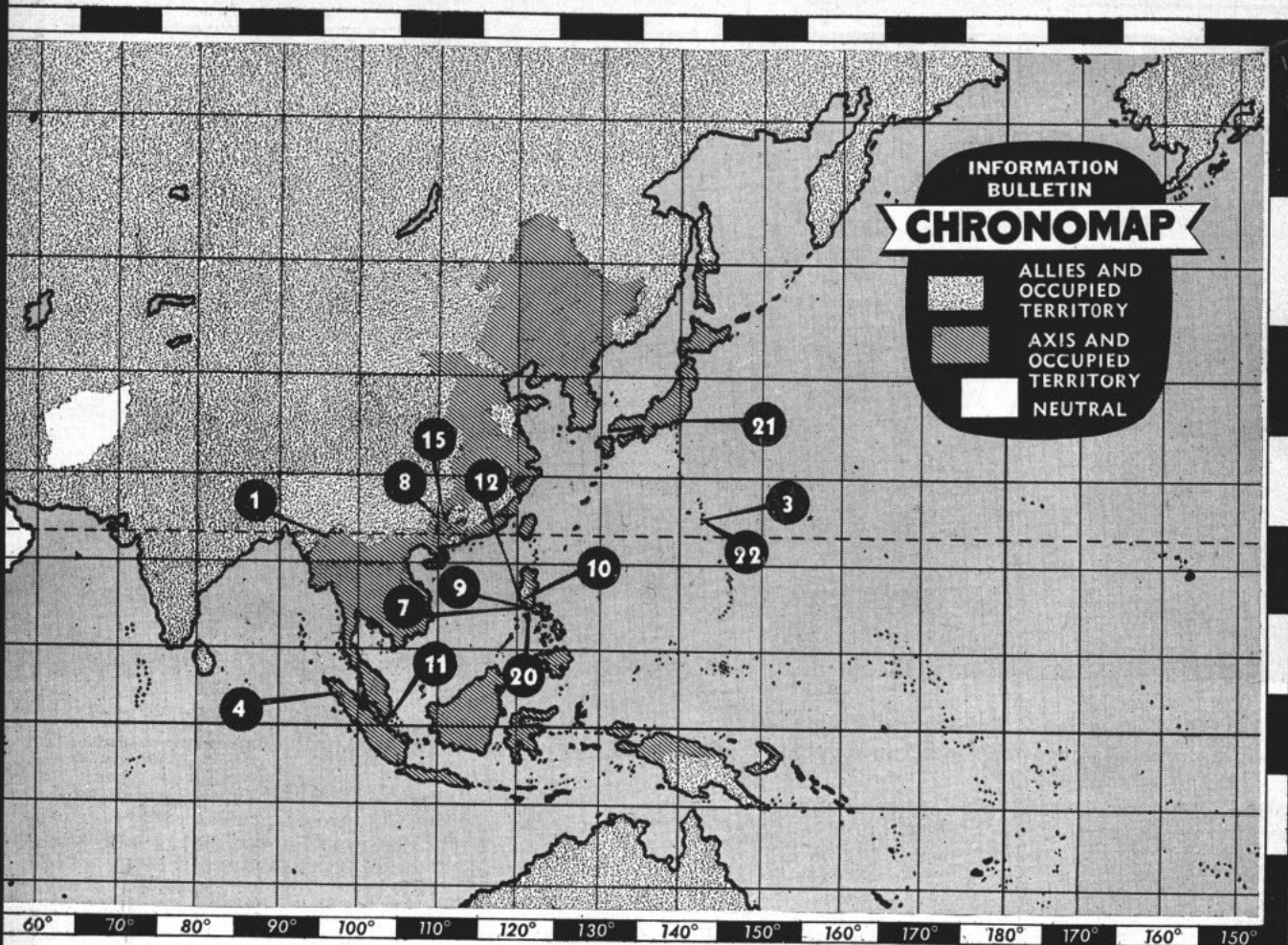
• *Lt. (jg) Robert Keeling*, USNR, skipper of a PT in one of two squadrons that shot down 20 Jap planes in three days: "We prayed twice a day—once in the morning to asked to be allowed to live throughout the day, and again in the evening to thank God for letting us . . ."

• *Hitler*, on 12th anniversary of his rise to power: "The horrid fate that is now taking shape in the east . . . will be warded off in the end and mastered by us despite all setbacks and hard trials."

• *Robert Ley*, German Labor Front leader: "In all probability what is left of the Reich capital may soon pass into Russian hands."



1. Ledo-Burma road opened (22 Jan.).
2. 9th AAF destroys 5,000 Nazi vehicles fleeing Belgium salient (22-23 Jan.); Allies retake St. Vith (23 Jan.).
3. Pacific Fleet units, B-29s, Liberators pound Iwo Jima (23 Jan.).
4. British carrier planes smash Jap oil sources on Sumatra (25, 29 Jan.).
5. Red troops take Memel, clear Lithuania (28 Jan.).
6. U. S. 3d Army reinvades Germany (29 Jan.).
7. U. S. troops make new Luzon landing on Zambales coast, threatening Subic Bay (29 Jan.).
8. Japs complete seizure of Hankow-Canton railway (30 Jan.).
9. Yanks land unopposed at Nasugbu on Luzon (31 Jan.); seize Cavite naval base (12 Feb.).
10. U. S. Rangers, Filipinos on Luzon rescue 513 Allied prisoners from camp behind Jap lines (31 Jan.).
11. B-29s sink huge drydock at Singapore (31 Jan.).
12. U. S. troops enter Manila (4 Feb.).
13. French, American troops lift Nazi threat to Strasbourg (5 Feb.).
14. Russians cross Oder River near Breslau (6 Feb.).
15. Chinese announce loss of Nanyung and Kanhsien, sites of former 14th USAAF bases (6 Feb.).
16. U. S. troops attack in Reich in 70-mile front (7 Feb.); capture largest Roer dam (10 Feb.).
17. Canadian-British troops launch offensive at north end of Siegfried Line (8 Feb.); take Goch (19 Feb.).
18. Budapest falls to Russians after 50-day siege (13 Feb.).
19. 8,000 Allied planes hit Dresden and other German cities in path of Red Army (14 Feb.).
20. U. S. force lands in Mariveles harbor, takes Bataan (15 Feb.); paratroopers and amphibious forces land on Corregidor, seize decisive points (16 Feb.).
21. Pacific Fleet carrier planes attack Tokyo in waves, destroy shipping, 509 aircraft (15-16 Feb.).
22. U. S. Marines land on Iwo Jima, 652 miles from Tokyo, after three-day bombardment by 5th Fleet (18 Feb.).



THE MONTH'S NEWS

PERIOD 21 JANUARY THROUGH 20 FEBRUARY

The War

Last month was a dark one for the Axis, and some of its blackest shadows fell upon the enemy capitals themselves. Tokyo, already shaken by the Army's B-29s, shuddered under a two-day, 1,500-plane attack from U. S. Navy carriers that was quickly followed by the landing of U. S. marines on Iwo Jima, 652 nautical miles away. Berlin, rocked by Allied bombings day and night, heard the thunder of Red Army artillery only 30 miles away.

While the lengthening arm of our Central Pacific offensive was reaching out to Tokyo and Iwo (see page 2), U. S. forces in the Philippines reclaimed the former U. S. naval base at Cavite, liberated Manila, captured Bataan after a surprise landing in Mariveles harbor, then opened Manila Bay with a successful paratroop and amphibious invasion of Corregidor.

On 21 January U. S. troops on Luzon were 54 miles from Manila. A rapid advance saw the fall of Angeles, Rosario and San Fernando. A landing on the Zambales coast, effected without loss of man, ship or plane, sealed off Bataan and virtually placed Subic Bay in American hands. The follow-

ing day U. S. 8th Army troops made another landing, this time at Nasugbu, 32 miles southwest of Cavite on the west coast of Batangas province. Sixty-six miles now separated the 6th and 8th Armies with threatened Manila between them. Five days later the vice closed and U. S. troops entered Manila.

More than 5,500 Allied prisoners and interned civilians, most of them Americans, were freed from Jap concentration camps at Santo Tomas university and Bilibid prison. Prior to the capture of Manila, members of the

Navy Planes Raid Tokyo; Iwo Invaded; Yanks Free Manila; Reds Near Berlin

6th Ranger Battalion, assisted by Filipino guerills, made a daring rescue of 513 prisoners from Cabanatuan prison camp, 25 miles behind Jap lines. The Rangers swooped down upon the camp at night, killed the guards and rescued the haggard survivors of the Bataan "Death March" and Corregidor. Fighting their way back to U. S. lines despite tank-led enemy attacks, the rescuers killed 523 Japs. Our losses were 27 killed and two wounded.

To save the lives of 221 civilian hostages at Santo Tomas, once one of the

LAST APRIL



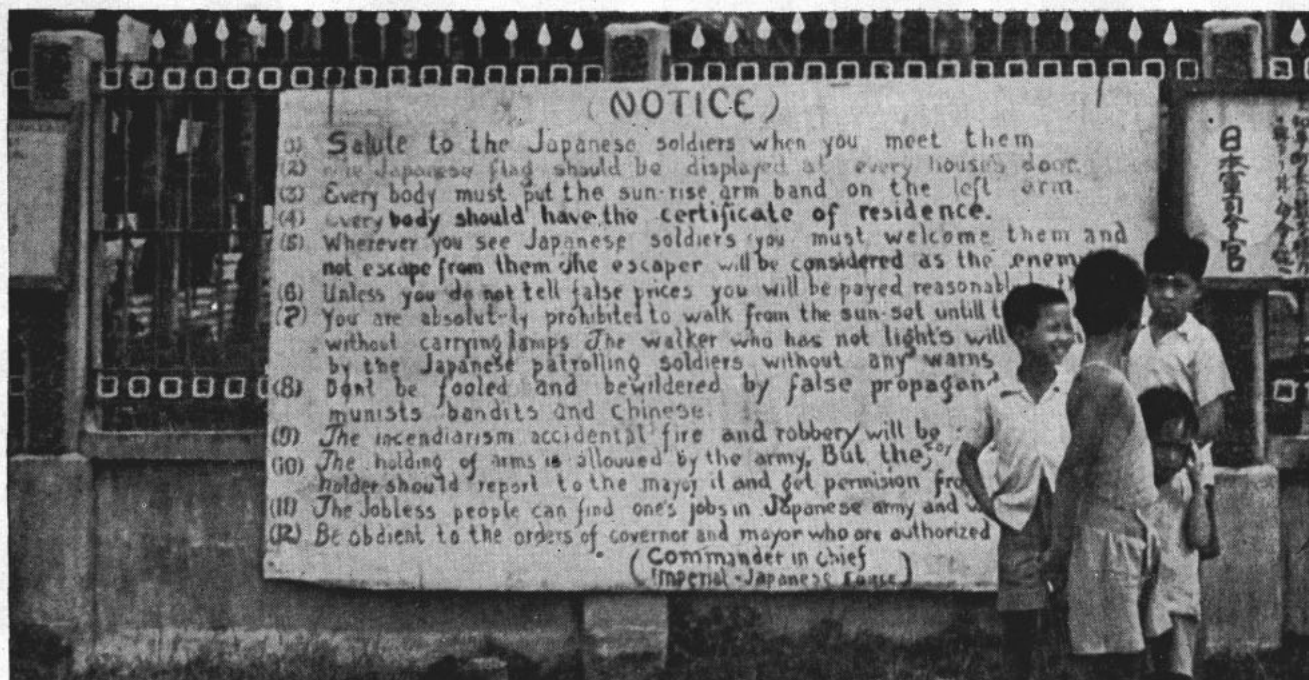
Pacific Fleet units supported our Southwest Pacific forces in landing troops at Hollan-

dia and Aitape on New Guinea and, on their way home, battered Jap positions on Truk, Satawan and Ponape. U. S. naval forces also participated in an Allied carrier strike at Sabang on enemy-held Sumatra.

APRIL 1945

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

What will we do this year?



Official U. S. Navy photograph

REPEALED: Picture found in captured enemy barracks shows Jap regulations posted for Filipinos outside Santo Tomas internment camp, where U. S. and British civilians were held until freed last month by the Yanks on Luzon.

world's oldest universities, 66 Japs were reluctantly granted safe conduct through our lines. Sixty-nine nurses, "Angels of Bataan and Corregidor," were among those freed at the university.

House to house fighting continued all through Manila, with the Japs leaving a path of fire and death behind them as they retreated to the dock area of the Spanish-built walled city of Intramuros. Correspondents reported Manila streets littered with the bodies of women and children killed by the Japs.

A landing at Mariveles on 15 February led to the final capture of Bataan. It was accomplished with the aid of aerial and naval bombardment from the 7th Fleet, which neutralized enemy guns on Corregidor, fortified island at the entrance to Manila Bay, which had fallen to the Japs on 6 May 1942. Next day American forces landed on Corregidor and seized its decisive points, assuring complete capture. Paratroopers of the 503d Parachute Regiment surprised the enemy by landing in his rear. They were followed by sea-borne infantrymen of the 24th Division, who ferried across the channel from Bataan and landed on Corregidor's south shore.

General of the Army MacArthur announced that enemy casualties on Luzon in six weeks exceeded 92,000 as compared with 12,929 for his own forces—2,676 killed, 245 missing, 10,008 wounded.

With the war rapidly moving closer to Japan, Fleet Admiral Nimitz and his staff moved to Guam, new Advance Headquarters of the U. S. Pacific Fleet and Pacific Ocean Areas. Headquarters of the 21st Bomber Command is also on Guam, with B-29 bases on Saipan and Tinian.

Before the landings on Iwo Jima, made a day after the carrier raids on Tokyo, the island had been bombed for 74 straight days (starting, symbolically enough, on 7 December), and a large naval task force had bombarded its coastal defenses for three days. Superfortresses also hit Iwo during the month and concentrated other attacks on naval installations at Singapore, where a mammoth drydock was destroyed, and on industrial and military targets at Nagoya, Tokyo, Saigon, Ota, Rangoon and Bangkok. B-29 raids on Japan have been so successful that Tokyo announced removal of airplane and other vital war industries to Manchuria. As a possible indication of things to come, the enemy also reported that Lieutenant General Wainwright, U. S. commander in the Philippines at the time of the surrender, and 177 other American prisoners of war had been shifted from internment camps on Formosa to Manchuria.

In two attacks, on 25 and 29 January, aircraft from four of Great Britain's newest and most powerful carriers, escorted by the battleship

King George V, three cruisers and three destroyers, delivered two crippling blows to Japan's oil resources at Palembang, Sumatra. It was estimated that 75% of Japan's aviation gasoline sources were knocked out by the raids.

U. S. submarines last month accounted for 62 more Jap ships, bringing their total of enemy ships sunk in the Pacific and Far East to 1,020.

Japan's Axis partner—Germany—was in even worse shape. On the eastern front, Marshal Gregory K. Zhukov's 1st White Russian Army crossed the Oder River, last water barrier before Berlin, and was poised for a straight-away attack on the German capital, 30 miles away. Due south, Marshal Ivan S. Konev's 1st Ukrainian Army, rapidly drawing up level with Zhukov's men, had reached the Neisse River, which joins the Oder 20 miles south of encircled Frankfurt. By 20 February Marshal Konev's men were fighting in the streets that surrounded Breslau, the Silesian capital. Silesia had been Germany's second most important industrial area.

CASUALTY FIGURES

Casualty figures among naval personnel through 20 February totaled 89,331. Total since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	22,920	12,457	9,323	2,533	47,233
U. S. Marine Corps.	10,298	28,057	897	1,941	41,193
U. S. Coast Guard.	595	211	99	905
Total	33,813	40,725	10,319	4,474	89,331

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

In western Poland, Russian armies took part of the fortress of Posen. Capture of that city will give the Reds a direct railroad supply route from Warsaw to the Frankfurt-Kuestrin sector east of Berlin. Other Red troops aiming for the Baltic coast of Pomerania drove close to the port of Stettin, while still others headed for Danzig. On 28 January the Baltic port of Memel was captured, completing the elimination of the Wehrmacht from Lithuania. East Prussia was almost completely overrun by the Russians.

The road to Vienna was opened when other Russians captured Budapest after a 50-day siege. Enemy losses there were 181,850 killed or captured. Conquest of Budapest, most important communications center in the Balkans, was aided by the Italian-based 15th U. S. AAF, which dropped 7,143 tons of bombs on military targets in and near the city.

Earlier, on 2 February, Moscow celebrated the second anniversary of the liberation of Stalingrad. In two years the Red Armies had pushed 1,350 miles west from the Volga city.

Shortly after the Crimea Conference (see next column), 8,000 British and American planes bombed 10 major Nazi targets. Dresden, in the path of the Red Army, was the principal objective. At month's end, this cooperation-bombing had increased in tempo with the AAF and RAF hitting Chemnitz, Cottbus, Berlin and Madgeburg. On Berlin alone, 15,116 tons of bombs have been dropped by the AAF since its first assault on the Nazi capital, 4 March 1944, making it the most heavily bombed target in Europe.

Allied planes were busy also on the western front. Disaster greater than that suffered at Falaise Gap in Normandy overcame the enemy retreating from the "Belgium bulge." On 22 January, a sudden clearing of weather unleashed 9th AAF fighter-bombers, which flew 3,000 sorties against a 50-mile column of German vehicles streaming back to the Reich. The result: nearly 3,000 vehicles and 127 tanks smashed. The next day 2,000 more vehicles were wrecked. Five days later the 8th U. S. AAF celebrated its third birthday by sending 1,000 bombers over Germany.

And on another anniversary—30 January, beginning of Hitler's 13th year in power—the U. S. 1st and 3d Armies opened a new drive that carried them into the Siegfried line on a 40-mile front from Aachen to Welchenhausen. Earlier, St. Vith, the last large city in the Nazis' Belgium salient, had been retaken. The 3d Army continued its push and by 20 February had reached the northern end of the Pruem River.

Penetrating the middle of the Siegfried Line, the U. S. 1st Army took Schmidt, guarding the Roer River dams—but not before the Germans had blown open the flood gates of the Schwammenauel dam, largest of the structures. The flood sent along the valley in an attempt to halt the Allies raised the level of the river three feet in 24 hours but didn't halt the Allied offensive.

At the end of the first week in February, Canadian and British troops



Official U. S. Army Signal Corps photograph

CONFERRING AT YALTA: President Roosevelt (right, in light suit), Marshal Stalin (center in group of three seated at upper left) and Prime Minister Churchill (lower left) are shown with others of the U. S., Russian and British delegations. Nearest Mr. Roosevelt are Fleet Admirals King (right) and Leahy and, at Admiral Leahy's right, General of the Army Marshall.

'Big 3' Plan Joint War, Peace Moves

Nazism and German militarism were doomed and plans for the military occupation of Germany and other joint action for peace after victory in Europe were formulated by President Roosevelt, Prime Minister Churchill and Marshal Stalin at an eight-day meeting last month at Yalta, in the Crimea, Russia.

A joint communique issued by the "Big 3" called for a United Nations conference on 25 April in San Francisco to prepare the charter of a permanent international organization to keep the peace.

Major decisions reached at the meeting, officially designated as the Crimea Conference:

1. New and more powerful blows from all directions will be launched by Allied armies at the heart of Germany.
2. Military forces of the three powers will each occupy a zone of Germany. A central control commission consisting of the supreme commanders of the three Allied powers will have headquarters in Berlin. France will be invited to take over a fourth zone. War criminals will be punished, Nazism and German militarism crushed and German war industries eliminated or controlled.
3. An allied commission with headquarters in Moscow will determine reparations to be paid by Germany for damages caused to Allied nations.
4. Faith was reaffirmed in the principles of the Atlantic Charter. The three governments will assist people of liberated and former Axis satellite nations to establish

conditions of internal peace, carry out emergency relief measures, form representative governments and facilitate the holding of elections.

5. The eastern frontier of Poland will follow in general the Curzon line of 1919. Poland will receive territory in the north and west from Germany.
6. The Polish government in London was abandoned in favor of the Moscow-sponsored Lublin Provisional Government. The Lublin government will gain official recognition from Great Britain and the U.S. after it has been expanded to include other democratic leaders from within Poland and abroad.
7. Agreement was reached on the voting procedure of the proposed United Nations council, a question left undecided at Dumbarton Oaks. The text of the voting procedure proposals will be announced after China and France have been consulted.
8. Marshal Tito and Premier Ivan Subasitch were authorized to form a new Yugoslav government. The national assembly will be extended to include members of the last Yugoslav Parliament who have not collaborated with the enemy. Acts passed by the assembly (parliament) will be subject to subsequent ratification by a Constituent Assembly.
9. A general declaration of determination to maintain Allied unity for peace after victory was made. The conferees also issued a supplemental report on freed prisoners: "... Each Ally will provide food, clothing, medical attention and other needs for the nationals of others until transport is available for their repatriation."



Official U. S. Coast Guard photographs

Navy pilot, forced to bail out off Florida, is spotted and picked up by PBY of Coast Guard air-sea rescue unit.

under Field Marshal Montgomery launched an offensive southeast of Nijmegen against the northern end of the Siegfried line. This was the first full-scale action in the Netherlands sector since October. The British 2d Tactical Air Force paced the attacking troops by strafing the enemy only 1,000 yards ahead of their comrades on the ground. By the end of the month the offensive had carried beyond Cleve to the Rhine.

On 5 February French and American troops to the south split the Colmar pocket and cut the German escape route from southern Alsace. This ended the threat to Strasbourg.

Reports coming out of Berlin showed the direct effect of the pinch from the east and west: every able-bodied German was ordered into service; troops were withdrawn from the western front to bolster the eastern; thousands of refugees poured into Berlin to add to the confusion; all Germany was put under virtual martial law, and courts-martial were set up in invasion-threatened areas to deal with anyone who shirked an assigned task.

In Italy, Lt. Gen. Mark Clark, commander of the 15th Army Group, stated that the lull on the Italian front might be broken soon by the enemy in an attempt to pull out his troops from the northern end of the peninsula to ease the pressure on the main Allied and Russian fronts. Any such attempt, General Clark added, would be met by Allied air attacks in force and would be made "as costly as possible."

In the China-Burma-India theater, the first convoy over the Ledo-Burma road rolled into Wanting late in January to make the first overland delivery since Lashio fell in April 1942. General Chiang said the siege of China had been lifted and named the new road for General Stilwell, former U. S. commander in the theater.

British and Indian troops, strengthening their position on the western Burma coast, made new landing southwest of Kanmgaw and off the southernmost point of Ramree Island. The

city of Ramree was captured and the drive toward Mandalay started.

Planes of the U. S. Air Transport Command carried 44,000 tons of war supplies over the "hump" from India to China in January, and aircraft of the 14th AAF continued attacks in the Yellow Sea area and harassed Jap shipping along the Yangtze River to Hankow.

Japanese troops in China held most of the Hankow-Canton railway and with their capture of Kukong sealed off the China coast from Free China. Chungking announced the conscription of 500,000 new troops "to meet the demand for the all-out Chinese counteroffensive in conjunction with the coming landing of American forces on the China coast."

NAVY NEWS

• Establishment of a Philippine Sea Frontier, under Commander 7th Fleet, and the placing of the Alaska Sea Frontier under CincPac, who also continues in control of the Hawaiian Sea Frontier, have been announced by General Order No. 213 (NDB, 15 Jan. 1945, 45-19). The order provides that the naval forces of the U. S., under the command of Cominch and CNO, are organized as follows: (a) United States Atlantic Fleet, (b) United States Pacific Fleet, (c) other fleets and forces as required, (d) sea frontier forces, (e) Naval Transportation Service, (f) special duty ships and

H. Struve Hensel Named Assistant Secretary

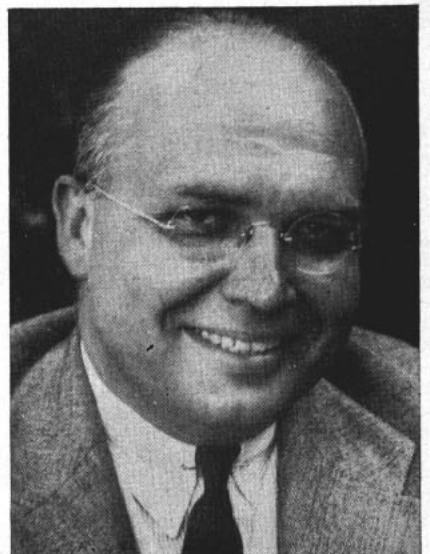
H. Struve Hensel, 43, who had been General Counsel of the Navy, was sworn in as Assistant Secretary of the Navy on 30 January, filling the position left vacant when Ralph A. Bard became Under Secretary on 21 June 1944 (INFORMATION BULLETIN, July 1944, p. 39).

Mr. Hensel had come to Washington in January 1941 to serve as Chief of the Procurement Legal Division of the Navy Department. His task, in which he was given the title of General Counsel of the Navy in 1944, was primarily one of handling the legal problems involved in the vast wartime procurement program and the expansion of industrial plants by the Navy.

On his elevation to Assistant Secretary he was succeeded as General Counsel by W. John Kenney, of Los Angeles, previously Assistant General Counsel and chairman of the Navy's Price Adjustment Board.

Born in Tenafly, N. J., Mr. Hensel received his A.B. degree in 1922 from Princeton University, where he was elected to Phi Beta Kappa, and his LL.B. degree from Columbia Law

School in 1925. From then until 1941 he practiced law in New York City.



Official U. S. Navy photograph

Mr. Hensel

craft, and specialized units, (g) ships and craft assigned to naval districts, (h) Naval Air Transport Service, (i) Fleet Marine Forces, (j) Coast Guard, when operating as a part of the Navy. The new directive cancels General Order No. 174, of 2 June 1942, in which naval local defense forces, Naval Transportation Service, special duty ships and naval district craft were under VCNO.

• "Bringing to justice international gangsters and their underlings has always been a special concern of the U. S. Navy," declared Rear Admiral Thomas L. Gatch, USN, Judge Advocate General, in announcing expansion of the Navy's participation with the Army in preparing for the prosecution of war criminals. Rear Admiral Gatch revealed that an augmented staff of Navy, Marine Corps and Coast Guard representatives have been assigned under Lt. Comdr. James J. Robinson, USNR, to assemble evidence, interview witnesses, and prepare trial briefs in naval and other cases involving cruelties, atrocities and acts of oppression against Americans, both military and civilians. The War Crimes Office, established last fall by Secretary of War Stimson in cooperation with Secretary of the Navy Forrestal, is under the general supervision of Maj. Gen. Myron C. Cramer, the Army's Judge Advocate General, and is directed by Brig. Gen. John M. Weir. The Navy Division of this office reports directly to Rear Admiral Gatch and to Brig. Gen. Weir.

• First of the Navy's 45,000-ton aircraft carriers—the USS *Midway*—will be launched in drydock soon after 15 March at the Newport News Shipbuilding and Dry Dock Co., Newport News, Va. The powerful new CVB will be christened by Mrs. Bradford W. Ripley II, of Dayton, O., widow of the late Lieut. Bradford Williams Ripley II, USNR, and the daughter of James M. Cox, former governor of Ohio. This will be the third U. S. Navy vessel to bear the name *Midway*. Previously so named were the USS *Saint Lo*, a CVE announced sunk 27 Oct. 1944, and the USS *Panay*, a fleet auxiliary. The new *Midway* has two sister ships under construction, one of which—USS *Coral Sea*—is to be launched at the New York Navy Yard in the spring.

• First operational use of JATO for a Navy flying boat was instrumental in rescuing six naval aviators downed in the Western Pacific recently. The JATO-equipped PBM, commanded by Lieut. Kenneth L. Goodman, USNR, of Phoenix, Ariz., was standing by as "Dumbo" for a flight of Venturas on a bombing mission. One PV had to make a forced landing a mile off a Jap-held possession. As the six-man crew, uninjured, scrambled into two life rafts, the JATO-equipped Mariner landed and, within 45 minutes, had effected the rescue from the rough seas.

• Admiral Frederick J. Horne, USN, Vice Chief of Naval Operations, became the 14th four-star admiral on active duty when his promotion from vice admiral was confirmed 29 January by the Senate.

A graduate of the Naval Academy in 1899, he participated in the Battle



Official U. S. Navy photograph
Admiral Horne

of Santiago, Cuba, and in engagements in the Philippines.

During his long naval career he has served as Commander of the Aircraft Squadrons Scouting Fleet; President, Naval Examining and Retiring Board; Commander, Cruiser Division Six, Scouting Force; Commander Aircraft Base Force, and Commander Aircraft, Battle Force.

Admiral Horne was a member of the General Board from March 1938 until 27 Dec. 1941, when he became Assistant to the Chief of Naval Operations. He was appointed Vice Chief of Naval Operations on 12 March 1942.

He was awarded the Navy Cross for distinguished service while serving as naval attache at the American Embassy in Tokyo from 1915 to 1919; wears the Spanish Campaign Medal, Santiago Medal, Philippine Campaign

Medal, Victory Medal, American Defense Medal and holds the rank of Commander in the Order of Legion of Honor.

• Off to a flying start in 1945 with January sales of \$39,537,382, the Navy War Bond Program has zoomed over the billion-dollar mark. Representing a 31.5 per cent increase over the January 1944 total, sales in January 1945 boosted the grand total of bond purchases since the beginning of the Navy program in Oct. 1941 to \$1,022,130,396. Navy Yards led in January—with Pearl Harbor and Mare Island tying for first place in civilian personnel and percentage of gross payroll participation. Throughout the Navy, 92.9% of civilian personnel were investing 10.7% of their gross payroll in bonds. Bond allotments by uniformed personnel were increased to 2,099,015 in January. Of these, 1,741,908 were Navy, 270,000 Marine Corps and 87,107 Coast Guard.

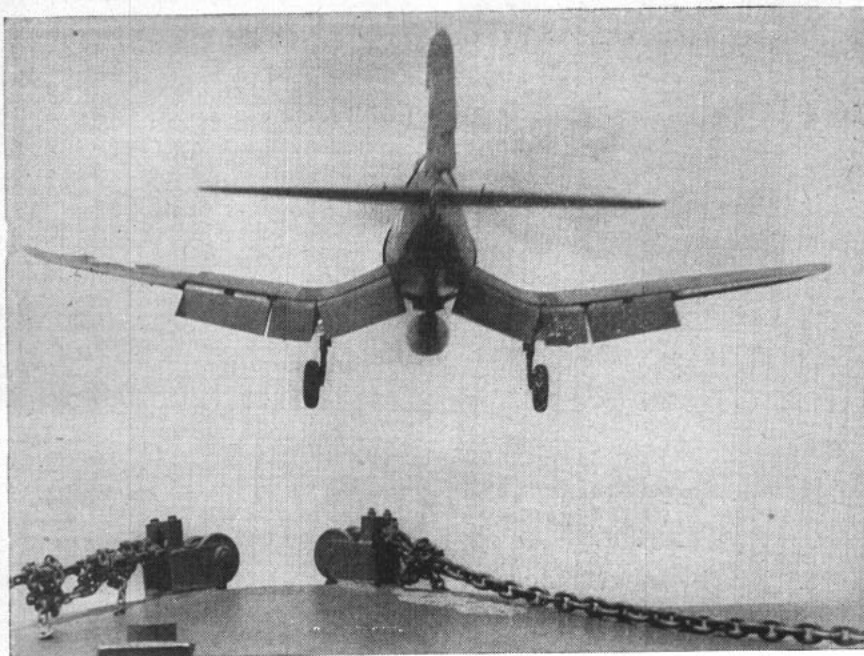
• The fighter squadron of an *Essex*-class CV recently established a new fleet operating record by making 417 sorties against the Japanese in three days, flying 1,440 hours without losing a plane or a pilot. In one engagement over Luzon eight of its Hellcat pilots, tangling with a formation of 28 Zeros at 9,000 feet, shot down 20 without sustaining a scratch themselves. One pilot, Lieut. R. H. Anderson, USNR, of Eau Claire, Wis., bagged five of the Japs and assisted in the destruction of two more, while two other pilots shot down four apiece.

• Naval combat operations off the Philippine Islands, 24-26 Oct. 1944, which had been referred to unofficially as the Second Battle of the Philippine Sea and as the Battle of the Philippines, have been officially designated as the Battle for Leyte Gulf. The battle is subdivided into three opera-

HOW RATE OF JAPANESE SHIP LOSSES HAS INCREASED

SUNK		PROBABLY SUNK		DAMAGED		TOTAL	
7 DEC. 41 TO 19 JUNE 44	19 JUNE 44 TO 2 FEB. 45	7 DEC. 41 TO 19 JUNE 44	19 JUNE 44 TO 2 FEB. 45	7 DEC. 41 TO 19 JUNE 44	19 JUNE 44 TO 2 FEB. 45	7 DEC. 41 TO 19 JUNE 44	19 JUNE 44 TO 2 FEB. 45
COMBATANT SHIPS							
152	152	31	39	159	105	342	296
NON-COMBATANT SHIPS							
719	759	52	65	270	605	1041	1429
TOTALS							
871	911	83	104	429	710	1383	1725
Grand total is 3,108 ships sunk, probably sunk or damaged.							

MORE ENEMY VESSELS have been sunk or damaged in the Pacific in a little more than half a year since the Battle of the Philippine Sea, on 19 June 1944, than in our two and a half years of war against Japan up to that time. The comparative figures, as announced by the Navy Department last month, are shown above. Fleet and air units operating under CincPac have accounted for a major part of the enemy shipping listed in the tabulations, while submarines operating under the same command accounted for the remainder.



Official U. S. Navy photograph

Marine-piloted Corsair fighter takes off from a carrier of Pacific Fleet.

tions: Battle of Surigao Strait, Battle off Samar and Battle off Cape Engano.

• The wartime services of the American Red Cross have been expanded to include the assignment of Red Cross women as social workers and recreation workers aboard Navy hospital ships. Previously they were assigned only to Army hospital ships. The Red Cross complement for hospital ships, established by BuMed letter dated 12 July 1944 (NDB, 15 July 1944, 44-805), is one assistant field director (social worker) and one recreation worker.

• In addition to more than 400 Waves who have reported for duty in the Hawaiian Islands, the feminine population of the islands has been augmented by approximately 383 Marine Corps women, including 23 officers, and 42 Spars, of which two are officers. Eventually, it is expected, that approximately 5,000 Waves, 1,500 Marine Corps women and 175 Spars will be assigned duty in the Hawaiian area.

Lt. Comdr. Teresa Crowley, USCGR (W), recently was assigned as Coast Guard Women's Reserve personnel officer in the 17th Naval District (Alaska). She is assisting Comdr. Helen B. Schleman, USCGR (W), assistant director of the Coast Guard Women's Reserve, on temporary duty in Alaska conducting a preliminary survey in connection with the future assignment of Spars to that area.

• Marine pilots, flying Corsair (F4U) fighters participated in their first regular operation from U. S. Navy aircraft carriers against the enemy when they joined Navy fliers in the large scale attacks on Formosa, the Ryukyu Islands and the China Coast which began 2 January. Lt. Col. William A. Millington Jr., USMC, CO of the first Marine aircraft squadron assigned to a Navy carrier in wartime, was also

the first Marine pilot to shoot down an enemy plane while operating from a carrier. Marine squadrons had not served aboard carriers since 1940, when they turned to land-based operations. The old USS Yorktown was the last carrier on which Marine fighters were based.

• An impressive salvo was loosed by Torpedo Squadron 52 during the last Pearl Harbor Day War Bond Campaign. Officers and men of the squadron, an Atlantic Fleet unit training at an East Coast port preparatory to embarking aboard a Pacific-bound aircraft carrier, purchased an average of \$35 in war bonds. This was in addition to the regular war bond allotments being made by three-fourths of the personnel.

• Admiral Thomas C. Hart, USN (Ret), was appointed U. S. Senator from Connecticut last month by Gov. Raymond E. Baldwin to fill the vacancy created by the death of Senator Francis Maloney (D). Admiral Hart was Commander-in-Chief, Asiatic Fleet, at the time of Pearl Harbor. He was transferred to the retired list with the rank of



Admiral Hart

Admiral on 1 July 1942 and since August 1942 had been a member of the General Board.

• During 1944, under the interchange of personnel plan, approximately 27,000 enlisted ratings have been interchanged with various naval districts of the U. S., plus the Potomac and Severn River Naval Commands, by the Atlantic Fleet and other activities under the jurisdiction of the Commander Service Force, Atlantic Fleet, and Commander Air Force, Atlantic Fleet.

A waiting list for rotation is maintained in the office of the Commander Service Force, Atlantic Fleet, and personnel who have the most total naval service and have completed the longest periods at sea since last tour of shore duty are normally selected first. Special circumstances, such as participation in numerous engagements, physical disabilities, etc. are also determining factors in the selection of personnel for transfer to shore duty.

Requests for shore duty are received by the office of the Commander Service Force, Atlantic Fleet, from personnel who have completed 18 or more months sea duty, or duty beyond the continental limits of the U. S., and who have the recommendation of their COs.

• An analysis of the first 98,835 reserve line officers to be reclassified under the new plan announced by BuPers Circ. Ltr. 298-44 (NDB, 30 Sept. 1944, 44-1146), reveals that 29,639 officers who were previously classified as special service—D-V(S), A-V(S), C-V(S), etc.—have been given general service classifications: 20,136 as general service limited and 9,503 as general service unlimited.

This change of classification specifically makes these officers available as potential sea-going personnel, thus providing a substantial fund of officer manpower to use in rotating those officers who are now serving at sea.

In effecting changes so far, only 344 officers who were previously listed as general service officers have been given special service classifications under the new plan.

As of 3 Feb. 1945 the reclassification of 120,938 reserve officers, of the line and staff corps, have been processed by BuPers. The following figures indicate the manner in which special service line officers have been reclassified:

Old Classification	New Classification		
	General Unlimited	General Limited	Special Service
D-V(S)	4,604	15,148	7,548
A-V(S)	3,295	2,608	555
C-V(S)	1,157	1,782	68
Other Special, Line	447	598	7,011

• Combat recordings now make it possible for civilians back home to hear Navy men at their battle stations in the Pacific thousands of miles away describe the action around them, their feelings, their duties, even as they fight their share of the battle. With the assistance of public relations officers and men experienced in radio work, correspondents of the four big American radio networks—National, Columbia, Mutual and Blue—not only flash out spot news as it breaks and interview fleet leaders on the significance of current moves, but also catch bluejackets, marines and Coast Guardsmen right in the midst of their daily duties—and in the midst of battle. They'll interview a coxswain at the helm of his attack-boat, a ship's cook over his grill, a fireman at his gauges, a gunner in his turret, a fighter ace clambering from his victorious plane, then rush the discs upon which these interviews have been recorded to powerful transmitters for "airing" in the States.

SHIPS & STATIONS

• Although she has been "sunk" six times by the Tokyo radio, the USS *North Carolina*, still very much afloat, has just finished three years of combat duty, the Navy revealed last month, in which time she participated in five campaigns and sailed more than 250,000 nautical miles—a distance equal to 10 times around the world.

• Plans for reallocation of facilities at USNTC, Farragut, Idaho, which is being made available for other uses, were announced last month. Camps Waldron, Ward and Gilmore will be used for personnel overflow from congested West Coast areas, and, later, if not fully required for these purposes, will be used partly as a personal-effects distribution center. Camp Bennion will be made available to the U. S. Naval Hospital and the Hospital Corps School already located at Farragut. Camp Scott will be a retraining command for rehabilitation of personnel capable of restoration to duty. Two other camps will house 750 German prisoners of war, who will be employed on maintenance work. Eventually, it was pointed out, Camps Waldron, Ward and Gilmore will be needed for demobilization purposes. The program for utilization of Farragut's facilities, which have had a capacity of 27,500 recruits, will be put into effect gradually, as the progressive elimination of training activities makes it possible.

• James W. Payne, Slc, USNR, of the ship's service store at NAS, Honolulu, believes that the old motto "service with a smile" really pays off. He had heard that Fleet Admiral Nimitz had been trying for a long time to get a one-piece razor. Payne had one, which he sent to the admiral. Soon after, he was agreeably surprised when he received a personal letter of thanks and an autographed photograph in reply.

• If you were around Italy during the invasion of that country, you may have seen an LST, seven submarine chasers and four minesweepers tied to another ship. That ship was the USS *Achelous* (ARL-1), first landing-craft repair ship ever sent into combat operations. In preparation for the invasion of southern France, her crew worked 16,500 man-hours in July 1944. Her guns have shot down two German planes attempting to halt her repair duties. ARLs are named for mythological characters.

• Waves who serve as pin-girls for their shipmates at the bowling alley at Quarters D in Washington, D. C., testify that the volunteer duty keeps them trim and healthy. Appreciative admirers agree and have rated them "Grable-bodied seamen."

• For lack of cheese, the Jap was caught with cigarets: After it was reported that enemy soldiers were stealing canteens, mess kits and foul-weather gear, members of the 101st Construction Battalion, based in the Marianas, decided to set a trap for the prowlers. Figuring the Japs had heard about the cigaret shortage, the

Seabees scattered some of the scarce smokes along an island trail and then hid. A lone Jap soon crept in and scooped up the cigarets, whereupon the Seabees surrounded him. When ordered to surrender, the Jap pulled out a grenade instead of a match. A burst from the Americans' carbines eased the cigaret shortage by eliminating one smoker.

• The "March of Dimes" campaign, to help finance the fight against infantile paralysis, became the line of dimes for the crew of the USS *Bennington*, whose contributions stretched the length of the carrier's flight deck, a distance longer than a city block. At last report, the dime-line was starting on a second lap.

• When the Navy decided to provide quarters for ground crew members sleeping in hangars at an overseas naval air base, civilian engineers thought it would be necessary to dismantle each roof of a group of single-story barracks in order to convert them into two-story buildings. They estimated three weeks as the minimum time for each building. Placed in charge of the job, with the 117th CB to do the work, Lieut. A. E. Strausser, USNR, recalled a similar project he had done for a Harrisburg, Pa., hospital, where the roof on two wards had been jacked up in its entirety. Applying the same principle to the barracks, two were completed each week, for a saving of five-sixths of the estimated time.

• Shin-busters, electrified posts and dead-end corridors—all the familiar equipment of an amusement-park maze—have been utilized by the Amphibious Training Command at Camp Bradford, Va., in a training device designed to sharpen the night vision of men who will storm enemy shores.

• *Once Over Lightly*: Seabees at a Pacific base literally eat food fit for a king. Presiding in their quonset kitchen is Eskild Anderson, CCS, former chef for King Christian X of Den-



BETTY HUTTON, of movies, reacts to Navy chow on visit to Marshall Islands to entertain servicemen.

mark. . . . Joe E. Brown, *The Mouth*, has been made the highest ranking honorary member of ship's company, Operational Training School, NT&DC, Treasure Island, Calif. . . . Crew members of the USS *Ranger* recently witnessed the 50,000th landing on the flight deck of the carrier, first ship built specifically as an aircraft carrier. . . . Most popular book in the library of the USS *Wilkes-Barre* is not *Lady Chatterley's Lover* nor *Forever Amber* but *The Baby Manual*. . . . Approximately 3,000 man-hours a day have been saved by the use of a mobile pay wagon at NAS, Kaneohe Bay, T. H. . . . Chaplain Alexander G. Seniavsky, the only Russian Orthodox chaplain in the Navy, now conducts services at NTC, Great Lakes, Ill.



Official U. S. Navy photographs
HAIL TO THE CHIEF: In recognition of his 23 years of Navy service, William J. Walaconis, CGM, USN, Mahanoy City, Pa., is piped over side of USS *Ranger*, with officers and CPOs as "sideboys," as he is released to inactive duty.

REPORT FROM HOME

• Connecticut-born William Curtis Colepaugh, 26, and German-born Erich Gimpel, 35, who rowed ashore from a German submarine to an isolated spot on the Maine coast on 29 Nov. 1944, were condemned to death by a U. S. military commission last month. The German agents, captured by the FBI late in December, were convicted on three charges including violation of the 82d Article of War, which makes the death penalty mandatory upon "any person who in time of war shall be found lurking or acting as a spy in or about any of the fortifications, posts, quarters, or encampments of the armies of the United States, or elsewhere."

• Action on the President's nomination of former Vice President Henry Wallace as Secretary of Commerce in place of Jesse Jones was delayed by the Senate last month while Congress passed a bill to divorce the Reconstruction Finance Corporation, Government lending agency, from the Department of Commerce.

• Thirty thousand temporary dwellings will be produced in the U. S., subject to the availability of lumber and building materials, and shipped to England to meet the immediate needs of essential war workers in bombed-out areas, the Foreign Economic Administration and the National Housing Agency announced.

• The government's seizure of the properties of Montgomery Ward & Co. in Chicago and six other cities because of labor trouble was ruled illegal by Federal District Court Judge Philip L. Sullivan, a Democrat appointed in 1933 by FDR. The judge held that Ward is not engaged in production of war materials and therefore not subject to certain existing wartime governmental controls over industry. The Army was left in charge of the properties, however, pending the Government's appeal of the decision.

• In addition to contributing military and civilian supplies to the French, the OWI reported, the U. S. has overhauled and modernized a score of French naval units and has turned over to France more than 200 American-built naval craft. France has been assigned shipping space the equivalent of 26 ships from the United Nations' combined pool for the first quarter of 1945. An undetermined number of U. S. merchant ships will be allocated to her to be manned by French crews and operated under the control of the War Shipping Administration. The U. S. Navy has supplied France with four squadrons of naval aircraft, plus replacements.

• Food: In Evansville, Ind., grocer Arthur H. Lillienkamp pulled a Popeye and knocked out a robber with a can of spinach. In Brooklyn a part-time war worker was arrested after his wife charged him with hitting her in the face with a five-pound, 50-point sirloin steak. And she waited in line for three hours for the meat.

• The National Safety Council came up with these facts last month: The average American has one chance in 14 of being injured in an accident this year; the safest place to live is on a farm; safest industry to work in is communications and next safest is explosives; most dangerous is mining.

• It happened last month: A pair of dateless co-eds at the University of Wisconsin, starting a picket line at the Junior Prom, carried this sign: "No Prom for Me—My Guy is in Burma." . . . Gloria Vanderbilt Di Cicco, and husband Pat, actors' agent, were separated "by mutual consent" less than a month before she was to inherit \$4,000,000 on her 21st birthday . . . David Kay, New York City businessman, offered \$1,000 to the first Russian soldier to enter Berlin . . . A store in Gary, Ind. ran an ad in a local paper stating that expectant fathers would be sold

one pack of cigarettes each to settle their nerves. Buyers must bring a doctor's certificate attesting to impending fatherhood . . . The WMC announced that 3,000 men were available for war jobs due to closing of race tracks . . . Despite poor legs which made him a 4-F, Everett Cooper hiked 18 miles over snow-covered roads to be at his war plant job in Ellwood City, Pa., after bus service broke down . . . The St. Louis *Post-Dispatch* started a campaign to separate commentary concerning bodily aches, stomach acidity, bad breath, etc., from news broadcasts . . . Actor-director-producer-playwright-politician-and-husband-of-Rita Hayworth Orson Welles turned columnist, writing about topics from foreign affairs to cooking . . . Four hundred prisoners at the state prison, Joliet, Ill., are voluntarily taking newly discovered drugs in experiments to find a cure for malaria.

ENTERTAINMENT

Joan Davis signed a four-year radio contract at one million dollars a year for a half-hour daily show. She will be the highest paid comedienne on the air and will pay her own supporting cast . . . Gypsy Rose Lee, commenting on her recent motherhood, announced: "It took a long time, but from now on it's my hobby." . . . Humphrey Bogart, 45, told the world he's going to marry Lauren Bacall, 20, his newest leading lady, whom he calls Baby. She calls him Bogey . . . Despite attempts to curb the ticket black market on Broadway, it's more prevalent than ever—due to high percentage of hit shows . . . Federal revenue from theater admission taxes reached a record figure of \$300,515,911 last year—better than \$800,000 a day . . . Paramount Pictures plans to establish a small production unit in Canada to make shorts . . . The movie *A Song to Remember*, the life and music of Poland's Frederic Chopin, was rushed to Warsaw and played in that city the day it fell to the Russians. Chopin's music had been cut off in Warsaw when the Germans entered in September 1939 . . . Wallace Beery started his 40th year in show business and his 32d in films by signing a new contract with MGM . . . Newspapers reported that Errol Flynn was married in Mexico some time ago and is now a father. He didn't say yes, and he didn't say no . . . Bob Hope received the Poor Richard Club gold medal of achievement for his "notable deeds at the war fronts and in the training camps." . . . Danny Kaye, now baa-dee-baa-daaing every Saturday night on the radio, is first choice to play the meek little man in James Thurber's *The Secret Life of Walter Mitty*, recently purchased by Goldwyn . . . Tommy Dorsey made his first appearance on the concert stage when he was guest soloist with the New York Symphony under the baton of Leopold Stokowski . . . Lux Theater is looking for a new master of ceremonies to succeed Cecil B. DeMille on the Monday night spot. DeMille left the air after a row with his union. He refused to pay a dollar assessment for political action.



HIGH SEE: Entertaining at the National Press Club canteen in Washington last month, Vice President Harry Truman tried something new on the piano—Lauren Bacall of the movies.



KING OF SWAT: Babe Ruth, retired homerun king, donned his crown in his New York home 7 February and swung a knife at a birthday cake—his 51st. The Babe was given the crown in 1921.

Photographs from Press Association, Inc.



MEN VS. FLAMES: This striking photo was taken early one February morning as firemen fought a fire that followed an explosion at the Verling Steel Co. plant in Chicago. Two persons were feared dead; 51 escaped.

Photograph from Press Association, Inc.

SPORTS

Big noise in sports last month was gambling. A whisper became a roar when it was revealed that five Brooklyn College players had made a deal with professional gamblers to throw a forthcoming game with the University of Akron at Madison Square Garden for \$3,000. The cagers were expelled from college, the gamblers indicted by a grand jury.

The Brooklyn Blowoff brought cries from sports fans to bring basketball back to the college gyms. Officials of other sports began looking in the corners of their own houses. The not-wanted sign was posted for gamblers who, with the horse tracks closed were compelled to confine their activities to dog racing, jai alai and gin rummy.

Odds & Ends: Larry McPhail, ex-Dodger president and ex-Army lieutenant colonel, Capt. Dan Topping, USMCR, owner of pro football Brooklyn Tigers and husband of Sonia Henie, and Del Webb, millionaire Phoenix, Ariz., construction man and one-time minor league hurler, bought the New York Yankees for a reported \$2,800,000, all Yankee property included . . . Gill Dodds, holder of the indoor mile record, retired from competition to devote his full time to the ministry . . . Ray Mangrum won the Tucson Open golf tournament, Sammy Byrd took the Texas Open, and Byron Nelson the Corpus Christi Open and then went on to take the New Orleans open with a seven-under-par 65 finish . . . Herbert A. "Hype" Igoe, veteran sports writer, cartoonist, boxing expert and friend of champions since the days of James J. Corbett died as result of a heart ailment. He got his nickname when an

elevator boy, commenting on his extreme slimness, said he looked like a hypodermic needle . . . Alan Ford of Yale, broke the 100-meter and 110-yard dash swimming records established by Johnny Weissmuller in 1927 and 1928. Weissmuller was active too; he signed to play Tarzan in the movies for two more years . . . Lt (jg) Paul Brown, USNR, football coach at NTC, Great Lakes, and former Ohio State coach, signed a postwar five-year contract to coach the Cleveland pro team in the All-American conference. Carroll Widdoes, Brown's assistant at OSU and later his successor, had been named the coach of the year for 1944.

VETERANS

• Veterans were placed in 77,720 jobs during December by the United States Employment Service of the War Manpower Commission. More than 11,000 of the jobs went to men with disabilities. Month's placements by USES boosted total for veterans in 1944 to 806,139.

• All naval hospitals where 100 or more men a month are discharged now have representatives of the Veterans Administration assigned to them to give advice and information to men being separated from the service. Reps render assistance on matters administered by VA, mainly on benefits and claims.

• Returning ex-servicemen are heading for that old college degree. Of the veterans who have so far taken advantage of educational opportunities under the "GI Bill" (see also p. 39), 80% are enrolled in college or university work while 20% are taking courses of less than college grade or occupa-

tional training. Breakdown of 12,589 now in school shows: 9,671 in colleges and universities, 227 in junior colleges, 326 in teachers' and normal schools, 1,979 in trade schools and business colleges and 386 in other schools. To date, 36,778 veterans have put in for GI education; 33,256 have been approved, and remaining applications are being processed.

• Disabled veterans have been finding war jobs so rapidly, Veterans Administration reports, that few have applied for vocational training open to them. While 9,359 were taking rehabilitation courses at end of 1944, another 150,000 eligibles did not apply, preferring the double advantage of a war job: good pay and a part in the war effort at home. When war output tapers off, greater interest in vocational training is expected, as veterans may apply for it up to two years from date of their discharge or official end of the war, whichever is later. After first World War, 128,000 veterans completed rehabilitation courses.

• The great majority of soldiers, according to a War Department survey, plan to return to their old homes after the war. Among white soldiers, 8 out of 10 will go back to the state they came from before the war; one will move, and the 10th man is undecided. Among Negro soldiers, only two-thirds expect to return to their home state, with the main migration being from the South to the Northeast. About half of the white enlisted men who say they are going to move intend to head for the Far West. Pacific Coast is expected to net an increase in population of around a quarter of a million.

• Can men and women with physical disabilities earn enough to live on? The Office of Vocational Rehabilitation, of the Federal Security Agency, reports that 44,000 civilian men and women whose physical disabilities had previously kept them from earning a living were making an average income per person of about \$150 a month after receiving vocational rehabilitation. This does not include other income which a disabled veteran would have, such as disability pension. A survey of 117 major industrial establishments employing disabled persons revealed that, according to plant managers, they were dependable, careful, had a lower accident rate and produced as much or possibly a little more than able-bodied employees.

• What is believed to be the first loan to a discharged servicewoman under



Miss Hayes

the provisions of the "GI Bill of Rights" has been made to Anna T. Hayes, of White Plains, N. Y., former pharmacist's mate third class in the waves. Honorably discharged last year, Miss Hayes arranged the loan to buy a house in White Plains for use as a nursing home. The loan was made by a local savings and loan association, with Veterans Administration guaranteeing \$2,000 of it under the GI Bill.

THE WAR AT SEA

OFFICIAL REPORTS: 21 JANUARY THROUGH 20 FEBRUARY

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

21 JANUARY

U. S. Pacific Fleet Communique No. 239

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed installations on Iwo Jima in the Volcanoes on 18 Jan. Three enemy fighters rose to intercept our aircraft and one was shot down. On the same date Army Liberators bombed harbor installations at Chichi Jima, in the Bonins, starting large fires in barracks and warehouse areas.

On 19 Jan. carrier aircraft of the Pacific Fleet shot down 16 enemy planes which were attempting to fly from Formosa to Luzon.

Ventura search planes of Fleet Air Wing 2 bombed and strafed barracks areas and a radio station on Wake Island on 19 Jan. Moderate anti-aircraft fire was encountered.

Single Liberators of the 11th AAF bombed Matsua and Onnekotan Islands south of Paramushiru in the Kurils on 20 Jan.

Neutralizing raids on enemy-held bases in the Marshalls were continued by planes of the 4th Marine Aircraft Wing on 19 Jan.

Reports of damage to enemy shipping are as yet incomplete, but at Takao two large ships and the docks and industrial areas were left burning furiously. Considerable damage was inflicted on shipping at Keelung, Toshien, and Nan-wan in Formosa, at Mako in the Pescadores and in the Sakishima Islands.

2. During this operation one of our major ships was damaged. Our aircraft losses were relatively light.

3. 11th AAF planes attacked Kataokawan on the island of Shimushu in the northernmost Kurils the same day.

4. Docks and buildings on Yap were bombed and small craft at Babelthup were destroyed by planes of Fleet Air Wing 1 the same day.

5. 4th Marine Aircraft Wing aircraft made neutralization raids on islands in the Marshall group.

ADVANCED HEADQUARTERS ON LUZON—Our light naval units started fires among shore positions near San Estaban Point south of Vigan. . . . *China Sea*: Patrol planes by night bombed the harbor at Takao, Formosa.

CHUNGKING, 14th AAF communique—During the week fighters and bombers sank 4,400 tons of enemy shipping and 34 craft of less than 100 feet; probably sank 20,750 tons of enemy shipping, a destroyer escort and an escort vessel, and damaged 29,950 tons of shipping. One hundred and sixty-five vessels of less than 100 feet in length, not included in the tonnage, were also damaged.

22 JANUARY

Navy Department Communique No. 569

1. LST 359 has been lost in the Atlantic area as a result of enemy action.

2. The next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 240

1. On 20 Jan. carrier aircraft of the Pacific Fleet attacked the enemy air force, shipping and installations in Formosa. Forty-three Japanese aircraft were destroyed in aerial combat, 97 were destroyed on the ground and approximately 100 more were damaged in attacks on the airfields at Heito, Choshu, Matsuyama, Elko, Kuputsua, Giran, Koshun and Taien. Intense anti-aircraft fire was encountered at Takao.

CARRIER PLANES
RENEW ATTACKS
ON FORMOSA

proximately 100 more were damaged in attacks on the airfields at Heito, Choshu, Matsuyama, Elko, Kuputsua, Giran, Koshun and Taien. Intense anti-aircraft fire was encountered at Takao.

KANDY, Ceylon, 15th Indian Corps communique—Following a heavy naval and air bombardment yesterday morning British and Indian troops effected a landing with little opposition on the north of Ramree Island and formed a bridgehead. They have entered Kyaukpu at the northern end of the island.

CHUNGKING, 14th AAF communique—On 21 Jan. B-24s bombed the Royal Navy Yards in Hong Kong harbor. They probably destroyed one enemy vessel with a direct hit. Secondary explosions followed the navy yard bombing.

23 JANUARY

U. S. Pacific Fleet Communique No. 241

1. On 21 Jan. a strong force of carrier aircraft of the Pacific Fleet attacked Okinawa in the Ryukyus. Reports of damage inflicted are not yet available.

ADVANCED HEADQUARTERS ON LUZON—Mindoro: Light naval units in the Lubang Islands damaged six coastal craft and destroyed ammunition dumps on shore. . . . *China Sea*: Following a pre-dawn harassing attack our Navy bombers at midday struck Heito airbase at Formosa. Fires and explosions were seen in hangars, repair and assembly shops, causing widespread destruction. Patrol planes to the east attacked shipping at the Sakishima and Okinawa Islands, destroying or damaging four small freighters.

24 JANUARY

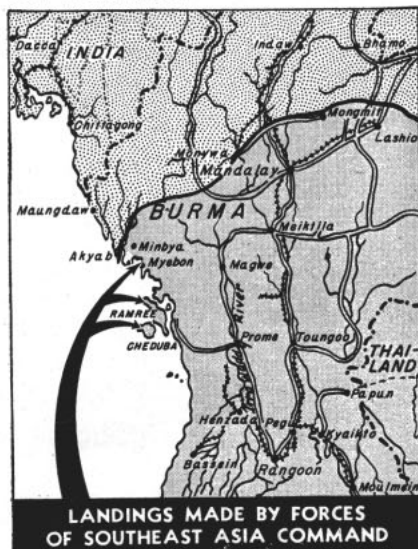
ADVANCED HEADQUARTERS ON LUZON—Our forces, supported by heavy naval bombardment, continued the reduction of the enemy's fixed defenses around Rosario. . . . Our planes struck enemy coastal defenses in Subic Bay, damaged barges in Dasol Bay and executed close-up support attack for our ground forces. . . . Enemy casualties for the two weeks since the landing are estimated at approximately 14,000, including 6,449 killed and 7,200 wounded. Our casualties are 657 killed, 187 missing and 2,301 wounded, a total of 3,145. . . . *China Sea*: Heavy units at night bombed the aluminum plant at Takao, Formosa, with resulting fires and explosions visible 20 miles. Patrol planes attacked the Toko seaplane base and supply areas in the Pescadores Islands to the west with good effect. . . . *Borneo*: Air patrols bombed Louise oil field installations and coastal shipping. A 2,000-ton freighter and another of 1,000 tons were sunk, possibly a third freighter and a coastal vessel were damaged by low-level strafing.

WASHINGTON, 20th AAF communique—Superfortresses attacking military installations on Iwo Jima 23 Jan. reported good results.

KANDY, Ceylon, 15th Indian Corps communique—Northeast of Myebon Peninsula we have made a new landing and established a bridgehead a mile in depth southwest of Kanmgaw.

WASHINGTON, 20th AAF communique—Superfortresses attacking military installations on Iwo Jima 23 Jan. reported good results.

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LANDINGS MADE BY FORCES
OF SOUTHEAST ASIA COMMAND

See 22, 24, 27, 28 January.

25 JANUARY

U. S. Pacific Fleet Communique No. 242

1. Surface units of the Pacific Fleet, aircraft of the Strategic Air Force, Pacific Ocean Areas and B-29s of the 21st Bomber Command, in a coordinated action on 23 Jan. attacked Iwo Jima.

U. S. SHIPS
AND PLANES
BATTER IWO

A sizeable force of Liberators dropped more than 70 tons of explosives on air installations and shipping, starting fires visible 15 to 20 miles away. The B-29s dropped 117 tons of bombs on the airfield areas. Three of our planes were damaged and one was lost, but most of its crew was rescued. There was no interception by enemy planes. Anti-aircraft fire was meager.

Our surface units inflicted severe damage on island installations. One enemy cargo vessel exploded and two others were left burning.

2. On the same day planes of the 11th AAF attacked Paramushiru. Three enemy planes were shot down. One of our planes was lost.

3. Planes of the 2d Marine Aircraft Wing destroyed two warehouses at Babelthup and damaged harbor installations at Yap, in the Palaus, on 23 Jan. The Palau area was attacked previously on 21 Jan., at which time one of our planes was lost, but the pilot rescued.

ADVANCED HEADQUARTERS ON LUZON—In the air our heavy units, with 95 tons of bombs, struck enemy installations at the Cavite naval base, causing large explosions and fires. In low-level sweeps our medium and attack bombers destroyed a 10,000-ton enemy tanker near Aparri. Many barges and small craft along the shore lines were sunk.

26 JANUARY

ADVANCED HEADQUARTERS ON LUZON—*China Sea*: Long-range reconnaissance planes on successive nights bombed shipping and shore installations at Formosa and adjacent waters. Direct bomb hits and low-level strafing destroyed a freighter of 1,000 tons and damaged two others and a fourth large cargo type plus seven coastal vessels. Another plane bombed the waterfront at Amoy, China.

LONDON, Air Ministry communique—Yesterday afternoon Mosquitos of the Royal Air Force Coastal Command attacked enemy shipping lying in a Norwegian fjord. Many hits with rocket projectiles were made on two medium-sized merchant vessels, one of which was set on fire and left down by the stern. The other merchant vessel and a coastal vessel were also damaged and left smoking.

27 JANUARY

Navy Department Communique No. 570

United States submarines operating in Far Eastern waters have reported sinking 21 enemy vessels,

including one light cruiser. The enemy vessels sunk were: One light cruiser, one large tanker, one large cargo transport, one medium auxiliary, nine medium cargo vessels, one medium tanker, three small cargo transports, four small cargo vessels.

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

U. S. SUBS
SINK 21 MORE
JAP VESSELS

U. S. Pacific Fleet Communique No. 243

An estimated 60,000 tons of Japanese shipping in Formosa ports was destroyed and 65,000 tons damaged in attacks by Pacific Fleet carrier aircraft on 20 Jan. Among the ships sunk were six oilers and four medium cargo ships. Among the ships damaged were three destroyers, one large troop transport, four large oilers, one large cargo ship, one medium cargo ship.

Liberators of the Strategic Air Force bombed installations and the airfield areas

on Iwo Jima on 24 Jan. Several fires were started. Antiaircraft fire was meager. Only one enemy plane intercepted our bombers.

Planes of the 2d Marine Aircraft Wing attacked installations at Babelthup and in the Yap area on the same day.

ADVANCED HEADQUARTERS ON LUZON—China Sea: A patrol plane scored a direct hit on an enemy destroyer off the port of Amoy. . . . **Borneo:** Air patrols attacking enemy shipping and shore installations off the north coast, sank a small freighter, damaged two barges and directly hit a pier, causing a tremendous explosion.

KANDY, Ceylon, 15th Indian Corps communique—Allied forces landed on Cheduba Island, southwest of Ramree.

WASHINGTON, 20th AAF communique—The 20th Bomber Command, from India bases, attacked military and naval installations at Saigon, Indochina.

ROME, naval communique—It is reported from the south of France that enemy positions near the Franco-Italian frontier continued to be bombarded by Allied warships. During the last nine days the United States destroyer *Benson*, the British destroyer *Lookout* and the French destroyer *Trombe* have all been in action.

28 JANUARY

U. S. Pacific Fleet Communique No. 244

1. A recapitulation of damage inflicted on enemy shipping in and around Formosa, on 20 Jan. by aircraft in the United States Pacific Fleet is as follows (including damage reported in Communique 240):

Sunk: 60,000 tons, including six oilers, two medium cargo vessels previously reported damaged, one medium cargo vessel, two small coastal cargo ships, four luggers, one medium cargo ship.

Damaged: 65,000 tons, including one large transport, two large oilers, one large cargo ship, three luggers, one destroyer, two medium cargo ships, four small coastal cargo ships.

Aircraft destroyed or damaged: 47 shot down, 102 destroyed on the ground, 162 damaged on the ground.

2. In attacks in and around Okinawa Jima in the Nansei Shoto, aircraft of the Pacific Fleet inflicted the following damage on the enemy on 21 Jan. (attack reported in Communique 241):

Sunk: Four ships, 25 vessels. Damaged: five ships, 36 small vessels. Aircraft destroyed or damaged: 28 planes burned on the ground, 40 planes damaged on the ground.

3. The two-day operations cost our forces 15 carrier aircraft lost in combat.

4. Ventures of Fleet Air Wing 4 made rocket and machine-gun attacks on radio and lighthouse installations on Shimushu in the Kurils on 25 Jan. On the same day 11th AAF Mitchells bombed installations on Toroshima in the same group. Eight enemy fighters were encountered by the Army bombers, which probably destroyed two and damaged four others. All our aircraft returned safely.

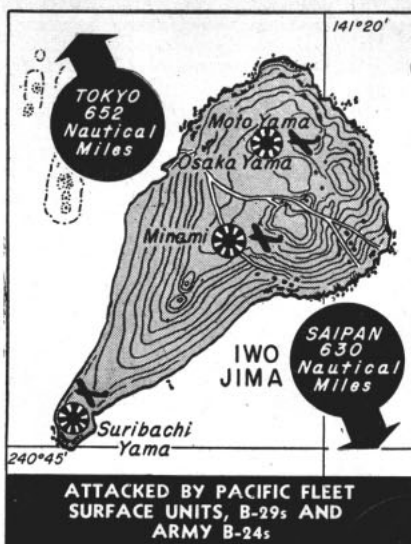
5. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed installations on Iwo Jima in the Volcanoes through moderate antiaircraft fire on 25 Jan. Two enemy fighters were seen in the air.

6. On 24 and 25 Jan. torpedo planes and fighters of the 4th Marine Aircraft Wing bombed enemy installations on Yap in the western Carolines.

7. On 25 Jan. Marine aircraft destroyed a building and bridge on Urukthapel in the Palau, sank a barge near Babelthup and bombed Sonsorel Island, southeast of the Palau.

8. Neutralizing raids were continued by planes of Fleet Air Wing 2 on enemy-held bases in the Marshalls on 26 Jan.

ADVANCED HEADQUARTERS ON LUZON—Our heavy units on successive days struck enemy coast defenses on Corregidor and the naval base at Cavite with 200 tons of bombs. Medium and attack-bombers swept Bataan and Subic Bay. . . . **Cebu:** PT boats at night destroyed seven barges off the northeast coast. . . . **China Sea:** Night reconnaissance bombers attacked enemy shipping and shore installations in the Formosa area.



See 25 January.

KANDY, Ceylon, naval communique—In an operation conducted by the Royal Navy solely from its own resources, a force of Royal Marines of the East Indies Fleet landed on Cheduba Island on the morning of 26 Jan. The force was carried to the island in cruisers from which they were transferred to landing craft for the assault on the beaches. Covering force was provided by cruisers and destroyers. Aircraft of the Fleet Air Arm spotted for the bombardment. Slight opposition was met by the marines when they landed, but they were soon masters of the assault area and are rapidly clearing the island of the enemy. Naval motor launches are dealing with any Japanese who may attempt to escape from the island.

Owing to an ambiguity in yesterday's communique the landing has been erroneously attributed to troops of the 15th Indian Corps.

29 JANUARY

ADVANCED HEADQUARTERS ON LUZON—Our heavy air units hit the naval base at Cavite. . . . **Mindoro:** Light naval units destroyed or damaged 16 coastal craft off Verde Island.

WASHINGTON, 20th AAF communique—Military installations on Iwo Jima were bombed with good results by Superfortresses in a daylight attack 28 Jan.

30 JANUARY

U. S. Pacific Fleet Communique No. 245

1. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, encountered moderate antiaircraft fire over Iwo Jima in the Volcanoes while bombing air installations on the island 26 Jan. One of our planes suffered a hit by a 75-mm. projectile but all of our aircraft returned safely. One of two enemy fighters opposing our force was shot down.

On the following day Liberators again bombed the island. This mission marked the 52d day in succession that 7th AAF bombers, operating under the Strategic Air Force, have attacked Iwo Jima with an average of 28 aircraft per day

bombing the island.

2. On the night of 26 Jan. Marine Mitchells swept over the Bonins and Volcanoes, attacking a small coastal cargo ship from low altitude. On the following night the Marine bombers attacked a convoy near the Bonins, damaging a destroyer. An attack was also made on a destroyer and a medium ship near the Volcanoes and rocket hits were scored on both targets. Another destroyer south of the Bonins was left dead in the water by our aircraft, which scored four hits, causing explosions aboard ship.

This shipping search marked the 54th consecutive night on which aircraft of this squadron have carried out harassing flights against enemy shipping in the Bonins-Volcanoes area.

3. Fighters and bombers of the 4th Marine Aircraft Wing sank a barge near

Babelthup in the Palau on 26 Jan. and bombed and strafed shore installations in the same area on the following day.

4. Harbor installations and shore facilities on Yap, in the western Carolines, were attacked with bombs and rockets by Marine aircraft on the same date.

ADVANCED HEADQUARTERS ON LUZON—In an amphibious operation, the 38th Division and elements of the 24th Division of the 11th Corps of the 8th Army have landed on the Zamboales coast of western Luzon in the sector from San

Narciso to San Antonio. The surprise of the enemy was complete, both strategically and tactically, and the landing was accomplished without loss of man, ship or plane. Our troops drove inland through San Marcelino and its airfield to Catilijos, 11 miles beyond the beachhead and within 10 miles of Olongapo on Subic Bay. This operation is calculated to give us the great Subic Bay base to threaten the western flank of any enemy forces in the central plain and to seal off Bataan.

. . . in the air our heavy bombers dropped 109 tons of bombs on enemy coast defenses at Corregidor and on the naval base at Cavite, causing large fires and explosions. . . . **China Sea:** Night patrol planes attacking enemy shipping in the Formosa area probably destroyed a 2,000-ton freighter by a direct hit.

LONDON, Admiralty communique—Carrier-borne aircraft of the Royal Navy, operating with ships of the Home Fleet, have again struck at enemy shipping off the coast of Norway. Naval aircraft flown from the escort carrier HMS *Nairane* attacked two medium-sized supply ships with rocket projectiles north of Statlandet. One vessel was left stopped and on fire and the other stopped and probably aground. Bomb hits were obtained on another larger ship which was further damaged by rocket fire. Gun sites and other shore installations were also attacked. Other naval aircraft operating from the escort carrier HMS *Compania* attacked a small supply ship close inshore with rocket projectiles.

Moscow, communique—The Red Banner Baltic Fleet Air Arm attacked enemy ships in the area of the port of Liepaja and sank four German supply ships totaling 26,000 tons.

31 JANUARY

U. S. Pacific Fleet Communique No. 246

1. More than 40 tons of bombs were dropped on Iwo Jima in the Volcanoes by Army Liberators of the Strategic Air Force, Pacific Ocean Areas, on 28 Jan. An explosion was observed on the airstrip and several fires were started in storage areas.

2. Liberators of the same force bombed Marcus Island on the same date.

3. Night flying Marine Mitchells of the Strategic Air Force struck at shipping around the Bonins and Volcanoes on 29 Jan. Hits scored with rockets caused large explosions on a large enemy cargo ship and a medium cargo ship near the Bonins.

4. On 28 Jan. fighters and torpedo aircraft of the 4th Marine Aircraft Wing attacked shore and harbor installations on Yap, in the western Carolines.

5. Facilities on Babelthup, in the Palau, were attacked by Marine aircraft on 28 Jan.

ADVANCED HEADQUARTERS ON LUZON—Our forces landed on Grand Island at the entrance to Subic Bay and captured it. Inland we advanced 11 miles and seized Olongapo. We are now using this excellent anchorage, and development of a naval base is already underway. . . . In the air our heavy units dropped 57 tons of bombs on the naval base at Cavite, causing heavy explosions and fires. Our PT boats, with fighter air cooperation, swept Batangas Bay in the south and Ilocos coast to the north, destroying 51 coastal craft. . . . **China Sea:** Patrol planes attacking enemy shipping at Sakishima Island sank four freighters and set afire two others, all ranging in size from 300 to 2,500 tons. Docks and barges were also strafed from low level.

Navy Department Communique No. 571

The next of kin of casualties have been informed.

Next of kin of officers and crew have been informed.

ADVANCED HEADQUARTERS ON LUZON—Elements of the 11th Division of the 8th Army have landed at Nasugbu, on the west coast of Batangas Province, 32 miles southwest of Cavite.

of Manila joining those to the north and definitely outflanks the enemy's defense lines in southern Luzon. . . . Our heavy units on successive days dropped over 152 tons of bombs on Corregidor defense positions and on the naval base at Cavite. Large explosions and many fires were caused in both target areas. . . . *Cebu*: PT boats supported by fighters destroyed a coastal vessel, two barges and two small craft off the east coast. . . . *Formosa*: Our aircraft attacking enemy shipping to the south, scored direct hits on a 10,000-ton tanker probably causing heavy damage with fires raging half an hour, and also damaged a small freighter.

Navy Department Communique No. 573

1. The LST reported lost in Navy Department Communique No. 571 should have been identified as the LST 749. The LST 749 was lost in operations in the Philippine Area. The LST 759 has not been lost.

Navy Department Communique No. 574

FAR EAST

United States submarines have reported the sinking of 10 enemy vessels as a result of operations in these waters.

transport, one medium transport, one small tanker.

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

U. S. Pacific Fleet Communique No. 247

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed Iwo Jima in the Volcanoes on 30 Jan. (East Longitude date). Our aircraft were opposed by three enemy fighters of which one was damaged.

On 30 Jan. Army bombers of the same force bombed airstrip installations on Woleai in the western Carolines.

Avenger torpedo planes of the 4th Marine Aircraft Wing destroyed a building and bombed harbor installations on Yap in the western Carolines on 31 Jan.

Corsair fighters of the same force sank two barges by bombing near Babelthuap in the Palaus on the same date.

U. S. Pacific Fleet Communique No. 248

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed enemy airfield installations on Iwo Jima in the Volcanoes on 31 Jan. (East Longitude date). Four enemy fighters were airborne over the target. On the following day the Army bombers again attacked the island causing fires which were visible for 30 miles.

Marine Mitchells of the Strategic Air Force during nightly harassing attacks against enemy shipping around the Bonins and Volcanoes since 6 Dec. have



See 24, 30, 31^a January, 1 February.

damaged 12 ships and probably destroyed another.

* Fighters of the 4th Marine Aircraft Wing bombed harbor installations at Yap in the western Carolines on 31 Jan. and 1 Feb.

Coast defenses on Urukthapel in the Palaus were bombed by Marine aircraft on 31 Jan. On the night of the same date Marine Hellicats bombed Arakabesan, Koror and Babelthup in the same group. An explosion and a large fire were observed on Arakabesan after the attack. Targets on the same islands were attacked again on 1 Feb.

ADVANCED HEADQUARTERS ON LUZON—Thirty enemy small craft equipped with depth charges and torpedoes attempting a raid on our beachhead at Nasugbu were repulsed by our naval covering screen. Many of the enemy craft were destroyed. We sustained only minor damage.

Our light naval craft, with air support, patrolling the northwest coast of Luzon, sank or severely damaged 19 enemy barges, five speedboats and a lugger, and strafed coastal installations. Our medium bombers and fighters attacked three enemy destroyers off northern Luzon, sinking one and severely damaging the others. Heavy bombers with 109 tons of bombs hit the Cavite naval base, destroying warehouses and causing fires and explosions.

KANDY, Ceylon, 15th Indian Corps communiqué—Our troops made an unopposed landing on the small island of Sagu Kyun, off the southernmost point of Ramree.

CHUNGKING, 14th AAF communique—After U. S. naval forces had driven an enemy freighter aground, 70 miles south of Tourane, on the coast of French Indo-China, B-24s destroyed it. They damaged another ocean-going enemy freighter northward along the coast.

3 FEBRUARY

ADVANCED HEADQUARTERS ON LU'ZON—Our heavy bombers in force attacked Cavite and Corregidor. . . *China Sea*: Patrol planes harassed enemy shipping off Formosa and along the China coast, setting afire three small freighters and damaging several others by strafing. . . *Moluccas*: Heavy reconnaissance units over the Flores and Banda Seas left sinking one small freighter and scored strafing hits on two others and a small coastal vessel.

KANDY, Ceylon, 15th Indian Corps communiqué—Naval craft bombed enemy positions south of the Kambauk Taung.

ADVANCED HEADQUARTERS ON LUZON.—Our heavy bombers again attacked enemy installations at Cavite and Corregidor, causing many fires. Night fighters attacked and badly damaged two enemy destroyers off the north coast. Light naval units strafed enemy coastal installations and damaged seven beached barges in Salomague harbor, north of Vigan. . . . *China Sea:* Patrol planes attacking enemy shipping along the Formosa coastlines and in the Sakishima Islands, destroyed or damaged four small freighters. A fifth, laden with fuel, was left dead in the water and afire off Saigon.

LONDON, *Air Ministry communique* — Yesterday afternoon Lancasters, escorted by Spitfires of the RAF Fighter Command, attacked naval establishments at Portershaven, near Maasluis, and E-boat shelters at Ijmuiden, in Holland. . . . In the early hours of this morning Liberators of the RAF Coastal Command carried out a raid on enemy vessels in the Baltic, northwest of the Gulf of Danzig. One destroyer, four U-boats and a merchant vessel were attacked. Results of the action are not yet known. This was the first raid of its kind carried out by the coastal command, a round trip covering approximately 1,600 miles flown at extremely low altitude and most of the way in darkness.

5 FEBRUARY

Navy Department Communique No. 575

1. The submarine *Tang* is overdue from war patrol and presumed lost.

2. Next of kin of officers and crew have been informed.

U. S. Pacific Fleet Communique No. 249

Navy search Venturas of Fleet Air Wing 4 made machine-gun and rocket attacks on buildings and radio installations at Kurabu Saki on Paramushiru and at Shimushu in the Kurils on 3 Feb. (East Longitude date). All our aircraft returned safely.

On 2 Feb. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed air installations and storage areas on two Jims in the Volcanoes. On the following day Army Liberators, Lightning fighters and Navy search Liberators attacked the island through intense antiaircraft fire which destroyed one of our fighters over the target. Seven enemy fighters were in the air.

Harbor installations at Chichi Jima in the Bonins were bombed by Army Liberators of the Strategic Air Force on 3 Feb.

Airplanes of the 4th Marine Aircraft Wing attacked installations on Yap in the western Carolines, and on Babelthuap, in the Palaus, on 3 Feb. Marine aircraft bombed installations on Rota, in the Marianas, on the same date.

ADVANCED HEADQUARTERS ON LUZON—Our heavy bombers struck the naval base at Cavite and defense positions at Corregidor. *China Sea*: Patrol planes along the *China Coast* sank two small freighters off Amoy. . . . *Lesser Sundas*: Air patrols attacked shipping along the north coast of Flores, damaged barges at Wetar Island and bombed Cape Chater, on Timor.

KANDY, Ceylon, 15th Indian Corps communique — In the southern portion of Ramree Island we have effected a new landing.

KANDY, Ceylon, *communiqué*—In two successful operations a powerful East Indies force, commanded by Rear Admiral Sir Philip Vian, and including the aircraft carriers *Illustrious*, *Victorious*, *Indomitable* and *Indefatigable*, has struck a most damaging blow at

BRITISH CARRIER
FORCE HITS JAP
OIL SUPPLIES

craft on oil refineries at Palembang, in southern Sumatra. The first attack against the Paldpu refinery, was carried out on 25 Jan. The importance of the installations to the Japanese was shown by the heavy scale of defense. Our Avengers, with strong fighter escort including Fireflies, bombing from above and divebombing through the balloon barrage, scored direct hits on the oil distilleries

and hit or damaged many other buildings. The striking force was intercepted by Japanese fighters some miles short of the target. In the ensuing fighting 13 twin and single-engine enemy fighters were shot down and six probables. In addition, 34 aircraft were destroyed and some 25 damaged on airfields surrounding the target.

The second attack, against the Sungel Gerong refinery, was made on 29 Jan. Photographs show many of the principal installations received direct hits and were afterward burnt by oil fires from adjacent oil reservoirs. During the attack, aircraft at 3,000 feet were shaken by a particularly violent explosion. Eight enemy aircraft were shot down over the target area and three probables. Four were destroyed on the ground.

Attacks by enemy aircraft directed against the Fleet were driven off by our fighters with the exception of one raid, in which seven aircraft got through. Our total losses of aircraft in these operations, involving one of the largest forces yet used by the East Indies Fleet, were 15. None of our ships sustained damage and our casualties are exceedingly light.

Among His Majesty's ships in company with the aircraft carriers were the *King George V*, *Argonaut*, *Black Prince*, *Euryalus*, *Grenville*, *Kemenfelt* and *Ursa*.

6 FEBRUARY

U. S. Pacific Fleet Communique No. 250

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed storage and barracks areas on Haha Jima in the Bonins on 4 Feb. (East Longitude date).

On 4 and 5 Feb. Army Liberators of the Strategic Air Force attacked targets on Iwo Jima in the Volcanoes.

Fighters of the 4th Marine Aircraft Wing bombed barges and buildings in the Palaus on 4 and 5 Feb.

Marine torpedo planes destroyed a pier and buildings on Yap in the western Carolines on 5 Feb.

Mitchell bombers of the 4th Marine Aircraft Wing bombed airfield installations and destroyed a building on Ponape in the Carolines on 6 Feb. The attack was made through intense antiaircraft fire. One of our aircraft was lost.

Neutralizing attacks on enemy-held bases in the Marshalls were continued on 5 Feb. by Navy search planes of Fleet Air Wing 2.

7 FEBRUARY

ADVANCED HEADQUARTERS ON LUZON—In the air our heavy units dropped 204 tons of bombs on Corregidor while our attack - bombers hit Caballo Island. Patrol planes on low-level sweeps over the east coast sank 28 enemy barges and several speedboats.

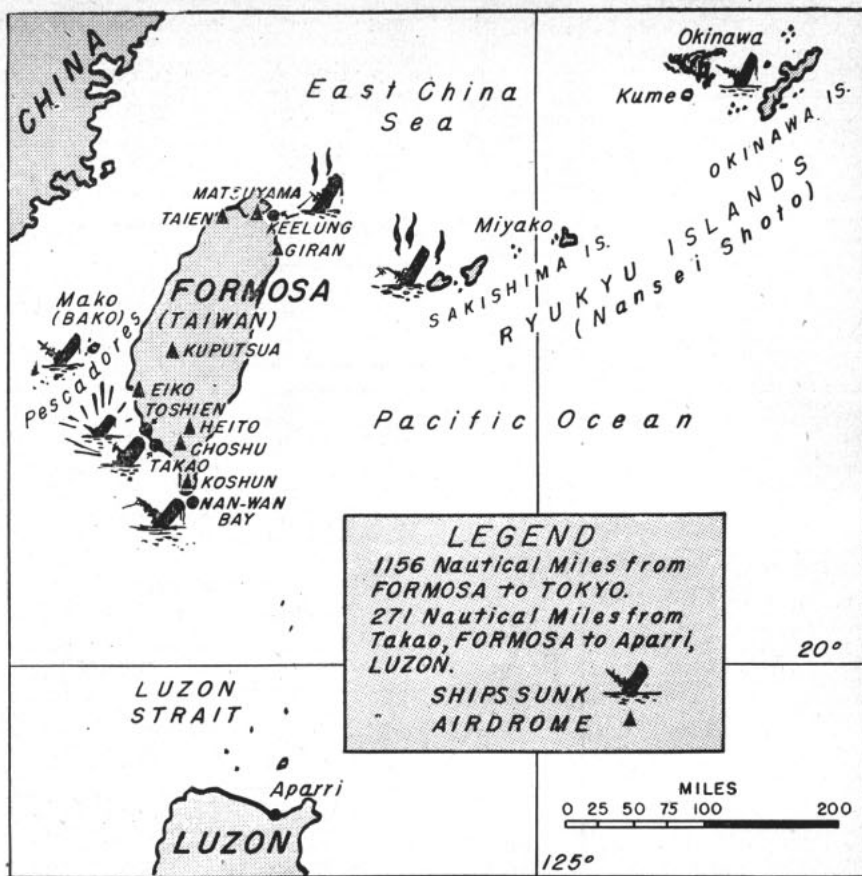
Cebu: Light naval units at night shelled enemy positions on the north coast. . . . Mindanao: Patrol planes bombed boat yards at Zamboanga, setting afire a small vessel under construction. . . . China Sea: Planes attacked shipping in the Sakishima group, sank a 1,000-ton freighter and left another of 2,000 tons in flames.

WASHINGTON, 20th AAF communique—Attacking in two separate forces, B-29s of the 20th Bomber Command struck at naval and other Japanese military installations at Saigon, French Indochina, and at key communications facilities in the Bangkok area 6 Feb.

8 FEBRUARY

U. S. Pacific Fleet Communique No. 251

Marine Mitchells of the Strategic Air Force, Pacific Ocean Areas, attacked shipping in and around the Bonins and Volcanoes on the night of 6 Feb. (East Longitude date). A large ship in a convoy north of the Volcanoes was hit with rockets and a second ship, in a convoy north of the Bonins, was left smoking after an explosion aboard caused by rocket attack.



Symbols indicate attacks by U. S. carrier planes on Jap shipping & airdromes:

See 22, 23, 27, 28 January.

9 FEBRUARY

(A Navy Department memorandum to the press on 9 Feb. identified the vessels announced lost in Navy Department Communique No. 567 [INFORMATION BULLETIN, Feb. 1945, p. 52] as: LST 750, LST 460, LST 738, LST 472, Motor Torpedo Boat 323, SC 744, USS Porcupine.—ED.)

ADVANCED HEADQUARTERS ON LUZON—Mindanao: Reconnaissance planes started fires in boat yards at Zamboanga and damaged a coastal vessel to the north. . . . China Sea: Patrols along the China coast sank a small freighter and a patrol craft and forced a coastal vessel aground by strafing. . . . Formosa: Following a night of harassing attacks on installations at Takao, escorted heavy bombers struck Heito barracks and supply dumps. Our fighters and medium bombers carried out low-level sweeps on communications lines and shipping. Three small freighters and five barges were sunk. . . . Lesser Sundas: Medium reconnaissance units attacked coastal shipping in the Flores, Solor and Alor Islands, destroying or damaging a small coastal vessel and two barges.

10 FEBRUARY

U. S. Pacific Fleet Communique No. 253

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed Iwo Jima in the Volcanoes on 8 Feb. (East Longitude date). Our aircraft were attacked by three enemy fighters of which one was destroyed. One of our bombers was lost.

11th AAF Liberators bombed Kataoka on Shimushu in the Kurils on 8 Feb. All of our aircraft returned safely.

On the same date Corsairs of the 4th Marine Aircraft Wing attacked targets on Babelthup in the Palaus and destroyed a bridge on Yap in the western Carolines.

Marine Hellcats and Corsairs bombed and strafed enemy installations on Rota in the Marianas on 8 Feb.

U. S. Pacific Fleet Communique No. 254

Rocket-bearing Venturas of Fleet Air Wing 4 struck radio and lighthouse installations on Kokutan Saki, at the northern tip of Shimushu in the Kurils, on 8 Feb. (East Longitude date).

ROCKET PLANES HIT SHIMUSHU IN KURILS

More than 60 tons of bombs were dropped on Iwo Jima in the Volcano Islands by 7th AAF Liberators operating under the Strategic Air Force, Pacific Ocean Areas, on 9 Feb.

On the following day Army Lightnings of the Strategic Air Force swept the island and destroyed four bombers and three fighters on the ground and damaged another bomber on the ground.

An enemy destroyer was strafed by our aircraft. One of our fighters was lost in the attack.

Warehouses and buildings on Babelthup in the Palau Islands were damaged by fighters of the 4th Marine Aircraft Wing on 9 Feb. On the same date harbor installations on Yap, in the western Carolines, were set ablaze by Marine aircraft.

Venturas of Fleet Air Wing 1 bombed the airstrip on Puluwat, in the western Carolines, on 10 Feb.

11 FEBRUARY

U. S. Pacific Fleet Communique No. 255

Marine Mitchells of the Strategic Air Force, Pacific Ocean Areas, made rocket attacks on a medium-sized tanker and large cargo ship north of Iwo Jima in the Volcanoes in the early morning hours of 10 Feb. (East Longitude date). Explosions were observed aboard both ships. Our aircraft were opposed by night fighters and by intense anti-aircraft fire.

Army Liberators of the Strategic Air Force bombed Haha Jima in the Bonins on 10 Feb. through intense anti-aircraft fire. Results were unobserved. One of our aircraft was shot down over the target.

Shore installations on Babelthup in the Palau were attacked by fighters of the 4th Marine Aircraft Wing on 10 Feb.

On the same date Marine fighters strafed targets on Rota in the Marianas.

ADVANCED HEADQUARTERS ON LUZON — Our heavy and attack units bombed and strafed enemy installations on Corregidor and the south shores of Bataan. Light naval units sank 20 enemy coastal craft at San Fernando, La Union. . . . *Formosa*: Daylight patrols sank a 2,000-ton cargo vessel in the Pescadores Islands and another of 1,000 tons to the southwest.

12 FEBRUARY

ADVANCED HEADQUARTERS ON LUZON — *Formosa*: Reconnaissance units attacking shipping sank a small freighter, damaged a naval escort at the Pescadores Islands and small craft in the Sakishima group. . . . *China Sea*: Air patrols damaged a small freighter off the coast of French Indochina, probably sank a destroyer-transport to the east and damaged a lugger off Hong Kong.

WASHINGTON, 20th AAF communique — Superfortresses continued their attack on Iwo Jima with good results in a daylight mission yesterday. All B-29s returned safely to their Marianas bases.

13 FEBRUARY

Navy Department Communique No. 576

The escort carrier *Omanney Bay* and the minesweeper *Long* have been lost in the Philippine area as the result of enemy action.

OMANNEY BAY, CVE, LOST IN PHILIPPINES

The next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 256

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, heavily bombed airfield installations and other targets on Iwo Jima in the Volcanoes on 11 Feb. (East Longitude date). Five enemy aircraft were observed in the air.

On the same date Army bombers of the Strategic Air Force attacked Marcus Island with unobserved results.

Navy search planes of Fleet Air Wing 1 bombed Truk in the Carolines on 11 Feb. Two enemy aircraft were airborne over the target.

Fighters of the 4th Marine Aircraft Wing sank a barge and set nine others ablaze and destroyed six trucks on Babelthup in the Palau on 11 Feb. Attacks were also made on targets on Arakabesan in the same group. Installations on Yap in the western Carolines were bombed by Marine aircraft on the same date.

Marine fighters attacked targets on Rota in the Marianas on 11 Feb.

ADVANCED HEADQUARTERS ON LUZON — The 11th Airborne Division cleared

ARMY TROOPS OCCUPY CAVITE NAVAL BASE

150 tons of bombs on Corregidor coastal defenses. . . . *Mindanao*: Medium bombers swept the waterfront at Zamboanga. Four small vessels were destroyed or damaged.

. . . *China Sea*: Patrol planes off Amoy heavily damaged a 2,000-ton cargo ship. To the south, along the coast of French Indochina, a similar vessel and three smaller ones were sunk or severely damaged. . . . *Moluccas*: Light naval units off Halmahera destroyed two barges and captured a third.

14 FEBRUARY

Navy Department Communique No. 577

FAR EAST

United States submarines have reported the sinking of 31 enemy vessels, including a converted light cruiser and two small warships, as a result of operations in these waters. The ships sunk were:

U. S. SUBS SINK ENEMY CL, 30 OTHER VESSELS

Fourteen medium cargo vessels; one small transport; seven small cargo vessels; one converted light cruiser; one converted gunboat; two medium tankers; one small cargo transport; one medium cargo transport; one escort vessel; one large cargo transport; one small tanker.

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

U. S. Pacific Fleet Communique No. 257

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed airfield installations and anti-aircraft positions on Iwo Jima with unobserved results on 12 Feb. (East Longitude date).

On the same date, bombers on the same force struck at naval installations on Chichi Jima and at Mei Jima in the Haha Jima Group in the Bonins. Results were unobserved.

Fighters of the 4th Marine Aircraft Wing destroyed one building and damaged another on Babelthup in the Pa-



See 1 and 5 February.

laus on 12 Feb. Marine fighters and torpedo-bombers struck dock installations on Yap in the western Carolines on the same date.

U. S. Pacific Fleet Communique No. 258

7th AAF Liberators, operating under the Strategic Air Force, Pacific Ocean Areas, bombed enemy installations on Iwo Jima with unobserved results on 13 Feb. (East Longitude date).

On the same day bombers of the same force made attacks on Haha Jima in the Bonins.

Fighters of the 4th Marine Aircraft Wing attacked targets on Koror and Arakabesan in the Palau, starting a fire on Koror.

On the same date Marine aircraft attacked Yap through intense anti-aircraft fire, destroying two buildings.

ADVANCED HEADQUARTERS ON LUZON —

In the air our heavy units dropped 107 tons of bombs on Corregidor's coastal batteries. Fighters swept the east coast of Bataan, destroying an additional 24 enemy supply barges. . . . *Visayas*: Naval patrol craft operating at night off the Cebu coast destroyed a small freighter, sank two supply-laden barges and engaged enemy concentrations on shore.

ROME, Navy communique — It is reported from the Aegean that on the morning of 11 Feb. news was received that a force of about 40 Germans had landed on the island of Nisiro, in the Dodecanese south of Cos. This raiding party came from a neighboring island in search of food and supplies. Their craft, a 90-foot motor launch, was destroyed and sunk by the British destroyer *Exmoor*. Supported by the *Exmoor* and destroyer *Ledbury*, a small party of Greek and British troops landed on Nisiro from an LCI on the afternoon of 11 Feb. to deal with the enemy. The operation was highly successful. The German raiding party sustained eight men killed and 30 others taken prisoner.

15 FEBRUARY

U. S. Pacific Fleet Communique No. 259

Vice Admiral Paul A. Mitscher is in command of a powerful task force of the Pacific Fleet which is now attacking enemy aircraft, air bases and other military targets in and around Tokyo.

This operation has long been planned and the opportunity to accomplish it fulfills the deeply cherished desire of every officer and man of the Pacific Fleet.

Surface units of the Pacific Fleet are bombarding Iwo Jima.

Aircraft of the Strategic Air Force, Pacific Ocean Areas, are bombing Iwo Jima and nearby positions in the Bonins. The Fleet forces are under the tactical command of Admiral R. A. Spruance, Commander 5th Fleet.

16 FEBRUARY

U. S. Pacific Fleet Communique No. 260

1. Carrier aircraft of the 5th Fleet are continuing to attack the Tokyo area.

2. Preliminary reports indicate that substantial damage was inflicted on enemy installations on Iwo Jima in the Volcano Islands in spite of adverse weather conditions during the bombardment by battleships and cruisers of the Pacific Fleet on 16 Feb. [East Longitude date]. Our carrier aircraft set two luggers ablaze and three bombers were probably destroyed on the ground. A kingfisher seaplane from one of the cruisers in the bombardment force shot down a Zero land plane fighter. One of our aircraft was destroyed by enemy anti-aircraft fire, but the pilot was rescued.

Enemy shore batteries which fired on the bombardment group were silenced by the guns of the fleet. The bombardment is continuing.

3. On 15 Feb. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed Iwo Jima in the Volcanoes, and Chichi Jima in the Bonins.

4. On the same date Army Liberators of the Strategic Air Force and Navy search planes of Fleet Air Wing 1 struck airfields on Truk Atoll. Two enemy fighters and moderate anti-aircraft fire were encountered.

ADVANCED HEADQUARTERS ON LUZON —

We have captured Bataan. The 11th Corps landed elements of the 38th Division at Mariveles on the morning of the 15th. The movement was mounted from Olongapo and was covered by the 7th Fleet and the Far East Air Forces. Preceding the landings, Mariveles harbor was swept of mines in a daring and skillful operation during which the fire of Corregidor's guns was neutralized by cruiser and destroyer batteries and by air strikes. The landing was made along the south coast at a number of points to the east and west, centering around Mariveles. Our losses were light.

Meanwhile the encirclement was completed by the 1st Infantry Regiment of the 6th Division, now attached to the 11th Corps, driving south from Pilar, capturing Limay and Lamao in passage toward a junction with the 38th Division.

17 FEBRUARY

ADVANCED HEADQUARTERS ON LUZON—We have landed on Corregidor and seized its decisive points. Its complete capture is now assured. With light casualties following bombardment by the 7th Fleet and the Far East Air Force, the 11th Corps, in a closely coordinated parachute and amphibious movement accomplished a double landing.

The 503d Parachute Regiment successfully dropped on the topside of Corregidor, taking its batteries and defenses in the rear. Shortly thereafter elements of the 24th Division ferried across the narrow channel from Bataan and landed on Corregidor's south shore. They immediately advanced inland and joined the paratroopers. The recapture of Bataan and Corregidor clears the entrance to Manila Bay and opens this great harbor to our fleet.

ROME, naval communique—Between 7 and 12 Feb. continuous bombardments in support of the army were carried out against German positions near the Italo-French frontier by British, United States and French warships.

18 FEBRUARY

U. S. Pacific Fleet Communique No. 261

1. Further reports on the attacks on Tokyo by aircraft of the 5th Fleet under Admiral R. A. Spruance on 16 and 17 Feb. (East Longitude date) are unavailable.

2. Bombardment of Iwo Jima in the Volcano Islands by battleships and cruisers of the Pacific Fleet is continuing. On 17 Feb. carrier aircraft and Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed targets on the island through intense antiaircraft fire. One of our ships was damaged during the attack by shore-based gunfire, which was intense.

3. Five aircraft were strafed on the ground at Chichi Jima in the Bonin Islands and 18 small craft were strafed and an ammunition barge exploded at Haha Jima in the same group on 17 Feb. Enemy antiaircraft fire was intense over both targets. Ships' antiaircraft batteries shot down two enemy planes.

4. Army Liberators of the Strategic Air Force bombed Marcus Island on 16 Feb.

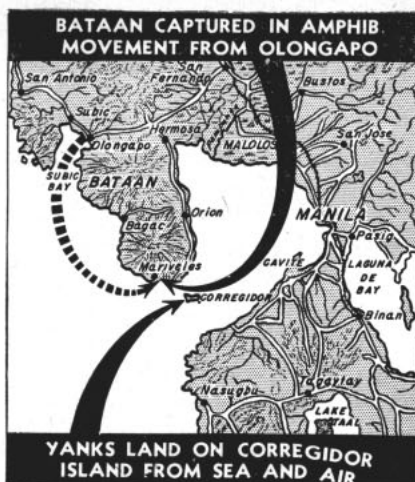
5. Fighters of the 4th Marine Aircraft Wing attacked targets on Babelthup in the Palaus and Yap in the western Carolines on the same date.

U. S. Pacific Fleet Communique No. 262

1. Battleship gunfire damaged defensive installations, including three heavily casemated coastal guns knocked out and probably three more damaged during a heavy bombardment of Iwo Jima on 18 Feb. (East Longitude date).

The island was under fire of heavy units of the United States Pacific Fleet throughout the day. The bombardment of Iwo Jima on 16, 17 and 18 Feb. was under the immediate tactical direction of Rear Admiral W. H. C. Blandy, USN.

2. Carrier aircraft of the Pacific Fleet damaged 16 small ships and barges at Chichi Jima in the Bonin Islands on the same date. Four planes were damaged on the ground by strafing attacks and three aircraft at the island seaplane base were strafed. Our planes met intense antiaircraft fire.



See 16-17 February.

3. Bombing from low altitudes, 7th AAF Liberators operating under the Strategic Air Force, Pacific Ocean Areas, attacked airfields and defense installations on Iwo Jima on 17 Feb. setting large fires. Antiaircraft fire was intense.

4. Liberators of the Strategic Air Force and Navy search aircraft of Fleet Air Wing 1 attacked the airdrome on Marcus Island on 17 Feb.

5. On the same date aircraft of the same forces attacked airfields on Truk atoll, meeting only a few enemy fighters, which were not aggressive.

6. Corsairs of the 4th Marine Aircraft Wing bombed and damaged a pier, warehouse and other targets on Babelthup in the Palaus on 16 Feb.

ADVANCED HEADQUARTERS ON LUZON—On Corregidor we are clearing out enemy pockets. Units of the 7th Fleet shelled the Cavite shore line south of Corregidor. Our naval units in the vicinity of Manila Bay sank five small enemy craft. Others in San Bernardino Strait destroyed two coastal craft. . . . *Formosa*: Patrol planes attacking shipping in the Ryukyu Islands, sank two freighters of 1,000 tons each, five smaller vessels and seriously damaged a transport. . . . *China Coast*: Reconnaissance units sank a 3,000-ton freighter-transport and set afire several smaller enemy craft off St. Jacques, French Indochina.

Moscow, communique—The Air Arm of the Red Banner Baltic Fleet operating over the southern part of the Baltic, sank an enemy transport vessel and a patrol launch.

19 FEBRUARY

U. S. Pacific Fleet Communique No. 263

1. The United States Pacific Fleet achieved a decisive victory over the enemy in attacks on Tokyo on 16 and 17 Feb. (East Longitude date).

2. Approaching the enemy's coast under cover of weather so adverse as to handicap enemy air operation, complete tactical surprise was accomplished by our forces and the following damage was inflicted on the enemy:

Aircraft: 332 airplanes shot out of the air; 177 airplanes definitely destroyed on the ground; at least 150 airplanes were probably destroyed or damaged on the first day; an unknown number were damaged on the second day.

Shipping: One escort carrier was bombed and set afire. She was down by the bow and was left lying on her side at Yokohama. Nine coastal vessels sunk. One destroyer sunk. Two destroyer escorts sunk. One cargo ship sunk. Twenty-two coastal vessels damaged. Numerous picket ships destroyed by our aircraft and surface action, including one which was rammed by one of our destroyers.

Ground installations: Shops and other installations destroyed at numerous airfields. Naga aircraft factory damaged. Musashin, Tama and Tachigawa engine plants heavily bombed.

3. Our forces lost 49 planes in the attack. Between 30 and 40 pilots were lost. All enemy efforts to attack our task force

were turned back by our effective combat air patrol before they reached our ships. None of our ships suffered from enemy action. Enemy fighters were unaggressive and avoided our fighter aircraft.

4. The forces under command of Admiral R. A. Spruance, Commander, 5th Fleet, and Vice Admiral Marc A. Mitscher, tactical commander of these carrier forces, have won a victory as precise as it was decisive in the heart of the enemy's defenses. The airmanship of our naval aviators was superior to every task the enemy and adverse weather could offer. The Commander in Chief, Pacific Fleet, concurs in the following message which was sent to the task force by Admiral Spruance:

"Congratulations to all hands on a superlatively well done job."

U. S. Pacific Fleet Communique No. 264

United States Marines supported by heavy units of the United States Pacific Fleet and by shore-based and carrier aircraft, have landed on Iwo Island in the Volcano Islands.

The landings were made by the 5th Amphibious Corps, which includes the 4th and 5th Marine divisions, after heavy bombardment by battleships, cruisers and lighter units of the Pacific Fleet and sustained bombing by substantial forces of Navy carrier aircraft and also by Army bombers of the Strategic Air Force, Pacific Ocean Areas, which is under the command of Lt. Gen. M. F. Harmon, USA.

Vice Admiral Richmond K. Turner, USN, commander of Amphibious Forces, United States Pacific Fleet, is in overall command of the amphibious forces involved in the operation.

Expeditionary troops are under command of Lt. Gen. Holland M. Smith, USMC, commanding general of the Fleet Marine Force in the Pacific. Maj. Gen. Harry Schmidt, USMC, is commanding general of the 5th Amphibious Corps. The 4th Marine Division is under the command of Maj. Gen. Clifton B. Gates, USMC, and the 5th Marine Division is under the command of Maj. Gen. Keller E. Rockey, USMC.

The naval forces which prepared the island for invasion with heavy bombardment included the following old battleships: USS *New York*, USS *Texas*, USS *Nevada*, USS *Arkansas*, USS *Idaho* and the USS *Tennessee*.

More than 800 United States ships are involved in the operation. The carrier forces and the amphibious forces are under the command of Admiral R. A. Spruance, commander of the 5th Fleet.

U. S. Pacific Fleet Communique No. 265

The Marines who landed on Iwo Island in the Volcanoes have established a beachhead along the southeast shoreline extending from the volcano at the southern tip of the island 4,500 yards northward. The operation is proceeding satisfactorily.

The landing was made at 0900 today (East Longitude date) against resistance which was light initially. Sporadic artillery and mortar fire encountered in the early hours on the beaches increased markedly after the drive inland began. Our casualties are moderate.

By 1100 penetrations into the beaches were generally about 500 yards in depth, and at that time advance units of the attackers had reached the southern end of the southern airfield and had penetrated the airfield defenses east of the airstrip.

The troops went ashore after intense bombardment by heavy units of the United States Pacific Fleet and heavy bombing by carrier air groups. Two light units of the supporting fleet task force suffered some damage during the pre-landing attack.

A message has been sent to the units concerned as follows:

"The Commander in Chief, Pacific Ocean Areas, joins the Commander of the 5th Fleet and the Commander of the Fast Carrier Task Force in appreciation of the assistance and cooperation provided by the 21st Bomber Command, the submarines, Pacific, and Fleet Air Wing 1 in connection with the carrier attack on Tokyo."

U. S. Pacific Fleet Communique No. 266

United States Marines attacking Iwo Island drove across the southern end of the island by 1800 on Feb. 19 (East Longitude date), cutting off the enemy strongpoint in the Suribachi Volcano from his

MARINES
LAND ON
IWO JIMA

RESULTS OF
NAVY RAIDS
ON JAPAN

BATTLESHIP
GUNS BATTER
IWO JIMA

forces in the north. Resistance in this area now is cut off. Our forces occupied 1,000 yards of the western beach of the island.

During the afternoon of the first day advance elements of the attacking units expanded their hold on the island's southern airfield, but were meeting stiff opposition there and on the northern flank of the beachhead. Our forces advancing from the east toward the northern end of the field were engaged in heavy fighting.

The northern half of the beachhead was under intense mortar and artillery fire during a large part of the day, but it was expanded inland about 250 yards. Unloading of equipment and supplies began on the seven beaches.

Casualties in the south were light, but on the open slopes west of the airfield our forces were being resisted bitterly and casualties were more numerous.

Enemy positions on the island were under heavy naval gunfire and aircraft bombing, strafing and rocket attacks throughout the day.

Moscow, *communiqué*—The Air Force of the Red Banner Baltic Fleet was inflicting blows against enemy ships discovered in the Baltic Sea. Three German supply ships totaling 16,000 tons and one enemy trawler were sunk.

ADVANCED HEADQUARTERS ON LUZON—Visayas: Motor-torpedo boats at night destroyed a small cruiser off Cebu, while patrolling fighters sank two barges and burned a fuel laden vessel. . . . China Sea: Patrol planes bombed and strafed a 3,000-ton freighter-transport off Tourane, French Indochina, leaving the vessel aground and afire.

20 FEBRUARY

Navy Department Communiqué No. 578

PACIFIC AREA

The YMS 48 has been lost in the Philippine area as a result of enemy action.

The next of kin of all casualties have been informed.

Navy Department Communiqué No. 579

PACIFIC THEATRE

The PT 73 and the PT 338 have been lost in the Philippine area as the result of grounding. There were no casualties.

The USS PC 1129 has been lost in the Philippine area as the result of enemy action. The next of kin of casualties have been notified.

U. S. Pacific Fleet Communiqué No. 267

(1) The United States Marines on Iwo Island moved forward on Feb. 20 (East Longitude time) against enemy defenses as fanatically defended as any yet encountered in the war in the Pacific.

(2) By 1200 on the second day of the assault the marines had taken an area which includes the southern airfield and the ground from the northern slope of Suribachi Volcano to a curving east and west line which crosses the northern ends of the runways and extends from the western beach to the northern anchor of the beachhead on the east side of the island.

(3) At 0230 on Feb. 20 the enemy sent a night counter-attack of about battalion strength down the runway of the southern airfield, but the 27th Regiment of marines met it stanchly, broke it up and beat off the remnants. Sporadic artillery and mortar fire fell on the beaches throughout the night, but our forces continued to unload supplies.

(4) Fleet units supported the troops throughout the night with illumination and heavy gunfire. Our night fighters broke up several small attempted air raids by enemy aircraft which failed to reach the island.

(5) On the morning of Feb. 20, with strong air and gunfire support, the marines began the attack which has given us control of the southern airfield.

U. S. Pacific Fleet Communiqué No. 268

(1) The marine divisions on Iwo Jima made slight gains north of the southern airfield on the afternoon of Feb. 20 (East Longitude date) and by 1800 on that date were consolidating their positions in the face of heavy mortar and artillery fire and some rocket fire.

(2) In the south, marines attacking Mount Suribachi met stiff opposition.

(3) A large portion of our artillery is now ashore and in position to support both flanks of the beachhead.

(4) The guns of the Pacific Fleet con-

tinued to shell enemy defenses on the island, with close-in fire support concentrated on numerous caves and strong points from which the enemy was bringing the northern end of the beachheads under heavy artillery and mortar fire. More than 8,000 tons of ammunition have been expended by naval gunfire thus far in the bombardment.

(5) Carrier aircraft continued their intensive attack on the island throughout the afternoon, although their operations were handicapped by rain, low clouds and poor visibility.

(6) Supplies are being placed ashore satisfactorily.

(7) No estimate of casualties is yet available.

WHAT'S YOUR NAVAL I.Q.?

1. Lost in the Philippine Archipelago, a sailor would have to find his way through (a) 137, (b) 658, (c) 2,485, (d) 5,732 or (e) 7,890 islands and islets?

2. How can you distinguish a Navy captain's cap from a Navy commander's cap?

3. A new commanding officer ordered a BM2c to pipe a certain call aboard ship. What reason did the officer have for believing the man could pipe the call?

4. If you were looking for the Commandant, 10th Naval District, where would be the most likely place to find him?

5. If you were the gunner of a Navy plane and you saw the two flying boats illustrated here in enemy territory, which one should you shoot at?

6. Two petty officers were arguing about the spacing of the service stripes on their uniforms. One had his $\frac{3}{8}$ inches apart while the other wore his $\frac{1}{8}$ inches apart. Which was correct?

7. What kind of button does a Wave who is discharged under unsatisfactory conditions (or for inaptitude or unsuitability) receive from the Navy?

8. If the pilots of two Navy planes started from points on the equator directly south of Manila and Honolulu, respectively, and flew at the same rate of speed, which city would be reached first?

9. If you know the colors of the Presidential Unit Citation ribbon, how can you recognize the Presidential Unit Citation burgee pennant?

10. A sailor thought "four bells and a jingle" meant fifteen minutes after the hours of 0200, 0600, 1000, 1400, 1800 and 2200. How far wrong was he?

11. The yeoman told his striker in his office to go get a package from the half deck. The striker made his way to the partial deck below the lowest complete deck on the ship. Did he get it?

12. Here are the names of three islands mentioned recently in Navy communiques: (a) Marinduque, (b) Iwo, (c) Babelthau. To what groups do they belong?

13. "Chesapeake Bay" is a possible name for what class or classes of U. S. Navy ships?

14. The officer of the deck of a U. S. Navy ship issued orders to the first lieutenant, the executive officer and the communications officer. Where did he make his mistake?

15. What are the two general types of lighter-than-aircraft?

(Answers on Page 71)



NEW V-DISC RELEASES

Following is the list of V-Discs contained in the March kit, Navy Release I, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in U. S. treating battle casualties. For information on how to get the discs, recorded exclusively for the armed forces, see table on pp. 70-71 of December or January issue.

161. I'VE GOT A HEART FILLED WITH LOVE FOR BABY; GOING HOME; HONEY-SUCKLE ROSE; MY BLUE HEAVEN—Maj. Glenn Miller.
162. RED TOP; WOODCHOPPER'S BALL—Woody Herman.
163. COTTON EYED JOE; ONE MEAT BALL—Josh White; BALTIMORE ORIOLE; HONG KONG BLUES—Hoagy Carmichael.
164. JACK ARMSTRONG BLUES; ROSETTA—All Stars.
165. LET'S TAKE THE LONG WAY HOME; STRANGE MUSIC—Bing Crosby; AFTER AWHILE; SWEET DREAMS SWEETHEART—Andy Russell.
166. OLD CALIFORNIA, Parts 1 and 2—New York Philharmonic Symphony Orchestra.
167. RIGHT AS THE RAIN—Mildred Bailey; SLEIGHBIDE IN JULY; I CAN'T TELL YOU WHY I LOVE YOU—Dinah Shore.
168. MARY; LOUISE; MARGIE—George Paxton; CAPRICIOUSNESS No. 24; HEAVY TRAFFIC ON CANAL STREET—New Friends of Rhythm.

169. I'M BEGINNING TO SEE THE LIGHT—Harry James; A GOOD MAN IS HARD TO FIND; NICKEL SERENADE—Les Brown.
170. EASY TO LOVE—Marie Greene; DON'T EVER CHANGE; WALK A LITTLE, TALK A LITTLE—Ginny Simms.
171. SMOKE GETS IN YOUR EYES; SWEET-HEART OF SIGMA CHI—Tommy Dorsey; GRAND CENTRAL GETAWAY; ALL THE THINGS YOU AIN'T—Jimmy Dorsey.
172. LEONORE OVERTURE, Parts 1 and 2—Toscanini and the NBC Orchestra.
173. IF YOU ARE BUT A DREAM; SATURDAY NIGHT—Frank Sinatra; I DIDN'T KNOW ABOUT YOU; TUMBLING TUMBLEWEED—Jo Stafford.
174. ROSE ROOM—Benny Goodman; PAT'S BLUES—Muggs Spanier.
175. THE THINGS I LOVE; THE LOVE I LONG FOR—The Three Suns; BEGIN THE BEGUINE—Eddy Heywood.
176. GOT A DATE WITH AN ANGEL; WHISPERS IN THE DARK; LAMPLIGHT—Hal Kemp.
177. SING SING SING, Parts 1 and 2—Benny Goodman.
178. IN THE DARK OF THE MOON; I WONDER WHAT'S BECOME OF SALLY; I SURRENDER DEAR—Charlie Spivak.
179. ANY OLD TIME; SIGNEUR—Artie Shaw; THIS HEART OF MINE; IT'S A BITSUM—Louis Prima.
180. TABBY THE CAT; SERENADE TO A GOAT—Hal McIntyre; EVELINA—Vaughn Monroe.

THE MONTH'S ALNAVS IN BRIEF

No. 16—Calls for reduction in travel by at least 10% by commands authorized to issue intermittent travel orders and TAD orders.

No. 17—Corrects enclosure (E), Para. 1(e) of BuPers Circ. Ltr. 138-44 (NDB, 15 May 1944, 44-573) on requirements for flight training to read "be at least S2c or equivalent rating in any branch," and calls for immediate forwarding of applications to selecting commands.

No. 18—Changes Navy Travel Instruction, Art. 2509-6 (b)(1)(b), concerning commercial transportation ashore for CPOs and aviation cadets.

No. 19—Announces command course starting 1 July 1945 at Naval War College for approximately 15 regular Navy officers, lieutenant commander and above, and preparatory course for 50 reserve officers, lieutenant commander, lieutenant and lieutenant (jg); applications to be submitted to Chief of Naval Personnel prior to 15 April 1945.

No. 20—Amends reference in Alnav 9-45 (NDB, 15 Jan. 1945, 45-17).

No. 21—Calls for applications from 48 regular Navy officers, classes 1943 and 1944, for two-year postgraduate course in naval construction and engineering to begin May 1946 following their assignment to one year of engineering duty afloat; where practicable, officers who have already had engineering duty afloat will enter with class starting 1 May 1945 at M.I.T.; applications to be submitted to Chief of Naval Personnel, via official channels, by 15 March 1945.

No. 22—States that the new postal notes (which became effective 1 Feb. 1945) will not be sold at Navy post offices and that Navy mail clerks aboard ships and activities outside continental U. S., including Alaska, Hawaii and outlying possessions, shall refuse payment of postal notes, but that payment may be made at Navy post offices within continental U. S. (See page 79).

No. 23—Announces appointment to next higher rank, to rank from 1 Feb. 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within 2 Oct. 1943 to 1 Nov. 1943 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 24—Announces appointment to chief warrant rank for temporary service, to rank from 1 Feb. 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period of 2 Oct. 1943 to 1 Nov. 1943 inclusive, of those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 25—Calls for applications for seven-month postgraduate course in naval architecture, to convene 25 June 1945, from reservists interested

in regular Navy career; applicants must be college graduates, not over 26 years old, and should have schooling in mathematics through differential and integral calculus and be graduates of mechanical, architectural, civil or engineering colleges, or have degrees in applied physics; applications should be sent via official channels to reach BuPers prior to 1 May 1945.

No. 26 — Cancels Alnav 174-43 (NDB, cum. ed. 1943, 43-1528) as of 1 Mar. 1945, and states, effective same date, that meals obtained on meal tickets or emergency meal receipts by Navy, Marine Corps or Coast Guard personnel shall not exceed \$1.00 on trains and steamers, and \$.75 elsewhere.

No. 27 — Cancels Alnav 225-44 (NDB, 31 Dec. 1944, 44-1427) and directs that correspondence and dispatches formerly addressed to Commander Subordinate Command Service Force Pacific Fleet shall be addressed to Commander Western Sea Frontier.

No. 28—Modifies instructions on new fitness report (INFORMATION BULLETIN, Feb. 1944, p. 32) to provide that page 3 be placed in qualification record jacket to accompany officer upon detachment and be signed by designated officer senior to officer reported on, and that pages 1 and 2 be signed by reporting senior.

No. 29—Directs that use of nupercaine as anesthetic be discontinued immediately and calls for turning in supply of nupercaine S1-3320 on hand to nearest medical supply depot or storehouse.

No. 30—States that Alnav 16-45 (above) also applies to Marine Corps

and Coast Guard, with required reports to be sent to Commandant, Marine Corps, or Commandant, Coast Guard, as appropriate.

No. 31—Calls for submission of report to BuPers by all commands having aviation pilots on board, and gives procedure for reporting transfer of aviation pilots.

No. 32—States that scarce items, such as alarm clocks, cigarets, cigaret lighters, coffee makers, electric shavers, electric irons, fountain pens, hunting knives, mechanical pencils, pocket knives, radios, razor blades and watches, available at ship's service stores and Marine PXs afloat and overseas, are for personal use of armed forces and authorized civilian patrons; prohibits mailing, for purpose of resale, or carrying to U.S. as personnel effects, a greater number of such items than required for personal use, and directs strict censorship and gangway inspection to insure compliance with order.

No. 33—States that human serum albumin S1-1945 dated to expire in 1945, 1946 or 1947 should be extended two years.

No. 34—Requests application from reservists in Supply Corps for reappointment in regular Navy Supply Corps (see p. 78).

No. 35—Announces appointment of enlisted men of retired list now serving under temporary appointment as warrant officer, ensign, or lieutenant (junior grade) whose dates of rank and commencement of continuous active duty are 1 Nov. 1943 or earlier, to next higher rank, and states such officers will be notified of their new date of rank by confirming appointment.

No. 36—Points out that Alnav 5-45 (NDB, 15 Jan. 1945, 45-13) calls for submission to BuMed of finger impressions for unidentified bodies only.

Legislative Matters of Naval Interest

Expansion of the naval ROTC from its previously authorized strength of 7,200 to 24,000 officer candidates until one year after the war and 14,000 thereafter is provided for by Public Law 1, 79th Congress, signed by the President on 13 Feb. 1945.

In carrying out the new legislation, the Navy plans to transfer to the NROTC by 1 July 1945 a large proportion of V-12 officer students, including most of those in deck officer training. The shift of approximately 17,000 V-12s to NROTC, combined with the present 5,503 candidates in the latter, will bring NROTC enrollment to a point near its newly authorized strength on that date. (For details of plan for transition from V-12 to the expanded NROTC program, see p. 73.)

The place and precedence of NROTC graduates on active duty, along with that of other reserve and temporary officers who desire to transfer to the regular Navy, will be determined by legislation covering the personnel of the future Navy. Proposals for this legislation are still in the planning stage and will not be disclosed until

definite recommendations are made to Congress.

• The following nominations for temporary service have been confirmed by the Senate:

To be admiral:

Frederick J. Horne, USN, while serving as Vice Chief of Naval Operations.

To be rear admiral:

George F. Hussey Jr., USN.
Willard A. Kitts 3d, USN.
Vincent R. Murphy, USN.
Frank G. Fahrion, USN.
Marshall R. Greer, USN.
Peter K. Fischler, USN.
William B. Young, (SC) USN.
James D. Boyle (SC), USN.

To be commodore:

Thomas P. Jeter, USN, while serving as chief of staff to Commander, Battleship Squadron Two.

In the Marine Corps:

To be brigadier generals:

Charles R. Sanderson, USMC, Assistant Quartermaster on the retired list, with the rank of brigadier general.

William L. McKittrick, USMC.
Lawson H. M. Sanderson, USMC.
Christian F. Schilt, USMC.
David R. Nimmer, USMC.
William W. Rogers, USMC.

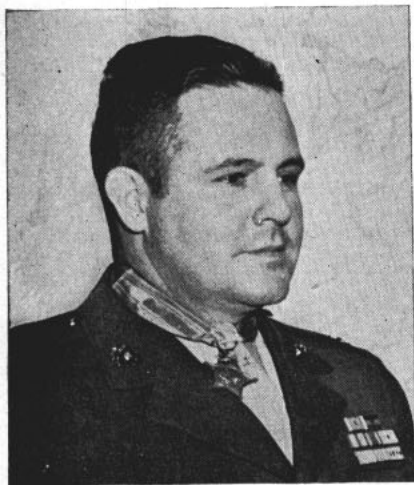
DECORATIONS AND CITATIONS

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.

Marine Colonel Wins Medal of Honor for Heroism on Tarawa

For leading his troops in a violent two-day attack against the Japanese garrison on Betio Island, Tarawa Atoll, although he had been painfully and severely wounded during the landing, Col. David M. Shoup, USMC, Covington, Ind., was presented with the Congressional Medal of Honor by Secretary of the Navy James Forrestal.

Colonel Shoup, who commanded all the Marine troops until the garrison had been annihilated on 22 Nov. 1943, landed while suffering from a leg wound that had become infected and shortly afterwards was severely shocked by an exploding shell. Under relentless artillery, machine-gun and



Official U. S. Navy photograph

Colonel Shoup

rifle fire he rallied his hesitant troops and led them across the fringing reefs to charge the heavily fortified island and reinforce our hard-pressed, thinly held lines. He worked without rest under constant, withering fire during the next two days, conducting smashing attacks against fanatically defended positions.

3 Patrol Squadrons Get Unit Citations

Three patrol squadrons, VPs 22, 101 and 102 of Patrol Wing 10, which defied Japanese naval and air supremacy in the early months of the war,

scouting and fighting the enemy despite overwhelming odds and crushing operational inadequacies, have been awarded Presidential Unit Citations.

Operating in the Philippine and Netherlands East Indies area from January to 3 March 1942, the squadrons held fast as the Japanese ruthlessly hunted them down. Flying continuously in the most forward areas, they took off on hazardous flights before dawn to locate and bomb enemy shipping, returning to base or tenders after dark with vital information of Japanese movements. Resourceful and daring in combat, they sustained terrific losses with undiminished morale.

4th Navy Cross Awarded To CO of Submarine

A gold star in lieu of a fourth Navy Cross has been awarded to Comdr. Samuel D. Dealey, USN, of Dallas, Tex., who is missing in action, for extraordinary heroism as commanding officer of the submarine USS *Harder*, announced as overdue and presumed lost on 2 Jan. 1945.

In keeping with the highest traditions of the naval service, he took full advantage of every opportunity to inflict damage on the enemy during the fourth war patrol of his ship, which he had commanded since her commissioning.

Commander Dealey's previous Navy Cross awards also were made for his services in command of submarines in enemy-controlled waters. His vigorous attacks, pressed home with superb skill and cool courage in the face of great personal danger, resulted in the sinking of many thousands of tons of hostile shipping.

His other decorations included the Army's Distinguished Service Cross, awarded for his services in command of submarines, and the ribbon of the Presidential Unit Citation, awarded to the *Harder* for her daring operations in combat.



Gold Star in Lieu of Third
NAVY CROSS

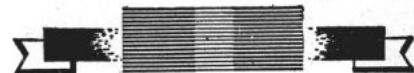
★ Comdr. John A. Moore, USN, Lowell, Ariz. (missing in action): While commanding a submarine during her tenth war patrol in Japanese-infested waters he skillfully penetrated strong escort screens to deliver smashing torpedo attacks against hostile shipping. By his daring, aggressive tactics he succeeded in sinking and damaging an important amount of hostile tonnage.



Gold Star in Lieu of Second
NAVY CROSS

★ Vice Admiral Marc A. Mitscher, USN, Oklahoma City, Okla.: In the planning and execution of a series of successful operations against major task forces of the Japanese fleet, his coolness and decision while in command of a task force of the U. S. Pacific Fleet under the difficult and uncertain conditions of combat were outstanding, and at all times he displayed an inspiring ability to appreciate and seize opportunities to inflict damage upon enemy combatant forces.

★ Comdr. Louis D. McGregor Jr., USN, Warrenton, Ga.: Commanding a submarine during a war patrol, he pursued highly aggressive and tenacious tactics in the face of extremely strong air and surface opposition and, penetrating escort screens around valuable shipping, damaged and sank a number of merchant and combatant ships.



NAVY CROSS

★ Commodore (then Capt.) Bernard L. Austin, USN, Rock Hill, S. C.: Commander of a destroyer division off Bougainville 24-25 Nov. 1943, he sought out and engaged six Jap warships at night, pressed home vigorous, unrelenting attacks and evoked the indomitable fighting spirit which enabled his officers and men to contribute materially to the sinking of four ships and the serious damaging of two others. He retired his forces without loss or damage.

★ Capt. (then Comdr.) Vilhelm K. Busck, USN, Washington, D. C.: As commander of an LST group during landing operations at Vella Lavella on 1 Oct. 1943 when a ship under his command was set afire by divebombing attacks and her crew forced to abandon her, he boarded the vessel alone and surveyed the extent of damage in the midst of flames and explosions from her ignited cargo of gasoline and ammunition. He expertly directed fire-fighting operations until repeated bombings rendered the ship untenable. During the initial landing on the Treasury Islands he calmly supervised unloading activities under fierce hostile fire.

★ Capt. (then Comdr.) DeWitt C. E. Hamberger, USN, Washington, D. C.: As commanding officer of a destroyer during a night engagement with six Japanese warships off Bougainville, 24-25 November 1943, he fought his ship with resolute courage and daring aggressiveness. He evoked indomit-

able fighting spirit which enabled the gallant officers and men under his command to contribute to the crushing defeat imposed upon the enemy in sinking four ships and damaging seriously two others.

★ Capt. Andrew G. Shepard, USN, Rochester, N. Y.: As CO of the USS *Cleveland*, he directed his ship in the initial bombardment of Buka-Bonis and the first daylight assault on Shortland-Faisi-Bonis. He fought his ship in an engagement which resulted in the sinking of five enemy warships and the damaging of four. Later, when 67 enemy bombers attacked his force, he directed the AA fire of his ship which assisted in destroying 17 Jap planes.

★ Comdr. Walter T. Griffith, USN, Mansfield, La.: Commanding a submarine in Japanese-controlled waters, he daringly and with expert tactical ability maneuvered his ship into advantageous striking positions and repeatedly attacked, sinking and damaging an important amount of hostile shipping.

★ Comdr. William C. Thompson Jr, USN, Dublin, Ga.: As commanding officer of a vessel he accomplished the sinking of many tons of enemy shipping. In two well-conducted attacks he completely destroyed a convoy which was screened by an escort, including patrol craft and a plane patrol.

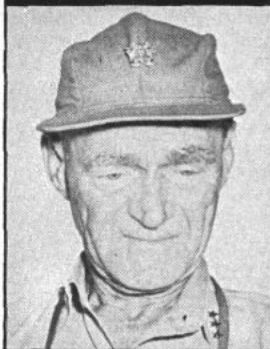
★ Lt. Comdr. (then Lieut.) Whitney Wright, USN, Waterville, Me.: As plane commander of a heavy bomber in combat against Japanese forces in the South Pacific area from 26 Aug. to 3 Nov. 1943 he pressed home attacks in the face of intense antiaircraft fire, destroying or seriously damaging one gunboat, one loaded troop transport and one cargo vessel. On 8 September he was attacked by seven planes while maneuvering to complete the destruction of an enemy bomber. After a 20-minute battle he eluded the fighters and returned to his base with his plane undamaged.

★ Lieut. Julian P. Muller, USNR, New York, N. Y.: When the USS *Savannah*, on which he was serving as turret officer during the invasion of Italy, received a direct hit from an enemy aerial bomb which pierced the top of the turret, exploded deep within the ship and filled the forward turrets with smoke and toxic gases, he coolly and courageously directed abandoning of the area. Discovering that two of his crew were not accounted for, he reentered the turret and searched until he found the missing men. After getting them to safety, he went into an adjacent turret which was badly damaged and skillfully assisted in the rescue of personnel trapped inside.

★ Lt. (jg) John Burns, USNR, Wynnewood, Pa.: Pilot of an observation scout seaplane, he flew boldly to an area within close range of hostile shore batteries to rescue 10 naval aviators downed in enemy-controlled waters off Truk Island 1 May 1944, landing his craft twice under extremely perilous conditions, taxiing extensively to pick up the airmen and finally effecting a skillful take-off with his heavily loaded plane.

★ Kenneth W. Smith, RMlc, USNR, Spokane, Wash.: When a direct hit

NAVY CROSS AWARDS



Marc A. Mitscher
Vice Admiral, USN



Bernard L. Austin
Commodore, USN



Vilhelm K. Busck
Capt., USN



William V. O'Regan
Capt., USN



Andrew G. Shepard
Capt., USN



Samuel D. Dealey
Comdr., USN



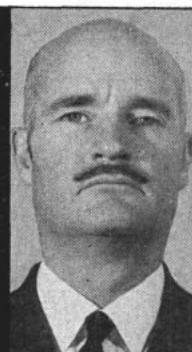
Walter T. Griffith
Comdr., USN



Louis D. McGregor, Jr.
Comdr., USN



John A. Moore
Comdr., USN



Wm. C. Thompson, Jr.
Comdr., USN



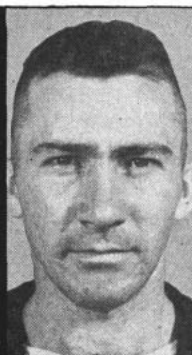
Whitney Wright
Lt. Comdr., USN



Julian P. Muller
Lieut., USNR



John Burns
Lt. (jg), USNR



Kenneth W. Smith
RMlc, USNR



Herman J. Teeter
Sic, USNR

Photograph not available of Capt. DeWitt C. E. Hamberger, USN. Reports of citations of Capt. O'Regan and Seaman Teeter appeared in February issue, p. 57.

NAVY CROSS cont.

demolished the radio room of the LCI on which he was serving during initial landing operations against Lae on 4 Sept. 1943, Smith, although severely wounded, proceeded to the bridge and replaced the injured helmsman at the wheel. After steering the ship to a beach, he returned to the damaged radio room and labored valiantly to restore equipment to service until he lost consciousness.



Gold Star in Lieu of Third
DISTINGUISHED SERVICE MEDAL

★ Admiral (then Vice Admiral) Raymond A. Spruance, USN, Indianapolis, Ind.: As chief of staff and later as deputy commander in chief, Pacific Fleet, while serving on the staff of CincPac from 18 June 1942 to 5 Aug. 1943, he exercised sound judgment, keen foresight and expert administrative ability in carrying out his many and varied duties and, by his effort and comprehension of the tasks assigned him, contributed materially to the increasing tempo of the war against Japan.



Gold Star in Lieu of Second
DISTINGUISHED SERVICE MEDAL

★ Admiral (then Vice Admiral) Jonas H. Ingram, USN, Jeffersonville, Ind.: As Commander Fourth Fleet and South Atlantic Forces from January to November, 1944, frequently faced with inadequate facilities, limited supplies and personnel and long exposed supply lines, Admiral Ingram skillfully utilized the resources and facilities available in the direction of the war against enemy surface forces in the South Atlantic. He displayed high qualities of understanding and tact in handling complicated situations, rendering distinguished service toward successful prosecution of the war in this vital theater.

★ Vice Admiral John H. Hoover, USN, Great Falls, Mont.: As ComAir, CenPacFor, he organized the area for most effective support of future fleet operations and led his land-based strike group deep into hostile territory in daring offensives which materially softened objectives for amphibious attack forces advancing under cover of his search and reconnaissance planes. Administering the forward area with



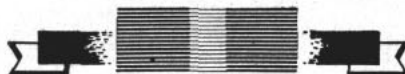
Admiral Hoover

foresighted aggressiveness, he held tenaciously to the undeviating objective of extending U. S. control westward.

★ Vice Admiral Theodore S. Wilkinson, USN, Arlington, Va.: Commander of 3rd Amphibious Force, 3rd Fleet, from 1 Aug. to 2 Oct. 1944, Vice Admiral Wilkinson, masterful in his planning and bold in combat tactics, conducted an overseas amphibious operation which culminated in capture of Peleliu, Angaur and Ulithi, thereby driving the Japs 500 miles back in the Western Pacific and blocking the only enemy outlet for supplies and support to his remaining bases in the Central Pacific.

★ Rear Admiral Jesse B. Oldendorf, USN, Newport, R. I.: While commander of all fire support groups during action against Saipan and Tinian Islands, 14 June to 1 Aug. 1944, he organized the firepower of all battleships, cruisers and destroyers. Disposing his ships for maximum striking power, he led the armada into the dangerous waters of the assault area where his guns bombarded the enemy's strong coastal defenses. He controlled the terrific fire of his vessels, effectively delivering all call fire, harassing and counter-battery fire as required by our troops ashore during and after the landings.

★ Rear Admiral Lawrence F. Reifsnider, USN, Annapolis, Md.: While serving as deputy and administrative commander of a task force during the occupation of an important Japanese-held island during July and August 1944 he was skillful and tireless in the performance of duty. He effected the loading and mounting of a large force involving the movement of a Marine division, brigade and corps troops and equipment.



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Patrick N. L. Bellinger, USN, Earlehurst, Va.: As Commander Air Force, Atlantic Fleet, from March 1943 to November 1944, he exercised keen foresight and sound judgment in organizing the air force of the Atlantic Fleet and in directing its expansion, development and operations, contributing to the protection of Allied shipping in the Atlantic. As a result of his forceful leadership and expert methods, new carriers and carrier aircraft units were trained to an efficient state of combat readiness.

★ Rear Admiral Donald B. Beary, USN, San Marino, Calif.: As Commander, Fleet Operational Training Command, Atlantic Fleet, from March 1943 to November 1944, he organized and developed his vital command, skillfully formulating comprehensive plans to meet the tremendous task of the initial training and capably effected speedy solution of the problems involved. Through his leadership and direction he was responsible for the high state of battle efficiency and readiness for action maintained by the vessels trained under his command and contributed in large measure to the successful prosecution of the war in all theaters.

★ Rear Admiral Ralph W. Christie, USN, New London, Conn.: As Commander Naval Forces, Western Australia; Commander Submarines, 7th Fleet, and commander of a task force from 1 March 1943 to 23 Nov. 1944, he has consistently imbued in the officers and men under his command a high degree of initiative and self-reliance as evidenced by their success in executing numerous reconnaissance, evacuation, shore-bombardment and air-sea rescue missions in addition to their notable record in the primary duty of sinking vital Japanese shipping.

★ Rear Admiral Walter K. Kilpatrick, USN, Hillsborough, Calif.: As chief of staff and aide to CincLant, from May 1943 to Nov. 1944, throughout this important period of development of anti-submarine warfare, he exercised sound judgment and superior tactical knowledge in his efficient employment of vital equipment and effective procedures.



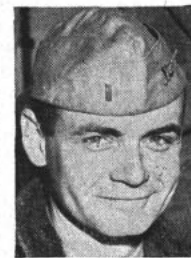
Admiral Kilpatrick

Through his broad vision and tireless effort, he was responsible for establishment of new practices for the conduct of joint air and surface activities of carrier groups.

★ Capt. Pat Buchanan, USN, Bonham, Tex.: Engaged over a period of years in development and training of transports for amphibious employment, he worked zealously, devising new and valuable techniques for landing troops, supplies and equipment on hostile shores. As commander of the transport groups in the successive amphibious operations against Roi-Namur, Hollandia and Guam, he brought the troops and ships of his command to a high state of combat efficiency and his decisive handling of the ship to shore operations in these vital campaigns was an essential factor in the seizure of each objective.

Wins British Decoration For Normandy Rescue

The British Distinguished Service Cross has been awarded Lt. (jg) George C. Clark Jr., USCGR, Bronxville, N.Y., who steered his ship through the flaming oil surrounding a sinking British vessel on D day of the Normandy invasion to rescue survivors. He commanded an 83-foot Coast Guard rescue cutter, one of the fleet which saved more than 1,100 Allied soldiers and sailors from the English channel during the invasion.



Lt. Clark



Gold Star in Lieu of Third
LEGION OF MERIT

★ Capt. Ruthven E. Libby, USN, Spokane, Wash.: As commander of a DD squadron in the Pacific area from 2 Jan. to 14 June 1944 he created and organized destroyer bombardment tactics, close-in fire support and screening operations. He directed his command successfully in numerous vital and hazardous missions.

★ Capt. Leo B. Schulten, USN, Helena, Mont.: As commander of a beach assault group during the invasion of southern France he skillfully brought his units through prescribed routes to the assault area. By brilliant seamanship and advance planning, he expeditiously landed troops, equipment and supplies despite enemy resistance.



Gold Star in Lieu of Second
LEGION OF MERIT

★ Rear Admiral Richard L. Conolly, USN, Waukegan, Ill.: Commander of a major task group and later commander of a task force during the amphibious assault on Italy, he volunteered to serve under an Allied commander, who was his junior, and tactfully and with expert professional skill supervised and coordinated the formulation of the highly complex plans for the attack group assigned to his command.

★ Rear Admiral Willard A. Kitts III, USN, Oswego, N. Y.: As Pacific Fleet



Admiral Kitts

gunnery officer on the staff of CincPac from 1 Feb. 1941 to 18 Sept. 1942, he maintained the Pacific Fleet at a high degree of readiness in gunnery and other training, thereby contributing to its able performance in battle. He consistently prosecuted increase in antiaircraft armament and thus aided in bringing our ships to their present status of superior antiaircraft armament.

★ Capt. Charles Allen, USN, Annapolis, Md.: As commanding officer of the USS *James O'Hara* during the invasion of Sicily his skill and judgment enabled troops, vehicles and equipment to land successfully on heavily defended beaches. Throughout a critical period of bombing attacks he accomplished his mission and withdrew without serious casualty to his command.

★ Capt. Leo A. Bachman, USN, Berkeley, Calif.: As an officer on the staff of an amphibious force commander during the landings in French Morocco, he labored tirelessly to produce accurate and vital knowledge of enemy forces, defenses and physical details of the hostile shore.

★ Capt. (then Comdr.) Harold Biese-meier, USN, Modesto, Calif.: Capt. (then Comdr.) William A. Fly, USN, Summit, Miss.; Capt. (then Comdr.) Beverly A. Hartt, USN, Portsmouth, Va.; Capt. Ion Pursell, USN, Whitesville, Ky.; Capt. Philip P. Welch, USN, Annapolis, Md.: As commanding officers of vessels taking part in the invasion of Italy, they used superb skill and sound judgment in the landing of troops, vehicles and equipment on heavily defended beaches. Throughout a critical period of bombing attacks they accomplished their mission and withdrew without serious casualty to their commands.

★ Capt. Harold Robert Brookman, USNR, Oakland, Calif.: As material officer on the staff of the amphibious force commander during the landings in French Morocco when development of new equipment and methods presented many difficult problems, he skillfully directed numerous activities in connection with the preparation of ships and landing craft.

★ Capt. Benton W. Decker, USN, San Diego, Calif.: As chief of staff of an amphibious task force during the invasions of Peleliu and Angaur he was an efficient and inspiring leader. He succeeded in organizing the staff within an extremely limited period of time.



Capt. Decker

★ Capt. Robert A. J. English, USN, San Diego, Calif.: As assistant operations officer on the staff of an amphibious force commander during the landings in French Morocco, he skillfully formulated plans which enabled a large seaborne assault force to be assembled and transported safely to the hostile shore. He contributed materially to the success of our invasion.

★ Capt. Donald S. Evans, USN, Oconomowoc, Wis.: As communications officer on the staff of an amphibious force commander during the invasion of French Morocco, he established, planned and directed the complex communication organization necessary for exercising command over a large amphibious force, although frequently encountering new technical problems and numerous difficulties in the shortage of suitable equipment and trained personnel.

★ Capt. (then Comdr.) Miles Hopkins Imlay, USCG, New London, Conn.: As commander of the LST convoy of a major task force during the Italian invasion, he was charged with the difficult assignment of bringing the vessels through the hazardous course between Bizerte and Salerno and he successfully reached the designated assault beaches at the assigned time despite extremely adverse weather and fierce aerial opposition.

★ Capt. Edward A. Mitchell, USN, Washington, D. C.: As operations officer on the staff of an amphibious force commander charged with the difficult assignment of formulating and executing plans throughout the train-

U.S. Navy Decorates Three New Zealanders

Three officers of the Royal New Zealand Air Force have been decorated recently by the U. S. Navy. Air Vice Marshal Robert V. Goddard received the Distinguished Service Medal, Flight Lieut. Robert H. Balfour the Distinguished Flying Cross and Flying Officer Barnabas W. Williams the Air Medal.

As chief of air staff and officer commanding the Royal New Zealand Air Force in the South Pacific area from December 1941 to July 1943, Air Vice Marshal Goddard made his command a united combat force in the effective defense of New Zealand early in the war. Later, his command was a powerful offensive weapon, integrated into the U. S. Pacific command during the crucial phases of the Guadalcanal campaign.

Courageous and daring in combat flight, Flight Lieutenant Balfour was a pilot and flight commander of Fighter Squadron 18 in the Solomon Islands area from 17 Oct. to 27 Nov. 1943 and from 25 Jan. to 10 Feb. 1944. During powerful strikes over Bougainville he shot down three Jap planes and assisted in the destruction of another, bringing his flight through intact.

With odds 10 to 1 against him,



CONGRATULATIONS are offered by Admiral Lord Louis Mountbatten, RN, Supreme Commander, Allied Eastern Forces, to Air Vice Marshal Robert V. Goddard, Royal New Zealand Air Force, who had just been decorated with the U. S. Navy's Distinguished Service Medal.

Flying Officer Williams, also a member of Fighter Squadron 18, engaged the enemy during a four-plane flight on 22 Nov. 1943, destroying one plane and assisting in scattering the remainder. Throughout a period of intense aerial activity in the Solomons area, 17 Oct. 1943 to 10 Feb. 1944, he contributed essentially to the success of his squadron in numerous vital missions.

SECOND LEGION OF MERIT cont.

ing period preceding landing operations in French Morocco, he contributed immeasurably to the success of our landing assault.

★ Capt. Francis P. Old, USN, Washington, D.C.: While serving on the staff of the commander of the amphibious forces in the Anzio-Nettuno landing he rendered invaluable assistance in the development of organizational and tactical plans. During repeated aerial attacks large forces were landed with negligible losses.

★ Capt. Armand J. Robertson, USN, Washington, D.C.: As commander of the tractor and control groups during the invasion of Pel-elii he moved his group of ships a distance of 2,000 miles, arriving at the designated time with all vessels. He directed the ensuing rocket bombardment, the landings of the waves and unloading of



Capt. Robertson

the tractor units.

★ Capt. Francis T. Spellman, USN, Jamaica Plain, Mass.: As commanding officer of a cruiser during combat operations against the enemy, he participated in several bombardments and also served as commander of a task unit on independent duty.



Capt. Spellman



LEGION OF MERIT

★ Vice Admiral Marc A. Mitscher, USN, Oklahoma City, Okla.: In the planning and execution of a series of successful offensive operations in Western Pacific areas while in command of a task force of the U. S. Pacific Fleet, he consistently demonstrated the highest qualities of leadership, courage and professional skill.

★ Vice Admiral (then Rear Admiral) William R. Munroe, USN, Waco, Tex.: As Commandant 3d Naval District from 25 March to 1 Nov. 1944, he displayed the highest qualities of initiative, sound judgment and administrative ability in exercising command over major industrial, training and other naval activities which contributed materially to successful operations of the fleet.

★ Rear Admiral (then Capt.) John H. Cassady, USN, Spencer, Ind.: Commanding officer of the USS *Saratoga* during action against the Japs in the Buka-Bonis Area, Bougainville, 1-2 Nov. 1943 and at Rabaul 5 and 11 Nov. 1943, he imbued his officers and men with a spirit of determined offensive action which enabled them to carry out vigorous strikes resulting in neutralization of important air

bases in the Buka-Bonis Area, severe damage to many hostile combatant ships in Rabaul Harbor and destruction of numerous aircraft.

★ Rear Admiral Albert T. Church, USN, (Ret.), Seattle, Wash.: As director of the U. S. Naval Engineering Experiment Station from 19 Oct. 1939 to 10 Sept. 1944, he directed research, development and testing activities during a critical period and contributed distinctively to the expeditious expansion and the successful operation and maintenance of the Navy.

★ Rear Admiral Calvin H. Cobb, USN, Annapolis, Md.: While serving as Commander, Service Squadron, South Pacific, from 20 Nov. 1942 to 5 Feb. 1944 he was a brilliant and capable leader, untiring in his devotion to duty throughout an arduous period of operation. By skillful planning he made possible the prompt repair of fleet damage and the servicing of advance bases.

★ Rear Admiral Arthur C. Davis

USN, San Francisco, Calif.: As fleet aviation officer on the staff of Cinc-Pac from 7 Dec. 1941 to 1 June 1942, he solved many perplexing problems and materially assisted in making the aircraft carrier raids in the Central Pacific possible.



Admiral Davis

★ Rear Admiral (then Capt.) George R. Henderson, USN, Pawtucket, R. I.: Commanding officer of the USS *Princeton* in the Buka-Bonis Area, Bougainville, 1-2 Nov. 1943 and at Rabaul 5 and 11 Nov. 1943, he imbued his officers and men with a spirit of determined offensive action which enabled them to carry out vigorous strikes resulting in neutralization of important air bases in the Buka-Bonis Area, severe damage to many hostile combatant ships in Rabaul Harbor and destruction of numerous aircraft.

★ Rear Admiral Oliver M. Read, USN, Yemassee, S. C.: As commander of a task group operating in the South Atlantic area, he pursued bold and persistent tactics and groups under his command intercepted and engaged the enemy relentlessly, sinking German blockade runners during prolonged and determined patrols. He contributed essentially to the success of our campaign against German raiders.

★ Commodore Homer W. Graf, USN, Des Moines, Ia.: As chief of staff and aide to the Commander, 7th Fleet, from 26 Nov. 1943 to 26 Sept. 1944, he displayed marked initiative and imagination in his accomplishment of the many tasks assigned him during a period of rapid expansion.

★ Capt. Allan W. Ashbrook, USN, Los Angeles: As CO of the Naval Mine Warfare School, Yorktown, Va., from 31 Dec. 1940 to 25 Nov. 1944, he developed an effective curriculum and training organization. Under his direction the school has provided a nucleus of mine warfare officers and men who have supervised the assembly and laying of mines and have com-

manded the ships and squadrons which have cleared the way for every invasion.

★ Capt. Edwin C. Bain, USN, San Diego, Calif.: As CO of a warship, and OinC of the U. S. Navy Recuperation and Rest Center, Brisbane area, he was primarily responsible for the establishment of recuperation and recreational facilities in Brisbane for personnel returning from advanced areas.

★ Capt. (then Comdr.) William L. Benson, USN, Washington, D. C.: As division commander of Destroyer Division 34 in operation in the Bay of Seine, 6 June to 4 July 1944, the performance by his vessels was consistently effective. He protected ships in the Western Naval Task Force area from attack by surface forces, submarines and aircraft.

★ Col. Julian P. Brown, USMC, Newport, R. I.: While on the staff of Commander, South Pacific Area and Force, from 18 Oct. 1942 to 10 Sept. 1943, he made frequent trips to forward areas to obtain first-hand information. His expert handling of data increased the effectiveness of his alert, smoothly functioning organization.

★ Capt. William H. Buracker, USN, Winchester, Mass.: As commanding officer of the USS *Princeton*, he directed the activities of his ship with consistent skill and superior tactical knowledge throughout numerous vital operations against the Japs in the Western Pacific and contributed materially to successful prosecution of the war in this highly strategic area.



Capt. Buracker

★ Capt. William P. O. Clarke, USN, Annapolis, Md.: As commander landing craft group of the Amphibious Force, U. S. Atlantic Fleet prior to major amphibious operations, he was charged with assignment of officers and men for all new types of landing

Rear Admiral Thebaud Gets 4th Legion of Merit

A gold star in lieu of a fourth Legion of Merit has been presented to Rear Admiral Leo H. Thebaud, USN, Washington, D. C. As commander of a cruiser division and a support unit of a fast carrier task force he performed outstanding service during the occupation of the Marianas, in strikes against the Bonins and in the Battle of the Philippine Sea. His cruisers were always handled in a smart and efficient manner and contributed greatly to the efficiency of the entire task force. Cruiser planes under his command contributed invaluable service in rescuing downed carrier pilots and aircrewmembers.

craft and was instrumental in bringing the various ships and craft into a high state of combat efficiency, enabling them to participate effectively in all subsequent landing operations in the Atlantic, Pacific and Mediterranean theaters of war.

★ Capt. Melville E. Eaton, USN, Pensacola, Fla.: As commanding officer of a transport during the landing at Empress Augusta Bay he maneuvered his ship through hazardous waters and unknown shoals toward the assigned unloading anchorage. Although his vessel was seriously damaged by divebombers, his gallant command repelled the planes, effected emergency repairs and completed unloading in record time.

★ Capt. Roscoe F. Good, USN, Fostoria, Ohio: As assistant operations officer on CincPac's staff, he distinguished himself by exceptionally meritorious conduct.



Capt. Good

★ Capt. (then Comdr.) Paul B. Koonce, USN, Lonoke, Ark., and Capt. (then Comdr.) John Sylvester, USN, Wellston, Ohio: As executive officers of the USS *Montpelier* and the USS *Columbia*, respectively, during action against Japanese forces in the Solomon Islands area from 30 Oct. to 2 Nov. 1943, they rendered invaluable assistance to their COs in the initial bombardment of Buka-Bonins and the first daylight attack on the Shortland area. In addition to sinking or damaging eight of the enemy's ships, the force of which their ships were a unit fought off a deadly attack by 67 hostile bombers, shooting down 17.

★ Capt. Horace C. Laird, USN, Norfolk, Virginia: As commanding officer of the Naval Landing Force Equipment Depot, Norfolk, Va., prior to and during landing operations in French Morocco, he labored tirelessly in organizing, equipping and operating effective repair facilities for the overhaul, maintenance and refitting of shipborne landing craft.

Navy Honors Australian For Service in SoPac

Capt. William A. D. Forman, Australian Imperial Forces, has been awarded the Legion of Merit (Degree of Officer) by the U. S. Navy for meritorious conduct while attached to Commander, 3d Amphibious Force, in the South Pacific area. Thoroughly familiar with the localities, hydrographic conditions and social customs of the regions, he assisted in the sound planning and execution of operations. Undeterred by the great personal risk involved, he voluntarily participated in a PT-boat raid on Rabaul harbor and a hazardous reconnaissance of Emirau Island.

★ Capt. (then Comdr.) Marion N. Little, USN, Staunton, Va.; Capt. Ernest H. Von Heimburg, USN, Annapolis, Md.; Comdr. George D. Dickey, USN, Vallejo, Calif., and Lieut. Harold J. Stokes Jr., USNR, Short Hills, N. J.: Their extraordinary ability, expert professional knowledge and unwavering devotion to duty as officers on the staff of Commander 8th Amphibious Force contributed materially to the success of the invasion of Italy.

★ Capt. (then Comdr.) Philip D. Lohmann, USN, Annapolis, Md.: As executive officer of the USS *Savannah* during the invasions of Sicily and Italy he organized and trained his men to a high state of battle efficiency. His inspiring leadership created in them full confidence in his great courage and distinguished ability.

★ Capt. (then Lt. Comdr.) Harold B. Miller, USN, Newton, Ia.: As aide and flag secretary to Commander, Task Force, Atlantic Fleet, from 3 Mar. 1941 to 22 Feb. 1942, he achieved distinctive success in developing close cooperation between units of the United Nations engaged in escort and anti-submarine operations in the North Atlantic.



Capt. Miller

★ Capt. Francis P. Old, USN, Washington, D. C.: While serving on the staff of the commander of a naval task force prior to and during the invasion of Italy, he coordinated plans of the force composed of varied allied units and assisted in the actual assault and in the critical phase of the operations incident to the maintenance of the invasion forces and their advance inland from the Gulf of Salerno.

★ Capt. Roger W. Paine, USN, Washington, D. C.: As manager of the Industrial Department, Navy Yard, Pearl Harbor, from 20 May 1942 to 19 Oct. 1944, he distinguished himself with especially meritorious service.

★ Capt. Harold E. Parker, USN, Flint, Mich.: As commander of a beach assault group during the invasion of southern France he brought his assault units safely to the assault area. His efficient control of unloading activities contributed materially to the success of the invasion.

★ Capt. Bernard S. Pupek, (MC) USN, Arlington, N. J.: As medical officer on the staff of Commander Amphibious Force, Atlantic Fleet, and later on the staff of a major task force commander during the landings in French Morocco and charged with preparing casualty evacuation plans in coordination with Army medical authorities, he provided loaded transports, shipborne landing craft and beach parties with adequate medical facilities and personnel to care for the wounded.

★ Capt. Armand J. Robertson, USN, Long Beach, Calif.: As CO of the initial tractor group during the assault and occupation of Roi, and of the

LST flotilla during the assault and capture of Saipan, he organized assault preparations and launched his tractors during the Roi operation and maneuvered his flotilla, forming them up for the initial assault on Saipan. By his professional ability he contributed essentially to the conquest of the vital Jap strongholds.

★ Capt. Valentine H. Schaeffer, USN, Dayton, Ohio: As CO of a carrier during the occupation of the Marianas and strikes against the Bonins and the Battle of the Philippine Sea, he directed his ship and air group against the enemy, accounting for over 50 enemy planes shot down and several small ships sunk and damaged.

★ Col. Frank H. Schwable, USMC, San Diego, Calif.: As CO of Marine Night Fighter Squadron 531 operating in the Solomons area from 11 Sept. 1943 to 18 Feb. 1944, he was largely responsible for his squadron destroying seven enemy aircraft and preventing innumerable Jap planes from reaching bomb release lines. He contributed materially to the establishment of the first Marine night fighter squadron as a major element in the successful prosecution of the war.

★ Capt. (then Comdr.) James M. Smith, USN, Pittsburgh, Pa.: As commander of an LCI(L) flotilla during the occupation of the Treasury Islands and in evacuation operations on Choiseul Island he showed courageous leadership and gallant devotion to duty. Beaching his ship on Japanese-held Choiseul Island during the black of night, he skillfully evacuated troops of a Marine battalion in 12 minutes without casualty to embarking troops or damage to his ships.

★ Capt. Elmer D. Snare, USN, Alexandria, Va.: As maintenance officer of the staff of a naval task group commander during the invasions of Sicily and Italy he executed his duties with resourcefulness and a broad understanding of management. He directed the complex facilities for maintenance and repair of landing craft, minesweepers and escort ships with foresight and meticulous attention to detail.

★ Capt. Herbert W. Taylor, Jr., USN, Pensacola, Fla.: As commanding officer of an aircraft carrier attached to an air covering force, he directed the activities of his vessel efficiently and with superb tactical skill, consistently effecting the expeditious launching and recovery of aircraft to meet all enemy aerial strikes despite constant threat of surface and submarine attack.

★ Capt. Richard B. Tuggle, USN, Barbourville, Ky.: Assuming the duties of chief of staff to a naval task force commander during the invasion of Italy when his predecessor was wounded in action, he directed the clearing of assault beaches, accelerated unloading operation and afforded our attacking troops all possible support. He expertly supervised the complex activities of movement of landing craft to other theaters of war.

★ Capt. Burris D. Wood, USNR, Dallas, Tex.: As ship salvage officer in the Alaskan-Aleutian area from 1 June to December 1943, he supervised

LEGION OF MERIT cont.

the salvaging of numerous small craft and material, returning two large cargo vessels to active service.

★ Capt. (then Comdr.) Ralph W. D. Woods, USN, Cambridge, Mass.: As aviation officer on the staff of an amphibious force commander prior to and during landing operations in French Morocco, he labored tirelessly in formulating vital plans and orders in preparation for the large-scale assault and contributed immeasurably to the success



Capt. Woods

of our landings.

★ Comdr. Charles B. Brooks, Jr., USN, Memphis, Tenn.: As communications officer on the staff of a task force commander during air strikes against Buka-Bonis area, Bougainville, 1-2 Nov. 1943 and at Rabaul 5 and 11 Nov. 1943, he contributed materially to the reduction of enemy important air bases, the severe damaging of many hostile combat ships and the destruction of numerous enemy aircraft.

★ Comdr. John B. Dimmick, USN, East Tawas, Mich.: As gunnery officer on the staff of Commander Destroyers, Atlantic Fleet, from 20 May to 18 Dec. 1943, he exercised superior technical knowledge and brilliant ingenuity. He worked tirelessly to augment the battle readiness and effective operation of the 5-inch gun batteries in destroyers.

★ Comdr. Robert Ellington Dixon, USN, Richland, Ga.: As operations officer on the staff of a task force commander during air strikes against the Buka-Bonis area, Bougainville, 1-2 Nov. and at Rabaul 5 and 11 Nov. 1943, his planning and knowledge of air and task force operations contributed materially to destruction of important enemy air bases, severe damage to many hostile combat ships and demolishing of numerous enemy aircraft.

★ Comdr. (then Lt. Comdr.) Roger C. Hyatt, USNR, Wadsworth, Ill.: While serving on the staff of Commander Moroccan Sea Frontier forces subsequent to the occupation of French Morocco on 8 Nov. 1942, he assisted in the orderly administration of forces assigned to the sea frontier. Through his excellent service and untiring devotion to duty these forces effectively carried out offensive operations and other vital tasks.

★ Comdr. (then Lt. Comdr.) David D. Scott, USN, As gunnery officer of the USS *Savannah* during the invasion of Sicily he assisted in the planning for gunfire support and in training Army shore fire-control parties. He created an essential understanding between the Army and Navy regarding gunfire support and directed many successful bombardments.

★ Comdr. Walter W. Strohbehn, USN, Davenport, Iowa: As commanding officer of the USS *Wainwright* during an attack on an enemy submarine off

the Algerian coast he quickly launched a depth-charge attack which forced the vessel to the surface. He then directed gunfire at the craft, forcing the crew to scuttle and abandon the ship and capturing many of its company.

★ Comdr. (then Lt. Comdr.) Henry B. Taliaferro, USNR, (Ret.), Norfolk, Va.: As commander of a landing craft group prior to and during the Italian invasion, he developed a high degree of efficiency in the group under his command and skillfully discharged his troops despite concentrated enemy opposition with minimum damage to the assault craft and injury to personnel.

★ Comdr. Ernest S. Von Kleeck Jr., USN, Landsdowne, Pa.: As executive officer of the USS *Cleveland* during action in the Solomon Islands area from 30 Oct. to 2 Nov. 1943 he rendered invaluable assistance to his commanding officer in the initial bombardment of the Buka-Bonis area and the first daylight attack on the Shortland area. In addition to sinking or damaging eight of the enemy's warships, the force of which his ship was a unit fought off a deadly attack by 67 hostile bombers, shooting down 17.

★ Lt. Comdr. Douglas E. Fairbanks Jr., USNR, Hot Springs, Va.: As special



Lt. Comdr. Fairbanks

operations planning officer on the staff of a major naval task force commander and as commander of a naval task force unit during the invasion of southern France, he worked tirelessly in the development and coordination of plans for the execution of special operations. As a task unit commander he courageously led ships of his unit into action and, aggressively directing

the combat operations with expert seamanship against heavy odds, greatly aided in the ultimate sinking of two vessels.

★ Lt. Comdr. Duncan F. Francis, USNR, Carmel, Calif.: As commanding officer of a DE, he skillfully and tenaciously conducted a search for a Jap warship, made and maintained contact and destroyed it by a series of well-directed attacks.

★ Lt. Comdr. David M. Kellogg, USNR, Seattle, Wash.: As commanding officer of a destroyer escort in action against an enemy submarine which had been forced to the surface by a previous underwater attack, he immediately closed the range at maximum speed and rammed the enemy. He inflicted lethal damage on the U-boat and insured its immediate sinking.

★ Lt. Comdr. Harvey R. Nylund, USN, Lynbrook, N. Y.: While serving aboard the USS *Savannah* during the invasion of Italy when that vessel was set afire by an enemy bomb he assumed charge of the engineering plant and directed the transfer to auxiliary machinery and restoration of light and power.

★ Lt. Comdr. Frank O'Neil, USN, San Gabriel, Calif.: As commander of an LST division and commanding officer of LST 7, he worked tirelessly in preparing and training his division for the Normandy invasion. During the invasion he directed his ship in 16 hazardous cross-channel trips under extremely adverse weather conditions and severe enemy shellfire and aerial bombardment.

★ Lieut. John E. Annitto, (MC) USNR, Jersey City, N. J.: As medical officer attached to an attack group during the Italian invasion, he observed a nearby craft severely damaged by a direct hit, immediately ordered his boat alongside and, although the ship was still under heavy shellfire, went aboard and rendered first

Navy Honors 15 Britons for Services in Invasion

Fourteen British naval officers have been awarded the Legion of Merit and one the Bronze Star Medal by the U. S. Navy for performing outstanding services during the invasion of Normandy.

Among the eight awarded the Legion of Merit (Degree of Officer) were the commander of a mine-sweeper group, Comdr. John F. Cochran, RN, and two flotilla commanders of the group, Lieut. Roy D. Bennett, RNVR, and Lieut. John A. Booth, RNR. They worked tirelessly against the triple hazard of a cross current, intense darkness and adverse weather conditions to sweep and mark the requisite channels.

Others were Comdr. Ronald Hunter-Blair, RN (Ret), who worked zealously during the construction of an artificial harbor on 7 June; Lt. Comdr. Colin P. M. Armstrong, RN, and Lt. Comdr. Arthur D. S. Dunn, RN (Ret), who brought landing craft to the shore and successfully landed troops and supplies; Lt. Comdr. Norman R. Murch, RN, who drove off a

hostile attack on a convoy and then rescued survivors of the sinking LST 314 and 376, and Lt. Comdr. William M. Passmore, RN, who made an expeditious survey of two areas during the installation of facilities on Normandy.

Those awarded the Legion of Merit (Degree of Legionnaire) were Lt. Comdr. Francis D. Russell-Roberts, RNVR; Lieut. Richard M. Hall, RNVR; Lieut. Peter N. Hood, RNVR; Lieut. Roger King, D.S.C., RN; Lieut. Charles E. C. Martin, D.S.C., RNVR, and Lieut. James S. Southcott, D.S.C., RNVR. All commanded vessels operating in the advance patrol group of the Western Naval Task Force Area screen in the Bay of Seine from 6 June to 14 July. With forceful and unwavering determination they pressed home numerous effective strikes against German E boats.

Lt. Comdr. Francis P. Baker, D.S.C., RN was awarded the Bronze Star Medal for participating with this group.

aid. He undoubtedly saved many lives.
 ★Lieut. Wilbur S. Davidson, USNR, Port Huron, Mich.: As signal officer, flag lieutenant and aide to a task force commander prior to and during the Sicilian and Italian invasions, he assisted in establishment and coordination of a visual communication system which was successfully employed during the two major amphibious operations. He also carried out many details of administration and liaison of a large and complex organization.
 ★Lieut. Fenton G. Jordan, Jr., USNR, Norfolk, Va.: While serving on the



Lieut. Jordan

staff of a major naval task force during the invasion of southern France he was assigned the highly important task of photographic interpretation and contributed materially to the establishment of the Allied Armies on shore with minimum losses.
 ★Lieut. Arthur J. Tuggle, USN, Boston, Mass.: As electrical officer of the USS *Savannah* during the invasion of Italy when an aerial bomb pierced a turret he led a damage control party through total darkness and intense heat. Despite the danger of magazine explosions he supervised repairs in compartments filled with smoke and toxic gases.



Gold Star in Lieu of Second
SILVER STAR MEDAL

★Comdr. Ralph L. Ramey, USN, Stanford, Ky.: As commanding officer of the USS *McCook* in action against coastal defense and troop concentrations on the coast of France on 6, 7, 8 June 1944 he enabled his batteries to deliver close fire support and silenced guns holding up the advance of our troops on the landing beaches.



SILVER STAR MEDAL

★Capt. Charles A. Baker, USN, Washington, D. C.: As commanding officer of the USS *Texas* during the assault on Normandy and bombardment of Cherbourg he displayed outstanding ability, initiative, mature judgment and inspiring leadership. He skillfully handled his ship under the most adverse conditions, taking advantage of every opportunity to accomplish his assigned mission.

★Capt. (then Comdr.) Robert W. Cavenagh, USN, New Philadelphia, Ohio; Capt. (then Comdr.) Roy A. Gano, USN, Pipestone, Minn.; Capt. (then Comdr.) Luther K. Reynolds, USN, Water Valley, Miss., and Capt. (then Comdr.) Herald F. Stout, USN, Dover, Ohio: As COs of destroyers during action against Japanese forces in the Solomon Islands area from 31 Oct. to 2 Nov. 1943, they fought their

ships with superb skill in the initial bombardment of Buka-Bonis and the first daylight shelling of the Shortland area. In a subsequent engagement with an enemy force of superior firepower, their destroyers aided in sinking five enemy ships and damaging four.

★Capt. Thomas B. Inglis, USN, Houghton Lake, Mich.: As commanding officer of the USS *Birmingham* assigned to a task unit covering the withdrawal of warships from Japanese waters he fought his ship gallantly against hostile planes. He contributed to the destruction of aircraft and successful withdrawal of valuable combatant vessels to safety.



Capt. Inglis

★Capt. Andrew G. Shepard, USN, Rochester, N. Y.: As commanding officer, he handled his ship aggressively and fearlessly in enemy action between 14 June and 9 Aug. 1944, including action against enemy aircraft on 19 June 1944. He caused his ship to deliver prolonged and effective gunfire.

★Comdr. (then Lt. Comdr.) Thomas H. Du Bois, USN, Washington, D. C.: While serving aboard the USS *Savannah* during the invasion of Italy he assumed full charge of damage control when an enemy bomb pierced a turret and exploded within the ship. He worked tirelessly in the face of smoke, heat, toxic gases and possible explosions to correct the list which had developed and maintained the stability of the ship.

★Comdr. Brooks J. Harrah, USN, Canandaigua, N. Y.: As CO of a submarine during patrol in enemy waters, he expertly maneuvered his vessel in directing fire which destroyed two Japanese ships.

★Comdr. Leland R. Lampman, USN, Huntington, Ind.: As commanding officer of a destroyer during action in the Solomon Islands area from 31 Oct. to 2 Nov. 1943 he fought his ship with superb skill. In a subsequent engagement with a Japanese force of superior fire power his destroyer aided in sinking five enemy warships and damaging four.

★Comdr. William C. Thompson Jr., USN, Dublin, Ga.: As assistant approach officer of a submarine on a war patrol in Japanese-infested waters he enabled the ship to maneuver into an advantageous position for a fierce strike on an enemy convoy which resulted in the sinking of an important amount of enemy shipping in a single action.

★Lt. Comdr. Edmund W. Biros, USNR, Salem, Mass. (posthumously): While leading a fighter squadron against Japanese forces in the Volcano Islands on 4 July 1944 he launched an immediate attack when intercepted by a large number of hostile aircraft. He blasted an enemy fighter from the sky and enabled his group to destroy 14 Japanese planes

and damage five others. He led a bitter strike against anti-aircraft gun positions, destroying two batteries and three grounded aircraft.

★Lt. Comdr. Rency F. Sewell Jr., USNR, Atlanta, Ga.: As commanding officer of the USS *PC 1261* during the invasion of Normandy he led the first assault wave under fire using excellent navigation and without adequate channel markings. He was largely responsible for the first waves hitting the right beach at the right time. His ship was finally hit by a large shell and immediately sank.

★Lieut. Charles J. Hawkins, USNR, Boston, Mass.: As commanding officer of a tank landing ship during operations in Vella Lavella on 1 Oct. 1943 he fearlessly directed fire against 30 hostile planes attacking his ship. Despite damage to his vessel he continued to unload vitally needed cargo of gasoline and ammunition, completing this task in excellent time. Five of the Japanese aircraft were destroyed.

★Lieut. Peter Kirill, USNR, Jamaica, N. Y.: As gunnery officer aboard the USS *LCI (L) 70* on 5 Nov. 1943 he enabled his gunners to destroy four Japanese twin-engine bombers. After his landing craft was severely damaged and abandoned by her crew, he returned to the ship and remained aboard for three hours until she was towed safely to port, despite the fact that a live enemy torpedo was lodged below deck and might have destroyed the boat at any moment.

★Lieut. Norman C. Nash, USN, Edmond, Okla.: As plotting officer in a submarine he furnished his commanding officer with a continual flow of valuable information during attacks against enemy shipping which contributed directly to his vessel's sinking an enemy naval vessel of over 2,000 tons and damaging enemy shipping of over 60,000 tons.

★Lieut. William E. Norrington Jr., USNR, Chicago, Ill.: As an officer of a ship's company during patrol in enemy-controlled waters, the admirable cool and courageous manner in which he aided in attacks and the manner in which he performed his



"Oh, him—seems he's had two years on a carrier."

Skyscrapers (NAS, Brooklyn, N. Y.)

SILVER STAR MEDAL cont.

duties without regard for personal safety contributed materially to the measure of success attained.

★ Lieut. Charles E. Roeschke, USN, Los Angeles, Calif.: As commanding officer of a tank landing ship during operations at Vella Lavella he destroyed three enemy planes attacking his ship. Although she received three bomb hits and many of his men were lost, he continued the fight with grim determination. Finally he directed the orderly abandonment of his stricken ship, laboring tirelessly to salvage her.

★ Lieut. Frederick M. Rountree, USNR, Sunbury, N. C., and Lt. (jg) Jack H. Stewart, USNR, Silver Spring, Md.: As pilots of fighter planes during action against an enemy submarine in the Atlantic in company with a bombing plane, they skillfully delivered bold strafing attacks in the face of heavy antiaircraft fire. They raked the conning tower and gun positions, silencing enemy fire and enabling the bomber to hit the rapidly submerging vessel, resulting in her probable destruction.

★ Lieut. Clinton E. Stover, USN, Manassas, Ga.: As commanding officer of a tank landing ship attempting to save the LST 448 during operations at Vella Lavella, he maneuvered his ship alongside the burning hulk of the landing craft and fought desperately to control the flames. Despite constant danger from exploding ammunition and gasoline and aircraft attacks, his gunners skillfully fought off the enemy, destroying two of the hostile planes.

★ Lieut. Clyde H. Toland, USN, Pekin, Ill.: While serving aboard the USS *Savannah* during the invasion of Italy when an enemy bomb exploded within the ship, he unhesitatingly entered a gas-filled room and started blowers which restored ventilation. In the face of grave danger from magazine explosions, he continued to direct effective damage-control measures.

★ Lieut. Edward Van Vranken, USNR, Stockton, Calif.: While piloting a fighter plane in action against enemy submarines he made an effective strafing run on one, inflicting extensive damage on the ship and dispersing her exposed personnel. Repeating his daring tactics when two submarines were sighted, he severely impaired the efficiency of the hostile vessels and rendered them vulnerable to bombing attacks of a companion plane.



Lieut. Van Vranken

severely impaired the efficiency of the hostile vessels and rendered them vulnerable to bombing attacks of a companion plane.

★ Lieut. Harold H. Ziegler, USNR, Milwaukee, Wis.: As officer in charge of the USS LCT 221 during the assault on the west coast of Italy he landed his ship on the heavily defended beach, discharged his cargo and withdrew despite gunfire and bombing attacks. During a subsequent mission he directed the discharge of cargo by his

own crew under extremely hazardous conditions.

★ Lt. (jg) Jack D. Anderson, USNR, Afton, Iowa: When he sighted an enemy submarine he maneuvered his fighter plane for a daring, effective strafing run. He inflicted severe damage on the submarine's conning tower and dispersed her exposed personnel, forcing the enemy ship to submerge and rendering her vulnerable to subsequent bombing attacks.

★ Lt. (jg) Buford A. Booth, USNR, Caraway, Ark.: While serving aboard the USS *Savannah* during the invasion of Italy when a bomb pierced a turret and exploded within the ship he went to the rescue of men overcome by fumes in the forward turrets and gas-filled compartments. He assisted in the removal of his comrades until he himself was overcome.

★ Lt. (jg) Robert A. Brettell, USNR, West Orange, N. J.: When the PT boat in which he was officer in charge was involved in action in the Solomon Islands he carried out extraordinary and arduous assignments, contributing to the destruction and interruption of Japanese shipping in and around Vella Gulf and Choiseul Bay. On the night of 1 Aug. 1943, accompanied by other torpedo boats, he engaged five enemy destroyers, scoring five or six probable hits.

★ Lt. (jg) Carl E. Finney, USN, Eldon, Iowa (missing in action): While serving aboard a submarine during an aggressive and highly successful war patrol in Japanese-controlled waters he performed his duties skillfully and with determination under extremely hazardous battle conditions.

★ Lt. (jg) Alfred K. Guthe, USNR, Albany, N. Y.; Lt. (jg) Robert R. Nichols, USNR, Brooklyn, N. Y.; Lt. (jg) Alistair Semple, USNR, Glen Ridge, N. J.; Lt. (jg) Robert W. Sherwin, USNR, Haverhill, Mass., and Lt. (jg) Norman E. Stephens, USNR, Loup City, Neb.: As naval gunfire liaison officers assigned to the 36th Infantry Division during the invasion of Italy, 9 to 17 Sept. 1943, they accurately controlled naval gunfire, assisting materially in neutralizing enemy artillery positions and repulsing counterattacks. They contributed in large measure to the establishment of the beachhead.



Mainsheet (NTC, Bainbridge, Md.)

"My wife says the laundry service at home is terrible."

★ Lt. (jg) (then CEM) Roy W. Nevills, USN, San Diego, Calif.: While serving aboard a seaplane tender in the South Pacific area, he had barely recovered consciousness after a bomb hit by a Japanese plane, when another hit cut the power and stopped his ship. Voluntarily proceeding to the forward engine room to make emergency repairs under conditions made hazardous by wet and short-circuited lines, he worked speedily and efficiently and succeeded in starting a generator.

★ Lt. (jg) George J. Poeltler, USNR, Cranford, N. J.: As commanding officer of a scout and support boat during the invasion of Italy he maneuvered his craft to guide initial assault waves to a safe landing. When intense machine-gun and mortar fire swept the area, he fired a withering rocket barrage, enabling our forces to beach successfully.

★ Lt. (jg) Joseph R. Ruwitch, USNR, Norway, Mich.: As first lieutenant of a tank landing ship during operations at Vella Lavella he daringly led the fire and mooring party alongside another tank landing ship which was burning fiercely. Despite exploding gasoline and ammunition he led a party to the tank deck and battled the flames until forced to man the guns against a second Japanese air attack.

★ Lt. (jg) Fred B. Smith Jr., USNR, Evart, Mich.: As officer in charge of small boats attached to the LST 314 during the assault on the west coast of Italy he assumed command when he learned that the boat wave commander had been seriously wounded. He assembled the lost and disorganized craft and landed the troops on schedule.

★ Ens. Ralph H. Habecker, USN, Lancaster, Pa.: While serving aboard the USS *Savannah* during the invasion of Italy when a bomb pierced a turret and exploded below decks he went through smoke and gas-filled compartments to close a valve thus restoring the firemain system for fighting the blaze.

★ Ensign (then CTM) Hugh W. Latham, USN, Jacksonville, Fla.: As chief of the boat in a submarine his industry, skill and technical knowledge in maintaining a high state of efficiency in the control room during torpedo attacks against enemy shipping contributed to the sinking of an enemy naval vessel of over 2,000 tons and damaging enemy shipping of over 60,000 tons.

★ Ensign (then CMM) Peter J. Sasgen, USNR, Evanston, Ill.: As member of a ship's company during patrol in enemy controlled waters, his leadership, sound professional knowledge and devotion to duty were major factors in the efficient operation of machinery during that patrol.

★ Ens. Sheridan H. Wedow, USNR, Cleveland, Ohio: As boat officer in charge of a landing craft he landed with the initial waves during eight amphibious assaults in the Pacific. The thorough manner in which he trained his crews was evident in the way they handled their craft in each operation.

★ Machinist Dane H. Thomas, USN, Hot Springs, N. M.: As CPO of the

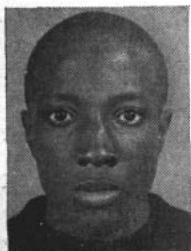
auxiliary machinery force and battle repair party of a submarine which sunk 40,206 tons and damaged 5,864 tons of enemy shipping, his outstandingly courageous, cool and competent manner inspired the crew and contributed materially to the vessel's high degree of success.

★ Edward M. Chiotasso, CBM, USN, French Camp, Calif.: While serving aboard the USS *Savannah* during the invasion of Italy when his ship was struck by an enemy bomb, he worked desperately to bring the resulting flames in a gun turret under control. Thrown backward and temporarily blinded by an explosion in the gun room, he returned to the turret, closed the door and directed water into the compartment through the gun muzzles, continuing his efforts until he brought the fire under control.

★ Eugene Freamer, CTM, USN, Chicago, Ill.: While serving aboard a submarine as chief of the boat and CPO in charge of the control room; his courageous, cool and competent manner inspired and heartened the crew of this vessel. His vessel sank or damaged many thousands of tons of Japanese shipping.

★ Ferdinand A. Galli, CGM, USN, Manitowoc, Wis.: As a member of a ship's company in enemy controlled waters, he contributed largely to the expert control of the boat during attack. His excellent vision and alertness as a battle lookout inspired the other men on watch topside and gave all hands a feeling of safety.

★ Willie J. Jackson, Ck3c, USN, Jacksonville, Fla.: As a crew member of the USS *LST 357* during the invasion of Italy he performed his duties as stretcher bearer courageously, although suffering intense pain from shrapnel wounds in the head and thigh suffered while administering first aid to his commanding officer. He repeatedly exposed himself to shell fire to care for his comrades.



Jackson, Ck3c

★ Willard J. Johnson, Ex-PhM2c, USNR, Cleveland, Ohio: While attached to the USS *LST 338* during the invasion of Italy, despite his own painful wounds he administered first aid to the injured promptly and effectively. He exercised superb initiative and expert professional skill in amputating the leg of a comrade.



Gold Star in Lieu of Second
DISTINGUISHED FLYING CROSS

★ Lieut. Thomas R. Clark Jr., USNR, New Orleans, La.: Sighting an enemy convoy while on patrol in the plane he commanded, he led his two-plane section in a daring attack. Flying directly between the protecting enemy destroyers, he completely destroyed the largest merchant ship.



DISTINGUISHED FLYING CROSS

★ Comdr. (then Lt. Comdr.) Jack I. Bandy, USN, Severna Park, Md.: When an enemy force of 30 Zeroes intercepted his fighter squadron which was escorting bombers on a strike off Kahili, he gallantly led his fighters despite enemy odds and great personal danger in a fierce counterattack, frustrating the enemy without damage to either our fighters or bombers.

★ Comdr. (then Lt. Comdr.) Gordon Fowler, USN, Washington, D. C.: As commanding officer of a search squadron in the South Pacific area he boldly attacked the enemy and contributed to the destruction of one and probably two enemy fighter planes and one twin-engine bomber. Later he carried out a highly successful mission against an airfield in the northern Solomons.

★ Lt. Comdr. Joseph W. Runyan, USNR, Los Angeles, Calif.: As commander of a carrier-based divebombing squadron during the Battle of the Philippine Sea he led his squadron against an enemy carrier, scoring three direct hits which left the ship burning fiercely. He returned his planes to the carrier where, because of lack of fuel, they landed on the water. The pilots, however, were all rescued.

★ Lieut. Stanley E. Auslander, USNR, Queens Village, N. Y., and Lieut. John M. Elliott, USNR, Philadelphia, Pa.: Piloting a Navy patrol plane in the Atlantic area, they made a daring run on a submarine. Four depth charges bracketed the submarine, exploding close aboard on both sides. Through their zealous devotion to duty, they contributed materially to the probable sinking of the enemy vessel.

★ Lieut. John H. Ballantine Jr., USNR, Southbury, Conn. (posthumously): When a companion fighter plane had made a strafing run on an enemy submarine, he made an aggressive bombing strike, probably destroying the vessel with a direct hit. Later, he directed a destroyer to a submerged hostile ship when he was unable to bomb it himself, insuring effective depth charging by the surface vessel.

★ Lieut. Claude N. Barton, USNR, Reed, Okla.: Piloting a torpedo bomber in action against an enemy submarine, he made a daring bombing strike, delivering a direct hit on the submerging vessel and probably sinking it.

★ Lieut. Mark K. Bright, USNR, Anderson, Ind. (missing in action): While piloting a carrier-based fighter plane at Truk and in the vicinity of the Marianas he led his division in repeated hazardous strafing and support missions. He personally silenced many anti-aircraft positions, setting fire to five small ships, destroying three trucks and severely damaging 12 parked aircraft.



Lieut. Barton

★ Lieut. Milton R. Cheverton, USNR, San Marino, Calif.: As patrol plane commander near Bougainville on 24 Nov. 1943, he courageously landed his plane in hostile waters to rescue survivors from a plane crash. Under intense fire, he boldly picked up the crew and effected a take-off.

★ Lieut. Carl Dillon, USNR, Beaumont, Tex.: As commander of a bomber in the Solomon Islands-Bismarck Archipelago area from 20 Oct. 1943 to 1 April 1944 he made powerful, accurate bombing and strafing raids. He attacked four Japanese barges at Green Island, destroying one and damaging the others, and later scored three bomb hits on a cargo vessel.

★ Lieut. Junior C. Forney, USNR, Newton, Kans.: As pilot of a bomber attached to an aircraft carrier, he vigorously depth-bombed a U-boat, coordinating his attack with a fighter and another bomber. Two charges exploded directly beneath the diving sub, forcing it to the surface badly damaged and enabling a companion plane to complete its destruction.

★ Lieut. Norman D. Hodson, USN, San Bernardino, Calif.: Sighting a U-boat while on patrol in a carrier-based fighter plane he made a vigorous strafing run against the decks and conning tower, permitting two torpedo bombers to launch attacks unopposed. When the sub was forced to the surface he swept down again, setting fire to the vessel and keeping her AA guns out of action until one of the bombers completed the destruction.

★ Lieut. Gerald G. Hogan, USNR, Brooklyn, N. Y.: When a hostile U-boat was sighted with decks awash he twice bombed the enemy craft, coordinating his attack with a fighter and another bomber. He contributed materially to the complete destruction of the submarine and the capture of 44 members of her crew as prisoners of war.



Lieut. Hogan

★ Lieut. William H. Jones, USN, Pacific Beach, Calif., and Lieut. Richard H. Rowland, USNR, Parkerford, Pa.: As pilots of a patrol plane in action against an enemy sub in the Atlantic area they released four depth charges which exploded close aboard the U-boat on both sides. They contributed materially to the sinking of the enemy vessel.

★ Lieut. Ralph W. Long, USNR, Skene, Miss.: As pilot of a torpedo bomber in action against a U-boat, he skillfully maneuvered his plane into a favorable attack position. Coordinating with his fighters, who forced the sub to dive, he delivered an accurate and timely blow on the submerging vessel, after which oil slick and bubbles were observed on the surface followed by a tremendous underwater explosion.

★ Lieut. Hubert Smolsnik, USN, Cle Elum, Wash.: As pilot of a Navy patrol plane, he pressed home a deadly depth-charge and machine-gun assault on a U-boat with such skill and ac-

DISTINGUISHED FLYING CROSS cont.

curacy that the ensuing explosions straddled the hull and disabled the submarine, forcing her crew to abandon ship.

★ Lt. (jg) John R. Lindbeck, USNR, Mansfield, Ohio (missing in action): Piloting a fighter plane in the Pacific area in March, April and June 1944 he delivered powerful attacks, destroying two parked aircraft and damaging two others, starting fires aboard three cargo ships and a tug and sinking several barges. He relentlessly strafed Aslito airfield, Saipan, preparing for our invasion of that island.

★ Lt. (jg) Alfred L. Lorraine Jr., USNR, Richmond, Va. (missing in action): During an engagement with a Japanese task force west of the Marianas Islands he made repeated twilight strafing attacks in his carrier-based airplane. He contributed to the damaging of an enemy destroyer which exploded violently amidships. Later, he escorted eight bombers in total darkness for 325 miles, guiding them back to their carrier.

★ Lt. (jg) Glen D. Michel, USNR, Cushing, Okla.: As commander of a PBY5 during night operations in the Bismarck Sea he attacked in bright moonlight an enemy destroyer in a large convoy. Despite intense anti-aircraft fire which caused severe damage to his plane he obtained a hit which heavily damaged the ship.

★ Lt. (jg) James A. Shields Jr., USNR, Houston, Tex. (missing in action): As pilot of a carrier-based divebomber in the Battle of the Philippine Sea he attacked a large enemy carrier. He held his course through the intense fire of four carriers, two battleships and several cruisers and destroyers to score a direct hit on his



Lt. Shields

target. Attacked by an overwhelming number of Japanese fighters he blasted two from the sky before his plane was shot down.

★ Ens. Homer W. Brockmeyer, USNR, Earlville, Iowa (missing in action): Piloting a carrier-based fighter in the vicinity of the Marianas Islands from 11 to 20 June 1944 he shot down two and probably three hostile planes attempting to attack our naval forces. During the Battle of the Philippine Sea he fought numerically superior fighter opposition, damaging several aircraft and forcing others to scatter, thereby enabling our forces to attack a large hostile carrier.

★ Ens. William J. Seyffertle, USNR, Cincinnati, Ohio (missing in action): Piloting a fighter plane near the Marianas Islands from 11 to 20 June 1944 he made bold strafing runs against gun positions, installations, aircraft and shipping on Saipan. During one hazardous mission he shot down one enemy plane. During the Battle of the Philippine Sea he made a run on a large Japanese carrier and subse-

quently returned to base safely despite total darkness.

★ Ens. Thomas F. A. Stanley, USNR, Pensacola, Fla. (missing in action): As pilot of a carrier-based divebomber during the Battle of the Philippine Sea he faced anti-aircraft fire and fighter opposition to attack a fleet oiler. Scoring a direct hit amidships, he contributed to the destruction of the vessel.



NAVY AND MARINE CORPS MEDAL

★ Lt. Comdr. Ernest N. Neber, (MC) USNR, Centralia, Ill.: As flight surgeon with a Marine fighter squadron in the Solomon Islands area on 4 September 1943, he rushed to the aid of three men in a truck that had caught fire from an exploding aerial bomb. Lifting them out of the truck while ammunition from the gun pens of four blazing planes exploded around them, he carried an unconscious, badly burned victim to safety where he skillfully administered treatment. Seconds after he made his daring rescue, a gasoline truck exploded and completely demolished the four planes and the vehicle.

★ Lieut. Allen E. Erwin, USNR, Jacksonville, Fla.: While attached to the USS *Hopi* during the invasion of Italy he boarded a flaming merchant ship abandoned by her crew and directed the fighting of the fires. Realizing that the blaze could not be controlled, he assisted two injured crew members to safety.

★ Lt. (jg) Robert W. Hongola, USNR, Chino, Calif.: As his ship approached a survivor of a plane crash in the Pacific Area 24 October 1944, he realized that the exhausted man was about to go under. He dived over the side of the ship and, with a member

of the crew, held up the drowning man until a boat could reach them.

★ Lt. (jg) James J. Kolchin, USNR, Tuckahoe, N. Y.: When enemy bombs set afire the USS *SC 696* and *SC 694* during the occupation of Palermo, Sicily, he valiantly fought the blaze despite a severe air attack. He worked desperately until the ships were again hit by bombs, resulting in their destruction and his severe injury.

★ William N. Hoff, MoMM1c, USNR, St. Paul, Minn.: As engineer officer attached to the USS *Elizabeth C. Stanton* during the invasion of Italy, when that ship was attempting to unload he observed a comrade carried off shore by the wash of the propellers. Unhesitatingly he went to his rescue, bringing him safe to shore.

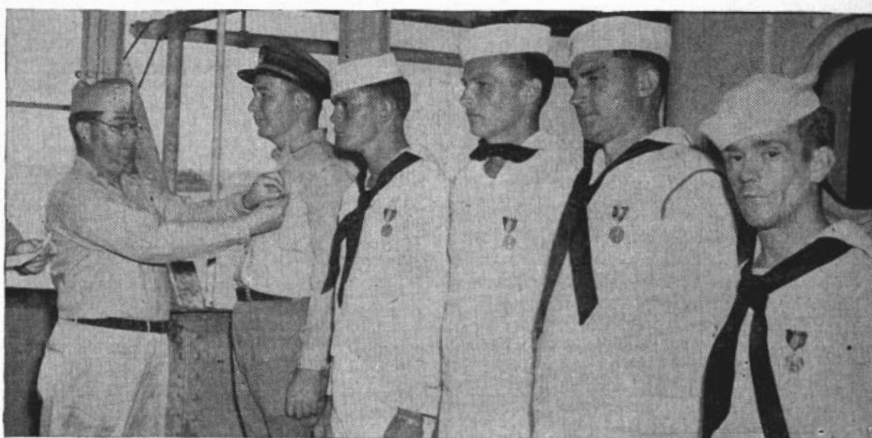
★ Henry A. Holdgrun, GM1c, USNR, Bronx, N. Y.: Following the sinking



Holdgrun, GM1c

of a British landing ship, the survivors were swept past the USS *YMS 3* by wind and currents. Holdgrun, despite heavy seas and the rolling of the *YMS*, went over the side to rescue survivors. Despite the heavy weight of the combat clothing worn by the survivors he persisted in keeping them afloat and assisted in the recovery of twelve.

★ Kornello Medynski, GM2c, USNR, Manville, R. I.: When low-flying enemy aircraft bombed and strafed three of our motor torpedo boats in the Solomon Islands area on 20 July 1943, Medynski, a crew man of one PT boat, jumped into the water without a life jacket to help a seriously injured shipmate. Disregarding his own safety, he swam to the burning



Official U. S. Navy photograph

STORM HEROES: Capt. E. E. Burgess USN, CO of a storeship, presents the Navy and Marine Corps Medal to Ens. Harold R. Tall, USNR, Brooklyn, N. Y., and four crew members for braving heavy seas to rescue survivors of the LCT 1052, sunk during a typhoon in the Pacific the night of 3-4 October. W. O. Lease, BM2c, USNR, Houston, Tex., next to the ensign, risked being crushed between the two ships to save an exhausted man. The other three, from left to right, P. Heeding, Cox., USNR, Salt Lake City, Utah; J. D. Adkins, Flc, USNR, Charlotte, N. C., and E. S. Schoppert, Slc, USNR, Piedmont, W. Va., manned a motor launch with Ensign Hall in charge to pick up nine survivors.

and exploding boat and rescued his unconscious comrade.

★ Richard A. Olson, TM2c, (now AS V-12 Unit) USNR, South Gate, Calif.: During a fire in the fuel and ammunition dump at a torpedo boat base on Vella Lavella, 14 Dec. 1943, he courageously boarded one of the abandoned craft as flames from the dump spread dangerously near it and threw life jackets to men in the water. He entered the engine room and, although inexperienced, assisted in starting the engines and getting the boat to safety.

★ Stanley S. Zajac, MoMM2c, USNR, St. Joseph, Mich.: While attached to the USS *LST 351* during the invasion of the west coast of Italy when 40 wounded men were brought aboard his ship he ministered to them in an effort to save their lives. He worked for more than 20 hours while exposed to gunfire and air attacks, aiding in giving plasma, dressing wounds and caring for their needs.

★ Charles J. Christel, Cox., USN, Chicago, Ill.: While a member of a small boat crew during the invasion of Italy he tirelessly assisted in laying smoke around a burning and exploding cargo ship. He assisted in the rescue of five survivors from the water, exposing himself to gasoline fires to reach one of the men who was severely wounded.



Christel, Cox.

line fires to reach one of the men who was severely wounded.

★ Herman H. Thomas, GM3c, USN, Comanche, Tex.: When his ship, the *LCT 19*, was divebombed during the invasion of Italy and the crew forced to abandon her, he risked his life to swim to the side of a wounded shipmate, supporting him until they were rescued.



BRONZE STAR MEDAL

★ Capt. Ralph J. Arnold, (SC) USN, Garden Grove, Ia.: As supply officer on the staff of Commander Aircraft, South Pacific Force, from September 1943 to October 1944, he displayed outstanding ability in handling the many aviation supply problems throughout the Pacific area. He maintained a constant flow of supplies essential



Capt. Arnold

to the success in the Solomon Islands and Bismarck Archipelago campaigns. ★ Capt. Thomas Burrowes, USN, Coronado, Calif.: As CO of a destroyer when the vessel suffered a damaging underwater explosion as a result of enemy action in the Pacific, he was prompt and courageous in effecting the rescue of numerous personnel hurled into the icy, fuel-covered

waters and initiated immediate measures for control of the damage. Later he brought the ship 3,000 miles through severe Aleutian weather to a U. S. Navy yard.

★ Capt. John B. W. Waller, USN, Manchester By The Sea, Mass.: As CO of the USS *Tuscaloosa* prior to and during the invasion of southern France in August 1944 and while operating as a unit of the fire support group in action against enemy coastal defenses on the right flank, he approached the hostile shore through mine-infested



Capt. Waller

waters and in the face of heavy fire, carried out accurate and vigorous gunfire against enemy installations and concentrations.

★ Capt. (then Comdr.) Henry G. Williams, USN, Norfolk, Va.: Commanding officer of the USS *Salem* during the Sicilian invasion, he was assigned the hazardous task of laying a defensive minefield to protect transport anchorages against submarine attack off Gela during unloading operations. Despite frequent enemy aerial attacks and shellfire from shore batteries, his ship laid mines in the extensive minefield established and insured the safety of ships in the assault area from enemy submarine action.

★ Comdr. Martin V. Brown, (MC) USN, Carbondale, Ill.: As medical officer on a warship during the assault and capture of an enemy-held Pacific island on 24 July 1944, he rendered gallant service and, although wounded, continued at his post of duty for 12 hours, administering medical care to casualties aboard.

★ Comdr. Anton L. Mare, USN, Oshkosh, Mich.: As CO, Naval Advance Base, Suva, Fiji Islands, from July 1942 to 28 March 1944, he worked tirelessly to establish and maintain an excellent operating condition of his command. His supervision of shipping in the area and his organizational ability aided largely in the excellent logistic support of our forces afloat.



Tadcen Topics (Camp Elliott, San Diego)

"Oh, he's sort of a handyman around here."

★ Comdr. Frank P. Morton, USNR, Greensboro, N. C.: While on the staff of a task force commander during the invasion of southern France he participated in the collection of important material. He efficiently provided meteorological data and information of enemy defense, beach characteristics and other vital combat data, which enabled the units to develop comprehensive plans for the assault.

★ Comdr. Gustave G. Werner Jr., (CEC) USNR, New York City: As OinC of an advance naval base construction depot from Dec. 1942 to 15 May 1943, and as assistant OinC of base construction on the staff of Commander Service Squadron, South Pacific Force and later Commander South Pacific Area force from 15 May 1943



Comdr. Werner

to 8 Dec. 1944, he displayed exceptional ability in handling the many detailed problems connected with the planning, construction and maintenance of advanced naval bases.

★ Lt. Comdr. Richard B. Black, USNR, Honolulu, T. H.: As control officer during the landing on Saipan on 15 June 1944, he remained on his control vessel at the entrance to the channel leading to Charan Kanoa harbor throughout the assault and despite continuing and sometimes heavy mortar and artillery fire, maintained a constant flow of troops and material through the narrow channel to the beach.

★ Lt. Comdr. (then Lieut.) Julian T. Burke Jr., USN, New Orleans, La.: As torpedo data computer operator in a submarine, his quick analysis and cool skill enabled him to assist his commanding officer during attacks which resulted in the sinking of over 15,000 tons of enemy shipping.

★ Lt. Comdr. Albert H. Clark, USN, Orinda, Calif. (missing in action): As commanding officer of a submarine during her 11th war patrol in Japanese-infested waters he delivered accurate torpedo attacks against cargo vessels. By daring tactics he sank and damaged an important amount of enemy shipping.

★ Lt. Comdr. Karl A. E. Lindquist, USCG, Jamaica Plains, Mass.: While commanding officer of the USS *LST 68* and Commander, LST Division 42, Flotilla 7, during landings in the Pacific from 26 Dec. 1943 to 2 Aug. 1944, he aggressively maneuvered his ship and division in a courageous manner in 6 amphibious operations.

★ Lt. Comdr. Ralph C. Parker Jr., (MC) USN, Batavia, N. Y.: As senior medical officer attached to the USS *Arkansas* prior to and during the invasion of Normandy, he achieved exceptional success in training medical personnel for prompt and expert care in the treatment of casualties brought aboard during the assault.

★ Lt. Comdr. Robert H. Solier, USN, Bryan, Ohio: As assistant plans officer on the staff of the Commander

BRONZE STAR MEDAL cont.

Western Task Force during the invasion of Normandy, he was in charge of the flag plot on the USS *Augusta* and kept the Commander Western Naval Task Force informed at all times.

★ Lieut. Lyman W. Ballinger, USNR, San Diego, Calif.: As engineering officer of a bombing squadron during operations in the Central Pacific he achieved exceptional success under primitive working conditions. He inspired the inexperienced personnel under him to heroic efforts.

★ Lieut. Arnold B. Chace III, USNR, Syoset, N. Y.: As plotting officer in a submarine, he furnished his commanding officer with a continued flow of valuable information which contributed materially to his vessel's sinking over 15,000 tons of enemy shipping.

★ Lieut. James M. Ewing, USNR, Orlando, Fla.: As CO of USS *PC-1262*, he performed his duties effectively for 18 days in sustained operations against the enemy in the Bay of Seine in the area screen of the Naval Western Task Force.

★ Lieut. William O. Kuykendall, USN, Greenville, Miss.: As CO of the USS *Kiowa* operating as a salvage vessel with Force "U", during the invasion of Normandy, he took his ship to the assistance of any vessel in distress regardless of personal danger. As a result of his bravery, ships which would have been lost are now serving against the enemy.

★ Lieut. John Lenci, USCG, Everett, Mass.: While commanding the USS *LST 18* and *LST 67* in six amphibious operations in the Pacific he aggressively maneuvered his ship in a courageous manner. He contributed to their success by professional knowledge, skill and leadership.

★ Lieut. Robert L. Smith, USNR, Seattle, Wash.: As operations and training officer on the staff of Commander Gunfire Support Craft prior to and during the invasion of Normandy, he was charged with briefing of all unit commanders. During the engagement his coolness and courage under fire and his advice based on observation were of great value to the task group commander.

★ Lieut. Wade T. Talton, USNR, Smithfield, N. C.: While serving with the 8th Beach Battalion during the invasion of southern France he directed incoming assault traffic while exposed to enemy fire. When heavy fire disrupted unloading activities, he took resolute control of operations and reestablished the orderly movement of traffic.

★ Lieut. Robert L. L. Vaughan, USNR, Seattle, Wash.: His skill and diligent supervision as communication officer of a submarine maintained the equipment and personnel in a high state of efficiency, thereby contributing materially to his vessel's success in sinking or damaging enemy warships totalling over 45,000 tons and freighters totalling 18,000 tons.

★ Lt. (jg) Ferman L. Clarkson, USNR, Belle Fourche, S. D.: During landing operations in Normandy, he directed and coordinated operations of three shore fire-control parties thereby ma-

terially assisting in the infantry advance along the coast of the Cherbourg peninsula. During the final assault on Cherbourg, the effectiveness of naval gunfire directed by him contributed greatly to the final capture of the city.

★ Lt. (jg) Walter Cooper, USNR, Bellevue, Ohio: During the invasion of Normandy he was in command of a unit assigned to clear 50-yard gaps through enemy placed obstacles on the beach. Through his leadership the units under him were successful in completing their assigned missions permitting the passage of landing craft to the beach.

★ Lt. (jg) Robert M. Greenlees, USNR, Inglewood, Calif.: As boat officer of a destroyer-transport landing boat during a reconnaissance raid on Japanese-held Green Island 31 Jan. 1944, his boat was ambushed in a barge hide-out cove and the coxswain and engineer killed instantly and the gunner wounded. He made a desperate effort to save the ship but was struck down and rendered unconscious by enemy gunfire.

★ Lt. (jg) Robert G. Johnson, USNR, Los Angeles, Calif.: As assistant operations officer and hydrographer on the staff of Commander 3d Amphibious Force from 15 July 1943 to 31 March 1944, he displayed exceptional skill and worked tirelessly in the preparation of combat navigational charts used in amphibious operations for the seizure of Vella Lavella, Treasury, Cape Torokina on Bougainville, Green and Emirau Islands.

★ Lt. (jg) Edward C. Leber, USNR, Blauvelt, N. Y.: While the USS *PC 558*, which he commanded, was on patrol off Anzio 21 April 1944, a lookout reported a round object in the water about 4,000 yards from the ship. Upon identification of the object as a human torpedo, he delivered accurate and concentrated gunfire which caused the torpedo to sink. The operator was recovered as a prisoner.

★ Lt. (jg) Gabe McKinney, USN, Colfax, Wash.: As torpedo officer in a submarine, his excellent supervision and maintenance of torpedo equipment and personnel and efficient direction of reloads during attacks contributed materially to his vessel's success in sinking or damaging enemy warships totalling over 45,000 tons and freighters totaling 18,000 tons.

★ Lt. (jg) Robert C. Rau, USCGR,

South Clinton, Iowa: As officer in charge of a landing boat section during the assault on Leyte Island, 20 Oct. 1944, he observed, after successfully landing troops, another boat in distress. Under enemy fire he directed and effected the rescue of personnel from the sinking craft.

★ Lt. (jg) John B. Ricker Jr, USNR, Memphis, Tenn.: As CO of the USS *PC 1176*, he performed meritorious service in operations against the enemy in the Bay of Seine from various periods between 6 June and 10 July 1944 in the area screen of the Naval Western Task force. The area screen was charged with protecting vessels from German surface vessels, submarines and planes.

★ Lt. (jg) Edward Sandoz, USNR, Cambridge, Mass.: As an officer on the staff of a major naval task force commander during the invasion of southern France he applied his exceptional ability in topographic sketching to the production of panoramic sketches and silhouettes for all beaches. The assault forces were given valuable in-



Lt. Sandoz

struction through effective graphic presentation, thereby accomplishing the landings with minimum confusion and casualties.

★ Lt. (jg) Vernard L. Sloggett, USN, San Diego, Calif. (missing in action): As assistant torpedo officer of a submarine during a war patrol in Japanese-controlled waters he rendered invaluable assistance to his commanding officer and contributed to the sinking and damaging of an important amount of Japanese shipping.

★ Lt. (jg) Frederick G. Walsh, USNR, Waverly, N. Y.: As communications officer for the 2d Beach Battalion and naval OinC on the beach in the invasion of Normandy, he was called upon to organize the beach communications ashore and afloat on a permanent basis. Assuming responsibility greatly in excess of his rank, he worked to establish the vital and all important communications links necessary to the successful operation of the beachhead. He landed with the initial invasion forces.

★ Ens. Donald E. Faux, USNR, Fort Wayne, Ind.: After the command had been given to abandon his ship, the USS *LST 314*, which had been hit and set afire by three torpedoes from an enemy E boat 9 June 1944, he willingly endangered his life by entering the wreckage on numerous occasions to help retrieve floatable gear to aid those in the water.

★ Ens. (then CMoMM) Stuart M. Johnston, USN, Detroit, Mich.: As CMoMM in charge of the main propulsion machinery in a submarine during a war patrol he maintained that department in the highest state of readiness and reliability, thereby contributing directly to the sinking of a Jap warship.

★ Ens. (then CMoMM) Avery L. Willis, USN, Santa Ana, Calif.: As lead-



Pelican (NRB, New Orleans, La.)

"Pharmacist's mate? Do you mean that you married a druggist?"

ing auxiliaryman in a submarine during a war patrol he contributed to the sinking or damaging of enemy warships totaling over 45,000 tons and freighters totaling 18,000 tons.

★ Louis E. Bain, CY, USN, Mount Vernon, Ill.: As battle torpedo firing operator and trainer of a submarine during its third war patrol, his operation of the torpedo firing circuits and deck gun contributed materially to the high degree of success attained.

★ Norman B. Hess, PhM1c, USNR, Roseburg, Ore.: While attached to the medical section of a Marine defense battalion during the invasion of Bougainville, he landed on the island, preceded only by the assault troops, and for the next ten days worked diligently under enemy bombing and sniping attacks. His skill and efforts contributed



Hess, PhM1c

to the efficient function of the medical section in performing the first surgical operations and in treatment and evacuation of the wounded.

★ William E. Short, TM1c, USN, New York, N. Y.: While participating in the first, second and third war patrols of a submarine he rendered inestimable assistance to his commanding officer in sinking many thousands of tons of enemy shipping.

★ Harold W. Christofferson, GM3c, USN, Marlboro, N. Y.: As battle station lookout in a submarine during a war patrol his skill and efficiency assisted his commanding officer in delivering attacks which sank a Japanese warship. His devotion to duty contributed much to the ship's success.



Christofferson, GM3c

★ Raymond Woodcock, Cox., USNR, Philadelphia, Pa.: After his craft, LCVP 34, had been strafed and punctured by shrapnel during the Normandy invasion and he himself had been wounded, he retracted it and took it beyond gunfire range. His courage and decisive action were in the best traditions of the naval service.

★ William H. Bemiss, S1c, USN, Shelbyville, Ky.: After orders had been given to abandon his ship during the invasion of France he assisted in loading the bulk of the unit's equipment on a rubber boat. Subsequently he volunteered to return to his ship, which had been abandoned and washed ashore, and recovered the balance of his unit's equipment and gear.

★ Earl V. Muza, S2c, USNR, Oshkosh, Wis. (posthumously): When the LST 289 was crippled and set afire by enemy E-boats off the coast of England on 28 April 1944, he returned to the stern of the ship and carried a wounded man to the wardroom. While searching in the wreckage for another man, he was fatally injured.

WHAT'S IN A NAME?

CHIT

In the days of the British East India Company, Hindu traders used slips of paper called "cithi" for money so that they wouldn't have to carry heavy bags of gold and silver. British sailors shortened the word to "chit" and applied it to their mess vouchers. American sailors adopted the expression with a similar meaning.

Today it is applied to any piece of paper from a pass to an official letter.



PLASTICS

(Continued from page 37)

use of plastics by BuMed is the difficulty encountered in sterilizing medical equipment since thermoplastics revert to their original state when subjected to heat.

Laminated plastic glass that will resist the explosion of a 150-pound bomb eight feet away is now being used in war areas by the Navy. The transparent plastic, .03 of an inch thick, withstood tests made under vacuum-shock conditions and proved superior to window and safety glass. In another test, made by BuDocks, a quarter-pound ball dropped 20 inches smashed ordinary glass and cracked safety glass; a two-pound ball had to be dropped from a height of 42 inches before the plastic glass was penetrated. The hole was clean-cut without shatter. The plastic glass may be repaired with cellulose tape, and its breakage and resistance after it has been repaired is about the same as that of the solid piece.

Linings for concrete gasoline-storage tanks have been one of the most successful plastic applications used by BuDocks. The plastic lining causes no contamination or deterioration of the tank or its contents and has the remarkable ability to bridge small cracks, preventing the loss of fuel.

Fine-drawn plastic insect screening for use at advance bases is a recent development. In addition to giving protection from insects, the plastic screening also is resistant to fungi. This quality has proved valuable in other uses. A field message book with a cover of this plastic was developed by BuOrd for the Marine Corps after it was found that the ordinary-type cover was being destroyed by fungi.

BuOrd began using a plastic-smokeless powder—toward the end of the Spanish-American War and since that time has developed and put into use thousands of plastic applications. A few of them: tampons, signal pistols, fire-control panels, booster tubes, non-corrosive coverings, depth-charge cases, storage-battery cases, coating for torpedoes, muzzle covers, parachute packs, greases and inks. Many different types of scabbards, as well as dummy weapons, have been made. Recently an exact replica of a Colt .45

pistol was developed for training purposes. The dummy looked like the original in every respect except that the firing mechanism was lacking. So convincing was the resemblance that a minor furor resulted when a guard on security watch found the "deadly weapon" resting on a desk during his routine patrol.

With various bureaus of the Navy going all out for plastics, there has been much interchange of ideas and joint development of plastic articles. The BuOrd lab, for example, has been called upon many times to do work for other bureaus of the Navy and for the Coast Guard, Marine Corps and Army. The Navy's Office of Procurement and Material serves as a clearing house for all bureaus on plastic products. Chiefly, OPM works with commercial companies in developing plastic products desired by the Navy. Many items already mentioned have come into being through efforts of OPM. It has also been responsible for such plastic articles as ammunition wads, canteens, rocket parts and harbor buoys.

Actually it is hard to tell just how many plastic applications the Navy uses, because so much machinery is bought on the basis of performance rather than on how it is constructed; assemblies may contain plastic parts known only to the manufacturer. But there is a definite trend toward plastics, not only because they are lighter and cheaper than metal, a convenient substitute for metal or "just as good" as metal, but primarily because in many instances it was found that a plastic could do the job better than any other substance.

What of the future of plastics in the Navy? Whenever it is found that plastics are best for a certain job, plastics will be used; if something else will serve better, and is available, that will be used.

Answers to Quiz on Page 56

1. (e).
2. You can't, as caps for the two ranks are identical. Their caps are embroidered along the front edge of the visor. Caps of flag officers and officers of equivalent rank in the staff corps may be distinguished from caps of captains and commanders, however. Their visors are embroidered in full.
3. The fact that a coxswain, striking for BM2c, must, as one of the practical factors of his qualifications, demonstrate his ability to pipe all shipboard calls.
4. San Juan, P. R., headquarters of the district.
5. The bottom one, by all means; it is a Jap Mavis. The top one is a U. S. Navy PBY.
6. Neither. The correct spacing between service stripes is $\frac{1}{4}$ inch.
7. Plain buttons necessary for replacement of distinctive Navy uniform buttons.
8. Manila, since it is the closer to the equator.
9. Because it has the same colors; blue, gold and scarlet.
10. Plenty. "Four bells and a jingle" is an expression meaning "Full speed ahead. In a hurry."
11. No. The half deck is the partial deck immediately above the lowest complete deck. The striker went to the platform deck.
12. (a) Philippines, (b) Volcanoes, (c) Palau.
13. Aircraft carriers, escort, and sea-plane tenders, small.
14. When he issued orders to the executive officer, the only officer who is subject to the commanding officer's orders but not to those of the officer of the deck.
15. Balloons and airships.

LEAVE REGULATIONS

(Continued from page 19)

under treatment for an illness or injury which necessitated his evacuation from overseas or which was incurred aboard ship under combat conditions; (2) he no longer needs active treatment in a hospital but has not fully recovered and is not fit for duty; (3) a period of convalescence with his family can be expected to hasten his recovery and return to duty. Officers requiring a period of convalescence longer than 30 days may be recommended for sick leave, instead of additional convalescent leave, by a board of medical survey. Sick leave may be granted only by BuPers and upon recommendation of a board of medical survey, after approval by BuMed.

Emergency Leave

ENLISTED: This leave may be authorized at the discretion of COs, senior officers present, and force or type commanders, under authority of BuPers Manual, Art. D-7028 (3), and is considered additional to annual leave. Effective 1 Feb. 1945, enlisted personnel who are granted emergency leave from ship or stations outside continental U. S. will be transferred and directed to report, at their own expense and not subject to reimbursement, to the receiving ship or receiving station nearest their leave address, for reassignment by the fleet personnel office having jurisdiction over the activity from which transferred. Transfers under the same conditions are to be made when a ship is in a U. S. port (or contiguous waters) and prospective movements will not permit the man to report from emergency leave directly on board, or when his return to duty cannot be effected within five days from the expiration date of emergency leave. (See p. 38 for further information on emergency leave.)

OFFICERS: Granted under same circumstances as for enlisted personnel, but chargeable against annual leave. However, emergency leave is normally granted to officers only when time permits them to return to their ship or station within the limits of the leave.

Recruit Leave

ENLISTED: Special instructions are issued from time to time by BuPers which authorize the granting of five days recruit leave in addition to travel time which may not exceed a combined total of 15 days leave and travel. This leave is chargeable against annual leave. Leave of this type, however, is not authorized for enlisted Waves, because of lack of space for in-coming classes.

Service School Leave

ENLISTED: Whenever practicable, five days delay in reporting to new duty station, in addition to travel time, is authorized by BuPers transfer orders for Class A and Class P school graduates. It may not be granted automatically by schools, and is chargeable against annual leave. Because enlisted women are not given recruit school

leave, they are authorized, when practicable, to receive seven days service school leave. In the case of Class B and Class C school graduates, whenever practicable, BuPers transfer orders authorize delay in reporting equivalent to rehabilitation or annual leave, exclusive of travel time, to which the graduate may be entitled. If no rehabilitation or annual leave is due, five days delay in reporting, exclusive of travel time, may be authorized. Neither Class B and C schools are authorized to grant this leave automatically.

Reenlistment Leave

ENLISTED: The 30 days reenlistment leave, exclusive of travel time, which is authorized by BuPers Manual, Art. D-7028 (7) for men discharged by reason of expiration of enlistment and who reenlist within 30 days, has been suspended for the duration. This action has been taken because reservist enlistments have been automatically extended for the duration, and since BuPers holds that regular Navy men should not receive more leave than reservists. However, reenlistment leave earned during the suspension period will not be forfeited, and will be granted after the war: BuPers Circ. Ltr. 28-45 (NDB, 15 Feb. 1945, 45-153).

Leave to Inactive Duty

RETIRED ENLISTED MEN AND FLEET RESERVISTS: Retired enlisted men and transferred members of the Fleet Reserve, whose release from active duty has been specifically authorized and who are excluded from benefits under the Mustering-Out Pay Act, are eligible for this leave under BuPers Circ. Ltr. 28-45 (NDB, 15 Feb. 1945, 45-153). In all such cases leave may be granted, figured on the basis of 2½ days for each month of active duty in retired or Fleet Reserve status, less total leave granted while on active duty, but not to exceed 30 days exclusive of travel time. Retired enlisted men and transferred fleet reservists attached to activities outside the geographical limits of the naval district in which their homes are located, may be transferred to their home naval district in a duty status, at Government expense, for release from active duty, with delay in route.

Terminal Leave

NAVAL RESERVE OFFICERS: Reserve officers whose resignations are accepted or who are released to inactive duty for reasons other than retirement, physical, disciplinary or improper performance of duty are eligible for this leave, as provided by BuPers Circ. Ltr. 383-44 (NDB, 31 Dec. 1944, 44-1453). Terminal leave is computed on the basis of 2½ days per month of continuous active duty, minus leave already taken or granted and to be taken. This leave may not exceed the statutory limit of four months, and the granting of it, in each individual case, as deemed appropriate, is the prerogative of the Chief of Naval Personnel.

REGULAR NAVY OFFICERS: Officers of the regular Navy who are ordered home for release from active duty are granted terminal leave on the same basis as stated above for reserve officers.

MOVIES

(Continued from page 15)

Wind, but this is not regarded as practicable for showing at this time because of its extreme length (four hours).

Incidentally, when these old-time pictures are released, new prints of them will be made, so that they will be in as good condition for projection as a new film. It is planned to include about 50-55 outstanding pictures of recent years in the Navy motion-picture program for 1945, a factor that will not only meet requests of men for these films but will also help meet the increasing problem of providing good film fare at a time when Hollywood is producing fewer pictures than ever.

Which brings up one of the main movie problems—you can't get top-notch movies every night. Early this year a motion-picture officer from

BuPers surveyed conditions throughout the Pacific, going to Pearl Harbor, Kwajalein, Saipan, Guam, Tinian, Angaur, Peleliu and Eniwetok. Throughout most of this area Army and Navy theaters reported they were using motion picture programs 7 nights a week.

Back in civilian life most people went to movies about once a week, and could pick and choose to get the best. When you go more frequently, the odds are a little harder. There are 365 nights a year—but there won't be that many movies produced this year.

Through its Special Services Division in BuPers, the Navy plans to buy about 250 to 260 for its motion-picture program and also to make more prints of each picture available, so that pictures will get around faster. In recent years the number of prints for Navy distribution has about doubled each year. Here's how many prints of each picture were being released as of 1 February each year:

1943: 8 prints each of 335 pictures; total, 2,680.

1944: 16 prints each of 326 pictures; total, 5,216.

1945: 30 prints* each of 260 pictures; total, 7,800.

* Number of prints is expected to be increased.

All of the extra prints have gone to the Pacific for the men in these advance areas.

The movie picture for 1945, summed up, is this: more pictures of the types Navy men have voted for, more prints of each picture to get them around to all hands faster, and more outstanding pictures of recent years brought back for request repeat showings.

If the Navy movie service can deliver on that, there'll probably be more survey comments like that of one contented seaman who put his own version of "Well done!" at the bottom of his questionnaire. Where it called for comment, he simply wrote: "Just keep the same shows coming along!"

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

V-12s Being Shifted to NROTC

New Plan Provides 8 Terms of College for Most Future Officers

To meet the Navy's wartime and postwar needs for officers with a complete college education or its equivalent, BuPers last month announced a plan to place the Naval Reserve Officer Training Corps on an eight-term basis and to transfer to it, by 1 July 1945, a large portion of the V-12 students now under instruction.

This shift will give effect to new legislation (see p. 57) raising the authorized NROTC strength from 7,200 to 24,000 officer candidates until one year after the war and 14,000 thereafter.

The expanded NROTC program will be conducted in 50 colleges and universities, 23 to be added to the 27 which now have NROTC units. There will be no increase in total officer candidates in training, however, since most of the new NROTC enrollees will come from V-12 and the balance will be supplied by the new input from the fleet on 1 July 1945.

Approximately 17,000 V-12s, including most of those now in deck-officer training, are involved in the shift to NROTC. Graduations to reserve midshipmen's schools between now and 1 July and retention of certain groups in V-12 account for the balance of the more than 52,000 present V-12 trainees.

In announcing the transition plan, BuPers explained that it has been the established policy of the Navy for many years that a naval officer should have a complete college education or its equivalent. This requirement was made before the war by the Naval Academy and the NROTC. It was maintained as long as possible in the early V-1 and V-7 programs.

Commissioning of officers with less than a complete college education has been permitted in V-12 only because there was no other way to meet the critical demands for large numbers of officers in the early period of the war. This period of rapid expansion of officer strength is now drawing to a close.

The NROTC, established by act of Congress in 1925 to supplement the Naval Academy in supplying officers for the regular Navy, the Marine Corps and the Naval Reserve, had proved its effectiveness before the war. Although inadequate to meet the emergency needs for officers during the past four years, it has been kept intact, in conjunction with V-12, in order that at the proper time it might be expanded

to meet the continuing wartime and postwar needs of the Navy. This expansion, authorized by Congress, is now under way.

All men now in V-12 will remain under training as officer candidates as long as they continue to meet requirements. The plan of transition to the expanded NROTC, as announced by BuPers, does not include the forced separation from officer candidacy of any V-12 student for reasons other than those which have led to separation in the past—academic failure, breach of naval discipline, lack of physical qualifications, lack of officer-like qualities.

The following groups of students will NOT be included in the transfer but will pursue their present courses under the V-12 program:

- Marine trainees.
- V-12 pre-medical, pre-dental, medical, and dental students.
- V-12 pre-theological and theological students.
- V-12 students now enrolled in the fully prescribed pre-Supply Corps curricula.
- V-12 students designated as engineers, eight-term physics majors or aerology specialists who, on 1 July 1945, will have completed four or more terms of college.

V-12 students who desire flight training, who are fully qualified, and who are selected for transfer to V-5 on or before 1 July 1945, will not be transferred to NROTC. Those not selected before that date and desiring flight training will have the same privileges with respect to subsequent applications for such training, if transferred to the NROTC, that they would have had if they had not been transferred.

Engineering students who were enrolled in NROTC before 1 July 1943 will be permitted to complete a total of eight terms in college before commissioning. Other students enrolled in NROTC on or before 1 Nov. 1944 will complete a total of seven terms in college, as prescribed in Navy V-12 Bulletin No. 101.

Marine Corps detachments will be concentrated, so far as is necessary, as of 1 July 1945, in colleges and universities which on that date have NROTC units. No changes are planned, however, in the curricula for Marine trainees or in the procedures governing the operation of Marine detachments in the V-12 program.

V-12 students classified as engineers, physics majors and aerology specialists, whether they entered from high school or (with prior college training) who complete four or more terms of

college on 1 July 1945 will continue in their respective specialties to a total of eight terms under present V-12 directives and then will become eligible for transfer to reserve midshipmen's schools.

Any V-12 students completing three terms or less on 1 July who may have been classified by commanding officers, or in a few special instances by BuPers, as engineers, aerology specialists or physics majors, will be transferred to NROTC on that date. They will remain under instruction for an appropriate number of terms so that they will receive an over-all total of eight terms in college.

V-12 trainees officially selected for upper-level Supply Corps curricula and now pursuing courses in that specialty will be permitted to complete the allowed total of six terms and then will become eligible for transfer to the Supply Corps Midshipmen's School. They will not be transferred to NROTC.

Irregular pre-Supply Corps students who on 1 July have completed less than six terms of college will be transferred to NROTC, where they may continue appropriate electives in addition to their courses in naval science and tactics as preparation for possible transfer to the Supply Corps on or after commissioning. Those of the same class who on the same date have completed six or more terms of college will be considered for transfer to the Supply Corps Midshipmen's School.

V-12 deck candidates who on 1 July have completed six or more terms of college will become eligible for immediate transfer to reserve midshipmen's or pre-midshipmen's schools. Those with five terms completed on that date will be transferred to NROTC for three additional terms.



Wheel Watch (NAS, Cape May, N. J.)
"Janie, I'd like you to meet Wilbert Higby of the photo lab."

THE BULLETIN BOARD

All deck candidates who have completed four terms on 1 July will be shifted to NROTC for four additional terms. A portion of this group, now in their third term in college, were transferred to NROTC on 1 March 1945 by specific direction of BuPers.

V-12 students who have finished three terms on that date will not be screened to upper-level specialties during their second term. If not already designated as pre-medical or pre-theological students, they will be transferred to NROTC on 1 July to receive five additional terms from that date. Those with two terms completed, including V-12 curricula 101 and 201, on 1 July will be shifted to NROTC at that time.

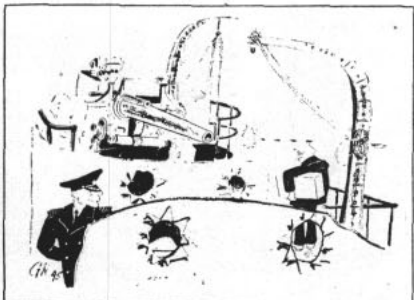
Because of the new NROTC program, there was no new increment of V-12 students on 1 March 1945, except marines and those entitled to transfer from flight training under existing directives.

Since there was no screening of current second-term V-12 students to NROTC on 1 March, the transfers to NROTC on that date were from deck candidates then in their third terms. Those transferred were selected by lot by BuPers and will receive five additional terms in NROTC from 1 March. Since other members of the same group, who will be transferred to NROTC on 1 July, will receive four additional terms beyond that date, the entire class will complete eight terms of college and become eligible for commissions at the same time.

Any input into the V-12 program (except marines) on 1 July 1945 and thereafter is exclusively for NROTC. Qualifications, in general, are those described in paragraphs 5 and 6 of Navy V-12 Bulletin No. 234.

ACF Rate Replaces AOMB; Qualifications Unchanged

Change of all aviation bombsight and fire control mechanic ratings (AOMB) to the new rating of aviation fire controlman (AFC) has been directed by BuPers Circ. Ltr. No. 39-45 (NDB, 15 Feb. 1945, 45-163). Qualifications and rating badges for the new rating remain the same as those for the one it replaces.



Pointer (AGC, Brooklyn, N. Y.)

"You realize, Crabtree, that your transfer to shore duty is no reflection on your gunnery."

Special Assignment Men May Now Serve on Large Combatants and Auxiliaries

As a result of an experiment conducted aboard the USS *Denver*, special assignment personnel may now be given duty aboard auxiliaries and combatant ships larger than destroyers. This was announced last month by BuPers Circ. Ltr. 8-45 (NDB, 15 Jan. 1945, 45-32).

Commenting on the success of the experiment, Capt. Albert M. Bledsoe, USN, CO of the *Denver* said: "The general excellent performance of duty of this group has increased rather than decreased the efficiency of this ship. Handicapped personnel seem to welcome the opportunity to demonstrate that they are equal in overall efficiency to those not handicapped. The many patriotic youths throughout the country who feared they would not be given an opportunity to enter the armed forces at all, or if they were accepted, that they would be assigned noncombatant duty . . . welcome the opportunity of doing their full share in the war."

These men with sub-standard physical qualifications were accepted by the Navy and generally placed in USN-I and identified as (SA) in their records. In some instances, BuPers authorized the (SA) classification to be put into the records of USN and V-6 personnel whose physical conditions after enlistment or induction were found to be below the requirements. Authority has also been granted for the removal of the (SA) classification whenever subsequent examinations indicate that the physical deficiencies have been removed, and the men meet the standard physical requirements for all duties.

The directive points out that (SA) men should not be confused with "limited shore duty" personnel, over whom the provisions of the circular letter have no application.

The minimum physical requirements for men classified (SA) differ from general service standards as follows:

COLOR PERCEPTION — Color blindness is acceptable.

VISION — Minimum 2/20 if correctable to 10/20 in each eye. Slight functional defects are acceptable.

HEARING — 8/15 acceptable in each ear.

So that the Navy may utilize more fully its manpower and at the same time broaden the duty for which many men, now restricted by the (SA) classification, will be eligible, the directive states that personnel whose physical conditions have improved since they were originally classified (SA), or who may have been put in special assignment by er-

ror, are to be transferred into general service.

BuPers will give consideration to individual recommendations submitted by COs for the reclassification of special assignment men for all duties, and will authorize the removal of the (SA) from their records upon forwarding of recommendations, accompanied by NavMed Form Y, sent via BuMed and indicating that the individual is physically qualified for all duties and that he meets these minimum physical requirements for general service:

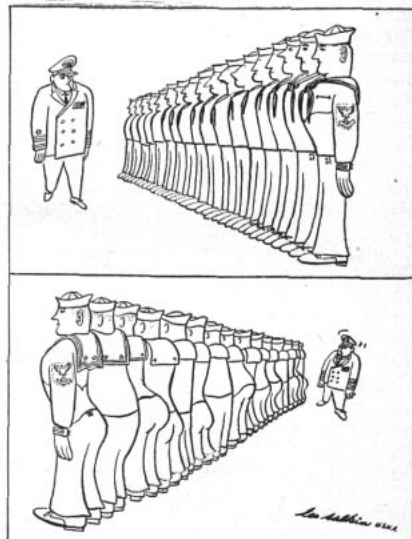
COLOR PERCEPTION: Color perception is required.

VISION: Minimum visual acuity of 6/20 (20/70) in one eye and in the other at least 10/20 (20/40) without glasses, or, 10/20 (20/40) with both eyes open without glasses, provided vision is not below 6/20 (20/70) in either eye and provided that the defective vision is not due to an organic disease.

HEARING: Normal hearing is required.

Under current instruction, (SA) personnel may be rated under the same conditions as other enlisted men, and may be assigned to any naval duty, either afloat or at advance bases, or instruction, except Armed Guard duty afloat, new construction, ships in commission less than one year, combatant ships of destroyer class and below and Class A schools for FC, FCO, RdM, QM, SM, ARM, salvage and SoM.

The directive calls to the attention of COs the necessity for carefully assigning (SA) men to battle stations and divisional duties in which their physical defects would be of no hindrance, and specifies that not more than five percent of the ship's complement may be (SA) men.



Tadcen Topics (Camp Elliott, San Diego)

THE BULLETIN BOARD

Eye Glasses to Be Available at Government Expense To All Personnel of Navy, Marines, Coast Guard

Under a comprehensive program effective 15 March, the Navy will provide necessary eye glasses and optical repairs and replacements at government expense for any man or woman, officer or enlisted, on active duty in the Navy, Marine Corps or Coast Guard regardless of where stationed.

The Navy has done everything possible to assure quick service for personnel and has inserted a provision in the contracts with optical firms that all orders must be filled within 10 days of receipt.

Only one type of spectacles will be furnished by the Navy. It will be a gold-color frame, gold-filled, Fulvue construction. Personnel who already have spectacles may have frames repaired and broken lenses replaced even though they are not the standard type, but personnel who desire to obtain new glasses of other than the standard type will be obliged to buy them privately from civilian sources without cost to the government for either frames or lenses. The type of lenses which the Navy will furnish either for new glasses or for replacements for broken lenses will be white toric and/or meniscus.

In the continental U. S., the Navy has set up dispensing units at approximately 50 naval hospitals and dispensaries where personnel may obtain glasses and optical repairs (see list below). Other naval activities will get dispensing units as circumstances warrant.

For men and women on duty beyond the continental limits the Navy has made special provisions. These include establishment of optical service units, base and mobile types, attached to certain fleet and base hospitals and to hospital ships.

Personnel in organizations beyond the continental limits in areas not served by optical service units may request that arrangements be made for service by mail through designated hospitals and dispensaries in the U. S. nearest the areas for which service is desired. Such requests must be made through the nearest medical officer.

When on duty where eye examination for glasses by a Navy medical officer cannot be obtained, personnel are to utilize the services of a qualified medical officer of the Army or of the U. S. Public Health Service. Before contacting either, personnel must obtain a request signed by a Navy medical officer, if practicable, or, otherwise, by their CO or officer in charge.

Personnel on independent duty and unable to avail themselves of Navy, Army or Public Health Service facilities can request from BuMed, via channels, authority for civilian ex-

amination. Such requests must state the need and give the estimated cost.

Personnel from visiting ships in port can obtain optical service from the designated hospital or dispensary nearest the port.

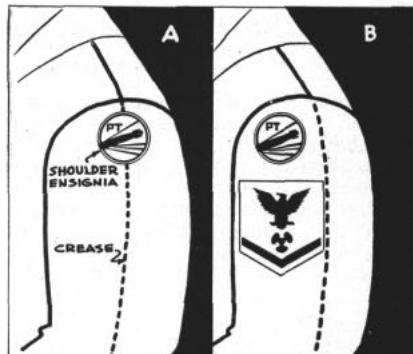
Procurement and issuance of spectacles for personnel requiring them are to be undertaken as early as possible, particularly at such activities as naval training centers and replacement centers, so that need for service will not pile up at ports of embarkation and advance base depots.

The initial list of naval hospitals and dispensaries designated to provide optical service follows:

- 1st ND: hospitals at Chelsea, Mass., Newport, R. I., Portsmouth, N. H.; dispensary at Davisville, R. I.
- 3rd ND: hospitals at Brooklyn, Sampson, St. Albans, N. Y.
- 4th ND: hospital at Philadelphia.
- Severn River Naval Command: hospital at Annapolis, Md.
- Potomac River Naval Command: hospital at Bethesda, Md.; dispensary at Navy Dept., Washington, D. C.
- 5th ND: hospitals at Bainbridge, Md., New River, N. C., Portsmouth and Quantico, Va.; dispensary at Little Creek, Va.
- 6th ND: hospitals at Charleston and Parris Island, S. C.; dispensary at NAS, Atlanta.
- 7th ND: hospitals at Jacksonville, Key West, Pensacola.
- 8th ND: hospitals at Corpus Christi and Houston, Tex., Memphis, New Orleans, Norman, Okla.; dispensary at AED, Gulfport, Miss.
- 9th ND: hospital at Great Lakes; dispensaries at NTSch (Armed Guard), Randolph St. and Lake Front, Chicago; Navy Pier, Chicago; NAS, Glenview, Ill.
- 11th ND: hospitals at Camp Pendleton, Long Beach, San Diego, Calif.; dispensaries at Long Beach; Marine Corps Base, San Diego; NAS, San Diego; Naval Repair Base, San Diego; NTS, San Diego.
- 12th ND: hospitals at Mare Island, Oakland, Shoemaker, Treasure Island, San Leandro, Calif.; dispensaries at AED, San Bruno; NTR&DC, Shoemaker, Calif.
- 13th ND: hospitals at Astoria, Oreg., Bremerton and Seattle, Wash.; Farragut, Idaho.



The Hoist (NTC, San Diego)
"Congratulations, my boy. You have just been recommended to the United States Naval Reserve with the rank of apprentice seaman."



CORRECT POSITIONS for wearing authorized shoulder insignia by enlisted men are shown above, as provided by BuPers Circ. Ltr. 24-45 (NDB, 15 Feb. 1945, 45-97). "Right-arm" rates and non-rated men (see sketch A) wear the insignia centered on the outer side of the left sleeve; "left-arm" rates (sketch B) center the insignia directly above the rating badge. In both cases the insignia are to be placed about half an inch below the shoulder seam.

Personnel Ordered to 3d ND Warned of Housing Shortage

Naval personnel reporting to the 3d Naval District have been urgently advised by the Commandant to refrain from moving their families until they have had an opportunity to make definite arrangements for housing them. Housing conditions have become more difficult, not only in the New York area, but elsewhere in the district.

Radio Play Contest Open To Servicemen Overseas

As an encouragement to creative writing among personnel of the American armed forces serving outside the continental limits, the Armed Forces Radio Service has opened a radio play-writing contest. Winners will be rewarded with full-scale performance of their plays on "Globe Theater," one of the AFRS programs broadcast to troops all over the world.

Open only to personnel outside the continental limits, the contest calls for scripts which take only 25 to 27 minutes to play, including allowances for music bridges and sound effects. No deadline has been set for submission of entries. It is recommended that contestants retain a copy of their scripts.

Contestants unfamiliar with the technique of indicating dialogue, narration, and musical or sound effects in radio scripts may obtain advice and sample scripts by communicating with their local radio station, or by writing to Contest Editor, Armed Forces Radio Service, Los Angeles, Calif.

THE BULLETIN BOARD

Legal Assistance to Be Made More Widely Available

To make legal assistance in the conduct of personal affairs more widely available to Navy, Marine Corps and Coast Guard personnel and their dependents, the Secretary of the Navy has directed COs of ships and stations having a complement of more than 1,000 to appoint, unless either wholly impracticable or clearly unnecessary, legal assistance or acting legal assistance officers.

The directive, dated 8 Feb. 1945 (NDB, 15 Feb. 1945, 45-119), likewise specifies that in smaller units, where such service is found to be needed, legal assistance officers be appointed.

As provided for by the original directive setting up this service (SecNav ltr. dated 26 June 1943; [NDB, cum. ed. 43-1164], legal assistance officers must be members of the bar of a State, Territory or of the District of Columbia, but need not necessarily be commissioned officers. However, where personnel with legal background are not available, acting legal assistance officers are appointed, who function primarily in referring cases for appropriate action by legal assistance officers or by civilian counsel co-operating in this program.

As stated in the new directive, it is believed that sufficient lawyers are now on active duty to provide personnel for such duties on nearly all of the larger ships and stations.

Upon request by the CO and recommendation by the office of the Judge Advocate General, BuPers will make available, whenever practicable, such personnel as are needed and make such changes in complements as required to provide for this service.

Although legal assistance is intended primarily for the benefit of personnel during active service, it may be extended in meritorious cases, arising or existing as a result of or during active service, under such conditions as may be prescribed by the Judge Advocate General, and where the extension of the service will not unduly interfere with the primary purpose and

the general plan of this program.

Approximately 852 legal assistance officers or acting legal assistance officers are now serving in the Navy, Marine Corps and Coast Guard.

When legal assistance officers are appointed, commanding officers are directed to furnish the office of Judge Advocate General with copies of orders appointing them. Upon receipt of these orders the office of the Judge Advocate General furnishes digests of state laws and other legal assistance material as well as directories of civilian bar organizations, 27,000 of whose members have volunteered to cooperate in the program.

Pay Rates Set Up for Veterans on Part-time Study Under "GI Bill"

Payments to veterans engaged in part-time study or training under the educational features of the "GI Bill of Rights" have been established by the Administrator of Veterans' Affairs.

The bill provided that veterans taking full-time education or training under its provisions would be paid a subsistence allowance—\$50 a month without dependents, \$75 with.

The payments now set up for part-time study are in proportion to the time spent, and the time the veteran may follow such a part-time course is increased so that he may get the equivalent of the full-time course permitted by the law. Example: a veteran going to school half-time is paid only at the half-time rate, but he may continue the course twice as long. Maximum time allowed is four years.

The schedule of payments to veterans in schools using semester hours is as follows: 12 semester hours each term equals full time; 9 to 12 hours, $\frac{3}{4}$ time; 6 to 9 hours, $\frac{1}{2}$ time; and 3 to 6 hours, $\frac{1}{4}$ time.

In schools using clock hours (per week) the schedule follows: 25 hours per week equals full time; 18 to 25 hours, $\frac{3}{4}$ time; 12 to 18 hours, $\frac{1}{2}$ time; and 6 to 12 hours, $\frac{1}{4}$ time.

For on-the-job training, the schedule is based on the number of hours a student is required to devote to training. Both time spent on the job and time spent in doing related school work are used in estimating payments. The basic schedule follows: 36 hours or more a week, full time; 27 to 36 hours, $\frac{3}{4}$ time; 18 to 27 hours, $\frac{1}{2}$ time; and 9 to 18 hours, $\frac{1}{4}$ time.

No payment can be made to veterans gainfully employed in full-time jobs not related to course of training.

Any unusual circumstances not covered by the information above are to be referred to the central office of Veterans Administration, Washington 25, D. C. Details of the educational provisions of the "GI Bill" appeared in the INFORMATION BULLETIN, Sept. 1944, p. 64.

Under-Age Medical, Dental V-12 Graduates May Serve As Ensigns in HC Until 21

Medical and dental students in the V-12 program, who graduate prior to reaching age 21, will be commissioned as probationary ensigns in the Hospital Corps and, upon their own requests, will be released from active duty until they attain their 21st birthdays, according to Navy V-12 Bulletin No. 283, dated 23 Jan. 1945.

The services of such ensigns who are assigned to active duty will be utilized in laboratory work or in other duties not involving actual medical or dental treatment. Upon reaching 21 they will become eligible for appointment as lieutenants (junior grade) in the Medical or Dental Corps, as the case may be, and assignment to intern training or to general duty.

The Navy anticipates that a limited number of men will graduate from medical or dental schools before reaching 21 because of the accelerated academic programs in V-12.

As the laws of practically all states require that applicants for license to practice medicine and dentistry be 21, the Navy considers it highly desirable that such a requirement be maintained by its medical department and, consequently, has instituted this procedure.

OPA To Aid Veterans Who Return to Job or Business Affected by OPA Rules

A program for assisting veterans of this war to return to businesses or employment affected by Office of Price Administration regulations, and to provide for veteran participation with other groups in the work of price control and rationing, has been announced by OPA.

Special advisory service to veterans will be set up in national, regional and district offices. Food-rationing regulations are being revised to provide veterans with as much assistance as supply conditions permit in starting new businesses that use rationed food products as raw materials.

As the largest federal civilian agency, OPA plans also to offer federal employment to returned servicemen and disabled veterans. Increased efforts will be made through Civil Service to recruit veterans for OPA service on local boards, in district and regional offices and in Washington.

Veterans' advisers in district offices will expedite handling of veterans' applications for quotas in businesses affected by OPA regulations, and will assist the veteran in getting information as to the extent to which regulations of other federal agencies may affect his business.



Bulletin (NAD, Ft. Mifflin, Phila., Pa.)

"Stop worrying, Mesenjouskiwitzer! There's no bullet with your name on it!"

THE BULLETIN BOARD

VOTING INFORMATION

Final tabulation by state officials shows that personnel of the Army, Navy, Marine Corps and Coast Guard cast a total of approximately 2,800,000 state absentee ballots in the national election held on 7 Nov. 1944. In addition, there were approximately 108,000 Federal ballots voted. The co-operation of commanding officers in executing the voting program insured fulfillment of the Navy's policy of giving maximum assistance to eligible personnel in the exercise of their voting privilege.

State legislation now in progress will probably make it possible for many servicemen to vote during 1945 who were not previously eligible to do so. Timely notices concerning voting by servicemen will be published in the INFORMATION BULLETIN. It is suggested that those desiring additional information consult their voting officer. The following information has been received relative to forthcoming elections at which absentee voting by servicemen is provided, and supersedes information published in the February INFORMATION BULLETIN:

ILLINOIS

• Municipal, county and judicial elections will be held at the following times and places:

MUNICIPAL: General elections for city and town officers will be held on 3 April 1945 and for village officers on 17 April 1945.

COUNTY: Primary elections for county commissioner will be held on 10 April in each of the following counties: Alexander, Calhoun, Edwards, Hardin, Johnson, Mascas, Menard, Monroe, Morgan, Perry, Pope, Pulaski, Randolph, Scott, Union, Wabash, Williamson.

JUDICIAL: General elections for judicial officers will be held throughout Illinois on 4 June 1945. Officers to be elected are: a justice of the Illinois Supreme Court from the Fifth Supreme Court District, comprising the counties of Bureau, Grundy, Henry, Knox, LaSalle, Marshall, Peoria, Putnam, Stark and Woodford; a justice of the Superior

Court of Cook County; and circuit court judges in all circuit court districts throughout the state.

• Eligible servicemen, members of the merchant marine and certain attached civilians may vote in the above elections. Postcard applications for ballots will be accepted from servicemen for all the above elections and will probably be accepted from members of the merchant marine and from certain attached civilians. Applications for ballots will be accepted thirty days in advance of each of the above scheduled elections. Executed ballots must reach election officials not later than the respective election dates to be counted. **IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY** (Item No. 6 on postcard).

MICHIGAN

• A general election will be held throughout Michigan on 2 April 1945 for certain state and local officers, including the following: Two justices of the Supreme Court, two regents of the University of Michigan, Superintendent of Public Instructions, member of the State Board of Education, two members of State Board of Agriculture, and a State Highway Commissioner.

• All servicemen, members of the merchant marine and certain attached civilians, otherwise eligible, may vote in this election by regular state absentee balloting procedure. Postcard application for state absentee ballots will be accepted at any time. Michigan will mail ballots on or about 1 March 1945 to eligible voters applying for same. Executed ballots must be in the hands of appropriate officials by 2 April to be counted.

NEW JERSEY

• State and municipal elections will be held at the following times and places:

STATE: Primary elections will be held on 12 June. State officers, including members of the General Assembly in all counties, state senators in certain counties and county officers will be selected.

MUNICIPAL: Local officers will be elected on 8 May in the following towns and boroughs:

Asbury Park	Lyndhurst Township
Audubon Park	(Bergen County)
Bordentown	Medford Lakes (Borough)
Cape May City	Millville
Clark Township (Union County)	Monmouth Beach (Borough)
Collingswood (Borough)	Newark
East Millstone	Sea Isle City
Hackensack	Vineland (Borough)
Haddonfield (Borough)	West Cape May (Borough)
Jersey City	Wildwood Crest
Keansburg (Borough)	(Borough)

• All servicemen, members of the merchant marine and certain attached civ-

ilians, otherwise eligible, may vote in the above-named elections. Postcard applications for absentee ballots will be accepted at any time. Executed ballots must be in the hands of appropriate officials by election date to be counted. **IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY** (Item No. 6 on postcard).

SOUTH DAKOTA

• General local elections will be held throughout South Dakota as follows:

Municipal elections	17 April 1945
School elections	19 June 1945

• Although there are no special provisions for servicemen voting during 1945, all servicemen, members of the merchant marine and certain attached civilians, otherwise eligible, may vote under regular state absentee balloting procedure. Postcard applications will be accepted as an application for a ballot. Executed ballots must be received by election officials by election day to be counted.

WISCONSIN

• A general election will be held throughout Wisconsin on 3 April 1945 for State Superintendent of Schools, justice of Supreme Court and other judicial officers. On the same date municipalities and towns throughout Wisconsin (excluding those in Milwaukee County) will hold elections for local officials.

• All servicemen, members of the merchant marine and certain attached civilians, otherwise eligible, may vote under regular state absentee balloting procedure. Under newly passed legislation, registration (where previously required) will be waived for servicemen. Postcard applications will be honored as an application for a ballot. Inasmuch as ballots will not be mailed in Wisconsin until 20 March, prompt execution of ballots will be necessary to insure return to state officials in time to be counted on 3 April.



Bulletin (Ft. Mifflin, Phila., Pa.)
"It's amazing what these liferafts carry nowadays!"



The Flypaper (NAS, Central Pacific)
"Where's small stores, mate? And no wisecracks!"

THE BULLETIN BOARD

New Fixed-Text Message Service Established for Returning Personnel

For the convenience of naval personnel returning to the United States from overseas, the Western Union Telegraph Co. has established a special domestic telegraph service under which any one of 15 fixed-text messages (see list below) may be sent to any point in the continental United States for 25 cents.

The special messages can be filed only from one of the Navy, Marine Corps or Coast Guard establishments listed below by Navy, Marine Corps and Coast Guard personnel returning to the United States from overseas, or from extended sea duty, for leave, discharge or hospitalization.

The messages:

1. Leaving here soon. Home for good. Get my civilian clothes ready. Love.
2. Three cheers. Home for good in 10 days. Can't wait to see you. All my love.
3. Roll out the barrel. The war is over for me. Am on my way home. Love.
4. I'm over here from over there and will be with you soon. Love.
5. Being discharged here. Will be home soon. Round up the gang to celebrate. Love.
6. Back in states. Feeling fine. Furlough soon. Love.
7. Back at last. All well. Here short trip then home. Love.
8. It's good to be back. Hope get furlough soon. Writing. Love.
9. Back in good old U. S. A. All well. Can't wait to see you. Furlough soon. Love.
10. It's a long stretch from no man's land back to you. But I made it well and safe. See you soon. Love.
11. Arrived by plane. Expect to see you soon. Will write at next station. Love.
12. Just arrived. Feeling fine. Hope to see you soon. Love.
13. Arrived here safely. Getting good care and feeling fine. Will write. Love.
14. Passing through here. Will write from next hospital. Feeling fine. Love.
15. Back at last. Feeling OK. Hope to see you soon. Love.

Messages may be filed from the following points: all continental naval hospitals in the coastal areas; all naval receiving ships and stations; naval redistribution centers at Lido Beach, N. Y., and Chicago, Ill.; Coast Guard training stations at Alameda, Calif., and Manhattan Beach, N. Y., and the



The Blues (NAS, Lambert Field, St. Louis, Mo.)
"Farnsworth certainly makes friends easily!"

following Marine Corps distribution centers: Marine Corps Base, San Diego; Marine Corps Barracks, Navy Yard, Philadelphia; Headquarters, Department of the Pacific, 100 Harrison St., San Francisco; Marine Fleet Air West Coast, Marine Corps Air Depot, Miramar, San Diego; Marine Barracks, Puget Sound Navy Yard, Bremerton, Wash.

Additional details may be found in Communications Circ. Ltr. No. 2-45 (NDB, 15 Feb. 1945, 45-140).

Reserves Invited to Apply For Appointment in Supply Corps of Regular Navy

The Navy has requested applications from reserve officers of the Supply Corps for appointment to the Supply Corps of the regular Navy. AlNav 34-45 (NDB, 15 Feb. 1945, 45-133) states that applicants must have completed six months continuous active duty as of 1 Jan. 1945, hold a bachelor's degree from an accredited college and be not more than 26 years of age at the time of reporting for continuous active duty.

Applicants not previously accepted may resubmit applications. NROTC seniors who will not have passed their 26th birthday on 1 Jan. 1946 may also apply.

Applications must reach BuPers prior to 1 Aug. 1945 and must be accompanied by report of physical examination on BuMed Form Y conducted in accordance with BuPers Circ. Ltr. 274-43 NDB, cum. ed. 43-1753, and special fitness report with comment of reporting senior on qualifications.

Permanent appointments in the rank of ensign will be given selected candidates. Those serving under temporary appointments in a higher rank will be given further temporary appointments in the regular Navy in the rank which they would have attained had they been permanently appointed in the regular Navy on the date of reporting for continuous active duty.

BuPers Emphasizes Officer's Right to Forward Statement Concerning Adverse Report

Any officer who is the subject of an adverse report to BuPers has the right of making a statement regarding the report and forwarding it via channels to BuPers.

This right is emphasized in BuPers Circ. Ltr. No. 2-45 (NDB, 15 Jan. 1945, 47-27), which requested that commands authorized to send to officers letters reflecting adversely upon them include the following paragraph in such letters:

"A copy of this letter will be forwarded to the Bureau of Naval Personnel to be filed with your official record. In accordance with General Order 62, you are privileged to forward through official channels to that Bureau for filing such statement concerning this letter as you may desire."

A statement from the officer reported on should be included in a command's letter to BuPers, if practicable; in reports of misconduct forwarded to the Bureau for action it must always be included.

Although a CO is privileged to administer a private reprimand to an officer under his command, the circular letter pointed out, he is not privileged to address him an official letter of reprimand.

The report of fitness is the method to be used by COs in informing BuPers of misconduct or unsatisfactory performance of duty not requiring immediate action by officers higher in the chain of command.

Veterans May Get Phones For Business Purposes

New telephone installations for businesses conducted by honorably discharged veterans have been authorized by the Office of War Utilities, of the War Production Board.

The installations may be made, whenever equipment is available, for any enterprise substantially owned and principally operated or managed by a veteran. He may apply at any time within 12 months after being separated from the armed forces.

Application is made directly to his telephone company. Previously, a veteran could not obtain new telephone installations for business purposes unless his business had been classified by WPB as essential to the war effort.



Tin Fish (NTTR, Montauk, N. Y.)
"So what? Who's going to see you in a submarine?"

BACK COPIES DESIRED

Surplus back copies of the BuPers INFORMATION BULLETIN for January, February, April, May, July and November 1944 are desired to replenish nearly exhausted stocks for those months, and may be sent to BuPers, attention Information Bulletin. Copies being retained as reference files should not be forwarded, the need not being that acute.

THE BULLETIN BOARD

Officer and CPO Uniforms Available from 200 Retail, 90 Ship's Service Stores

Under the Navy Officers' Uniform Plan, which was developed by BuS&A more than two years ago, high-quality ready-made uniforms now are available at reasonable cost to officers and CPOs from 200 retail stores approved by the Navy Department and from 90 ship's service stores.

A complete list of the stores approved by the Navy Department to handle the uniforms for the naval administrative organization, The Naval Uniform Service, Inc., 220 Fifth Avenue, New York 1, N. Y., appears in the February 1945 issue of the Paymaster General's Monthly Newsletter, which has been distributed to all officers of the Supply Corps.

All wool uniforms sold under the plan carry an official Navy label, which bears an embrodered copy of the cap device and states: "This label identifies a garment made and sold under authority of the U. S. Navy. Regulation U.S. Navy Uniform." Alteration prices which may be charged by retailers and ship's service stores are fixed at reasonable levels by agreement with the Navy.

Listed below are descriptions and prices of the uniforms now available through the plan, which no longer includes braid, insignia, devices and caps; prices are the maximum that may be charged, but do not restrict sale at lower figures by such outlets as ship's services stores:

Commissioned or warrant officers' service blue uniforms—price \$40; extra trousers, \$10. This uniform includes coat and trousers of fine quality 16-ounce, two-ply pure worsted serge. It meets all government specifications regarding wool stock, yarn, weight, dye, shrinkage, finish and tensile strength. This uniform is regulation for officers of the U. S. Coast Guard and Maritime

Service when appropriate insignia is affixed.

Commissioned officers' or warrant officers' overcoat—price, \$50. This coat is made of beaver-finish cloth, a pliant and durable wool fleece, 30-ounce, Kersey, which meets all Government specifications for wool stock, yarn, weight, dye, shrinkage, finish and tensile strength. When proper insignia are added it is also regulation for U. S. Coast Guard and Maritime Service officers.

Commissioned or warrant officers' raincoat-overcoat with removable lining—price, \$38.50. This coat is made of fine quality 16-ounce, two-ply worsted serge, cravenetted and rain-resistant. The button-in "warmer" is of pure wool flannel, and provides excellent insulation against cold. This garment is also regulation for Navy CPOs, U. S. Coast Guard and Maritime Service officers.

Aviation winter working uniform—price, \$50; extra trousers, \$12. This forestry-green uniform, including coat and trousers, is made of fine 18-ounce pure worsted elastique. It is color-fast to light, crocking and perspiration. The cloth has been pre-shrunk by the London Cold Water Process. The same uniform, with appropriate insignia, is regulation for Navy CPOs.

Chief petty officers' service blue uniform—price, \$30; extra trousers, \$8. This uniform is made of fine quality 16-ounce two-ply pure worsted serge, which conforms with Government specifications for wool stock, yarn, weight, dye, shrinkage, finish and tensile strength. It is also regulation, with appropriate insignia, for CPOs in the Coast Guard and Maritime Service.

Advance Copies of NDB to Be Distributed by Airmail

To expedite distribution of administrative directives, arrangements have been made for airmailing advance copies of the semimonthly Navy Department Bulletin, beginning with the 31 Jan. 1945 issue, to a limited number of larger commands at sea and overseas.

Single copies, in addition to those to be distributed later by surface mail, will be airmailed to: fleet, force and type commanders; flotilla, group and squadron commanders (surface commands); fleet air wing and headquarters squadron commanders; COs of battleships, aircraft carriers and cruisers; commanders of Philippine, Hawaiian and Alaskan sea frontiers; advance bases and base units; aviation repair and overhaul units; mobile fleet post office units; motor torpedo boat bases, and registered publications mobile issuing offices.

Announcement of this plan was made in a letter dated 19 Jan. 1945 from the administrative officer, Navy Department, to all ships and stations (NDB, 31 Jan. 1945, 45-60).

New Postal Notes May Not Be Sold or Cashed Overseas

Postal notes, a simplified form of money order, were placed on sale on 1 Feb. 1945 by Government post offices. Although Navy post offices within the U. S. are authorized to cash these new postal notes, they are not authorized to sell them. Nor may the notes be sold or cashed at any post office outside the continental limits, including Alaska, Hawaii and outlying U. S. possessions. As recommended in Alnav 22-45 (NDB, 31 Jan. 1945, 45-76), personnel afloat or overseas should advise correspondents that these notes should not be mailed overseas, as they cannot be cashed there.

Citizenship Rules Eased for Aliens in Armed Forces

The U. S. Immigration and Naturalization Service holds that return from overseas duty with the armed forces constitutes lawful entry into the U. S. This removes the barrier to naturalization for aliens who were otherwise qualified at the time of their induction but could not furnish proof of lawful entry into the U. S., its territories or possessions as provided by Sections 701 and 702 of the Nationality Act of 1940, as amended. Full details regarding the naturalization of aliens who serve in the armed forces may be found in BuPers Circ. Ltr. No. 40-45 (NDB, 15 Feb. 1945, 45-164).

Reclassifying of Reserve CEC Officers Simplified

To simplify the reclassification of Civil Engineer Corps reserve officers, all cargo handling specialists (stevedores), now classified CEC (S3), are being changed to CEC(S). All other Civil Engineer Corps reserve officers who have been classified CEC(S), CEC(S1) and CEC(S2) are being reclassified as CEC, USNR.

The directive which provides for this change, BuPers Circ. Ltr. 38-45 (NDB, 15 Feb. 1945, 45-162), states that the changes will be made by BuPers and that it will not be necessary for activities which have already reported to forward corrected classifications.



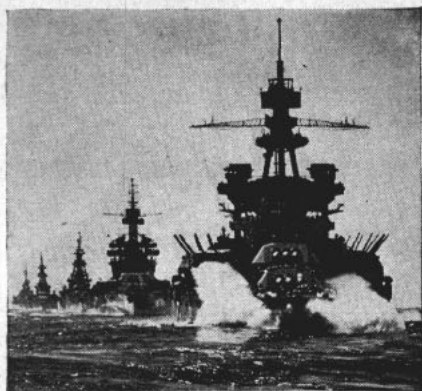
Depotscope (NMD, Yorktown, Va.)

"He wants to know is there a chance to go up here!"



Tadcen Topics (Camp Elliott, San Diego)
"It not only looks like salt, Miss Smith, this is salt!"

INDEX FOR MARCH 1945 ISSUE



THIS MONTH'S COVERS

• **FRONT COVER** (and above): In a scene reminiscent of pre-war maneuvers, battle-wagons lead a procession of 7th Fleet warships into Lingayen Gulf for the naval bombardment that cleared Luzon beaches for the first Yank landing on the main Philippine Island. (Official U.S. Navy photograph) • **INSIDE FRONT COVER**: Stop-over for winged freighters of the Naval Air Transport Service (see p. 31), Johnston Island is a crossroads on NATS's 31,000-mile network of Pacific skyways. (Official U.S. Navy photograph) • **OPPOSITE PAGE**: A Coast Guard seaman uses an anchor for a pillow as he catches 40 winks between tasks on a combat ship in the North Atlantic. (Official U.S. Coast Guard 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 four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 1.

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THE INFORMATION BULLETIN IS FOR

ALL HANDS

... PASS THIS ONE ALONG AFTER YOU HAVE READ IT



ASLEEP ON THE DEEP



WHAT IS A SAILOR?

"A SAILOR is a guy who is worked too hard, gets too little sleep, takes verbal abuse no civilian would take, does every imaginable kind of job at any imaginable hour, never seems to get paid, never knows where he's going, can seldom tell where he's been—yet accepts the worst with complete resignation, and last but not least, he really kinda likes it! You know why?—When you're dog tired, been up since 4 A.M. working like hell all day, and about to hit your sack at 8 P.M., a voice shouts 'turn to on a work detail!' Then you unload a ship's cargo of perishable refrigerated foods.—You are ready to die by 2 A.M., but the job must be finished before dawn.—Soon you don't care if you live or die, and suddenly, you're a sailor, it's over, and you did it and you think of all the people you know and how they would react under the circumstances and you begin to grin. You grin because you ain't scared of nothing, and it is a fact that there is no ordeal you can't face—and you know it!"

—from a sailor's letter.

