

DECEMBER 1942

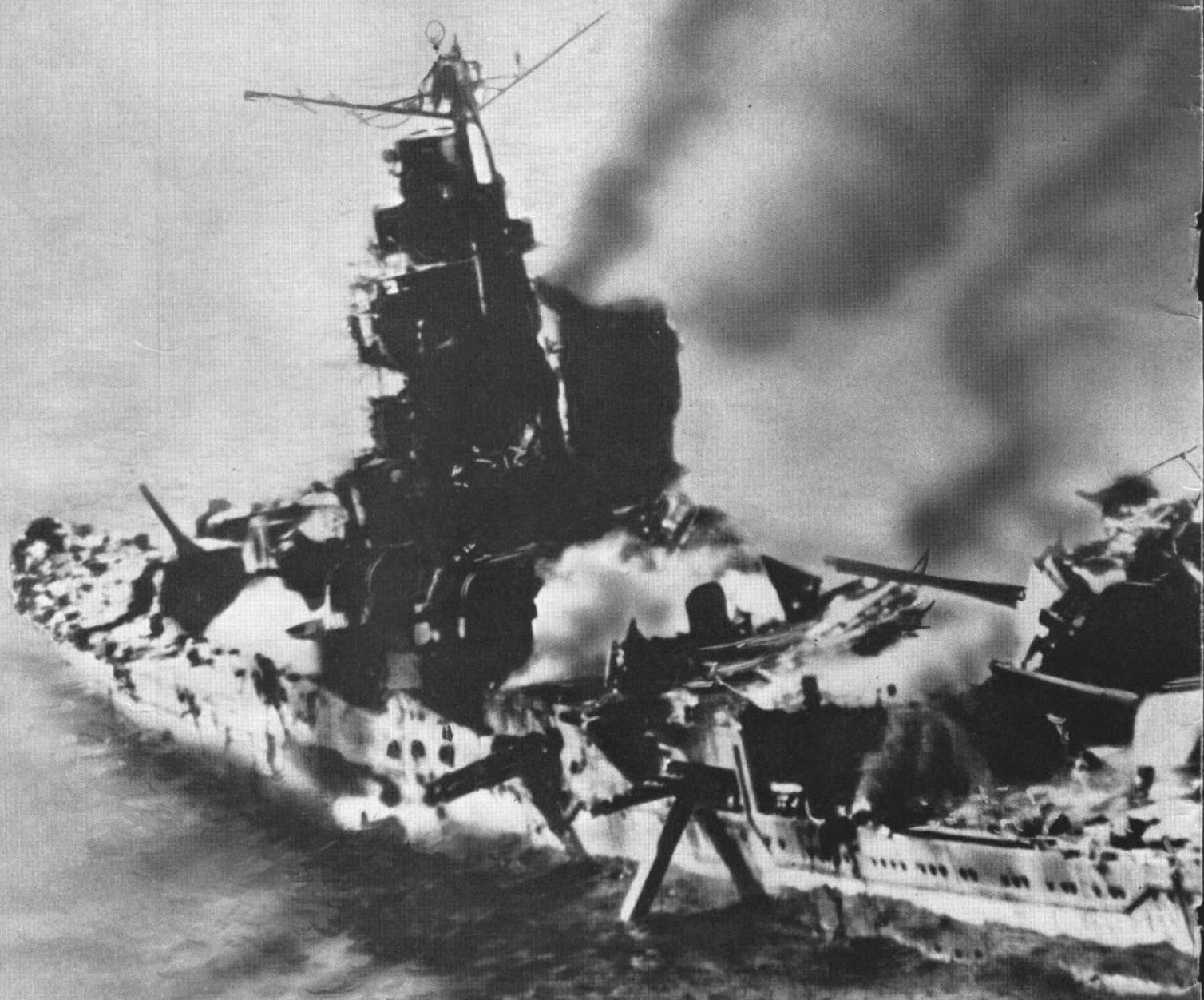
BUREAU OF

NAVAL PERSONNEL

INFORMATION BULLETIN



THE *SHAW* AT PEARL HARBOR but she put to sea again



This Jap heavy cruiser of the "Mogami" class—unlike the *Shaw*—did NOT put to sea again. She was sent to the bottom at Midway.

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

DECEMBER 1942

• NUMBER 309

REAR ADMIRAL RANDALL JACOBS, USN

The Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. Because copies cannot be furnished all personnel individually at present, it is requested that each copy be given as wide a circulation as possible. It is suggested that readers pass along their copies when they are finished. To further publicize the contents, ship and station papers may desire to reprint pertinent material from the Bulletin. All activities should keep the Bureau informed of how many copies are required. Articles of general interest may be forwarded to the Editor via official channels.

Round Two: 28 Jap Ships Sunk

United States loses 2 admirals and a captain
in furious night victory off Solomon Islands

In a furious, close-range night battle in which two admirals and a captain lost their lives, United States forces last month decisively defeated a strong Japanese attempt to recapture Guadalcanal, sinking more than a score of enemy ships. President Roosevelt termed it "one of the great battles of our history" and a major victory.

This "Second Round" of the battle for the Solomons actually covered 3 days but the heaviest portion of the fighting took place on the early morning of November 13 and it was then that Rear Admiral Daniel J. Callaghan, USN, Rear Admiral Norman Scott, USN, and Captain Cassin Young, USN, were killed.

Admiral Scott had previously distinguished himself as commander of the task force in the Battle of Cape Esperance (see p. 24).

The battle began after our air reconnaissance had revealed a heavy concentration of Japanese transports, cargo ships, and combatant units of the enemy fleet in the New Britain-Northwestern Solomons region, indicating an attempt to recapture United States positions in the Guadalcanal-

Tulagi area of the Southeastern Solomons.

The powerful Japanese force moved down on Guadalcanal at night to screen landing operations on the north end of the island. The force was in three columns, one headed by a cruiser and the other two by battleships.

Spearhead of the United States force sent to intercept the enemy was the heavy cruiser U. S. S. *San Francisco*, the flagship of Admiral Callaghan and in command of Captain Young.

Vice Admiral W. F. Halsey and his commanders then chose one of oldest but most dangerous maneuvers in naval history. It was used by Lord Nelson at the Battle of Trafalgar and it gained him a great victory over France.

The commanders elected to run the gauntlet of Japanese ships. They steamed full-speed right between two of the three advancing Jap columns with their guns blazing broadside in both directions.

The action was at point-blank range and the maneuver worked.

It so confused the Japanese ships

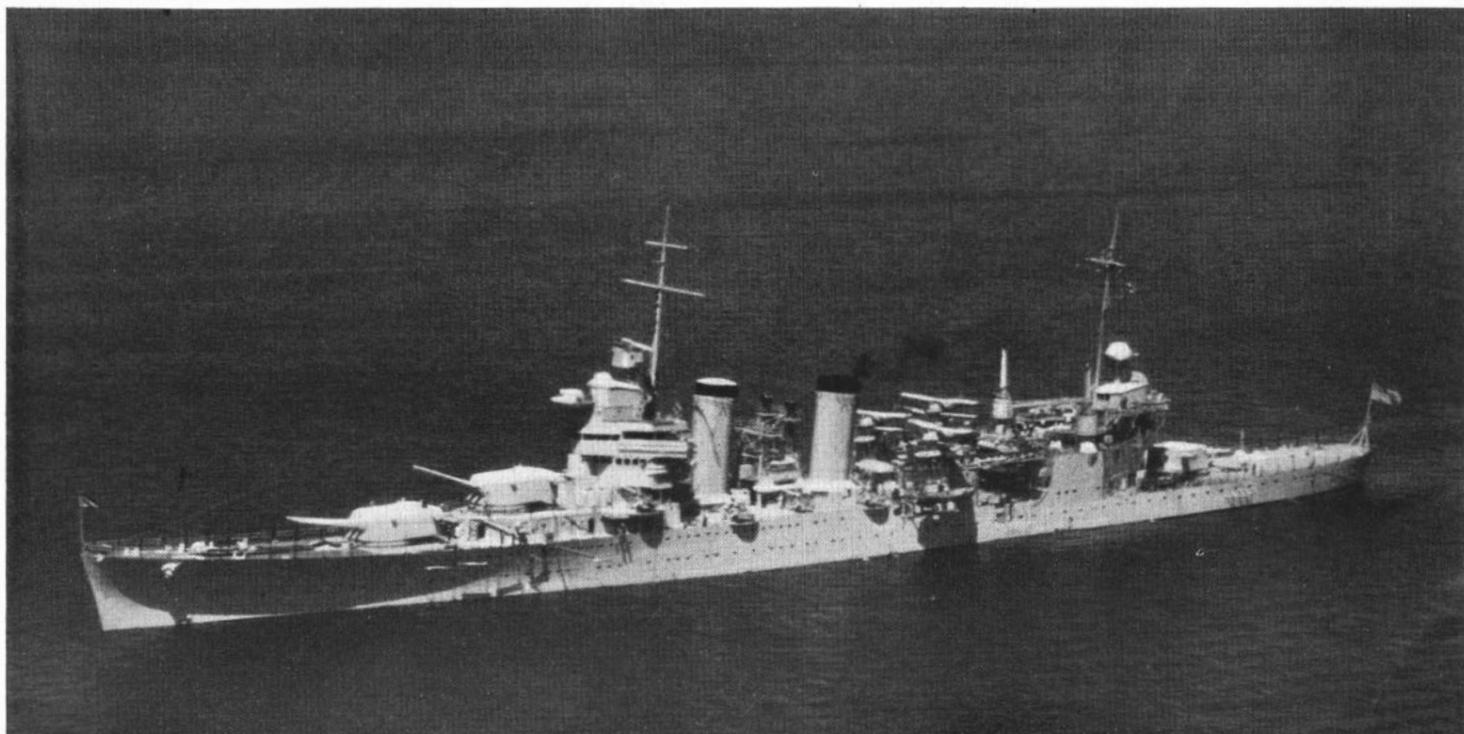
that during the latter part of the battle, two of the three groups were firing at each other.

The *San Francisco* engaged and hit three enemy ships, sinking one of them. At point-blank range she battled with an enemy battleship heavily her superior in size and fire power. And she silenced the battleship's guns and so disabled her that she could be sunk by torpedoes from our destroyers and aircraft.

But one or more of the enemy heavy shells struck the flag and navigation bridge of the gallant *San Francisco*. Admiral Callaghan and Captain Young were killed. A young lieutenant commander, Bruce McCandless, USN was knocked unconscious and wounded by the enemy fire and when he regained consciousness he found he was the senior officer on the bridge. He took command and led the American column through the enemy lines. Damaged but unbowed, the *San Francisco* delivered her deadly blows and steamed into port.

Whipped, the remnants of the Japanese fleet fled northward pursued by our aircraft which made attacks on the damaged enemy vessels which

The U. S. S. "San Francisco": her Solomons exploits have put her name in history.





—Official U. S. Navy photograph

Rear Admiral Daniel J. Callaghan, USN, who died a hero's death aboard his flagship in battle.

remained in the area. The following day the air arm struck heavily at a large formation of 12 or more enemy transports, sinking at least 8 of them.

When the smoke of battle cleared, Japanese ships sunk and destroyed totaled 28; 1 battleship, 1 battleship or heavy cruiser, 6 heavy cruisers, 2 light

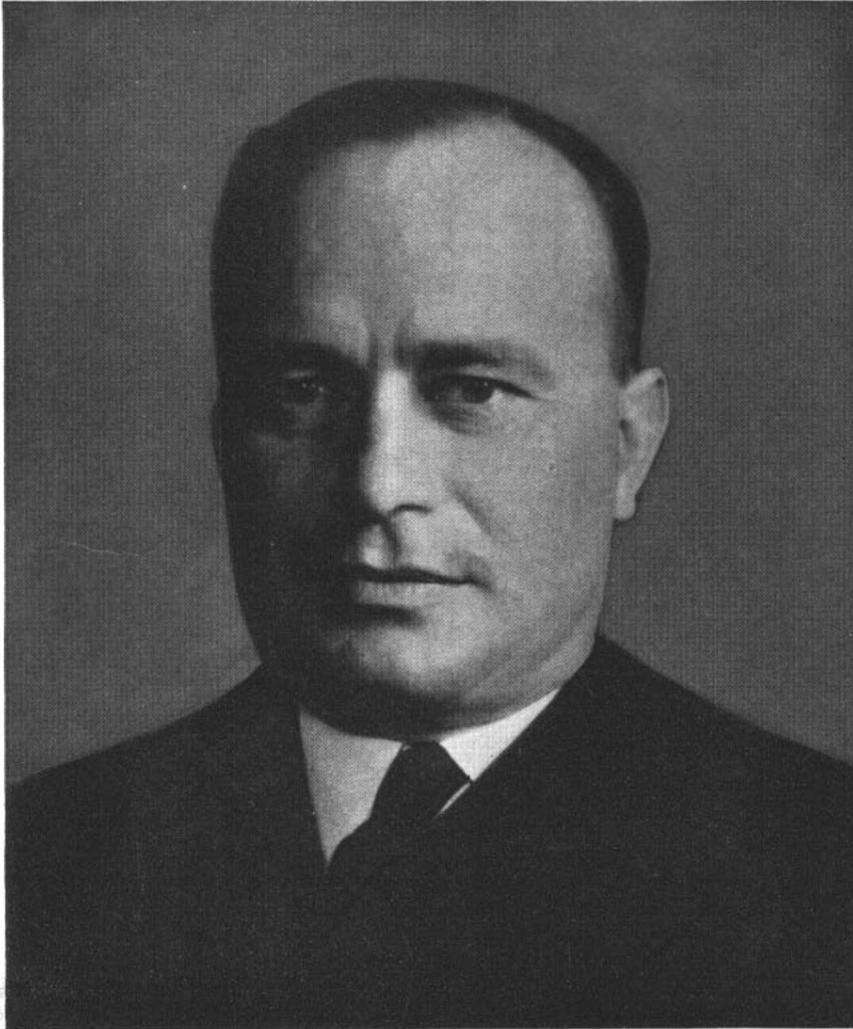
cruisers, 6 destroyers and 8 transports sunk, and 4 cargo transports destroyed. Damaged were 2 battleships, 1 cruiser and 7 destroyers.

Our losses were two light cruisers and seven destroyers sunk.

Secretary Knox sent messages to Admiral Nimitz and Vice Admiral

Halsey in which he declared that the whole nation had been lifted and inspired by the victory. Admiral King messaged "Well Done" to all participants.

Although the *San Francisco* survived the unprecedented attack, damaged but never sunk, the shells that



—Official U. S. Navy photograph

The late Captain Cassin Young, USN, commander of the "San Francisco"

demolished her bridge and took the lives of Rear Admiral Callaghan and Captain Young deprived the Navy of two of its ablest fighting men. Rear Admiral Daniel Judson Callaghan, USN, was well known to the public as Captain Callaghan, Naval aide to President Roosevelt from July 14, 1938, until ordered on March 12, 1941, to report for duty in the Pacific as commanding officer of a heavy cruiser.

Rear Admiral Callaghan was promoted from Captain to rank from April 26, 1942. When promoted, he was serving as chief of staff for the Commander, South Pacific Force.

Born on July 26, 1890, in San Francisco, Calif., Rear Admiral Callaghan had a distinguished career in the Navy. After attending the high school

of St. Ignatius College in San Francisco, he entered the Naval Academy, from which he graduated in 1911. After serving aboard the U. S. S. *Truxton*, he was placed in command of her in 1916. When the United States entered the first World War he was transferred to the U. S. S. *New Orleans* as executive officer.

After varied duty ashore and afloat, Rear Admiral Callaghan was assigned to duty as force gunnery officer on the staff of the commander Battle Force and later on the staff of the Commander in Chief of the United States Fleet. From 1933 to 1936 he served as executive officer at the Naval Reserve Officers Training Corps at the University of California. He became executive officer of the U. S. S. *Portland*

in 1936 and a year later became operations officer for the Commander cruisers, scouting force.

As a member of the landing force from the U. S. S. *California* Rear Admiral Callaghan participated in the capture of Coyotepe Hill in Nicaragua in 1912. He had the Nicaraguan campaign medal. He also had the Mexican campaign decoration (1914-15) and the Victory Medal with bronze star. The former was awarded him while he was attached to the U. S. S. *Truxton* operating on the west coast of Mexico, and the latter as executive officer of the U. S. S. *New Orleans* while on convoy duty in the World War. The governments of Denmark, Norway, Luxembourg, and Nicaragua have also proffered Rear Admiral Callaghan decorations.

In 1914 Rear Admiral Callaghan married Miss Mary Theresa Towney of Oakland, Calif. They have one son, Lt. (junior grade) Daniel J. Callaghan, Jr., USNR.

Captain Cassin Young, USN, who was killed with Rear Admiral Callaghan, was the commanding officer of the U. S. S. *San Francisco*. On March 4, 1942, Captain Young was awarded the Congressional Medal of Honor "for distinguished conduct in action, outstanding heroism and utter disregard of his own safety, above and beyond the call of duty."

As commanding officer of a ship during the attack on Pearl Harbor, Captain Young took personal command of a three-inch antiaircraft gun. When blown overboard by the blast of an explosion he swam back to his ship and with extreme coolness and calmness moved his ship from the anchorage to which it was moored and subsequently beached it upon determining that such action was required to save his ship.

On September 8, 1942, Captain Young was appointed for temporary service from the rank of commander. Then on October 27, 1942, he was ordered to report as commanding officer of the U. S. S. *San Francisco*.

Captain Young married the former Miss Eleanor H. McFadden of Philadelphia on August 30, 1919. They have five children, Lieutenant, junior grade, Charles McFadden Young, USN, Eleanor H. Young, Mary Ann Young, Stephan C. Young, Joan E. Young.



—Official U. S. Navy photograph

Pearl Harbor: her hero dead become a fighting symbol for a nation fully aroused.

The Navy Reports on Pearl Harbor

Only 1 of our ships permanently and totally lost; initial disadvantage has been offset

On the morning of December 7, 1941, Japanese aircraft temporarily disabled every battleship and most of the aircraft in the Hawaiian area. Other naval vessels, both combatant and auxiliary, were put out of action, and certain shore facilities, especially at the Army air bases, Hickam and Wheeler Fields, the naval air stations, Ford Island and Kaneohe Bay, were damaged. Most of these ships are now back with the Fleet. The aircraft were all replaced within a few days, and interference with facilities

was generally limited to a matter of hours.

When the Japanese attacked Pearl Harbor, two surface ship task forces of the Pacific Fleet were carrying out assigned missions at sea, and two such task forces were at their main base following extensive operations at sea. Discounting small craft, 86 ships of the Pacific Fleet were moored at Pearl Harbor. Included in this force were 8 battleships, 7 cruisers, 28 destroyers, and 5 submarines. No United States aircraft carriers were present.

As result of the Japanese attack,

five battleships, the *Arizona*, *Oklahoma*, *California*, *Nevada*, and *West Virginia*; three destroyers, the *Shaw*, *Cassin*, and *Downes*; the minelayer *Oglala*; the target ship *Utah*, and a large floating drydock were either sunk or damaged so severely that they would serve no military purposes for some time. In addition, three battleships, the *Pennsylvania*, *Maryland*, and *Tennessee*; three cruisers, the *Helena*, *Honolulu*, and *Raleigh*; the seaplane tender *Curtiss*, and the repair ship *Vestal* were damaged.

Of the 19 naval vessels listed above

SPECIAL SECTION ★ YEAR OF WAR

as sunk or damaged, the 26-year-old battleship *Arizona* will be the only one permanently and totally lost. Preparations for the righting of the *Oklahoma* are now in process, although final decision as to the wisdom of accomplishing this work at this time has not been made. The main and auxiliary machinery, approximately 50 percent of the value, of the *Cassin* and *Downes* were saved. The other 15 vessels either have been or will be salvaged and repaired.

The eight vessels described in the second sentence of paragraph three returned to the fleet months ago. A number of the vessels described in the first sentence of paragraph three are now in full service, but certain others, which required extensive machinery and intricate electrical overhauling as well as refloating and hull repairing, are not yet ready for battle action. Naval repair yards are taking advantage of these inherent delays to install numerous modernization features and improvements. To designate these vessels by name now would give the enemy information vital to his war plans; similar information regarding enemy ships which our forces have subsequently damaged but not destroyed is denied to us.

On December 15, 1941, only 8 days after the Japanese attack and at a time when there was an immediate possibility of the enemy's coming back, the Secretary of the Navy announced that the *Arizona*, *Shaw*, *Cassin*, *Downes*, *Utah*, and *Oglala* had been lost, that the *Oklahoma* had capsized and that other vessels had been damaged. Fortunately, the salvage and repair accomplishments at Pearl Harbor have exceeded the most hopeful expectations.

Eighty naval aircraft of all types were destroyed by the enemy. In addition, the Army lost 97 planes on Hickam and Wheeler Fields. Of these 23 were bombers, 66 were fighters, and 8 were other types.

The most serious American losses were in personnel. As result of the raid on December 7, 1941, 2,117 officers and enlisted men of the Navy and Marine Corps were killed, 960 are still reported as missing, and 876 were



—Official U. S. Navy photograph

The U. S. S. Arizona: victim of surprise at Pearl Harbor.

wounded but survived. The Army casualties were as follows: 226 officers and enlisted men were killed or later died of wounds; 396 were wounded, most of whom have now recovered and have returned to duty.

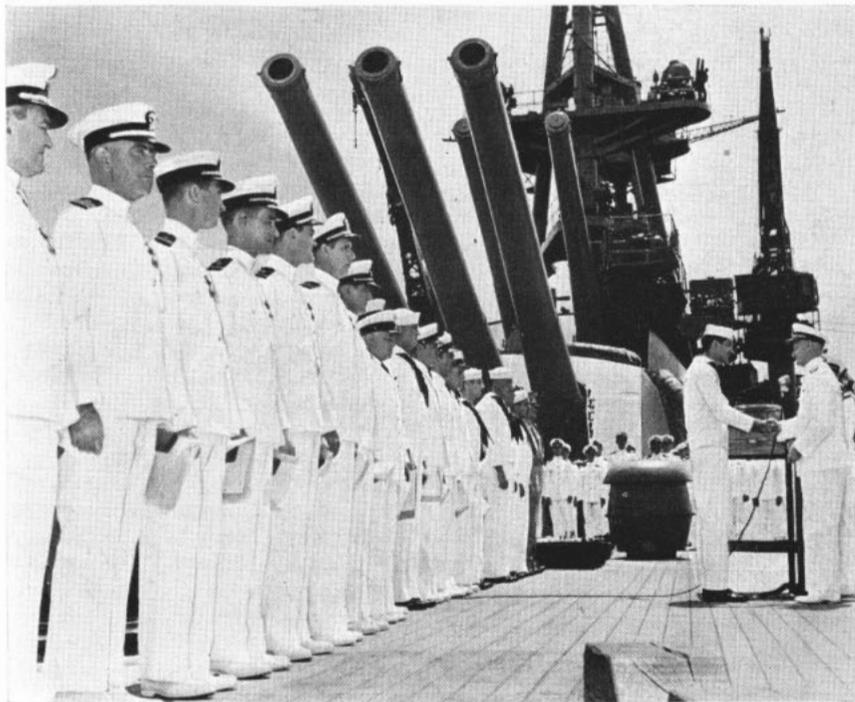
At 7:55 a. m. on December 7, 1941, Japanese dive bombers swarmed over the Army Air Base, Hickam Field, and the naval air station on Ford Island. A few minutes earlier the Japanese had struck the naval air station at Kaneohe Bay. Bare seconds later enemy torpedo planes and dive bombers swung in from various sectors to concentrate their attack on the heavy ships at Pearl Harbor. The enemy attack, aided by the element of surprise and based on exact information, was very successful.

Torpedo planes, assisted effectively by dive bombers, constituted the major threat of the first phase of the Japanese attack, lasting approximately a half hour. Twenty-one torpedo planes made four attacks, and 30 dive bombers came in in eight waves during this period. Fifteen horizontal bombers also participated in this phase of the raid.

Although the Japanese launched their initial attack as a surprise, battleship ready machine guns opened fire at once and were progressively augmented by the remaining anti-aircraft batteries as all hands promptly were called to general quarters. Machine guns brought down two and damaged others of the first wave of torpedo planes. Practically all battleship anti-aircraft batteries were firing within 5 minutes; cruisers, within an average time of 4 minutes, and destroyers, opening up machine guns almost immediately, averaged 7 minutes in bringing all anti-aircraft guns into action.

From 8:25 to 8:40 a. m. there was a comparative lull in the raid, although air activity continued with sporadic attack by dive and horizontal bombers. This respite was terminated by the appearance of horizontal bombers which crossed and recrossed their targets from various directions and caused serious damage. While the horizontal bombers were continuing their raids, Japanese dive bombers reappeared, probably being the same ones that had participated in

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—Official U. S. Navy photograph

But surprise was not all; men recovered, fought well and bravely.

earlier attacks; this phase, lasting about a half-hour, was devoted largely to strafing. All enemy aircraft retired by 9:45 a. m.

Prior to the Japanese attack 202 United States naval aircraft of all types on the island of Oahu were in flying condition, but 150 of these were permanently or temporarily disabled by the enemy's concentrated assault, most of them in the first few minutes of the raid. Of the 52 remaining naval aircraft, 38 took to the air on December 7, 1941, the other 14 being ready too late in the day or being blocked from take-off positions. Of necessity, therefore, the Navy was compelled to depend on antiaircraft fire for its primary defensive weapon, and this condition exposed the Fleet to continuous air attack. By coincidence, 18 scout bombing planes from a United States aircraft carrier en route arrived at Pearl Harbor during the raid. These are included in the foregoing figures. Four of these scout bombers were shot down, 13 of the remaining 14 taking off again in search of the enemy. Seven patrol planes were in the air when the attack

started. There were a total of 273 Army planes on the island of Oahu on December 7, 1941. Very few of these were able to take off because of the damage to the runways at Hickam and Wheeler Fields.

It is difficult to determine the total number of enemy aircraft participating in the raid, but careful analysis of all reports makes it possible to estimate the number as 21 torpedo planes, 48 dive bombers, and 36 horizontal bombers, totalling 105 of all types. Undoubtedly certain fighter planes also were present but these are not distinguished by types and are included in the above figures.

The enemy lost 28 aircraft due to Navy action, and the few Army pursuit planes that were able to take off shot down more than 20 Japanese planes. In addition, 3 submarines, of 45 tons each, were accounted for.

The damage suffered by the United States Pacific Fleet as result of the Japanese attack on December 7, 1941, was most serious, but the repair job now is nearly completed, and thanks to the inspired and unceasing efforts of the naval and civilian personnel

attached to the various repair yards, especially at Pearl Harbor itself, this initial handicap soon will be erased forever.

* * * * *
After making his inspection trip to Pearl Harbor immediately after the attack, Secretary of the Navy Frank Knox reported in some detail many of the individual actions of outstanding courage in that attack, and the INFORMATION BULLETIN reprints them herewith:

"In the Navy's gravest hour of peril, the officers and men of the Fleet exhibited magnificent courage and resourcefulness during the treacherous Japanese assault on Pearl Harbor. The real story of Pearl Harbor is not one of individual heroism, although there were many such cases. It lies in the splendid manner in which all hands did their job as long as they were able, not only under fire but while fighting the flames afterward and immediately starting salvage work and reorganization.

"Prompt action saved many lives and a vast amount of material. Without exception, all ships and stations rose to the emergency. Less than 4 minutes after the first alarm, guns of the Fleet went into action against enemy aircraft. Seconds later the first Japanese plane was shot down.

"To a recruit seaman aboard a battleship probably goes the honor of striking the first telling blow in the Fleet's defense. Even before general quarter sounded, this youngster single handedly manned a machine gun and blasted an attacking torpedo plane as it levelled against his ship.

"The dying captain of a battleship displayed the outstanding individual heroism of the day. As he emerged from the conning tower to the bridge, the better to fight his ship, his stomach was laid completely open by a shrapnel burst. He fell to the deck. Refusing to be carried to safety, he continued to direct the action. When the bridge became a blazing inferno, two officers attempted to remove him. But he ordered them to abandon him and save themselves. The latter found themselves blocked by the flames. Only the heroic efforts of a

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third officer enabled them to escape. He climbed through the fire to a higher level from which he passed one line to an adjoining battleship and another to his trapped shipmates. By this frail means they made their way to safety.

"Entire ship's companies showed exemplary valor and coordination. Drama was thus crowded into a few seconds on board an aircraft tender moored at the naval air station, target of the enemy's fiercest bombing and strafing. With the ship already on fire from repeated high-altitude attacks, her antiaircraft batteries downed a plane which crashed in flames on deck. At this moment her captain observed the shadow of an enemy two-man submarine approaching within a few yards of the vessel. It was placed under fire. Hits were scored immediately, and the submarine exposed her conning tower. At that instant a destroyer stood down channel, passed directly over the submarine, and sank it with depth charges. Doubtless saved from this craft's torpedoes, the tender then shot down a second plane, which fell on land nearby.

"Men fought with the cool confidence that comes from complete indoctrination for battle. In one case, a single bluejacket manned a 5-inch antiaircraft gun after his 10 battery mates had been shot down by a strafing attack. He would seize a shell from the fuze pot, place it in the tray,

dash to the other side of the gun, and ram it home. He would then take his position on the pointer's seat and fire. After the third such round, a terrific explosion blew him over the side of the battleship. He was rescued.

"At the several naval air stations attacked, crews dashed into the flames enveloping planes set ablaze by incendiaries, stripped off free machine-guns, and with them returned the enemy's fire. In at least one instance an enemy craft was shot down.

"Two cruiser scouting seaplanes, their speed and maneuverability reduced by heavy pontoons, destroyed an attacking Japanese pursuit ship of thrice their speed.

"Simultaneously throughout the navy yard examples of personal heroism developed. Several workmen of Japanese ancestry deserted their benches to help the Marine defense battalion man machine-gun nests. Two of them with hands blistered from hot gun barrels, required emergency treatment.

"Cool as ice, the men who manned the navy yard signal tower from which flashed orders to the anchored Fleet, carried out their assignment under a hail of machine-gun fire and bombs from the enemy, as well as shrapnel from their own force's antiaircraft batteries. None left his dangerous post. First to observe the invaders through their long glasses from their high vantage point, they sent out the astounding air-raid warning by visual

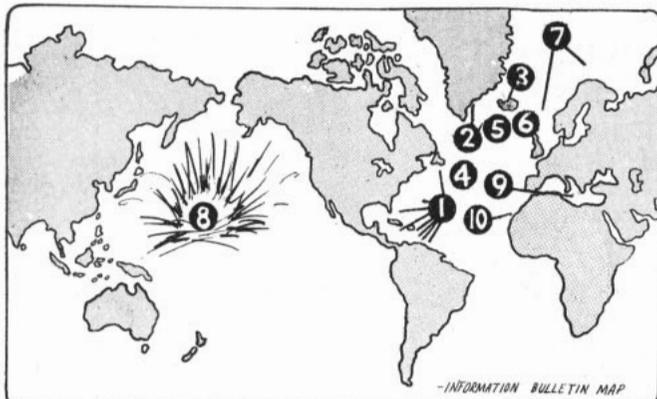
signals. Then they settled into the complex business of transmitting the scores of orders to the ships that fought back at the attackers from their berths, or prepared to stand out to sea.

"Men from ships out of action managed at any cost to return to the battle. There were the survivors of the capsized ship who swam through blazing oil to clamber aboard other ships and join gun crews. Crews from another disabled vessel swam into midchannel, where they were hoisted aboard outward-bound destroyers. Proof that getting back into battle took precedence over their own lives was the fact that the comparative safety of the shore lay only a few yards away. Lying in a hospital bed when the first air-raid alarm sounded, one officer leaped up, brushed aside nurses, and ran across the navy yard to his ship. He fought with such gallantry and zeal, despite his illness, that his captain recommended him for promotion.

"There was the case of the destroyer tender which lay alongside a dock undergoing major overhaul, powerless and without armament. Unable to assume an active defense role, she concerned herself with the vital task of rescue with her available ship's boats. One Naval Reserve ensign volunteered as skipper of a motor launch. With four men he proceeded across Pearl Harbor's reverber-

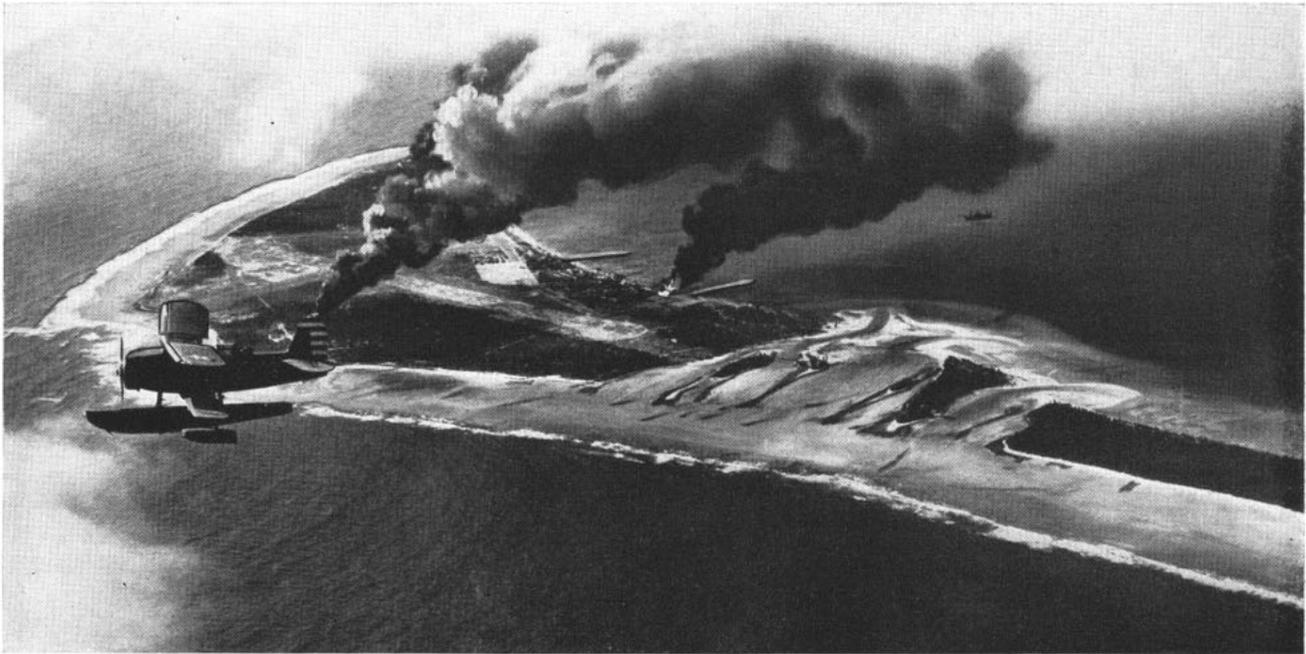
(Continued on Page 56)

THE EIGHT BALL: CHRONOMAP SHOWS PEARL HARBOR'S PLACE—



(1) September 3, 1940.—U. S. gets naval bases in British Guiana, Trinidad, St. Lucia, Antigua, Jamaica, Barbados, Bermuda, and Newfoundland, in exchange for 50 overage destroyers; (2) April 10, 1941.—U. S. occupies Greenland; (3) July 7, 1941.—U. S. occupies bases in Iceland; (4) September 11, 1941.—President Roosevelt makes famous "shoot at sight" speech; (5) October 17, 1941.—Kearney attacked by German submarine; (6) October 31, 1941.—Reuben James sunk on convoy duty by U-boat; (7) November 7, 1941.—Neutrality Act amended to allow American merchant vessels to enter belligerent waters; (8) December 7, 1941.—Japanese attack Pearl Harbor, Wake, Guam, and Philippines (see chronomap, page 10); (9) Spring of 1942.—Wasp and other naval units see Mediterranean action in relief of Malta; (10) November 8, 1942.—140,000 troops landed on North African coast in joint British-American operation.

SPECIAL SECTION ★ YEAR OF WAR



—Official U. S. Navy photograph

Then we took the initiative, raiding Jap-held Marshall and Gilbert Islands on February 1.

December 7, 1941: "A date that will live in infamy"—President Roosevelt. Japanese attack United States bases in Hawaii (1:20 P. M., eastern standard time), Philippines, Guam, and Wake Islands, and British bases at Singapore and Hong Kong. Japanese troops invade Thailand and Malaya and occupy the international settlement in Shanghai. At 4 P. M. eastern standard time Japan declares war against the United States and Great Britain. Great Britain declares war on Finland, Hungary, and Rumania.

December 8, 1941: Great Britain declares war on Japan at 7:30 A. M. eastern standard time. President Roosevelt signs congressional resolution of war against Japan at 4:10 P. M. eastern standard time.

December 9, 1941: The battleship H. M. S. *Prince of Wales* and the battle cruiser *Repulse* are sunk by Japanese planes off the Malay Peninsula. China declares war on Germany, Italy, and Japan.

December 10, 1941: Capt. Colin Kelly sinks Japanese battleship of the *Haruna* class off Luzon.

December 11, 1941: Congress unanimously declares war on Germany and

Here, in brief compass, is the chronology of the first year of America's participation in World War II, together with a series of photographs highlighting the events of the momentous period.

Italy after Germany and Italy declare war on the United States.

December 13, 1941: Guam is captured by Japanese.

December 24, 1941: Wake falls to Japanese.

December 25, 1941: Hong Kong is taken by Japanese after siege of 16 days.

January 1, 1942: Japanese complete occupation of Sarawak.

January 2, 1942: Manila falls to Japanese after 26 days of war.

January 26, 1942: United States troops arrive in Ireland.

January 31, 1942: United States Fleet task force wrecks Japanese bases at Marshall and Gilbert Islands.

February 15, 1942: Singapore surrenders to Japanese after siege of 15 days.

February 23, 1942: In first attack on

American mainland, Axis submarine shells refinery near Santa Barbara, Calif.

March 9, 1942: Japanese capture Rangoon. Java falls.

March 16, 1942: United States troops in Australia.

March 17, 1942: Gen. Douglas MacArthur takes command of United Nations forces in southwestern Pacific.

April 9, 1942: Bataan falls.

April 18, 1942: American planes bomb Tokyo, Yokohama, Kobe, and Nogoya.

May 1, 1942: Japanese occupy Mandalay.

May 6, 1942: Corregidor surrenders to Japanese.

May 8, 1942: Battle of Coral Sea won by United States Navy. Seventeen Japanese ships sunk or damaged; carrier *Lexington*, two other United States ships lost.

May 12, 1942: Russians attack at Kharkov on day after German drive starts in Crimea.

May 30, 1942: Cologne is coventrized by 1,130 British planes.

June 1, 1942: Mexico declares war on Axis.

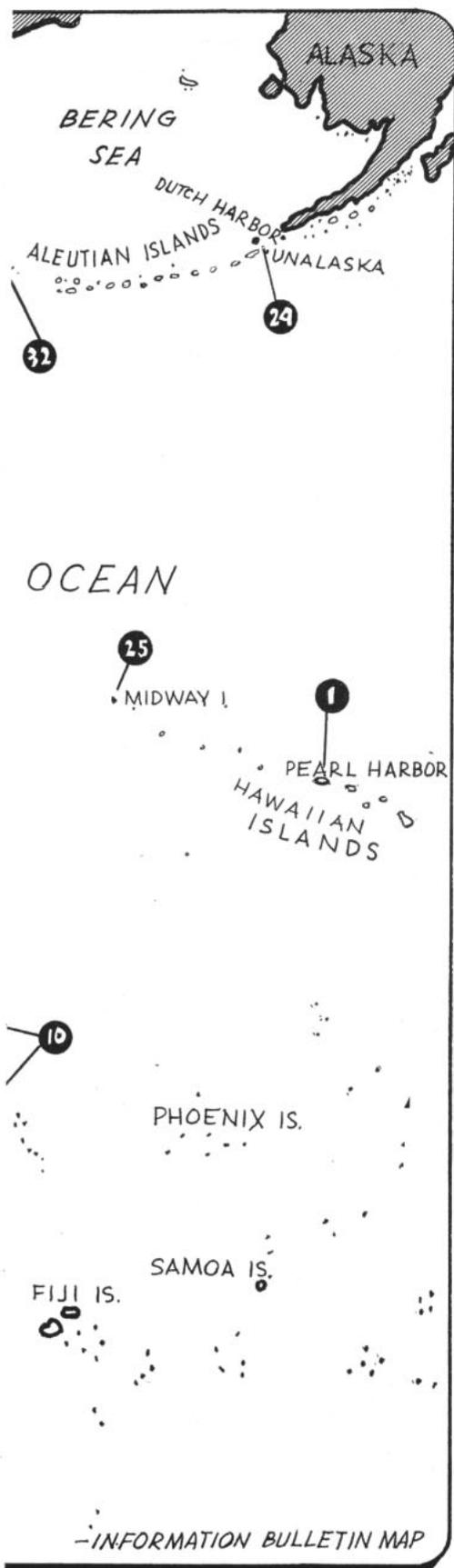
June 3, 1942: Japanese attack Dutch

FIRST YEAR OF WAR

A CHRONOMAP OF THE PACIFIC THEATER

-  ALLIED TERRITORY
-  ENEMY TERRITORY BEFORE DECEMBER 7, 1941
-  TERRITORY CAPTURED BY ENEMY SINCE PEARL HARBOR





- ① Dec. 7. Pearl Harbor, Wake, Guam, Philippines, Hong Kong, Singapore attacked by Japs. Gilbert Islands occupied.
- ② Dec. 10. *Repulse* and *Prince of Wales* sunk.
- ③ Dec. 13. Guam lost.
- ④ Dec. 24. Wake lost.
- ⑤ Dec. 25. Hong Kong falls.
- ⑥ Jan. 2. Manila abandoned.
- ⑦ Jan. 11. Japs invade N. E. I.
- ⑧ Jan. 23. Japs in Solomons.
- ⑨ Jan. 24-26. Battle of Macassar Straits.
- ⑩ Feb. 1. U. S. raids Marshalls and Gilberts.
- ⑪ Feb. 15. Fall of Singapore.
- ⑫ Feb. 19. Darwin bombed.
- ⑬ Feb. 24. We raid Wake.
- ⑭ Feb. 27. Battle of Java Sea.
- ⑮ Mar. 4. We raid Marcus.
- ⑯ Mar. 5. Batavia falls.
- ⑰ Mar. 8. New Guinea invaded by Japs.
- ⑱ Mar. 9. Rangoon and Java captured.
- ⑲ Apr. 9. Bataan evacuated.
- ⑳ Apr. 18. Tokyo bombed.
- ㉑ Apr. 25. U. S. troops in New Caledonia.
- ㉒ May 5. Fall of Corregidor.
- ㉓ May 4-8. 11 Jap ships sunk in Coral Sea battle.
- ㉔ June 3. Japs raid Dutch Harbor and Unalaska.
- ㉕ June 4-6. Japs lose 10 ships, 275 aircraft in Midway battle.
- ㉖ June 12. Japs occupy western Aleutians.
- ㉗ July 11. U. S. troops at Port Moresby.
- ㉘ July 22. Japs land at Buna.
- ㉙ Aug. 8. U. S. Marines land on Solomons.
- ㉚ Aug. 24. Jap attack on Solomons repulsed.
- ㉛ Sept. 12-15. Second attack on Solomons repulsed.
- ㉜ Oct. 7. Attu and Agattu evacuated by Japs.
- ㉝ Oct. 13. Japs lose battle off Savo Island, Solomons.
- ㉞ Oct. 25. Japs fail in attack on Guadalcanal.
- ㉟ Oct. 26. Japs suffer loss in battle off Stewart Islands.
- ㊱ Nov. 12. Japs repulsed with heavy loss in fierce Solomons battle.
- ㊲ Nov. 24. Gona-Buna fight. Allies retake Buna.

Harbor and Unalaska.

June 5, 1942: United States declares war on Bulgaria, Hungary, and Rumania.

June 6, 1942: Battle of Midway ends in United States victory. Japanese lose 4 carriers, at least 6 other warships, 275 aircraft. United States loses carrier *Yorktown*, 1 destroyer.

June 10, 1942: Nazis destroy Lidice in reprisal for assassination of Deputy Gestapo Chief Reinhard Heydrich.

June 12, 1942: Japanese begin occupation of Attu, Agattu, and Kiska in the Aleutian Islands.

June 20, 1942: Axis captures Tobruk and its garrison, pursues British deep into Egypt.

June 25, 1942: European theater of operations for United States forces formally established under Maj. (now Lieut.) Gen. Dwight D. Eisenhower.

July 1, 1942: Desert armies open battle near El Alamein.

July 3, 1942: Russians evacuate Sevastopol after 25-day German assault culminating siege begun on November 7, 1941.

July 4, 1942: Americans flying RAF planes attack Nazi airdromes in the Netherlands in first United States raid on European continent.

July 17, 1942: Germans claim Voroshilovgrad.

July 26, 1942: Germans announce reaching Don bend west of Stalingrad.

July 27, 1942: Russia concedes loss of Rostov.

August 5, 1942: Yugoslav guerrillas under Gen. Draja Mihailovich win 4-day battle. Germans cross Don 96 miles southwest of Stalingrad on 39th day of Summer offensive, Moscow says.

August 7, 1942: Mohandas K. Gandhi urges nonviolent noncooperation against Great Britain. United States Marines land at Tulagi in Solomons.

August 9, 1942: United States cruisers *Quincy*, *Vincennes*, and *Astoria*, and Australian cruiser *Canberra* are sunk by Japanese in Solomons. Germans claim capture of Maikop oil center and Krasnodar.

August 17, 1942: Japanese cruisers and destroyers driven from Guadalcanal-Tulagi area by United States warships. Twelve Flying Fortresses raid Rouen while six others bomb Dunkerque and Cherbourg in first all-United States attack in Western Europe.

SPECIAL SECTION ★ YEAR OF WAR



—Official U. S. Navy photograph

And another raid—against Wake Island.

August 19, 1942: Dieppe raided and held for 9 hours by Canadians, supported by Rangers, Commandoes, and Fighting French.

August 22, 1942: Brazil declares war against Germany and Italy.

August 24, 1942: United States naval and air forces hit two Japanese carriers, a battleship, and several cruisers near Solomons.

August 27, 1942: Russian bombers raid Berlin. The 45,000-ton *Iowa*, largest United States battleship, is launched at Brooklyn Navy Yard.

September 4, 1942: Russian planes raid Budapest for first time, and RAF bombers attack Bremen for 99th time.

September 10, 1942: British simultaneously attack three western Madagascar ports.

September 15, 1942: Carrier *Wasp* is sunk in south Pacific by submarine. Heavy fighting rages on Guadalcanal since September 12.

October 3, 1942: United States troops in Andreanof group of Aleutian Islands.

October 7, 1942: Japanese evacuate Attu and Agattu in Aleutians.

October 9, 1942: Escorted by 500 Allied fighters, 115 United States

bombers raid German-held industrial plants in Lille, France.

October 13, 1942: Japanese lose heavy cruiser, four destroyers, and a transport in 30-minute battle at Savo Island on night of October 11-12.

October 24, 1942: British open offensive in Egypt.

October 26, 1942: Marines and Army troops repulse Japanese attacks during night of October 25-26. United States planes sink two Japanese destroyers, damage battleship and four warships near Guadalcanal. East of Stewart Islands, eight Japanese warships, including two carriers, are hit.

October 31, 1942: Navy releases letter from Gen. George C. Marshall expressing gratitude of the soldiers for "the skillful seamanship that has escorted 800,000 of them" across the Atlantic and Pacific.

November 4, 1942: Axis army in Egypt in full retreat.

November 7, 1942: Americans land on Mediterranean and Atlantic coasts of French African colonies. Lieut. Gen. Dwight D. Eisenhower in command.

November 9, 1942: Vichy and United States sever relations. United States

seizes Vichy ships in United States harbors. Gen. Henri Honore Giraud arrives in Africa from France to join Allies.

November 10, 1942: United States forces take Oran, continue occupation of Algiers.

November 11, 1942: Admiral Francois Darlan orders French in North Africa to cease firing. Axis troops move into unoccupied France, occupy Marseilles, invade Corsica and Tunisia.

November 12, 1942: Americans, joined by British, take Bone in drive toward Tunisia.

November 13, 14, 15, 1942: Japanese expeditionary forces attempting to recapture United States positions in the Guadalcanal-Tulagi area of the Solomons were repulsed after suffering severe losses in ships and men.

November 13, 1942: British Eighth Army took Tobruk without opposition and continued its westward pursuit of Rommel's forces. The Germans completed occupation of the south coast of France. President Roosevelt ordered that Lend-Lease be extended to North African territories occupied by the United Nations.

November 15, 1942: Darlan announced that he had assumed the position of Protector of French interests in North Africa and that General Giraud had been appointed commander in chief of French armed forces in North Africa.

November 17, 1942: President Roosevelt stated that political arrangements made with the French in North Africa were a temporary expedient, justified by military considerations only. General Franco ordered partial mobilization in Spain.

November 22, 1942: The Russians launched a counter-offensive: a great double-flanking movement on Stalin-grad, inflicting heavy losses on German forces. French West Africa (Dakar) placed itself under orders of Admiral Darlan.

November 24, 1942: Australians entered Gona and United States forces pushed close to Buna (in New Guinea), encountering stiff resistance from the reinforced Japanese.

November 27, 1942: Major portion of the French Fleet at Toulon scuttled.



—Official U. S. Navy photograph

Strategy takes shape; well within the year the Allied high commands come together.

1942 Home Front Record Impressive

America looks forward with assurance to the new year despite great tasks and obstacles

The first year of war was the year of the production race—the race to catch up with the advantage which long preparation had given to our enemies, and to surpass that advantage. We have caught up, and we are beginning to pass our adversaries. But the race is still a long way from the finish line, and many hurdles remain to be cleared.

In that year these things had to be done: Raising, equipping, training, and transporting an army; producing a huge volume of weapons, materials, and food for our own fighting forces and those of our Allies; and refashioning our civilian economy to permit it to function with maximum efficiency.

It would have been difficult enough to do these jobs if there had been time

Behind the fighting services is the home front. What is done there is vitally important to the military success. The accompanying report of what has been doing back home was prepared authoritatively by the Office of War Information.

to work out the basic plans and the details of organization and function. But there was no time. The enemy, knowing that this year was to be crucial, was pressing on every front. Our tasks had to be carried forward in a hurry. It was necessary to meet the requirements of the next day and yet provide the basic plant and organ-

ization for the still greater requirements of the next year.

Viewed in this light, the over-all accomplishments of the past year have been considerable, despite mistakes and shortcomings in details.

Measured against the yardstick of the President's production goals of last January, we produced a great deal, but not enough in every category.

In the year 1942 we shall have produced approximately:

- 49,000 planes.
- 32,000 tanks and self-propelled artillery.
- 17,000 anti-aircraft guns larger than 20 mm.
- 8,200,000 tons of merchant shipping.

While we have reached the goal in merchant shipping, we have fallen

SPECIAL SECTION ★ YEAR OF WAR

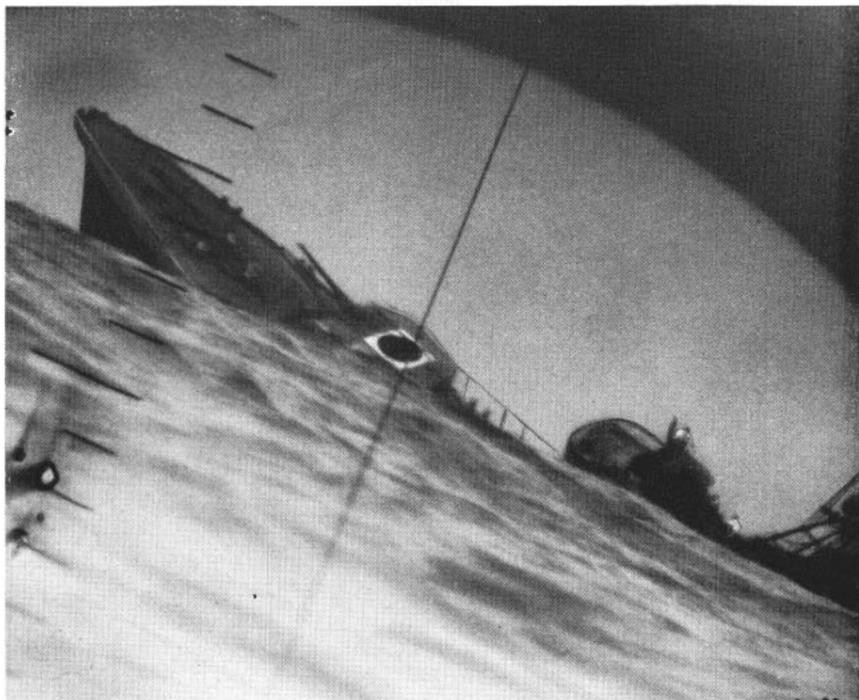
behind in other categories. Yet there are compensating factors. An increasing proportion of our planes are heavy bombers. In addition to the tanks, many thousands of scout cars and half- and full-track carriers have been produced which are as essential to a well-rounded mechanized force as are tanks themselves. Many, many thousands of anti-aircraft machine guns have been turned out.

Moreover, the total volume of production for war has reached tremendous heights. In 1942 we shall have expended some 47 billions for munitions and war construction, which is substantially above the most optimistic estimate of our production possibilities a year ago.

The record is impressive, but there is no cause for contentment either in the total figures or in the fact that we are now outproducing the Axis in armaments. The difficulties which lie ahead are as many or more than those which have been surmounted.

A year ago the overriding problem was that of conversion of peacetime industry. By and large that is no longer a problem. Some months ago the proper flow of raw materials was the great problem. That is still with us, but steps have been taken which should go far towards giving us a workable solution. The foremost task now is to bring into balance the myriad components of the program through proper scheduling and production controls.

The production tasks of 1942 seem easy compared to those which lie ahead. In 1942 we were still living off our peacetime fat. We are now close to the bare muscle and we can only proceed by toughening and increasing that muscle. In the next year our program calls for so great an increase in munitions production that the production rate at the end of 1943 will have to be double the rate of the end of 1942. We are pressing closer to the limits of our resources in materials, transportation, and power. And in the next year we shall have to press close to the limit of our ultimate resource—manpower.



—Official U. S. Navy photograph

Our subs range all the sea and do their job well.



—Official U. S. Navy photograph

To MacArthur in Australia go American troop transports.

SPECIAL SECTION ★ YEAR OF WAR

A year ago 7,000,000 persons were employed in war work. Now the total has risen to 17,500,000. In 1943 we will need to add at least 5,000,000 to our working and fighting forces. And by the end of that year nearly all of our working population will be engaged in war work or in civilian work geared to the war.

In the year past our manpower problem was not one of national shortage, but of local shortages and bottlenecks in critical areas, aggravated by labor pirating and hoarding and discriminatory practices in the hiring of Negroes, workers from minority groups, and women. In the next year local shortages will merge into a national shortage which will require not only additions to the labor supply from women and older and younger people, but extensive transfers from nonwar industry and the most efficient utilization of our present labor force.

Our transportation facilities carried the greatest volume of traffic in history and both our railroads and trucking systems set fine records. The next year will see even greater burdens cast on them, with little, if any, additional equipment available. Rubberborne transportation—truck, bus, and private automobiles—presents one of our gravest problems, and stringent tire-conservation measures have been undertaken to assure against a breakdown which might vitally impair our productive effort.

Food and fiber production reached a record high in 1942. Food production was 12 percent above 1941 and 40 percent above the war year of 1918. A large proportion of this production was in proteins and fats, necessities in time of war—meat, milk, eggs, soybeans.

Increase or even maintenance of this high level will not be an easy matter. Shortages of labor and farm machinery are inevitable, although deferment of essential farm workers and operators from military call will ease the former. In the meantime, the food needs of our armed forces are mounting to such an extent that military and lend-lease buying will

ON THE HOME FRONT: UNACCUSTOMED WORDS

Rationing:



HON. JAP SPY REPORTS:

"Very cold in U. S. A. last night. Coffee, liquor, and tires were 'frozen.'"
—The Growler.

Censorship:



"When I see him, I'm going to slap his face! Imagine what he must have written, if even the Navy censored the letter!"

—The Scuttlebutt, Newport, R. I.

take 25 percent of our farm output. Shortages have developed in some products and will develop in others.

Yet an adequate over-all diet can be assured.

The part played by management, labor, and the farmers in our production achievements cannot be overestimated. The doubts and hesitations which impeded conversion of industry went overboard soon after the beginning of the year, and conversion was accomplished in much less time than many had feared. Labor voluntarily surrendered the right to strike, and its leaders have loyally kept their agreement. Labor-management committees in some 1,800 plants have given us the basis for effective cooperation and for participation by labor in the productive process. Still, some unauthorized strikes remain, as do the lingering traces of business-as-usual in various corners of the production effort.

The refashioning of our civilian economy has taken much effort. Effective stabilization of the civilian economy was delayed for many months over disagreement as to means and methods. By March 15, 1942, the cost of living had risen some 15 percent over the end of 1939. But price regulation instituted in April held down the increases in prices subject to control to six-tenths of 1 percent as of October 15. Wage stabilization, one of the great issues of the year, has reached the stage of solution. Growing shortages of rubber, meat, sugar, coffee, and gasoline and fuel oil in the East brought the necessity of rationing these and some other commodities to insure an orderly and fair distribution of our supplies. The total volume of goods available to civilian consumers has steadily grown smaller. In the plenty of peacetime we can permit anyone to buy as much as he wants because some will always remain for those who come last. In the scarcity of war, those who cannot stock up must be able to secure their share along with their richer neighbors. For the coming year efforts will be directed towards guaranteeing the essentials of civilian living to prevent such faltering of the civilian economy as will impair the war effort.

SPECIAL SECTION ★ YEAR OF WAR



—Official U. S. Navy photograph

THIS IS HOW THEY PLANNED IT

A posed photograph taken from a dead Jap's pocket.



—Official U. S. Navy photograph

THIS IS HOW IT TURNED OUT

An unposed photograph taken on Guadalcanal.

The campaign of the home front has had to be carried on in many other sectors. Unprecedented sums of money have been raised through taxes and public financing. In the first 10 months of 1942, over 13 billion dollars was collected in taxes, and over 33 billion dollars was raised through the sale of bonds and other government obligations. Provision has had to be made for expanding health, sanitary, and welfare services; more housing has been and still is needed for war workers; a civilian defense organization of 10,000,000 volunteers has been built; the safeguarding of our shores and establishments from spies and saboteurs has required constant vigilance.

Not the least of our hosts of problems have been those of governmental organization. New organizations have been created for production, manpower, economic stabilization, the handling of labor disputes and wages, price control, economic warfare, war information, and other matters. A network of combined boards have worked to fuse effectively our resources with those of the other United Nations. Controversy still revolves over organizational problems, and some of them will continue to be with us in the coming year. It took generations to build our structure of peacetime government. Now we are trying, as we must, to build a war-time government in a year or two.

Our country has done a great deal in this one year. Under any ordinary standards we would be entitled to indulge in some degree of satisfaction. The standards of war, and in particular of this war, are much too exacting for any feeling of satisfaction. Next year calls for greater tasks and presents us with equal, if not greater, obstacles. The record of the past may give us this much assurance—that we have no cause for feeling that the job ahead cannot or will not be done.

A Year Blessed With Heroes

Americans make their deeds ring throughout the world as war spreads to four corners

American heroes by the hundreds are making their deeds ring 'round the world as the greatest war of all times sends armed forces of the United States to all fronts.

The Navy, Marine Corps, and Coast Guard daily are producing their share of the heroes in keeping with traditions of the service as old as America itself.

In the 11-month period from December 7, 1941, the day Pearl Harbor was attacked, to November 15, 1942, the United States conferred 622 decorations on personnel of the Navy, Marine Corps, and Coast Guard.

The Nation's highest award, the Congressional Medal of Honor, has been bestowed 21 times. The Distinguished Service Medal has been given to 24 heroes; the Navy Cross to 361; Distinguished Flying Cross, 108; Air Medal, 22; Silver Star, 43; Navy and Marine Corps Medal, 16; and the newest decoration, the Legion of Merit, 1.

To those heroes who already have received Navy Crosses, there have been 26 Gold Stars awarded in lieu of a second or third cross.

CONGRESSIONAL MEDAL OF HONOR

Capt. Mervyn S. Bennion, USN (deceased); Lt. Comdr. John D. Bulkeley, USN; First Lt. George H. Cannon, USMC (deceased); Aviation Chief Ordnanceman John W. Finn, USN (wounded); Ens. Francis C. Flaherty, USNR (deceased); Commander Samuel G. Fuqua, USN; Lt. (jg) William Edward Hall, USNR; Chief Boatswain Edwin J. Hill, USN (deceased); Ens. Herbert Charplot Jones, USNR (deceased); Rear Admiral Isaac Campbell Kidd, USN (deceased); Lt. Comdr. Edward H. O'Hare, USN; Lt. John James Powers, USN (missing); Chief Radioman Thomas J. Reeves, USN (deceased); Lt. Milton E. Ricketts, USN (deceased); Capt. Albert H. Rooks, USN (missing); Ens. Donald K. Ross, USN; Machinist's Mate First Class

Robert R. Scott, USN (deceased); Chief Water Tender Peter Tomich, USN (deceased); Capt. Franklin Van Valkenburgh, USN (deceased); Seaman, First Class, James R. Ward, USN (deceased); Capt. Cassin Young, USN (deceased).

DISTINGUISHED SERVICE MEDAL

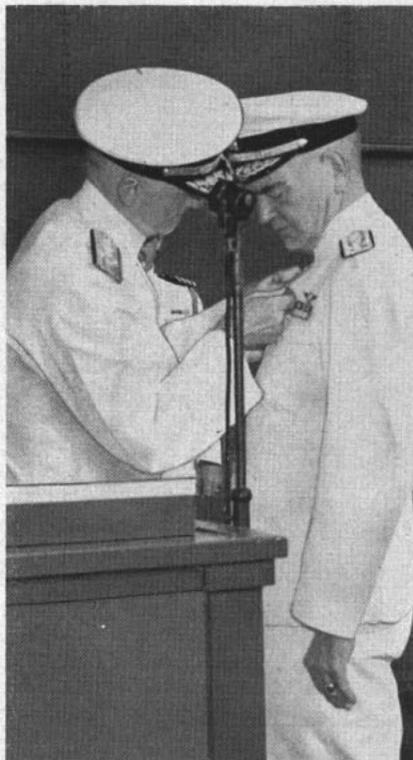
Maj. William W. Benson, USMC (deceased); Vice Admiral Arthur LeRoy Bristol, USN (deceased); Vice Admiral Wilson Brown, Jr., USN; Capt. Elliott Buckmaster, USN; Rear Admiral Aubrey Wray Fitch, USN; Vice Admiral Frank Jack Fletcher, USN; Admiral

William F. Halsey, Jr., USN; Admiral Thomas C. Hart, USN (retired); Lt. Col. Ira L. Kimes, USMC; Rear Admiral Thomas C. Kinkaid, USN; Capt. Spencer S. Lewis, USN; Rear Admiral John S. McCain, USN; Admiral Chester W. Nimitz, USN; Rear Admiral William R. Purnell, USN; Rear Admiral Francis Warren Rockwell, USN; Rear Admiral William Ward Smith, USN; Rear Admiral Raymond Ames Spruance, USN; Admiral William H. Standley, USN (retired); Admiral Harold R. Stark, USN; Lt. Comdr. John S. Thach, USN; Rear Admiral Frank D. Wagner, USN; Capt. Homer N. Wallin, USN; Capt. John Wilkes, USN; Commander James Dudley Wilson, (CEC), USN.

NAVY CROSS

Abercrombie, Lt. Comdr. Laurence A., USN; Adams, Lt. Col. John P., USMC; Adams, Lt. Samuel, USN (Gold Star); Allen, Lt. Edward H., USN; Ammen, Lt. (jg) John N., Jr., USNR; Andersen, Lt. Harvey M., USN; Anderson, Lt. Edward L., USN; Anderson, Commander William L., USN; Aurand, Lt. (jg) Evan P., USN; Aylward, Lt. Comdr., Theodore C., USN.

Bain, Ens. John B., USNR; Baker, Lionel H., PhM2c, USN; Baker, Lt. Paul Gerard, USN; Baker, Raymond D., Private, USMC; Bangust, Joseph AMM2c, USN; Barnes, Ens. Doyle C., USN; Baron, Lt. Comdr. Richard S., USN; Barre, Lester J., Quartermaster 2c, USN; Bash, Lt. (jg) Tom B., USNR; Bass, Lt. (jg) Harry B., USN (Gold Star); Bass, Horace A., Ens., USNR; Bauer, Lt. Louis H., USN; Becker, Claude S1c, USN; Behr, Ens. Anthony, USNR; Benson, Lt. (jg) Robert H., USNR; Berry, Lt. (jg) David R., USNR (Gold Star); Binford, Capt. Thomas H., USN; Binning, Lt. (jg) Edward G., USNR; Bolser, Lt. Gordon E., USN; Bothne, Boatswain Adolph M., USN; Bottjer, Lt. (jg) George E., USNR; Bottomley, Lt. Harold S., Jr., USN; Botts, Douglas, Shipfitter 2c, USN; Bowers,



—Official U. S. Navy photograph

Admiral W. F. Halsey, hero of the Marshall and Gilbert Islands raids, is bemedaled by Admiral Chester Nimitz, commander in chief of the Pacific Fleet. But he was only beginning to write history then.

SPECIAL SECTION ★ YEAR OF WAR

Lt. Thomas K., USN; Brassfield, Lt. Arthur J., USN; Brett, Lt. Comdr. James H., Jr., USN (Gold Star); Bridget, Commander Francis J., USN; Brock, Ens. John Wiley, USN; Brock, Robert L., MM2c, USN; Brown, Jack P., CEM, USN; Brown, Thomas E., Lt. (jg), USNR; Bruun, Othello C., Chief Pay Clerk, USN; Buchan, Lt. (jg) Robert B., USNR (Gold Star); Bulkeley, Lt. Comdr. John D., USN (also Medal of Honor); BURCH, Lt. Comdr. William O., Jr., USN; Burford, Commander William P., USN; Butler, Ens. John Clarence, USNR.

Campbell, Ens. Kendall C., USNR; Campbell, Lt. (jg) Robert K., USNR; Carl, Capt. Marion E., USMC; Carlson, Lt. Col. Evans F., USMC; Cassidy, Lt. Comdr. Hiram, USN; Chaffee, Ens. Davis Elliott, USNR; Champlin, Lt. (jg) Malcolm M., USNR; Chappell, Lt. Comdr. Lucius H., USN; Chapple, Lt. Wrexford Goss, USN; Cheek, Commander Marion Case, USNR; Christman, Lt. (T) Elwyn L., USNR; Christopher, Ens. Harald J., USNR (deceased); Clapp, Edward Sylvester, Carpenter's Mate, USN; Clement, Col. William T., USMC; Clifford, Ens. John K., USNR; Cobb, Ens. Philip, USNR; Coe, Lt. Comdr. James W., USN; Coley, Commander Lewis E., USN; Connally, Lt. (jg) Clem B., USNR; Cook, Ens. George C., USNR; Cooper, Lt. Comdr. Jacob E., USN; Corl, Ens. Harry L., USN; Cope, Commander Harley F., USN; Cousins, Lt. Ralph W., USN; Cox, Lt. (jg) George E., USNR; Crommelin, Lt. Richard, USN (Gold Star); Cruise, Commander Edgar Allen, USN; Cunningham, Commander Winfield Scott, USN (prisoner of war); Curry, Ens. Russell E., USNR; Curtis, Pharmacist's Mate, 1c, Ned B., USN.

Daly, Coxswain Edward C., USN (deceased); Danis, Commander Anthony, USN; Darling, Corporal Willard D., USMC; Davis, Rear Admiral Arthur Caylery, USN; Davis, Ens. Frederick C., USNR; Davison, Lt. Comdr. Thurlow Weed, USN; Dawley, Lt. Jack B., USN; Deewall, Commander Raymond G., USN; Dempsey, Lt. James C., USN (Gold Star); Denniston, Lt. Radcliffe, Jr., USN; De Tar, Lt. Comdr. John L., USN; Devereaux, Maj. James P. S., USMC (prisoner of war); Dexter, Ens. James Campbell, USNR; Dibb,



—Official U. S. Navy photograph

On Midway, the flag is raised during a great victory.

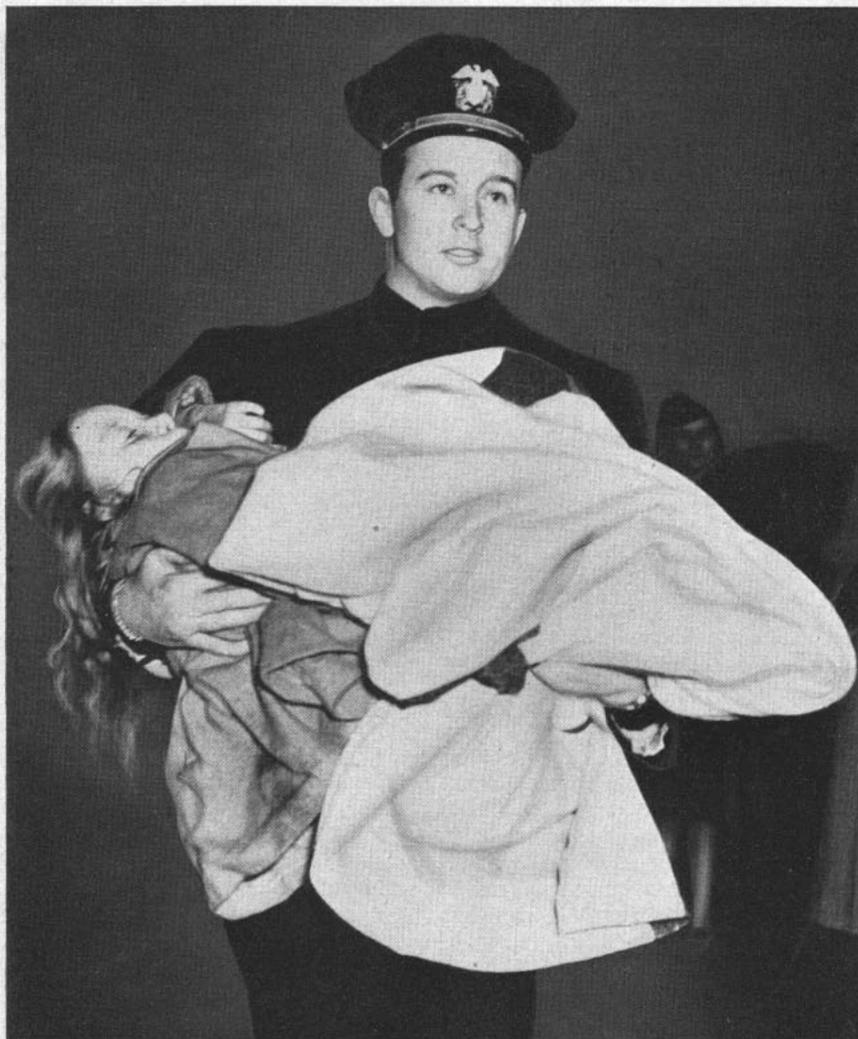
Ens. Robert A., USNR; Dickinson, Lt. Clarence E., Jr., USN (2 Gold Stars); Dickson, Lt. Harlan R., USN (Gold Star); Dixon, Harold F., ACMM USN; Dixon, Lt. Comdr. Robert E., USN (Gold Star); Donaho, Lt. Comdr. Glynn R., USNR; Donaldson, Lt. (jg) Trose E., USNR; Douglas, Master Gunnery Sergeant Charles E., USMC; Driskell, Platoon Sergeant Joe R., USMC; Drury, Lt. Comdr. Martin J., USN; Dunlap, Lt. Ernest H., Jr., USN; Dunn, Private Harry, USMC.

Eccles, Commander Henry E., USN; Eder, Lt. (jg) Willard D., Jr., USNR; Edmondson, Ens. Robert F., USNR; Ed-

son, Col. Merritt, USMC (Gold Star); Edwards, Ens. John Perry, USNR; Edwards, Lt. Thomas E., Jr., USN; Ekar, Lt. (jg) Joseph Anton, USNR; Elder, Lt. (jg) Robert M., USNR; Ellison, Lt. Thomas Ballard, USN; Ely, Lt. Arthur Vincent, USN; Esslinger, Lt. Robert J., USN; Estes, Ens. George G., USNR; Etcell, Chief Shipfitter George D., USN; Eversole, Lt. (jg) John Thomas, USNR.

Faires, Lt. Carl F., Jr., USN; Farrington, Lt. Robert F., USN; Faulkner, Lt. (jg) Frederic L., USNR; Felt, Commander Harry D., USN; Fenno, Lt. Comdr. Frank W., Jr., USN; Ferriter,

SPECIAL SECTION ★ YEAR OF WAR



—Official U. S. Navy photograph

There is tragedy at sea: civilians—a child—on an attacked ship.

Lt. Comdr. Charles A., USN; Fislser Lt. (jg) Frank M., USNR; Flatley, Lt. Comdr. James H., Jr., USN; Fleming, Boatswain William S., USN; Fort, Capt. George Hudson, USN; Furer, Lt. A. B., USN.

Galer, Maj. Robert E., USMC; Gayler, Lt. Noel A. M., USN (2 Gold Stars); Georgius, Capt. Melvin H., USN; Gilmore, Lt. Comdr. Howard W., USN; Gombasy, Coxswain Louis G., USN; Gordon, Ens. Robert Thornton, USNR; Graham, AMM 1c Donald A., USN; Granston, Ens. Robert W., USN; Grant, Lt. James Dorr, USN; Greene, Ens. Eugene Allen, USNR; Grenfell, Lt. Comdr. Elton W., USN.

Haas, Chief Machinist John W., USN; Haas, Lt. Walter Albert, USNR; Hacker, Corp. Elmer, USMC; Hailey, Platoon Sgt. Charles E. Douglas, USMC; Haines, Capt. John N., USN; Halsey, Ens. Delbert Wayne, USNR; Hamilton, Lt. (jg) Curtis, USN; Hamilton, Lt. Comdr. Weldon L., USN (Gold Star); Hansen, CMM Alfred L., USN; Hanson, Ens. Alden W., USNR; Hanson, Pay Clerk Clifford A., USN; Hart, Lt. Patrick, H., USN; Haschke, Ens. Marvin M., USNR; Hastings, Lt. Burden R., USN; Hastings, Comdr. William W., USN; Hawes, Lt. Frederick W., USN; Hawes, Lt. Comdr. Richard E., USN; Haynes, Lt. (jg) Leon W., USNR; Haz-

elwood, Sergt. Harold R., USMC; Henry, Lt. Walter F., USN (Gold Star); Hills, Platoon Sgt. Clifford, USMC; Hilsky, Private Robert J., USMC; Hock, Boatswain Herman E., USN; Hodges, Ens. Flourenoy Glen, USNR; Hogan, Lt. (jg) Stephen C., Jr., USNR; Holder, Lt. (jg) Randolph M., USNR; Holmberg, Lt. Paul A., USN (Gold Star); Hourihan, Lt. Comdr. John J., USN; Howard, Lt. (jg) Curtis W., USN; Howe, Lt. Comdr. Hamilton W., USN; Hughes, Lt. John H., USN; Hurd, Lt. Comdr. Kenneth C., USN; Hurst, Lt. Edwin W., USN (deceased); Huttenberg, Lt. (jg) Allen J., USNR; Hunt, Private Wilfred A., USMC; Isaman, Lt. (jg) Roy M., USNR; Isquith, Lt. Comdr. Solomon S., USNR.

Jaccard, Ens. Richard Alonzo, USNR; Jermann, Lt. Theodore L., USNR; Jester, Lt. Maurice D., USCGR; Jewell, Capt. Jesse D., (MC) USN; Johnson, Machinist's Mate 1c Dale L., USN; Johnson, Lt. (jg) Earl V., USN; Johnson, Chief Boatswain William H., USN.

Kabler, Lt. William L., USNR; Kauffman, Lt. Draper L., USNR; Kelly, Lt. Comdr. Robert B., USN; Kinzer, Ens. Edward B., USNR; Kirk, Lt. Comdr. Oliver G., USN; Kirkpatrick, Lt. Comdr. Charles C., USN (Gold Star); Kleiss, Lt. Norman Jack, USN; Knapp, Lt. Paul Joseph, USN; Knox, Lt. (jg) Leslie Lockhart B., USNR.

Lane, Lt. (jg) Charles S., USNR; Larson, Lt. (jg) Lief W., USNR; Larson, Lt. Nils Rodney, USN; Laub, Lt. Robert E., USN; Lecklider, Lt. (jg) Russell P., USNR; Lemmon, Lt. Rollo Stuart, USN; Lent, Lt. Comdr. Willis A., USN (Gold Star); Leppla, Lt. (jg) John A., USNR (Gold Star); Ley, Frederick C., Jr. F1c, USN; Lindsey, Lt. Comdr. Eugene Elbert, USN; Longazel, Michael, Platoon Sergeant, USMC; Lough, Ens. John Cady, USNR; Lurvey, Don Dexter, ACMM, USN.

Macomber, Lt. (jg) Brainard T., USNR; Marquis, Capt. Joseph T., USN; Marshall, Lt. Comdr. Elliott, USN; Massey, Lt. Comdr. Lance E., USN; Mattis, Johnnie E., ACR, USN; Mazza, Lt. (jg) Harold R., USNR (Gold Star); McClusky, Lt. Comdr. Clarence W., Jr., USN; McCormack, Lt. Vincent F., USN; McCulley, Hale T., CSF, USN; McCuskey, Lt. (jg) Elbert Scott, USNR (Gold Star); McDaniel, Aucie, CMM,

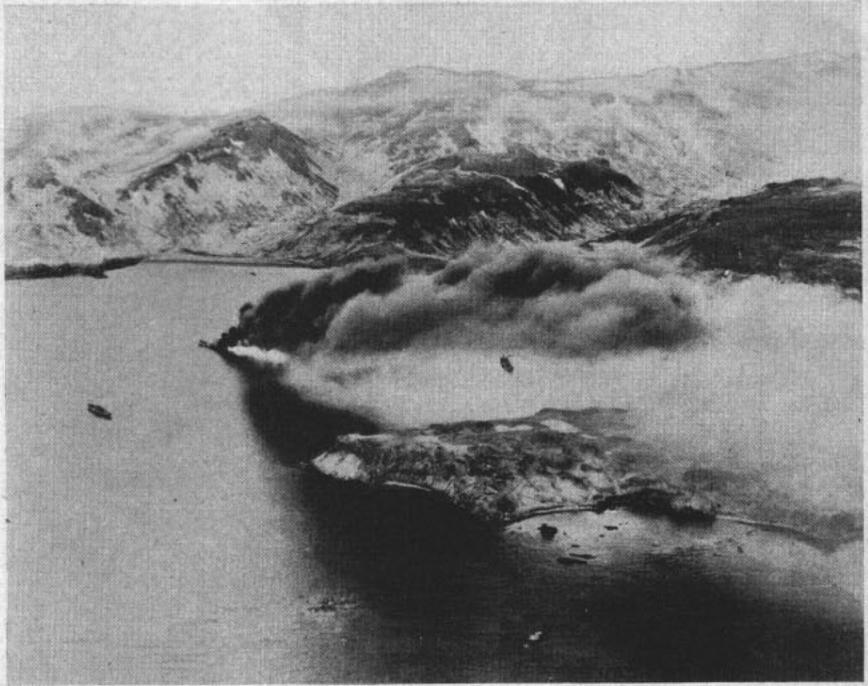
SPECIAL SECTION ★ YEAR OF WAR

USNR; McDonald, Lt. (jg) Frank R., USNR; McDowell, Lt. (jg) Henry M., USNR; McIntyre, Ens. Francis H., USN; McKinney, Lt. Comdr., Eugene Bradley, USN (Gold Star); McLawhorn, Everen C., AMM 1/c, USN; McMurtry, Paul J. ChBM, USN; Mead, Harry R., Aviation Radioman 1/c, USN; Merrill, Ens. Milford A., USNR; Metts, Robert L. E1M 2/c, USN; Miller, Doris, Mess Att. 1/c, USN; Miller, Lt. Jim D., USN; Moore, Fred K. Sea 1/c, USN; Moran, Martin, Metalsmith 1/c, USN; Morgan, Lt. Robert J., USN; Morrill, Lt. Comdr. John H., USN; Moseley, Lt. Comdr. Stanley P., USN; Mowery, Earl J., Sergeant, USMC; Mumma, Lt. Comdr. Morton C., Jr., USN; Murray, Rear Admiral George D., USN.

Neefus, Maj. James L., USMC; Neely, Ens. Richard F., USNR; Newell, Lt. James H., USN; Norton, Comdr. Stanley Cook, USN.

Osberg, Ens. Carl A., USNR; Osmus, Ens. Wesley Frank, USNR; O'Flaherty, Frank Woodrow, Ens., USNR; Oster, James C., Chief Boatswain, USN; Outerbridge, Lt. Comdr. William W., USN.

Parker, D., Private, USMC; Parker, Lt. Comdr. Edward N., USN (Gold Star); Parker, William W., Gunner's Mate, 3c, USN; Parks, Lt. Comdr. Lewis S., USN; Peiffer, Ens. Carl David, USNR; Penland, Lt. Joe R., USN; Peters, Dale L., Staff Sergeant, USMC; Peterson, Ens. Dale W., USNR; Peterson,



—Official U. S. Navy photograph

To Alaska, the Japs—and after them our forces.

Robert J., RM 2c, USN; Pettit, Robert Lee, RM 1c, USN; Pharris, Ens. Jackson C. (T), USN; Phillips, Capt. John S., USN; Pollack, Lt. Col. Edwin A., USMC; Powers, Ens. Oswald A., USNR; Preston, Ens. Benjamin G., USNR.

Quick, Sidney W., Aviation Pilot, First Class, USN; Quigley, Ens. Anthony J., USNR.

Ramsey, Capt. DeWitt C., USN; Ramsey, Lt. Comdr. Paul H., USN; Ray, Lt. Martin H., Jr., USN; Rice, Lt. Comdr. Robert H., USN; Riggs, Lt. Comdr. Cecil D. (MC), USN; Riley, Ens. Joseph A., USNR; Riley, Lt. Paul James, USN; Ring, Commander Stanhope C., USN; Ritter, Frederick H., CEM, USN; Robb, Lt. James W., Jr., USN; Roberts, Ens. John Quincy, USNR; Roberts, Lt. (jg.) Wilbur E., USNR; Roberts, William R., ARM1c USN; Robinson, Rear Admiral Arthur Granville, USN; Roche, Ens. David J., USNR; Rombach, Lt. (jg.) Severin Louis, USNR; Rowley, Ens. John W., USNR; Rupertus, Brig. Gen. William, USMC; Ruth, Lt. (jg.) Wesley H., USN.

Sackett, Capt. Earl L., USN; Saunders,

Lt. Comdr. Willard A., USN; Schindler, Comdr. Walter G., USN; Schlegel, Ens. Paul W., USNR; Schultheis, Lt. Anthony J., USNR; Schultz, Ens. Arthur Joseph, Jr., USNR; Seligman, Commander Morton T., USN; Sellstrom, Ens. Edward R., USNR (deceased); Shearon, Ens. Bruce C., USN; Shelton, Ens. James Arnold, USNR; Sherman, Lt. (jg.) John G., USN; Sherman, Rear Admiral Frederick C., USN (Gold Star); Sherwood, Lt. Gordon A., USNR; Short, Lt. Comdr. W. C., Jr., USN (Gold Star); Shumway, Lt. Comdr. DeWitt W., USN; Simmons, Ens. Alva A., USNR; Singleton, Lt. (jg.) D. Arnold, USNR; Smith, Commander Ashton B., USN; Smith, Lt. Comdr. Chester Carl, USN; Smith, Harold Francis, BM 1/c, USN; Smith, Commander Harold P., USN; Smith, Maj. John L., USMC; Smith, Ens. Leonard L., USNR; Smith, Ens. Robert E., USNR; Smith, William Arnold, ChM, USN; Snyder, J. L., Chief Yeoman, USN; Steffenhagen, Lt. Lawrence F., USNR; Sterrie, Ens. Norman A., USNR; Steward, Lt. Comdr. Jerry A., USNR; Strong, Lt. Stockton B., USN; Suesens, Lt. (jg.)



—Sixta in the "Great Lakes Bulletin."

"So happy! No casualties—but sorry must report 31 pilots who lose face!"

SPECIAL SECTION ★ YEAR OF WAR

Richard W., USN; Swanson, Lt. Chandler W., USN.

Talbot, Capt. Paul H., USN; Talkington, Lt. (jg) Harley E., USN; Taussig, Lt. (jg) Joseph K., Jr., USN; Taylor, Donald C., Gunner, USN; Taylor, Lt. Comdr. Joe, USN; Taylor, Lt. Thomas H., USN; Teaff, Lt. Perry L., USN; Thach, Lt. Comdr. John S., USN (also Distinguished Service Medal); Thatcher, Albert C., AMM 2/c, USN; Thayer, Comdr. William Rudolph, USN; Thomas, Lt. Comdr. Francis J., USNR; Thomas, Lt. (jg) Lloyd, USN; Thomas, Lt. (jg) Robert E., Jr., USN; Tucker, Lt. Comdr. Alfred B. III, USN.

Underhill, Ens. Samuel J., USNR.

Vaessen, John B., Electrician's Mate, 3c, USN; Van Bergen, Commander Nicholas Bauer, USN; Van Buren, Lt. (jg) John J., USN; Vandegrift, Maj. Gen. Alexander A., USMC; Vandivier, Lt. (jg) Norman Francis, USNR; Varian, Ens. Bertham Stetson, Jr., USNR; Veeder, Lt. Comdr. William S., USN; Vejtasa, Lt. Stanley W., USN; Visto, Ernest Richard F3c, USN; Voge, Lt. Comdr. Richard G., USN.

Wagoner, Leonard H., AMM 1c, USN; Wakeham, Ens. J. Donald, USNR; Walker, John H., Pay Clk (sc), USN; Warder, Lt. Comdr. Frederick B., USN; Ware, Lt. Charles Rollins, USN; Wassell, Lt. Comdr. Corydon (mc), USNR; Waterman, Andrew K., AMM 1c, USN; Weber, Ens. Frederick T., USNR (deceased); West, Lt. John Norman, USN; White, Capt. Arthur J. (mc), USN; White, Lt. Comdr. David C., USN; Whitney, Lt. Comdr. Rintoul T.; Whittier, Lt. (jg) Mark T., USNR; Wileman, Ens. William W., USNR (deceased); Wilkins, Lt. Comdr. Charles W., USN; William, Ens. Robert P., USNR; Willingham, Lt. Comdr. Joseph H., Jr., USN; Williamson, Capt. Edward J., USN; Wilson, Rual S., MM1/c, USN; Wingfield, Ens. John Davis, USNR; Wiseman, Lt. (jg) Osborne B., USN; Wood, Lt. (jg) George O., USN; Woollen, Lt. (jg) William

S., USNR; Wright, Lt. Comdr. William L., USN; Wyrick, Ens. James Woodrow, USN.

DISTINGUISHED FLYING CROSS

Adams, Ens. John P., USNR; Amme, Lt. Carl H., Jr.; Atherton, Lt. (jg) Sumner S., Jr., USNR.

Barnes, Ens. William W., Jr., USNR; Bash, Ens. Tom B., USNR (also Navy Cross); Bennett, Harmon Donald, ARM2c, USN; Bergeron, Dallas J., ARM3c, USN; Bergeron, Frederick Paul, ARM3c, USN; Bergin, William Hart, ARM1c, USN; Blich, Lt. John D., USN; Brewer, Charles Edwin, Gunner, USN; Brown, Lt. (jg) Ira Wil-



—Official U. S. Navy photograph

On the Solomons—and then we landed to take over.



—Official U. S. Navy photograph

But there were losses at sea: the "Wasp" is mortally hurt.

SPECIAL SECTION ★ YEAR OF WAR



—Official U. S. Navy photograph

Then came Africa; the Navy took the Army over there.

liam, USNR; Brunetti, Anthony W., RM3c, USN; Bull, Lt. (jg) Richard, USNR (deceased); Burch, Lt. Comdr. William O., Jr., USN (also Navy Cross).

Campbell, Lt. Duncan A., USN; Chochalousek, Walter G., ACR, USN; Clark, Lt. (jg) Howard F., USN; Clarke, Lt. (jg) W. E., USNR; Coleman, Lt. (jg) Samuel E.; Coons, Ray Edgar, ARM1c, USN; Craig, Horace Henry, ARM1c, USN; Cowden, Harold R., ARM1c, USN.

Dance, James Dewey, RM2c, USNR; Daniels, Lt. James G. III, USN; Davis, Lt. (jg) John F., USNR; Deede, Lt. (jg) Leroy C., USNR; Dickey, Second Lt. Robert Lee, USMC; Dobson, Lt. (jg) Cleo John, USNR.

Eder, Lt. (jg) Willard E., USNR (also Navy Cross).

Forshee, Lynn Raymond, ARM3c, USN; Forward, Lt. (jg) Richard B., USN.

Gallagher, W. E., ARM1c, USN; Garlow, Albert W., ARM2c, USN; Georgious, Melvin H., ACO, USN (also Navy Cross); Gibbs, Ens. Harry B., USNR; Glidewell, Willard E., AChRm, USN; Godfrey, Joseph Vernon, ARM3c, USN; Gray, Lt. James S., Jr., USN.

Halford, Ens. James A., USNR; Hamilton, Lt. (jg) Curtis, USN (also Navy Cross); Harp, Wilburn D., Seaman 1c, USN; Henning, Jack Charles,

ARM2c, USN; Hodgens, Robert J., ARM3c, USN; Hoffman, Lt. Charles C., USN; Hollowell, Lt. George L., USMC; Howell, Earl Edward, RM2c, USN; Hurst, Lt. Edwin W., USN (also Navy Cross); Hyland, Lt. John Joseph, Jr., USN.

Jaap, Lt. Comdr. Joseph A., USN; Johnson, David Frederick, Jr., AMM1c, USN.

Keller, Lt. Clarence A., Jr., USN; Kendrick, Second Lt. Charles, USMC (deceased); Kleiss, Lt. Norman Jack, USN (also Navy Cross); Kroeger, Lt. (jg) Edwin J., USNR; Kunz, Second Lt. Charles M., USMC.

Lackey, Lt. John H., USNR; LaPlant, George A., AMM2c, USN; Lees, Willis S. III, Second Lieutenant, USMCR; Lovelace, Lt. Comdr. Donald A., USN; Lynch, Joseph Michael, ARM2c, USN.

Mangrum, Lt. Col. Richard C., USMC; Mason, Ens. Donald Francis, USN; McCafferty, Lt. Donald E., USMC; McCarthy, Lt. Francis P., USMC; McCauley, Lt. James W., USN; McCluskey, Lt. Comdr. Clarence W., Jr., USN (also Navy Cross); McCusky, Lt. (jg) Elbert Scott, USNR (also Navy Cross); Mehle, Lt. Roger W., USN; Morgan, Lt. Robert J., USN (also Navy Cross); Murray, James F., ACR, USN.

Peterson, Comdr. John V., USN; Phelps, Otto Russell, CR, USN; Pinter,

Lt. (jg) Francis E., USNR; Pixley, Porter William, ARM3c, USN.

Rawie, Lt. (jg) Wilmer E., USN; Register, Ens. F. R., USNR; Riley, Lt. Paul J., USN; (also Navy Cross); Riner, Lt. James A., USN; Robertson, Lt. (jg) John M., USNR; Robinson, Lt. (jg) William S., USN; Roll, Joseph E., ARM2c, USN; Rowell, Ens. Richard M., USNR; Runyon, Donald Eugene, Mach., USN.

Shropshire, Jack Alven, ARM2c, USN; Snowden, John Warren, RM2c, USN; Snyder, Ens. John Charles, Jr., USNR; Sobel, Alvin, ARM1c, USN; Somers, Capt. Charles W., USMC; Stanley, Forrest G., ARM1c, USN; Stanley, Lt. (jg) Onia B., USNR; Starkes, Lt. (jg) Carlton Benedict, USNR; Steffenhagen, Ens. Lawrence F., USNR (also Navy Cross); Stover, Lt. E. T., USNR; Straub, Walter Dean, ACR, USN.

Talkington, Harley, Gunner, USN (also Navy Cross); Tepuni, Ens. William, USN; Thompson, Lewis McKinley, ACMM (NAP), USN; Till, Leslie Alan, Radioman, 3c, USN.

Utter, Lt. Comdr., USN.

Van Buren, Lt. (jg) John J., USN (also Navy Cross); Vorse, Lt. Albert O., USN.

Wampler, Lt. French, Jr., USN; Weaver, Sidney Kay, ARM3c, USN; Wood, Frank B., ARM3c, USN; Wright, Lieut. (jg), USNR.

Young, Commander Howard L., USN; Zimmershead, Clarence Eugene, AMM1c, USN.

AIR MEDAL

Anderson, Lt. Edward L., USN (also Navy Cross); Arnold, George H., Aviation Radioman 3c, USN.

Badgley, Jack Richard, Aviation Chief Radioman, USN; Bruce, Thomas James, Radioman 3c, USN.

Check, Lt. (jg) Leonard J., USN (wounded); Cole, Lt. William, USN.

Deacon, Lt. (jg) Edward T., USN; Dickinson, Lt. Clarence E., Jr., USN; (also Navy Cross); Donnell, Ens. Earl R., Jr., USNR (deceased).

Fogg, Lt. (jg) Carleton T., USN (deceased).

Holcomb, Ens. Keith H., USNR.

Lanham, Lt. Harvey P., USN.

Patriarca, Lt. Frank A., USN.; Penland, Lt. Joe R., USN.

SPECIAL SECTION ★ YEAR OF WAR

Roberts, Lt. (jg) Wilbur E., USNR; Rutherford, Lt. Reginald, USN.

Schneider, Ens. Tony F., USNR; Seid, Ens. Daniel, USNR; Smith, Lt. Lloyd A., USN; Stone, Ens. Reid Wentworth, USNR.

Troemel, Lt. (jg) Benjamin H., USN. West, Lt. (jg) John N., USN (also Navy Cross).

SILVER STAR

Abasta, Frank P., Apprentice Seaman, USN; Blair, Eugene, Chief Machinist's Mate USN (deceased); Brewer, James Jack, Chief Shipfitter, USN; Brinn, Lt. (jg) Rufus T., USNR; Cucinello, Nicholas George, Chief Water Tender, USN; DeCottes, Eaton Pleasants, Boatswain's Mate 1c, USN; Ellison, Roy Elmer, Fireman 2c, USN; Fredericks, Harry G., Jr., Coxswain, USN; Fraleigh, Lt. Claude, USN (DC); Harris, Glen Livingston, Machinist's Mate 2c, USCG.

Head, George William, Chief Pharmacist's Mate, USN; Heyman, Harry, Coxswain, USN; Hoban, Edward Connor, Gunner's Mate 3c, USN; Jansen, Earl Frank, Fireman 1c, USN; Kearney, Lt. Edward A., USN.

Kilburn, Robert G., Boatswain's Mate 2c, USNR.

McCain, Lindell H., Radioman 3c, USN; McManus, Lt. Francis J. (Ch. C),

USN; Meeker, Jack Forest, Water Tender, 1c, USN; Miller, Harold C., Boatswain's Mate 1c, USCG; Mills, Reginald, Gunner's Mate 3c, USN.

Newman, Edwin Booth, Coxswain, USNR; Norton, George J., Gunner's Mate 3c, USN.

Oswald, Harvey E., Machinist's Mate 2c, USN (deceased).

Parks, Floyd D., Fireman 1c, USN (deceased); Pogreba, Paul R., Boatswain's Mate 1c, USN.

Ricks, Lt. (jg) Robert Byron, USNR; Rombach, Ens. Severin L., USNR.

Schill, Gustav William Jr., Gunner's Mate 3c, USNR; Schuler, Ralph E., Fireman 1c, USN; Shapley, Lt. Col. Alan, USMC; Sparling, William Allerton, Boatswain's Mate 2c, USCG; Steele, James Howard, Chief Machinist's Mate, USN.

Tarr, Daniel James, Boatswain's Mate 2c, USCG.

Viera, Joseph, Carp. M. 1c, USN.

Wagoner, Raymond L., Chief Machinist's Mate, USN; Wagoner, Raymond L., CMM, USN; Weinmann, Charles Ernest, Chief Machinist's Mate, USN; Wilson, LeRay, Metalsmith 2c, USN (deceased); Wood, Samuel H., Chief Shipfitter, USN; Woollon, Lt. William L., USNR; Wright, Jack E., Chief Boatswain's Mate, USN; Wyffells, Lawrence Edward, Shipfitter 1c, USN.

NAVY AND MARINE CORPS MEDAL

Bothne, Boatswain Adolph M., USN (also Navy Cross); Bruce, John R., Boatswain's Mate 1c, USN; Buie, Emerson D., Chief Gunner's Mate, USN; Daniel, Lt. Comdr. John C., USN; Fassler, George A., Gunner's Mate 1c, USN, retired; Holbrook, Hoyt, Aviation Chief Machinist's Mate, USN; Kennedy, Lisle A., Electrician's Mate 3c, USN; Marsh, Raymond J., Water Tender 2c, USN; Pearson, Norman C. S., Sergt., USMC; Robinson, James Lee, Jr., Seaman 2c, USNR; Rynd, Lt. (jg) Robert W., USN; Schmitt, Lt. (jg) Aloysius H. (Ch.C), USN (deceased); Sweatt, Bill, Fireman 2c, USN; Sweatt, Ensign Robert Arnold, USNR; Thomas, William S., Shipfitter 1c, USN; Viera, Joseph, Carpenter's Mate 1c, USNR.

LEGION OF MERIT

Bernatitus, Miss Ann A., Chief Nurse, Navy Nurse Corps.

CASUALTIES

The Total to November 15 Shows 4,929 Dead, 2,157 Wounded, 10,166 Missing

Casualties of United States naval forces—dead, wounded, and missing—reported to next of kin from November 1 to November 15, 1942, inclusive, totaled 747. They are subdivided into the following classifications:

Dead	304
Wounded	252
Missing	191
Total	747

The preponderant share of these casualties resulted from direct action with the enemy, but included in the total are names of those who were lost in accidents at sea and in the air on duty directly connected with war-time operations. Natural deaths or accidents not connected with operations against the enemy are not included in the total.

The casualties in this list, No. 17, cover personnel of the Navy and Marine Corps. No Coast Guard casualties are included.

Some of those under the classification of "missing" may have been rescued at sea and landed at isolated spots or otherwise made their way to safety at places from which they have had no opportunity to communicate with United States Naval authorities.

List No. 17 brings the total of Navy, Marine Corps, and Coast Guard casualties reported to next of kin from December 7, 1941, to November 15, 1942, inclusive, to a grand total of 17,252.

A recapitulation of these casualties, including corrections, follows:

	Dead	Wounded	Missing
Navy	4, 117	1, 424	8, 140
Marine Corps	775	722	1, 900
Coast Guard	37	11	126
Total:	4, 929	2, 157	10, 166

Those Who Stay on the Ground

*We read of the exploits, daring, and bold,
Of the men who fly our planes
And compare these flyers to knights of old
In combative skill and brains.*

*We laud them in story, praise them in song
And poets, the like of me,
Frequently write of the brave and the strong
Who fight over land and sea.*

*They merit the praise we freely bestow—
A payment woefully small—
But what of the ground crews who stay below
And get no credit at all?*

*They labor and slave in grease and in oil,
These true American sons,
Yet little is said of their valued toil
On stubborn motors and guns.*

*And if guns won't shoot and motors won't run
A flyer with worlds of skill
Hasn't a ghost of a chance with a Hun
Or a Jap who shoots to kill!*

*The next time a flyer attracts your gaze
Let your lusty cheers resound,
But save if you can a bit of your praise
For those who stay on the ground.*

—M. H. E.

—The Skywriter.



Admiral Scott's Triumph Revealed

Task Force under his command accounted for eight enemy vessels in Cape Esperance action

Rear Admiral Norman Scott, usn, who was killed in action while leading a task force in the great Solomons battle which saw more than a score of Japanese ships sunk (see page 2), distinguished himself a month before as commander of a United States task force in a battle off Cape Esperance in the Solomons.

This earlier battle—in which eight Jap ships were sunk—occurred on the night of October 11 and 12 after the Japanese for several weeks had been successful in making sneak landings at night upon Guadalcanal from cruisers, destroyers and small transports.

Navy and Marine Corps planes from the airfield on Guadalcanal had persistently attacked these landing parties. But air attack alone did not stop them. The task group, under command of Rear Admiral Scott, aboard the flagship, the U. S. S. *San Francisco*, was ordered to do the job.

On October 11, the task force had been patiently waiting outside the range of enemy air reconnaissance, the trap was set, and on that day the game was discovered approaching. United States planes spotted an enemy task force composed of cruisers, destroyers, and transports steaming at high speed toward Guadalcanal.

About midnight, as our task force made all speed to intercept the en-

emy, six enemy ships were made out to starboard—three appeared to be large, three smaller. The night was dark and the sea was smooth with long swells running.

According to Rear Admiral Scott, writing in his last report which was not received by the Navy Department until after his death in the November battle, the enemy formation was caught off guard and was poorly disposed to meet the attack. Complete surprise, often a deciding factor in night battle, was achieved.

The American vessels laid out their guns on the leading heavy ship and the order to fire was given. In a matter of seconds the target lit up—fire amidships. By the light of the blaze she was tentatively identified as a heavy cruiser of the *Nati* class. Our ships pounded her for 4 minutes and she sank, going down by the bows with her screws still turning.

Meantime, splashes from gunfire were observed on either side of a smaller ship. Shortly this ship could no longer be seen although the shell splashes were still visible. Reports indicated that she was a destroyer and that she broke in two and sank.

A minute later another enemy target exploded and disappeared under the murderous fire of the American ships. A two-stacked Japanese cruiser was hit and fires broke out on

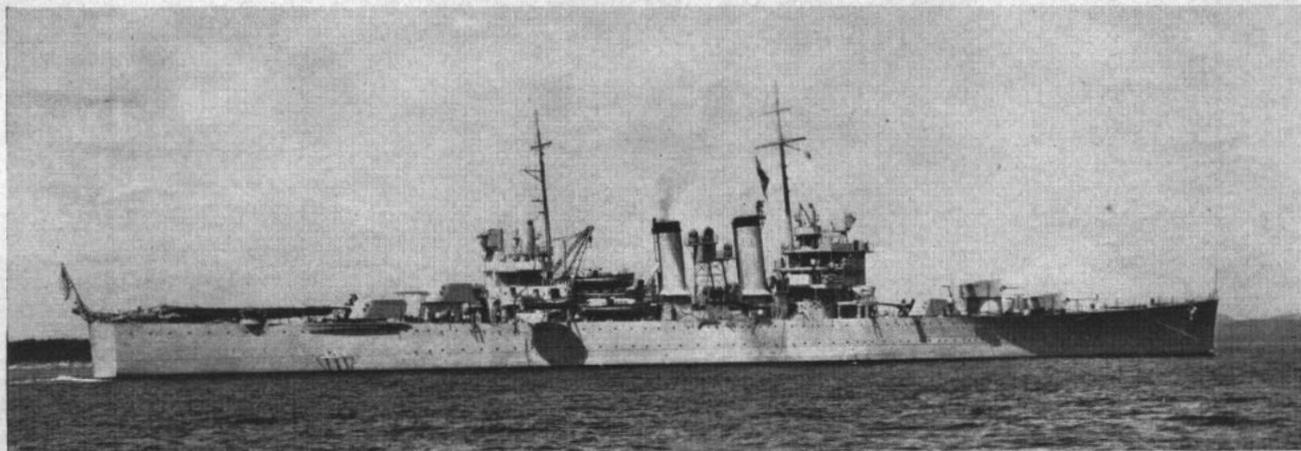
her bow, illuminating her midsection. Shortly, she exploded violently several times and was not seen again.

Fires next were observed burning on an enemy destroyer. Our guns got her and she disappeared. A short time later, a sixth ship exchanged shots with the United States force for three long minutes. Then she blew up under our fire.

During the morning of October 12, Navy and Marine Corps torpedo planes and dive bombers left Guadalcanal to locate and attack the retreating enemy ships. About 10 o'clock, two enemy cruisers were overtaken south of New Georgia Island. A torpedo hit was obtained on one cruiser, and several bombs exploded nearby. The cruiser was left dead in the water and burning.

That afternoon, an air group from Guadalcanal attacked an enemy cruiser and a destroyer, also in the area south of New Georgia Island. A direct bomb hit severely damaged and stopped the cruiser. When last seen her crew were abandoning ship. It is believed that this cruiser had been damaged during the previous engagements. A direct hit and several near misses set fire to the destroyer accompanying the cruiser, and she was left in a sinking condition.

As a result of the night action and the air attacks the following day, the



—Official U. S. Navy photograph

The U. S. S. "Boise": a "one-ship fleet" she was called after the battle of Cape Esperance.



—Official U. S. Navy photograph

Rear Admiral Norman Scott, USN, killed later in another battle, led his force to victory.

enemy's loss totaled 8 ships sunk—3 heavy cruisers, 4 destroyers, and 1 light cruiser.

United States losses were only one destroyer, the U. S. S. *Duncan*, sunk and several ships damaged.

Typical of the experiences of the American ships in the action was the story of the U. S. S. *Boise* which returned to the United States November 19 bringing with her the scars of enemy shells and the fighting record of a veritable "one ship fleet."

Under the command of Captain E. J. "Mike" Moran, usn, the *Boise* bore the brunt of the fighting. She received hits from no less than 11 "straddles." One 8-inch shell pierced

her hull 9 feet below the water line. Mast-high flames enveloped her.

Admiral Scott wrote: "The fire on her forecastle was so intense and of such size that at one instant I feared we might lose her."

Her sister ships actually gave her up for lost and continued on the battle course. And then, 2 hours later, out of the darkness came the *Boise*, steaming at 20 knots to rejoin the force and resume her accustomed station in the column.

Her fires were out. She was down by the head, but on an even keel. Her damaged bulkhead was shored up. Holes were plugged with bedding.

Pumps were sucking out the water she had taken through her torn sides. And her wounded had received such efficient medical aid that everyone subsequently recovered.

In the 27 minutes of nerve-tearing battle, aggravated by the normal confusions of a night action, no man in the ship failed in his assigned duties. Of "the boys," as he called them, Captain Moran had this to say: "Except as the direct result of enemy hits, the ship's organization functioned smoothly, efficiently, and without a break throughout the action and during the difficult and dangerous damage control work which followed."



'Greatest of Its Kind in History'

Joint naval operation transporting troops
for African invasion uses 850-ship armada

The greatest naval operation of its kind in history, undertaken jointly by the United States and British Navies, made possible the landings and occupation of French North Africa, beginning Sunday morning, November 8. The problem was to transport the huge army from distant bases, under cover of secrecy, so that troops could disembark from many different points at exactly the same time with enough strength and surprise to accomplish a difficult mission. The naval units did it.

There was not a lot of fuss or fan-

fare about the job—it was over, literally, before the shooting began, and the spectacular land campaign took precedence in the public mind because that issue was not yet settled, whereas the naval part of the operations was an accomplished fact. But months of planning and training went into the action, and the perfect result was its own evidence of the care and skill mobilized to the task.

Five hundred troop and supply ships, escorted by more than 350 warships, comprised the armada which carried British and American forces

to Morocco and Algeria. The only casualty until landing operations actually got under way was one ship torpedoed, and that ship, too, proceeded to its appointed place in the landing operation.

Casualties for the entire operation were very light, considering the size and type of operation.

The estimated total was 2,010, including 360 dead, 1,050 wounded, and 600 missing.

The campaign was timed superbly to come just after the British Eighth Army on the other side of the African

continent had smashed the Nazi Afrika Korps, and was chasing it westward. Thus the Americans were in a position to move swiftly east into Tunisia and meet General Rommel's retreat, while from the south a column of Fighting French moved up to help them in the Nazis on the third side.

As indicated by the map on page 26, the principal Allied landings were made at seven points, four in Algeria and three in French Morocco. Flanking operations were made at Oran and Algiers in the initial movement, and later in the week, as the American army pushed toward Tunisia, new landings were effected at Bougie and Bone. Coastal batteries and small naval units held up the American occupation until Tuesday at Oran. Two small American cutters were lost when they attempted to break through the harbor boom at the start of the attack, and a number of other casualties were suffered before the city was officially occupied at 1230 on the 10th. Vichy acknowledged that three French destroyers were put out of action and grounded, and a fourth was sunk at the entrance to the harbor before Oran surrendered.

But the principal fighting took place at Casablanca. Landings had been effected at Safi, 140 miles south of Casablanca, at Fedhela, 15 miles north of Casablanca, and at Mehdiya, 18 miles north of Rabat. Press reports indicate that American naval units joined Army columns moving south from Fedhela to reduce the local defenses. In a naval action outside the port of Casablanca, a strong French destroyer force was said to have been "wiped out" and the incomplete French battleship *Jean Bart* was battered badly and set afire in the harbor. The light cruiser *Primauguet* was also badly damaged. It was not until Wednesday that the French commander asked for an armistice, his means of resistance exhausted.

On that same day, November 11, all French resistance came to an end in compliance with orders from Admiral Jean François Darlan, representing himself as commander in chief of French forces in Africa.

The political questions involved around Darlan's position in the Vichy government, and the antipathy toward him by the Fighting French, were not immediately settled, but the



—Official U. S. Navy photograph

"The Yanks Are Coming!" And onto Africa's beaches they came.

military problems were vastly simplified by Darlan's action.

This was clearly illustrated within a fortnight by Darlan's delivery of Dakar, the important Atlantic sea base, to Allied hands. On November 23, it was announced that the city, which had thwarted an early Fighting French attempt to land, was switching to the Allied side. Strongly garrisoned, Dakar might have been a costly objective if military necessity were involved.

One week after the first landings, on November 15, the Allied headquarters was able to issue a communiqué putting the whole naval action in the past tense, so quickly and effectively had the task been done. The communiqué was as follows:

"Admiral Sir Andrew Browne Cunningham had charge of naval operations. Preliminary planning for the

expedition was carried out in Great Britain by Admiral Sir Bertram H. Ramsay pending the arrival of Admiral Cunningham from his assignment in the United States.

"The basis work contributed by Admiral Ramsay contributed in a great measure to the excellent timing and smooth running of the convoy movements which were unprecedented in complexity.

"The senior naval officers on the staff, aside from Admiral Cunningham, include Rear Admiral B. H. Bieri, and Capt. M. Jerauld Wright, United States Navy.

"The Navy's responsibility consisted of insuring the safe and timely arrival of the large expeditionary forces comprising many ships of various tonnage and speeds ranging from liners and trawlers which had to be moved across more than 3,000 miles of submarine-infested waters.

"Never before in history have sea-borne amphibious operations been launched so far from their points of departure without secondary bases.

"The expedition was divided into three main forces.

"One was directed at French Morocco with Casablanca as its center. This was composed of United States ships commanded by Rear Admiral H. K. Hewitt, United States Navy, and was prepared in and sailed direct from the United States.

"The other two forces were aimed at Algeria, with Algiers and Oran as focal points. These were commanded by Rear Admiral Sir Harold M. Burrough and Commodore Thomas Troubridge, of the Royal Navy, respectively. The convoys engaged in the Algerian operations were routed so as to pass through the Strait of Gibraltar without mutual interference and their arrivals were timed so that assault troops landed simultaneously on the beaches at 1 a. m. November 8.

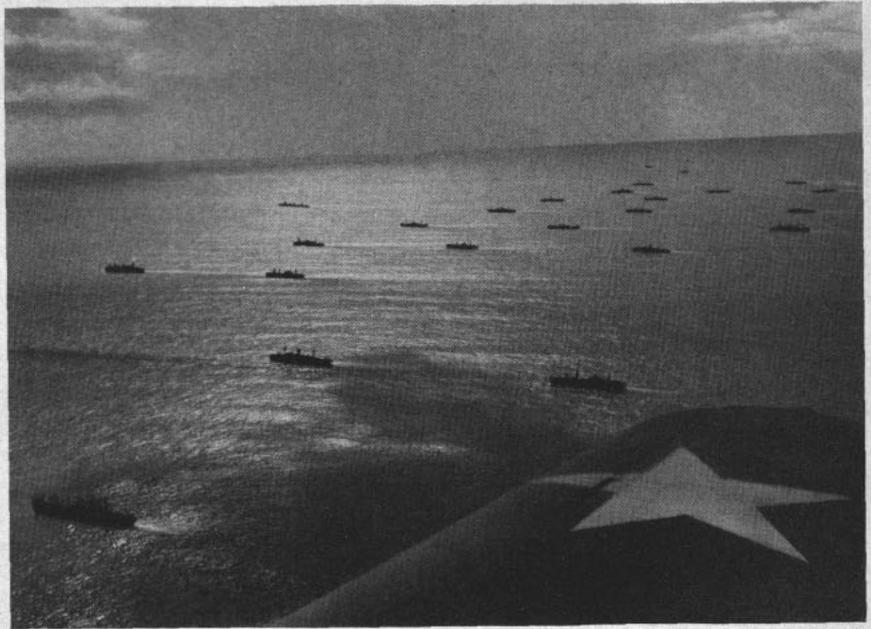
"The diverting of different groups of assault ships to their striking points and the taking up of accurate positions close inshore in the darkness called for a high standard of navigation and ship handling on the part of merchant navy masters.

"The vital elements of surprise necessitated wireless silence and the minimum of visual signaling.

"Every ship arrived and disembarked their assault troops punctually except for one which was damaged by a torpedo and which subsequently reached harbor. This was the only casualty prior to the landings.

"Cover against powerful Axis surface forces in the Mediterranean was provided by forces of British capital ships and aircraft carriers. This force was commanded by Vice Admiral Sir Neville Syfret with Rear Admiral Arthur L. St. G. Lyster in command of the carriers.

"A force of United States capital ships under Rear Admiral Robert G. Giffen, United States Navy, acted as the covering force for the Casablanca operations against Vichy or Axis interference in the Atlantic. A naval air force under Rear Admiral Ernest D. McWhorter, United States Navy, supported the operations. Allied submarines operated successfully and unremittingly, both in the Mediterranean and the Atlantic."



—Official U. S. Navy photograph

Huge convoys—850 ships in all—brought the Army to Africa.

Eyewitness in North Africa

A Sailor Tells as Much as Can Be Told of the Sea Battle for Landings.

It is difficult to write anything even reasonably descriptive of the past few days; there is so much to say and so little can be told. We are on our way home again now, still many hundreds of miles away, and yet it begins to seem very near after the rapid-fire events of past weeks. That word "HOME" can be the most beautiful word of four letters in the English language at a time like this.

We left the pleasant blue waters of our temporary base still less than a month ago, though it seems so much longer, and pointed toward the many leagues of open sea. But before we left the Captain gathered us together on the fantail and made a brief but most eloquent talk. We were to meet danger in a tangible form for the first time. We had training, practice, experience. We must be on the job now more than ever before. Destination could not be divulged but we could complete our assignment and come back home again with all hands well aware of the importance of the mission. Good luck! Believe me, it struck home.

Day later we had an epoch-making rendezvous far at sea and proceeded

The accompanying article, sent especially to the information bulletin, is an eyewitness account written by Scott Sappenfield, Rdm 3/c, of the landing action on the coast of French North Africa.

through a stretch of miserably bad weather and roaring seas. Every hour passed so slowly but brought us nearer and nearer our goal. Lights were extinguished even below decks after sunset. Lookouts, radiomen, signalmen—all hands on duty were on "silent" watches—listening, peering through the blackness at night. Small groups not on watch huddled together and talked quietly; where would we strike—what would our task involve, how long would it take (with luck) before we could come home again—wives, girl friends, streets, and shops we used to know, heaping dishes of good things to eat.

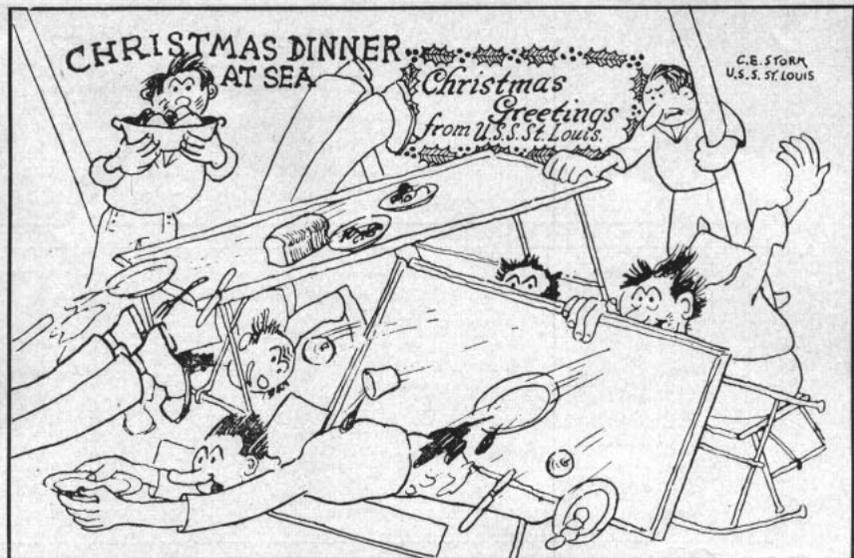
The night before the zero hour few hands slept at all. General quarters (battle stations) would begin at dawn and last many hours—days perhaps.

I shall always remember the beginning. The beach was warned to extinguish lights. Someone foolishly played a searchlight toward the sea, and the first guns roared. The light was shattered, and the anxious days of waiting were over. Planes soared toward the shore and were met by antiaircraft fire. Bombs sped toward targets dimly visible through the grey dawn, and the big guns of the larger ships roared in the distance. Fires sprung up, and we could see the flames against the sky far away.

We held our battle stations for 15 hours and retired to sea at night, but the crew did not rest. For 4 days we continued our assignment as planes bombed, guns bombarded, troops and supplies landed. Our particular danger was against dive bombers and an enemy-infested sea of subs. We were operating under a lucky star, I think, particularly on the morning of the fifth day. At one time we were literally surrounded by sub sound contacts, periscopes, and torpedo wakes.

The message finally came to bear away from the danger zone, and none too soon, I shall always think. However, we still did not know the status of our mission. Reliable information was mighty scarce during these days until the word arrived on the morning of the sixth day and was passed along to the crew. "We are going home, but not out of danger yet. You have done a fine job. Do not relax now." A motley crew greeted the word that morning. Hair long and matted, beards shaggy, eyes glazed and tired. What little food there was had been served on station, and none of us had experienced a good sleep, bath, nor meal for days. Words of justice cannot be written for the splendid, tireless performance of our commander, our captain, the officers, individually and as a whole, and for the crew, man for man.

And so I have had my first contact with enemy, and one I shall not forget in the years to come. We lost some men, some planes. Some of us had friends that will not come back, but we were prepared to expect even worse and were thankful to God for the success of our mission and for the privilege of coming home again.



—Naval Records and Library.

FROM AN OLD (BUT TRUE) PRINT.

Coast Guard's SPARring Partners

Approximately 4,000 Women to Join as Women's Reserve, Similar to WAVES.

Approximately 4,000 women will be taken into the Women's Reserve of the United States Coast Guard, according to present plans. The "SPARS," as the new organization has been named, was authorized when President Roosevelt signed the enacting bill on November 23, 1942.

"SPARS" stands for "Semper Paratus—Always Ready," suggested by Miss Dorothy C. Stratton, 43-year-old former dean of women at Purdue University, who has been named director of the organization with the rank of lieutenant commander.

This will be the third woman's military organization in which Miss Stratton will have played an important role. Shortly after the war started, while still at Purdue University, Miss Stratton was appointed to the Selection Board of the Women's Army Auxiliary Corps in the Fifth Corps Area. She then became a lieutenant in the Women's Reserve of the United States Naval Reserve and was assistant to the commanding officer at the Radio School at Madison, Wis., until selected for assignment in the Coast Guard.

Enlisted "SPARS" will be trained as yeomen, radio operators, and store-

keepers and will eventually release qualified Coast Guardsmen for duty afloat. "SPARS" will not be placed aboard ship or sent beyond the continental limits of the United States.

Women who wish to enlist or apply for commissions in the "SPARS," may obtain complete information from Coast Guard recruiting stations. Those accepted will be enrolled at offices of Naval Officer Procurement.

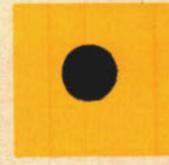
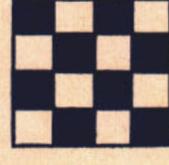
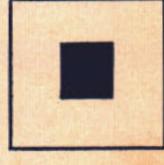
Admission requirements for the "SPARS" will be identical with those for the Women's Reserve, United States Naval Reserve, and the "SPARS" will be trained in the schools already established for the "WAVES." In addition to the course given there, they will receive at the same time special indoctrination by Coast Guard officers.

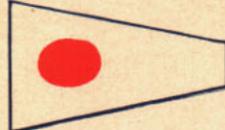
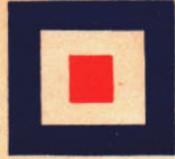
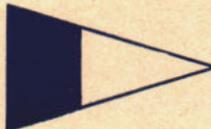
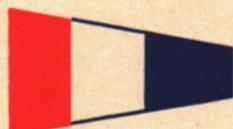
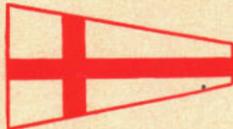
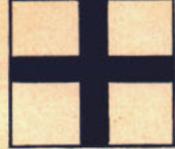
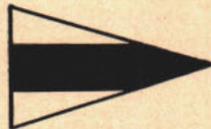
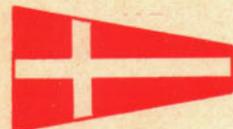
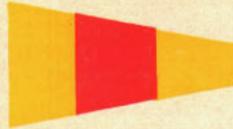
The uniform of the "SPARS" will be similar in cut and material to that of the "Waves." However, the Coast Guard device will replace the naval insignia in the hat. The Coast Guard seal will be worn on the lapels and the uniforms will have regulation Coast Guard buttons. Enlisted women will wear a white shield on the sleeves while officers will wear gold shields.

5 ALPHABET FLAG NAMES CHANGED

These alphabet flag names are effective for Navy and Army-Navy communications on January 1, 1943, and for all combined operations with Allied forces on February 1, 1943. Note

that names of governing flags AS FLAGS are not changed, even though the PHONETIC alphabet (see lower right corner, opposite page) is different.

 A <u>afirm</u> ..	 F <u>fox</u>	 K <u>king</u> ...	 P <u>prep</u>
 B <u>baker</u>	 G <u>george</u> ...	 L <u>love</u>	 Q <u>queen</u>
 C <u>charlie</u>	 H <u>how</u>	 M <u>mike</u> ..	 R <u>roger</u> ...
 D <u>dog</u> ...	 I <u>int.</u> ..	 N <u>negat</u> ..	 S <u>sugar</u> ...
 E <u>easy</u> .	 J <u>jig</u>	 O <u>option</u> ...	 T <u>tare</u> _

 U uncle ----	 Z zebra ----	 ----- 1	 ----- 6
 V victor ----	REPEATERS  1st Repeat	 ----- 2	 ----- 7
 W william ----	 2nd Repeat	 ----- 3	 ----- 8
 X xray ----	 3rd Repeat	 ----- 4	 ----- 9
 Y yoke ----	 Code	 ----- 5	 ----- 0

10 PHONETIC ALPHABET LETTERS CHANGED

This new phonetic alphabet is effective at same time as flag changes but must not be confused with flag names: ABLE, baker, CHARLIE, dog, easy, fox, george, HOW, ITEM, jig, king,

love, mike, NAN, OBOE, PETER, queen, roger, SUGAR, tare, UNCLE, victor, william, x-ray, yoke, ZEBRA. Changed letters have been capitalized.



—Official U. S. Marine Corps photograph.

In the Solomons the Marines have fought for months, as they fought at Wake, in epic fashion.

Six Men Battle Japs and Jungle

Given up for dead by their comrades, they show up at base in Solomons after 4 days

(The following dispatch was written by a Marine Corps Combat Correspondent on Guadalcanal.)

GUADALCANAL.—After 5 nights and 4 terrifying days spent in a jungle infested with enemy troops, five Marines and a Navy pharmacist's mate staggered through our front lines to safety.

Half-starved, exhausted, dirty, cut by thorns and brambles, the six were given a royal greeting by astonished comrades.

"Where'd you guys come from? We thought you were dead. How'd you get back in?"

"Well, we just prayed and kept moving. And, believe me, we did a lot of praying."

The speaker was Private, first class, Richard E. Hollinger, USMC, acclaimed the hero of the saga by his five fellow wanderers—Pharmacist Mate, second class, Homer H. Berry, USN; Private Cecil A. Bazzell, USMC; Private George E. Safley, USMC; Private Edward C. Rothman, USMC; and Private Matthew C. Constantino, USMC.

The six were members of a 46-man platoon on outpost duty in no-man's-land beyond our positions on the night of October 24th, when the Japanese

forces attacked to the west of our positions in an attempt to recapture our airfield. When the Japs moved up into position, they swarmed around the platoon, cutting it off from our lines.

Two men were killed. Thirty-one men—including ten wounded—got back to our main body during the night. These six were among the thirteen previously listed as "missing in action."

"When the Japs came in around us it was very dark, there was a lot of shooting going on, and we couldn't tell what the score was. So we de-

cided to camouflage ourselves and lay low for the night," related Hollinger.

"There were an awful lot of Japs. At least a battalion moved right by us and almost tripped over us a couple of times. They moved ahead with fixed bayonets. There wasn't any moon, but those bayonets were shining like flash-lights.

"There were a lot of them who weren't armed, too. They were carrying heavy bundles on their shoulders. One of them put his bundle down to take a rest and the fellow behind him kicked him in the pants and made him pick it up again.

"We got through the night all right, and when it got light we saw that the Japs had thinned out, so we decided to move. We hadn't gotten very far when a four-man patrol spotted us. We shot at least two of them."

"Dick is the guy that shot them," Berry interposed. "He had a Springfield and it sounded like a machine-gun, he was shooting it so fast."

"Anyway, they were shot," Hollinger continued. "We wanted to get their rice rations, but there were so many Japs around we didn't dare take a chance.

"Later, while we were crossing through some heavy grass, one of our planes flew right over our heads. We tried to signal the pilot with a white mosquito net but he didn't see us.

"Then our artillery opened up. Shells fell all around us. Luckily, none of us got hit.

"After the shelling stopped we started moving again. We went through five empty Japanese bivouacs. These had apparently been abandoned in a hurry, because there were helmets and rifles and food lying around.

"We bedded down for the second night with Japanese all around us. We could hear them talking and moving around. During the night our artillery opened up again, and Bazzell was hit in the shoulder with shrapnel. The Japs must have been hit plenty, too, because they started screaming and yelling. It was a heavy barrage and lasted a long time.

"Next morning we started along a jungle trail, when we heard a racket up ahead. We hid in the bushes to see what was coming. A minute later

five Japanese, camouflaged with leaves sewn to their uniforms, came down the trail with a heavy machine gun. When they had passed, eight Japs came up the same direction we had been going.

"We didn't have a compass and we were completely lost, but we kept on the move all day. We had to go so cautiously that we covered only about two hundred yards before nightfall.

"There were still Japs all over the place, and shortly after dark the artillery opened up as usual and Bazzell got hit again. In the hand this time. Berry bandaged him up. It sure was a good thing we had a corpsman with us. We were pretty well cut up by thorns by this time.

"Berry cut up a rubber tube that he carried for a tourniquet and made sippers out of it so we could drink the rainwater out of those big jungle plants. There was about one swallow to a plant. He tied a little piece of gauze over the end of the tube for a filter.

"Things were pretty quiet after the third night. We made about two miles through the jungle on the third day and didn't see any Japanese. There wasn't any shelling that night, either. Anyway, none that hit near us.

"The fourth day we made good time, wading straight down a river and sleeping on the river beach that night.

"This morning we started wading again. Along about ten o'clock we heard some people moving in front of us and thought at first it was more Japanese. We sure were glad when we saw it was an army patrol. They treated us to some army iron rations and led us back in."



—"Bee Lines."

Beware the M. P.'s

SERVICE POLICE CAN ARREST MEN OF ALL BRANCHES

Police authorities of the Army, Navy, Marine Corps, and Coast Guard can now take corrective measures, including arrest, against any member of the armed forces committing a breach of the peace, regardless of his branch of service, under a new plan for disciplinary action effective December 15.

The new plan also provides that officers, petty officers, and noncommissioned officers of any branch of the services "shall be authorized and directed" to take the same measures a member of the Military Police or the Shore Patrol would under the circumstances.

In the past the disciplinary control of military and naval personnel has been restricted to the officers and policing authorities of the service to which the offender belongs.

The Joint Army-Navy Personnel Board approved the report of its subcommittee which drafted the proposal. Subsequently the board's recommendation was approved by Secretary of War Stimson and Acting Secretary of the Navy James V. Forrestal.

The text of the order is as follows:

The War and Navy Departments have agreed that members of the Army military police, members of the Navy, Marine Corps, and Coast Guard shore patrols, and officers, noncommissioned officers, and petty officers of these services, shall be authorized and directed to take corrective measures, including arrest, if necessary, in the case of any member of the armed forces committing a breach of the peace, disorderly conduct, or any other offense which reflects discredit upon the services. Personnel so arrested shall be returned to the jurisdiction of their respective services as soon as practicable.

Those exercising authority hereunder are enjoined to do so with judgment and tact. Particularly, arrest should not be resorted to where corrective measures will suffice.

The details for effecting this procedure shall be worked out jointly by the military and naval authorities in the various areas concerned.

Drastic Changes Toward AWOL's

Accumulation of excessive numbers of prisoners makes new step necessary

The accumulation of excessive numbers of prisoners at Receiving Ships and Stations and other personnel centers, with attendant loss of services and waste of valuable effort and space in this connection makes necessary a drastic change in the method of dealing with offenders guilty of unauthorized absence and related offenses.

All Commanding Officers, and especially Commanding Officers of Receiving Stations, will make every effort to bring to trial immediately, or to take other proper disciplinary action with regard to personnel of their own command, men who may report to them, or men who are to be delivered to them. Commanding Officers are directed at the end of 30 days to release

from arrest and restore to duty men they may have in custody, in cases where for any reason trial cannot be commenced within that time. If a copy of this Bureau's letter recommending trial by General Court Martial has been received, the men shall be held for trial. Where service records and pay accounts are missing, skeleton records and accounts will be constructed, with a full description of the circumstances entered therein. All other necessary steps will be taken in order that men may immediately re-enter the war effort. The Bureau and administrative officers will endeavor to see that such men are returned to their own command where possible, otherwise they will be given high priority in undesirable or hazardous assignments.

Difficulty in taking disciplinary action in these cases is almost invariably associated with lack of service records and lack of proof of identification and of absence. To this end, Commanding Officers are requested, when practicable, to terminate leave and liberty in their commands sufficiently in advance of the sailing of their ship from a United States port to permit an accurate muster and determination of absence. Except in cases where it is known that the ship will return shortly to the same or a nearby port, Commanding Officers shall close out the records and pay accounts of absentees and mail or deliver them before sailing to the closest Receiving Ship or Station, or other large Naval activity, and send a copy of the letter of transmittal to the Bureau, such copy to show date of absence in each man's case. The final entry in the service record should describe the offense. Personal effects will be transferred at the same time or at an early date, as may be practicable.

When a straggler or a deserter surrenders or is delivered, the Command concerned will, if the service record is available, immediately proceed with disciplinary action and will notify the Bureau on Form B. N. P. 641. If the service record is not at hand, this will

be reported to the Bureau or request will be made for same from the activity having it, if known. In such cases a specific statement shall be made on Form B. N. P. 641 showing "BuPers Instructions Requested" or "All necessary action will be taken by this command." If instructions of this Bureau are requested, men shall be held pending receipt of such instructions.

The intelligent initiative and cooperation of Commanding Officers is necessary in improving the unsatisfactory conditions at present existing. In separate correspondence, District Commandants and Commanding Officers of Receiving Ships and Stations have been issued instructions regarding restoration to duty.

In connection with this whole subject, attention is again directed to ALNAV 83, 1942, quoted below:

In interest of reducing paper work and better administration of naval justice department directs that all commands utilize to a greater degree mast punishments rather than summary or deck courts martial and trial by deck rather than summary courts martial and by summary rather than general courts martial in cases of infractions by enlisted men of the Navy, Marine Corps, and Coast Guard when such action will accomplish the ends of discipline period also utilize to full extent use of administrative reports or informal or one man investigations in lieu of formal three man boards of investigation.

Special Orders Needed For Air Travel Priority

Priority reservations for travel by air cannot be obtained without orders specifically directing that mode of transportation, the Transportation Section has reminded officers.

Information has been received which indicates that representatives of air lines who have solicited business from officers at schools and other naval activities have, perhaps unwittingly, led officers to believe that there would be no difficulty in getting air transportation when wanted.

Officers traveling in a mileage status are not entitled to air priorities and should bear this fact in mind when arranging their travel schedules.

Mexican Visit Regulations Revised

Conflicting regulations concerning visits to Mexico by Naval personnel in uniform now have been revised and will appear in the forthcoming Bureau of Naval Personnel Manual, Part C, as follows:

(1) For short visits to border towns, they must have identification cards or passes signed by their commanding officer.

(2) For visits into the interior, a passport must be obtained by the personnel concerned from the State Department and visa from the nearest Mexican Consul.

Unofficial visits do not require specific approval of the Bureau of Naval Personnel.

In the case of visits on official business, however, Naval personnel must obtain passports and visas and secure authority from the Bureau of Naval Personnel. The Bureau will make necessary diplomatic arrangements.

Disabled Men May Stay in Navy

Or if they prefer, they will be given useful jobs in aircraft plants

Naval men who suffer partial disabilities as a result of action will be retained in the active service so long as there is any possible work they can do. This policy by the Navy Department has been established by the Bureau of Naval Personnel and the Bureau of Medicine and Surgery.

Behind the policy is the firm belief that if a man makes a sacrifice for his country through his chosen service, he has a right to remain in that service as long as he can in any way continue to contribute to it; and to implement that policy, the Bureau of Naval Personnel is making an exhaustive survey to find places within the service where partially disabled men can continue to contribute to the war effort. Men discharged from naval hospitals will be given duties in keeping with this policy.

In addition, the Bureau has taken steps to help such a man make a contribution in other ways if he does not wish to remain in the service.

Taking up a suggestion by the Lockheed Aircraft Corporation that men being discharged from naval hospitals with partial disabilities might be adaptable to some work in the factory even though they could no longer meet the unlimited requirements of naval service, the Bureau contacted all other aircraft manufacturers and inquired whether similar opportunities were available. It was pointed out that not only would the move greatly assist the war effort, but it would give the veteran the personal satisfaction and benefit of knowing that he could continue helping the Nation for which he had already sacrificed so much.

Replies from the various plants are still being forwarded to the Bureau, and those received have all endorsed the idea, and pledged their wholehearted support.

The Bureau intends to continue its program of assisting the placement of these veterans. Meanwhile, on the basis of correspondence between the Bureau and the various manufacturers, individual men are urged to write the personnel officers of the

companies, describing their skills, disabilities, training, and general education and experience. The companies have indicated they will make every possible effort to find a place in their organizations for all such men.

Aircraft firms which have already responded and given support to the program are:

Lockheed Aircraft Corporation, Burbank, Calif.

Edward G. Budd Manufacturing Co., Philadelphia, Pa.

Boeing Airplane Co., Wichita, Kans.
Grumman Aircraft Engineering Corporation, Bethpage, Long Island, N. Y.

Spartan Aircraft Co., Tulsa, Okla.
Beech Aircraft Corporation, Wichita, Kans.

Chevrolet—Motor and Axle, Buffalo, N. Y.

Fairchild Aviation Corporation, Jamaica, N. Y.

Howard Aircraft Corporation, Chicago, Ill.

North American Aviation, Inc., Dallas, Tex.

Curtiss-Wright Corporation, Buffalo, N. Y.

Boeing Aircraft Co., Seattle, Wash.
Vought-Sikorsky Aircraft, Stratford, Conn.

Consolidated Aircraft Corporation, San Diego, Calif.

Vega Aircraft Corporation, Burbank, Calif.

Douglas Aircraft Co., Inc., El Segundo, Calif.

Long-service enlisted men disabled in the line of duty, who are nearing their retirement dates, may be continued in service under the policy announced by the Bureau of Naval Personnel and the Bureau of Medicine and Surgery, should they so request, until eligible for transfer to the Fleet Reserve, provided they can perform useful service.

Should they recover fully from

Vultee Aircraft, Inc., Vultee Field, Calif.

The Glen L. Martin Co., Baltimore, Md.

Piper Aircraft Corporation, Lock Haven, Pa.

In writing to the aircraft manufacturers, the Bureau pointed out that some of the enlisted men will have been trained as aviation machinists and aviation metalsmiths in service schools established by the Navy. Others will have received training as electricians, machinists, motor machinists, and carpenters in service schools providing for lengthy and intensive instruction. This is only a partial list of trades taught in the Navy and in which experienced men are required.

The Bureau pointed out also that many of the naval officers will have been trained as flyers and others will have received engineering training of a very high order. It is believed that their previous naval service will be of substantial assistance to them in the performance of duties of trust and responsibility.

First to reply to the Bureau, the Budd Co. offered to use all of its facilities to secure "the effective employment of the men." Boeing, in Wichita, replied that the company would "cooperate in every possible way" and put its Washington representative at the disposal of the Bureau in the matter.

Grumman's personnel director, asking that applicants write him direct, added: "We not only need men but are more than anxious to offer employment to those who have served in the Navy."

That sentence reflects the position and attitude of all companies.

MEN ENTITLED TO BENEFITS

their disabilities, they may be returned to general service. However, should it so happen that they are unable to carry on the duties for which they have been retained, or when their services are no longer required, a board of medical survey will be convened in each case to recommend final disposition.

Upon discharge with a medical survey for a service incurred disability

they become entitled to receive disability benefits, depending upon their physical condition. The fact that they have been retained on active duty after having incurred a disability, will in no way jeopardize their right to receive a pension from the Veterans' Administration, as provided by the Congress for men disabled in the line of duty who are permanently separated from the military or naval services.

Navy jurisdiction ceases on discharge. The Veterans' Administration then takes over and provides hospitalization and rehabilitation where necessary.

Pensions are paid by the Veterans' Administration, depending upon the degree of disability under monthly wartime disability rates as follows:

10% disability	\$10
20% disability	20
30% disability	30
40% disability	40
50% disability	50
60% disability	60
70% disability	70
80% disability	80
90% disability	90
100% disability	100

For anatomical loss of, or loss of use of, one foot, or one hand, or one eye, the above rates are increased by ----- 35

The specified rate for anatomical loss of use of both hands, or both feet, or one hand and one foot, or so helpless as to need regular aid and attendant ----- 150

The specified rate for anatomical loss or loss of use of both hands and one foot, or both feet and one hand, or if blind in both eyes, having only light perception ----- \$175

The specified rate for blindness in both eyes, having only light perception, and suffering anatomical loss of use of one hand, or one foot ----- 200

Maximum where veteran has entitlement to two or more of the above specified rates ----- 250

Additional benefits accrue to naval personnel who are disabled after 10 years' service. The Secretary of the Navy is authorized to grant a service pension of from \$2 to \$8 per month after 10 years' service.

In the cases of enlisted personnel discharged after 20 years' service, the service pension paid by the Navy is at the rate of one-half pay. This is additional to whatever pension or compensation that might be payable by the Veterans' Administration.

No service pension is payable by the Secretary of the Navy to men of less than 10 years' naval service.

Application for the Navy service pension is made by men of 10 or more years' service to the Bureau of Naval Personnel after discharge. Application for disability pension, regardless of length of service, is made to the Veterans' Administration, after discharge, on Adjudication Form 526, Veterans' Application for Disability Compensation or Pension.

CHANGE OF COMMAND

Rear Admiral George T. Pettengill, USN (Retired), has assumed duty as Inspector of Ordnance in Charge, Naval Ordnance Plant, South Charleston, W. Va.

Captain Roy Pfaff, USN, who has been Inspector of Ordnance in Charge, Naval Ordnance Plant, South Charleston, W. Va., since June 1940 has been ordered to a command at sea.

Use of Designation "Retired" Explained

Correspondence received by the Bureau indicates that confusion exists with regard to the use of the designation "retired" with reference to officers and enlisted men of the retired list who have received temporary promotions.

By law, commissioned and warrant officers on the retired list of the Navy on active duty are temporarily appointed to higher ranks or grades on the retired list.

However, enlisted men on the retired list on active duty are by law temporarily appointed to higher rank in the regular Navy and not on the retired list.

The appropriate designations to be used in correspondence, therefore, are as follows:

(a) For retired commissioned and warrant officers temporarily appointed to higher rank ----- USN, (Ret.).

(b) For retired enlisted men temporarily appointed to higher rank ----- USN.

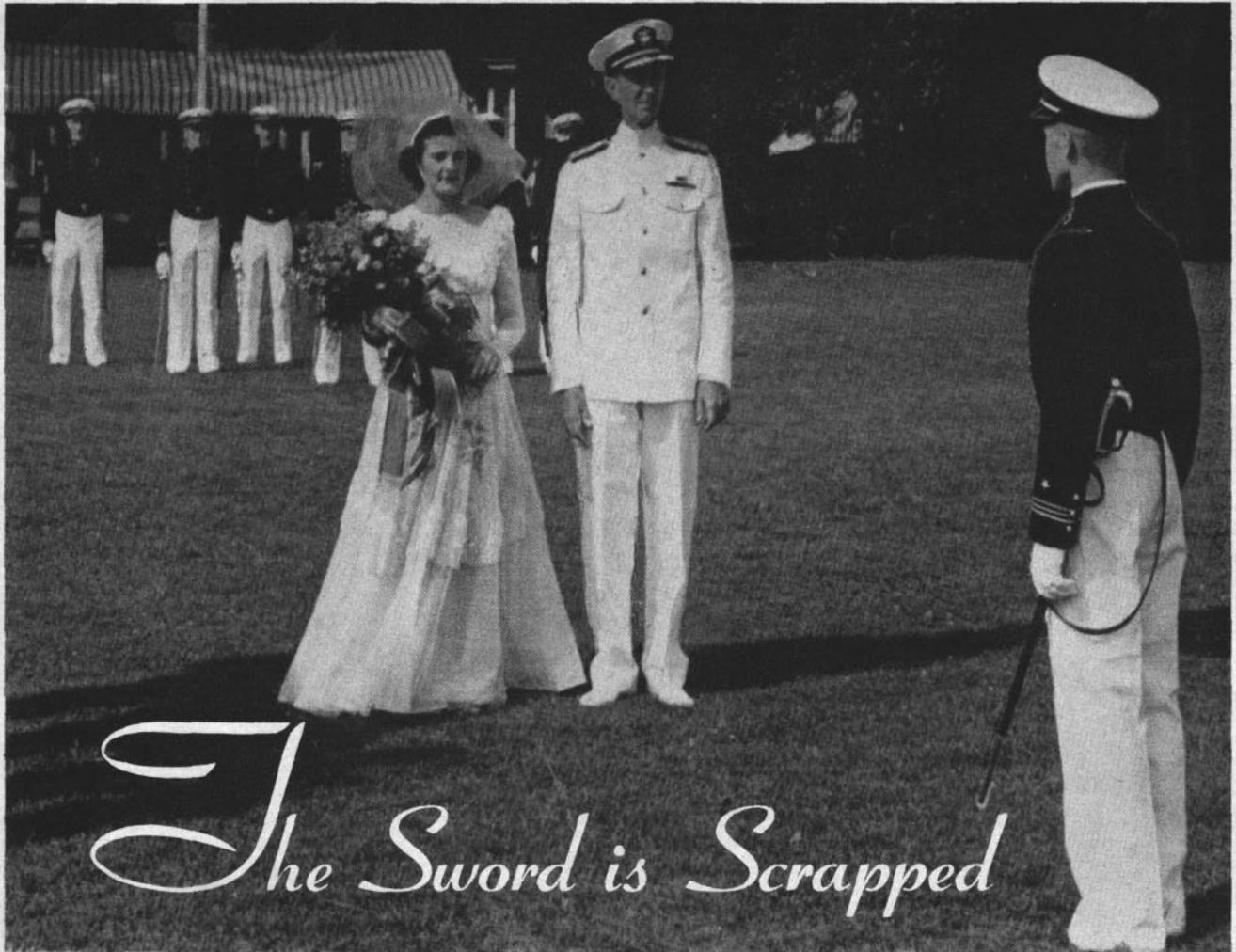
It is requested that the above be brought to the attention of all personnel engaged in the preparation of correspondence concerning retired officers and men.

"This much is sure," said the apprentice seaman as he fell over the side with a pot of paint. "They'll have to admit that I went down with flying colors." —The Grommet.



"Here's a list of who NOT to smack!"

—Lion Roar.



The Sword is Scrapped

—Official U. S. Navy photograph

Symbol of authority bows before mechanized warfare and heads for the remelting furnace

The sword, symbol of authority and chivalry, and for thousands of years the instrument of battle most used by man, is today headed for the scrap heap, a casualty of a gunpowder war. Confined in modern usage to military ceremony, swords are condemned to naval extinction by the Secretary of the Navy's order of October 15, 1942, abolishing them as a part of the uniform for the Navy, Coast Guard, and Marine Corps. The blast furnace has overtaken tradition.

The discarded swords, suggested Secretary Knox, might well be contributed to the scrap heap for remodeling into modern armament.

After the war some form of dirk will be designated as a symbol of office, but the sword's demise is permanent.

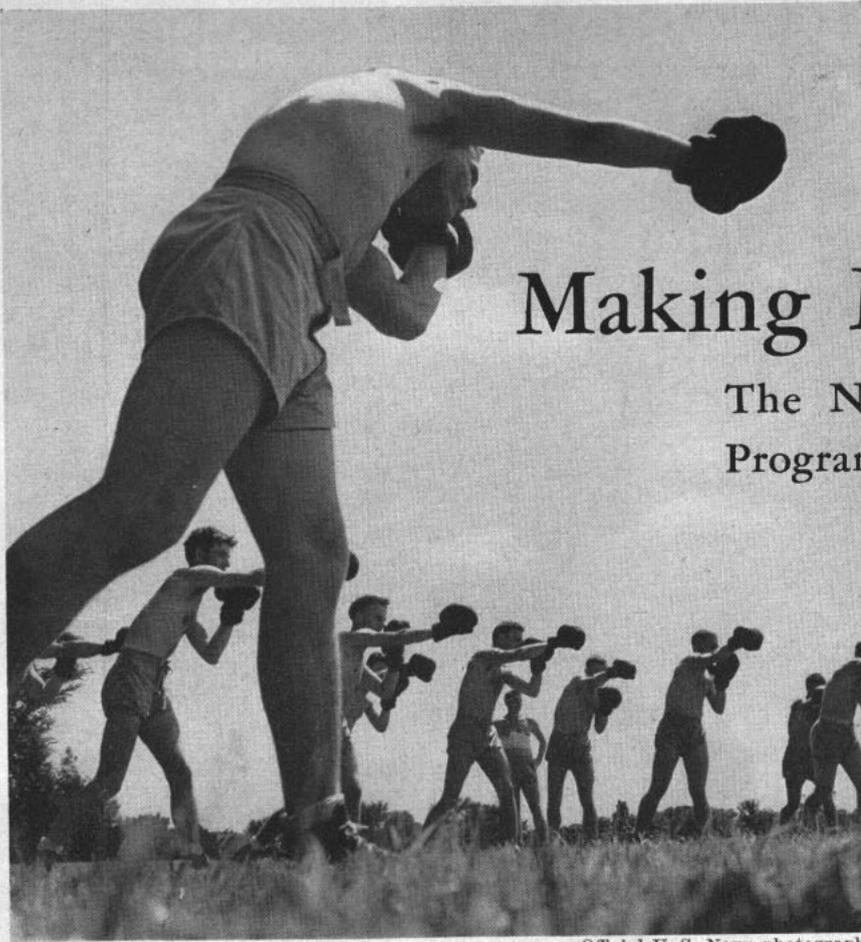
The passing of the sword marks the

end of an era. With its abolishment many graceful customs are lost to the naval service. Best known to the civilian public are the "arch of swords" made for the bride and groom at a military wedding and the cutting of cake at the wedding feast.

The importance of the sword as a weapon first made it a part of the fighting man's uniform, but its practical use began to decline with the extensive use of firearms. Nevertheless, it retained its importance in naval warfare long after it had become more or less obsolete on land. Well into the 19th century it vied, in the form of the cutlass, with the pistol and grenade as a necessary weapon for boarding parties, and there have been cutlass racks in evidence on even modern aircraft carriers.

The sheathed officer's sword, however, owes its survival to a different reason. As the gentleman's weapon of the 16th, 17th, and 18th centuries, it was only natural that it should be incorporated into the naval officer's uniform. The wearing of the sword thus distinguished the well-born "gentleman" from the lower classes, and the naval officer was able to wear a sword as a "gentleman."

As a useful weapon, the sword and its relative, the cutlass, are now replaced by the bayonet in close-quarters fighting. And while there may be some regrets at the passing of this romantic weapon, the change is not without its compensations. Blades scrapped now will see far more battle than they would resting in their owners' scabbards.



—Official U. S. Navy photograph

Emphasis is altogether on power-building activity.

Making Men Tough

The Navy's Physical Fitness Program Insures Fighting Trim

the men are only those of a power-building nature. There is no place in the program for games and activities which are predominantly recreational in nature. An emphasis is placed upon calisthenics, running, swimming, and rugged competitive sports.

A physical fitness testing program has been in operation from the very beginning. Originally the test included five items, namely, running, broad jumping, pull-ups, push-ups, and body levers. At the present time a new test has been devised with standards and scoring tables included.

The new test incorporates five events. These events are pull-ups, push-ups, body levers, squat-thrusts, and squat-jumps. One test item is done against time, whereas the other four are carried on to the point of exhaustion. An early research study showed that men who participated in the physical fitness program increased their physical fitness by about 25 percent, whereas those who did not participate in the program remained almost stationary in their physical fitness.

When the program began there was a total personnel of 1 officer and 4 enlisted men. In June 1941 the personnel had increased to include 2 officers and about 20 men. At the time of this writing nearly 5,000 Chief Specialists (A) have been procured, trained, and ordered to various types of naval activities afloat and ashore. At the present time a new recruiting tour is being planned for the purpose of procuring 2,000 additional Chief Specialists (A) (acting appointments), Class V-6.

The requirements for these men include the following factors: College training with practical experience in

Despite the fact that today's war is one of machines, the United States Navy is placing a greater premium on the physical fitness of its men than at any other time in history. Physical education activities are being used today as valuable tools of war—in preparing men to withstand the rigors of combat life.

The modern Physical Fitness Program of the United States Navy had its inception October 18, 1940, at which time an *all Navy* directive was issued requiring the peak of physical fitness in all naval personnel.

Until March 1942 the Physical Fitness Program was a part of the Division of Morale and Recreation. On March 4, 1942, there was created a Physical Fitness Section in the Division of Training, Bureau of Naval Personnel, with Commander J. J. Tunney, USNR, former world's heavy-weight boxing champion, as commanding officer.

The purpose of the modern Navy Physical Fitness Program is to de-

velop in all officers and men the highest possible degree of physical fitness—fitness to execute effectively the various assignments which are called for during combat life at sea.

A study has been made to discover the essential factors in rendering the Navy's fighting man capable of carrying out his assignments to the best of his ability. It has been recognized that adequate food, medical and dental care, rest, mental health, and selected exercise predispose good physical fitness; and that from the exercise standpoint, physical fitness in a warrior means his ability to demonstrate strength, agility, skill, speed, endurance, and balance in executing his orders. Too, he must be able to maintain good military posture on all occasions and possess an ability to swim and stay afloat for long periods of time. It is with these key factors in mind that the Navy's physical fitness program continues to expand and operate.

The activities used for conditioning

physical education work, within the age limit of 21 and 40; possess the qualities of leadership and good military bearing; and be potential officer material.

In the near future there will be in each naval district and in each large naval training station a well qualified officer in charge of the Physical Fitness Program. In civilian life these men have held highly important and responsible administrative positions.

Several training aids have been prepared, or are at present in a state of preparation. Following is a list of the various training aids which have been or are produced by the Physical Training Section, Training Division, Bureau of Naval Personnel. These materials may be had upon request to the Bureau.

1. Learning to Swim with the U. S. Navy.
2. Exercises for Posture and Endurance.
3. Suggestions for the Improvement of Posture for Naval Personnel.
4. Training film entitled "A Physical Fitness Program for the U. S. Navy" (about 25 minutes, sound, and in both 16 mm. and 35 mm. sizes).
5. A technical training film on tumbling.
6. A manual entitled "A Physical Fitness Program for the U. S. Navy."
7. Exercises for Officers—Afloat and ashore.

Throughout the ages *physical fitness* has been closely associated with

military success. From the dawn of history, every warring nation has realized the necessity of hardening and conditioning its warriors before entering them into combat.

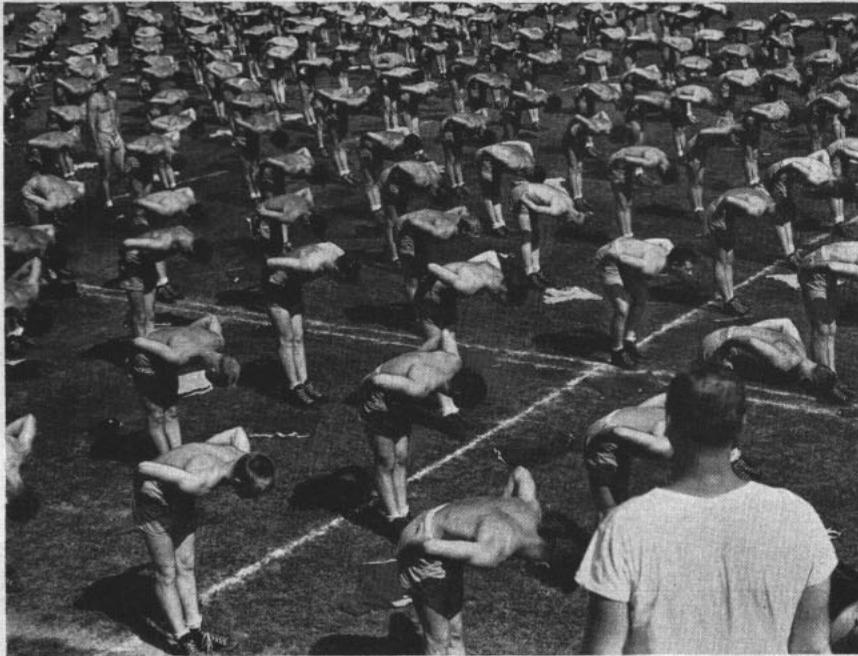
When the early Persian empire was at its height, training of the professional warrior centered around those physical education activities which improved fighting skill. Running, throwing, carrying heavy loads, horsemanship, climbing, and jumping were emphasized.

Spartan soldiers began their war education in what we would call the "kindergarten age." Youth was taught to endure extreme physical hardship. Later they learned a physical education which prepared them for brutal combat. Activities which



—Official U. S. Navy photograph

Running, with obstacles, all rugged competitive sports, make the Navy's men tough to fight.



—Official U. S. Navy photograph

Calisthenics build the bodies of the Navy's personnel.

developed ruggedness and stamina were emphasized.

In building the Roman empire, Graeco-Roman athletics were used to harden the fighters. Rough and tumble, "knock down drag out" activities were employed to develop soulless and savage fighters. Only the toughest and roughest survived. It is interesting to note that the decline and fall of this once great empire was marked by a sharp degeneration in what is known today as *physical fitness*.

The continual imminence of war had a marked effect upon the early olympic games. During the *pre* and *post* eras of the advent of Christianity the olympic games might well have been labeled *the war games*. For the brutal *Pankration*, races in armor and other modified war activities were high spots of the Olympics in that day. Warring nations knew the value of physical fitness.

Another example of *physical education* for war was the preparation of the knight for service during the Chivalric Age. In this period the successful warrior needed individual resourcefulness and great physical prowess. All forms of jousting, quintain on water or horseback, fencing, running, climbing, and hand-to-hand

combat were important in the fighters training.

Physical education was a major factor in the rise of Germany after the Napoleonic campaigns. In fact, Germany's military exploits have depended in a large measure upon a physical fitness program designed to harden and condition men for battle.

The Physical Fitness Section continues its program and points toward the development of the best-conditioned, hardest hitting personnel ever afloat.

Official Designation For Flight Surgeons

Medical officers who have been certified as flight surgeons by the Bureau of Medicine and Surgery and are shown as such in the Navy Register, but who have not received an official designation from the Bureau of Naval Personnel, are requested to forward an official request for this designation to the Bureau of Naval Personnel, via the Bureau of Medicine and Surgery.

Two prints of the same front-view photograph, size 2½ by 2½ inches, for use in connection with the issuance of the designation will be forwarded with the request.

Wasp, Langley

2 famous names
given new carriers

The U. S. S. *Wasp* and U. S. S. *Langley* again will meet the enemy.

To honor the aircraft carrier which so successfully carried fighter plane reinforcements to the embattled Island of Malta and later fought so well in the waters around the Solomons Islands, prior to her loss on September 15, 1942, the aircraft carrier U. S. S. *Oriskany*, now building, will be renamed the U. S. S. *Wasp*.

The new U. S. S. *Wasp* is under construction at the same shipyard where her predecessor was completed in 1940, the Fore River Plant of the Bethlehem Steel Co., Quincy, Mass. The U. S. S. *Wasp* will be the eighth naval vessel so named.

The name U. S. S. *Langley* will be perpetuated by an aircraft carrier being converted from a cruiser under construction at the New York Shipbuilding Corporation, Camden, N. J.

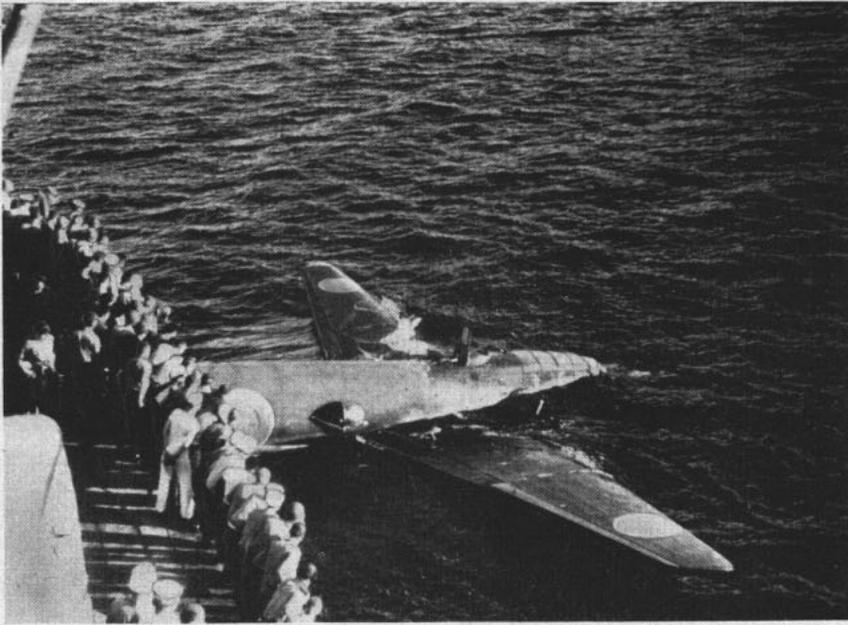
The last U. S. S. *Langley*, a seaplane tender, was sunk in the Java Sea during the last days of February 1942. This vessel was originally the collier U. S. S. *Jupiter* and was converted to an aircraft carrier in 1922. As the Navy's first aircraft carrier, she was renamed the U. S. S. *Langley* in honor of the late Prof. Samuel Pierpont Langley, distinguished American scientist. In 1937 the U. S. S. *Langley* was converted to a seaplane tender.

The Navy originally planned to name an escort vessel U. S. S. *Langley* to honor the lost seaplane tender, but this decision was cancelled recently in order that an aircraft carrier might bear the famous name.

The name U. S. S. *Oriskany* will be reassigned another aircraft carrier under construction in the near future.

To Publish War Book

"The Army and Navy Journal," 1711 Connecticut Avenue NW., Washington, D. C., will issue on December 7, 1942, a volume to be entitled "United States at War." The book will contain a comprehensive review of the first year of the war and will be available to ship's service stores at reduced rates.



—Official U. S. Navy photograph

This wrecked Mitsubishi Type 1 heavy bomber probably was not a victim of the particular action described below, but as the account relates, there were a good number of Jap planes strewn around the Pacific before the day's work was done.

Field Day for 'Fighting 6'

Yank pilots down 27 Jap planes
and smash attack on task force

How Fighting Six, a carrier-based squadron, helped frustrate a Japanese attack on a United States task force on August 24, is told in reports from the carrier received in the Navy Department.

The task force, under way in the Solomon Islands area on the afternoon of August 24, learned that a strong Japanese air attack was coming. Grumman Wildcat fighters of Fighting Squadron Six were sent aloft to protect the task force. Seventeen pilots of VF-6 shot down 27 enemy planes, 1 probable was scored, and they didn't know how to count another that was forced to fly into the sea.

VF-6, composed of officer and enlisted pilots, lost two pilots and four planes in the action. One plane ran out of gas and landed in the sea, but the pilot was recovered. Another returned to the carrier so badly shot up it was crossed off the list. The pilot, however, received only minor injuries.

The first contact was made by a four-plane section led by Ensign Doyle C. Barnes. It caught the advance scout of the enemy bombers, a twin-float seaplane, and Barnes shot it down.

In the next few minutes, another four-plane section led by Lieutenant A. O. Vorse, Jr., out ahead of Barnes' section and climbing toward two enemy squadrons of 18 dive bombers each, was attacked by enemy fighters at 8,000 feet. The Wildcats fought this attack all the way up to 20,000 feet, where the Japanese gave up the fight. Vorse had kept the dive bombers in sight and now led his section down after them, but Zeros again attacked at 12,000 feet.

Ensign F. R. Register hit one Zero and the pilot was seen to jump without a parachute. Register pulled back into the fight, caught a Messerschmitt 109 in his sights and shot it down in flames. Lieutenant Vorse gave a Zero a burst and set it afire. The flames came from abaft the cockpit, died

down and flared up again as the Zero went on into the water. Machinist H. M. Sumrall maneuvered another Zero into line and shot it down. Three Wildcats returned to the carrier, but Lieutenant Vorse continued an individual engagement until he ran out of gas. He was picked up by a destroyer.

Four other Wildcats under Ensign G. W. Brooks intercepted 10 Aichi 99 dive bombers and Mitsubishi 97 torpedo planes flying close to the water about 60 miles from the task force. The Wildcats dove down. Brooks caught one dive bomber from the side and it went into the sea. He switched his guns to the tail of a torpedo plane and it went down. Ensign H. A. March, Jr., let a tentative burst go at long range at a torpedo plane and caught it square and down it went. Radio Electrician T. W. Rhodes shot down a dive bomber and another went down under the fire of L. P. Mankin, Aviation Pilot, 1st Class. Mankin then jumped another dive bomber which apparently tried too hard to get away for it flew into the water. Mankin did not claim this odd one as a "shot down." The remaining four enemy planes turned tail and disappeared, so this flight returned to the carrier.

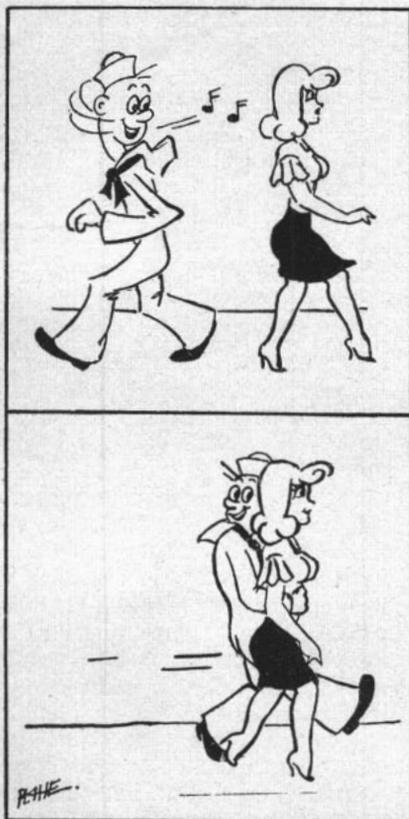
There was a lone Aichi dive bomber getting close to the task force when Lt. L. H. Bauer, VF-6's squadron commander, spotted it and shot it down. He soon found himself tangled with a Zero and scored a hit. The Zero dove for the water in evasive action and Ens. J. A. Halford, Jr., came down and finished it off.

Somewhat on the other side of the ledger as an indication of the uncertainty of success, six Wildcats attacked a Zero at 17,000 feet and by resorting to acrobatic maneuvers, it got away apparently unhit. By contrast, Lt. (j.g.) T. F. Gay tangled with another acrobatic Zero which went by on his left, pulled over in a climbing turn and then pulled up sharply and commenced a cartwheel turn back to the left. Gay lifted the nose of his Wildcat, let go a burst and the Zero caught fire and went down.

A force of enemy dive bombers over the fleet at 16,000 feet, protected by

Zeros 2,000 feet higher, were reported by Ens. J. D. Shoemaker. He went down shooting after a diving bomber until he overran it. But he hooked onto the tail of another and followed it with all guns firing. He could not determine the results of either of these attacks. Another Wildcat was being attacked by one of the protecting Zeros and Ens. C. W. Lindsey lined it up and knocked it out.

At the same time Ens. R. M. Disque was diving on one of the Zeros which went into a tight, 90° bank but one burst set it afire. Disque, on his way to rejoin his section of Wildcats, let go a shot at a Zero that flew in front of him. The Zero rolled over and went down trailing black smoke. Disque's plane was being riddled with 7.7 caliber bullets from another Zero. This opened up his vacuum tank and he made for his carrier. His Wildcat was the one that was counted as a loss when examined on the carrier. Disque was only slightly wounded.



—Tarheel (cartoon).
—The Blast (gag).

SIGHTED DAME; DATED SAME.

Navy Backs Religious Program

Protestant Churches unite on new organization for men in service

For the first time in history a majority of the Protestant churches of the United States have joined together, with the approval and the backing of the Army and the Navy, to provide a united program for the Protestant men in the armed forces of the country.

The new organization is the Service's Men's Christian League which is sponsored by the General Commission on Army and Navy Chaplains, the Federal Council of Churches of Christ in America, the Interdenominational Council of Religious Education, and by the World's Christian Endeavor Union. The league will be directed by a national council comprised of five representatives from each of the four sponsoring agencies and five chaplains of the Army and Navy who will serve in an advisory capacity.

The program of the league is being developed by representatives of denominations working through the above agencies with the collaboration of other cooperating agencies.

Units, or chapters, of the league, open to all service men, will be organized on ships and stations, both home and abroad, and will bring service men together under the leadership of their chaplain in the activities of Christian worship, fellowship, and service.

Informal meetings and Bible study groups, which have sprung up in many stations, are expected to form the nucleus of league units in many cases.

While planned definitely to meet conditions in the armed forces, the league seeks to provide the best possible equivalent to the full evangelistic, educational, fellowship, and service program of the home church.

A monthly publication issued by the National Council of the Service Men's Christian League will be devoted to news, methods of work, pictures, inspirational messages, discussion outlines, and other helpful material for use by members of the unit.

Special attention will be given to making this publication a source of

contact between men in the service and the church and civilian life at home.

Headquarters of the Christian League has published a Handbook containing a suggested constitution for units and giving the following information regarding membership in the league:

1. Types of membership: The normal organization of a league unit shall provide for membership in two forms: active membership for those who have accepted Christ as Saviour; associate membership for those who are interested in the league and its program but have not made an open confession of faith.

Membership shall be open to those of any creed or of any denominational connection. It shall be based upon the broad but important declarations in one of the following forms:

2. Active membership: A person may become an active member by any one of the following ways:

(a) By a confession of faith in Jesus Christ and acceptance of Him as personal Saviour.

(b) By the reaffirmation of the confession of faith which he made at the time of his reception into the membership of the Church.

(c) By adherence to one of the covenants which are contained in the Handbook.

3. Associate membership: A person may become an associate member by adhering to the following covenant:

"As an associate member, I promise to attend the meetings of the Service Men's Christian League faithfully, and declare my willingness to assist as far as possible in advancing the interests of the league, and to consider carefully the commitments of active membership."

Literature of the league will be supplied free to chaplains upon their request. Requests by chaplains for literature and services should be sent direct to the headquarters of the National Council of the Service Men's Christian League, room 509, 1703 Chestnut Street, Philadelphia, Pa.

For the Waves

Plan adopted for sale of uniforms

A rotary plan for controlling the manufacture and sale of ready-to-wear uniforms and accessories for members of the Women's Reserve, U. S. Naval Reserve, has been adopted by the Navy Department. The plan is designed to spread the business among as many manufacturers and retailers as possible. It will also conserve raw materials, and insure a steady flow of articles of uniform at the lowest possible retail prices consistent with good quality.

Initially, uniforms will be sold at retail only at training centers. However, for replacements and extras, retail distributors will be appointed in designated areas at or near training centers and in cities where a substantial number of Women Reservists will be stationed. Each retail distributor will receive authority to sell uniforms under a rotary plan of operation to expire 6 months after authorized date of sale, provided another retail distributor who meets Navy requirements desires to take over the outlet and agrees to purchase at cost the stock of the former distributor.

Retail distributors may not exceed the maximum retail prices or schedule of alteration charges as established by the Navy. These retail prices will be set at levels to afford retail stores a mark-up of approximately 25 percent. The list of maximum prices and alteration charges will be announced shortly.

In order to accommodate Women Reservists who may desire to buy their uniforms from the stores where they formerly purchased civilian clothing, any established women's clothing store may accept a special order for a uniform or replacements from bona fide Women Reservists and place the order with the nearest authorized retail distributor, providing no retail store shall accept more than 10 such special orders in any 1 calendar month.

It is not the intention of the Navy Department to interfere with the production of custom tailored uniforms but the Department has announced its readiness to take action to combat

PRICE LIST OF UNIFORM ITEMS

The Bureau of Supplies and Accounts has released the complete price list of articles of uniform and equipment which are available under the Naval Uniform Service at considerable savings. Purchases may be made of the following items under the plan now in operation at authorized retail outlets in major cities throughout the country. The ones listed are principal items, but all items of uniform equipment are available at comparable prices:

LIST OF PRICES OF PRINCIPAL ITEMS	Commissioned officers	Chief petty officers
Blue overcoat.....	\$50.00	\$42.50
Service blue uniform.....	40.00	30.00
Raincoat:		
With removable wool lining.....	37.50	37.50
Without removable lining.....	32.50	32.50
Separate lining for raincoat-overcoat.....	5.00	5.00
Summer working wool uniforms.....	28.00	28.00
Caps—white cover cap device chin strap.....	10.50	
White cover cap device chin strap W. O. \$9.50.....		
White cover VH cloth patent leather chin strap and black braid.....		3.00
White twill cover VH cloth patent leather chin strap and black braid.....		2.80
White cap covers VH cloth.....	1.05	1.05
White cap covers twill cloth.....	.85	.85
Blue cap covers.....	1.85	1.85
Khaki cap covers.....	.90	.90
Rain cover cap covers, clear oil silk.....	.40	.40

TOTAL COST OF BRAID PER UNIFORM APPLIED ON UNIFORM	Black Mohair braid		Gold lace	Shoulder marks staff
	Flat	Tubular		
Ensign $\frac{1}{2}$ ".....	\$0.20	\$0.35	\$2.30	<i>Per pair</i> \$4.15
Lieut. (jg) $\frac{1}{2}$ " & $\frac{1}{4}$ ".....	.25	.60	4.00	4.65
Lieut. $\frac{1}{2}$ " (2).....	.35	.65	4.60	4.75
Lt. Comdr. $\frac{1}{2}$ " (2) $\frac{1}{4}$ ".....	.45	.90	6.30	5.25
Comdr. $\frac{1}{2}$ " (3).....	.50	1.00	6.90	5.35
Captain $\frac{1}{2}$ " (4).....	.70	1.35	9.20	5.95
R. Adm. $\frac{1}{2}$ " & 2".....			8.25	13.30
V. Adm. $\frac{1}{2}$ " (2) 2".....			10.50	14.70
Admiral $\frac{1}{2}$ " (3) 2".....			12.75	16.10
$\frac{1}{2}$ " Warrant.....			2.60	
$\frac{1}{2}$ " Staff.....			2.00	
Sleeve device—Staff, hand embroidered bullion 990—2%.....				\$2.00
Pin-on shirt ornaments (gold or silver plated):				<i>Each</i>
Staff.....				\$0.75
Ensign.....				.65
Lieut. (jg).....				.65
Lieutenant.....				.75
Lt. Comdr.....				.65
Commander.....				.65
Captain.....				.85

Cap Device: \$4.35 (Com. Officer)—\$3.65 (War. Officer)—\$0.50 (Chief Petty Officer).
 $\frac{1}{2}$ " chin strap, \$2.40; $\frac{1}{4}$ " chin strap, \$1.95.
 Com. Ofer. button sets—5-36 line and 4-24 line, with bodkin fasteners, \$1.10.

abuses of quality or price in these types of uniforms.

Replacement and extra uniforms and accessories will be sold in the following 59 cities:

CALIFORNIA—Los Alamitos, Los Angeles, San Francisco, San Diego, Alameda, Oakland, San Pedro; CONNECTICUT—New London; DISTRICT OF COLUMBIA; FLORIDA—DeLand, Fort Lauderdale, Jacksonville, Key West, Lake City, Melbourne, Pensacola, Sanford, Vero Beach, Daytona Beach, Miami, Hollywood; GEORGIA—Atlanta, Milledgeville; ILLINOIS—Chicago, Great Lakes; INDIANA—Bloomington, Indianapolis, Peru; IOWA—Cedar Falls, Ot-

tumwa, Des Moines; KANSAS—Gardner, Hutchinson, Wichita, Olathe; LOUISIANA—New Orleans; MASSACHUSETTS—Boston, Northampton; MICHIGAN—Detroit; MINNESOTA—Minneapolis; MISSOURI—Kansas City, St. Louis; NEW JERSEY—Lakehurst; NEW YORK—New York City, Brooklyn; OKLAHOMA—Norman, Stillwater, Oklahoma City; OREGON—Portland, Tongue Point; PENNSYLVANIA—Philadelphia; RHODE ISLAND—Quonset Point; SOUTH CAROLINA—Charleston; TENNESSEE—Memphis; TEXAS—Corpus Christi, Dallas; VIRGINIA—Norfolk; WASHINGTON—Pasco, Seattle; WISCONSIN—Madison.



—Official U. S. Navy photograph

Wrapt attention—because the subject on the movie screen can mean victory or defeat.

Licking an Emergency in Training

A program of audio-visual aids has been built speedily to solve urgent war-time programs

The tremendous need for trained men has resulted in a greatly augmented emphasis on audio-visual aids—movies, slides, models—by the Training Division of the Bureau of Naval Personnel.

Never before has the Navy needed so many gunners, torpedomen, signalmen, cooks, bakers, etc. The number of schools and training stations has been increased until today the total number is in excess of 500. These are filled with endless and growing streams of untrained men.

To conduct these training activities the Navy has had to call in all the trained assistance that could be found. At the same time there was an unprecedented need for officers and men capable of active sea duty, and these were drained away from the training activities to a degree that has created a serious problem. In the meantime, the periods available for the training of enlisted men were reduced to a minimum and the subjects which needed to be taught were in-

creased and made complicated by the development of modern naval warfare. The Navy was thus faced with a series of interlocking problems, each of which tended to aggravate and increase the others.

Training activities, thus hastily organized and manned, were bound to develop individual characteristics, obviously a grave danger to the necessary standardization of training required for efficiency in the fleet.

To assist in the meeting of all of these difficulties, training aids have been developed. An effective training aid, by supplementing the efforts of personnel carrying on instruction, increases the efficiency of training and thus shortens the time necessary and increases the amount of training actually assimilated. At the same time the use of similar training aids throughout the service promotes standardization. It is interesting to note, therefore, that the United States Navy has already carried the development and utilization of training aids

to a degree that has no precedent in civilian life.

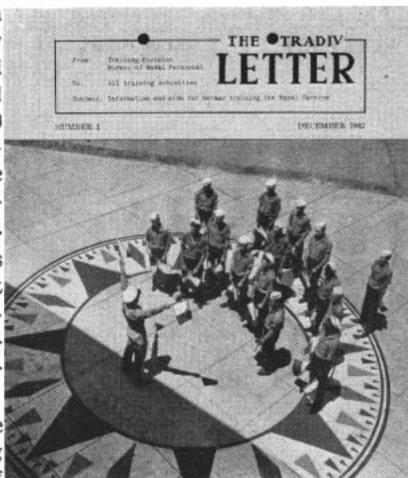
Prominent among the training aids is the motion picture training film. While the Navy had produced training films years ago, and had for some time conducted a slide film school, the use of such aids had been discontinued until the spring of 1941. Beginning at this time photographic training aids were highly developed. Although the Secretary of the Navy gave to the Bureau of Aeronautics the responsibility for the procurement and production of all things photographic, including training films, the Bureau of Naval Personnel continued to have full cognizance over both the utilization and distribution of such films and the technical content of such films as were intended for the use of training activities under its cognizance. Hundreds of films useful for training or indoctrinal purposes have been acquired from commercial, industrial, and other private sources. Others have been secured

from the Army and from the British and other foreign services, and many more have been produced for Naval use specifically. Today the United States Navy has available over 2,000 different training aids of this character. The sound film strip is one type of training aid which has considerable value for certain purposes.

The utilization of training films is to a certain extent handicapped at present by the lack of adequate number of projectors. It is hoped, however, that this situation will be remedied in the very near future.

In order to service the 1,400 or more naval activities which are now using visual aids for training, a series of regional Training Aids Libraries are now being established. At the request of COMINCH, such libraries will shortly be provided at all Navy Yards and major Naval Operating Bases, as well as at numerous major concentrations of training activities. Each Training Aids Library will have a comprehensive collection of films, records, models, and other aids to instruction. Training officers will be able to preview and obtain locally such films as will specifically meet their needs. Each library will also service projection equipment and maintain loan facilities for projectors as well as for films. Special security arrangements will make it possible to maintain fairly complete local collections of confidential training aids dealing with such vital subjects as antisubmarine warfare, gunnery, and amphibious warfare.

For many years naval training activities have been developing training aids of their own, for various purposes. The ingenuity of officers and enlisted men has many times manifested itself in the development of devices which have had considerable value in connection with certain training activities. There has, however, never been heretofore a systematic development and coordination of such training aids. As a rule in the past, an excellent training aid has had its usefulness limited to the particular training activity in which it originated. The Training Aids Section of the Bureau of Naval Personnel, however, is now engaged in a comprehensive program to coordinate and develop all such training aids. In this connection, all training activities



The Bureau of Naval Personnel will this month issue a new publication TraDiv Letter, published by the Training Aids Section of the Training Division. The increased pace and volume of the Navy training program has created the need for a publication designed to act as a clearing house for training activities.

The TraDiv Letter will list new releases of films and other audio-visual aids and will aid in the coordination and standardization of curriculum and instruction at all training activities.

have been requested to submit descriptions of all training aids currently in use. These will be compared and evaluated. Where improvement is possible it will be done under expert supervision. The best training aid available for each desirable purpose will then be produced in sufficient quantities for distribution to all training activities which can effectively utilize them. Under these circumstances the efficiency of training of all activities should be substantially increased. In this connection this section is establishing centers for the distribution of training aids and for the servicing and maintenance of projection equipment.

Effective use of visual materials is also handicapped by mistaken ideas about many of the materials, especially films. For instance, the average person feels that seeing a motion picture and being entertained are synonymous experiences. Until officers and men understand that the use of films in the training program is for instructional purposes only, we can never hope to get really effective results from them.

Using these materials requires skill and an understanding of their possi-

bilities, as well as a knowledge of what they cannot do.

The visual aids training officers being assigned for field work are all people who have outstanding records of achievement as civilians in this work.

A very important factor in the good use of visual aids is the necessity of maintaining an easy flow of these materials to the classroom. Naval instructors are busy men. If the procurement of the projectors, films, and other aids is an uncertain or difficult job, training officers cannot expect continued use of the materials.

The Training Aids Section is also stationing officers who are competent advisers in the field of the utilization of training aids at strategic places throughout the United States and elsewhere. These officers will be available to advise and consult with officers conducting all training activities in their territories as to the best way of utilizing the training film, film strips, and all of the nonphotographic training aids which are or shall be available.

This section is about to open a training aid center in New York City which will be a place where training aids can be systematically developed. A major collection of training aids from all training activities will be maintained at this place which will serve as a basis for research study, comparison and evaluation. Technicians will also be available at that spot for the development of new training aids for specific purposes as desired. Arrangements for the manufacture and distribution of training aids will also be carried out from this center. Officers of the Training Aids Section of the Bureau of Naval Personnel believe that the possibilities of training aids are only beginning to be realized, and that as developments take place in the future, the effectiveness of all naval training will be very constructively affected to the great benefit of the efficiency of all naval personnel.

Suggestions for the development of training aids and requests for training aids for any purpose will be welcomed by the Bureau of Naval Personnel which will handle all such suggestions and requests with a view not only to assisting the activity concerned but also toward benefiting the whole Naval Training Program.

TRAINING COURSES NOW AVAILABLE

Herewith the INFORMATION BULLETIN publishes its semiannual listing of available Navy Training Courses. In ordering the courses, all personnel should follow the procedure outlined in Chapters 3 and 4 of "Instructions for Enlisted Training," formerly called the "Yearbook of Enlisted Training."

Personnel ordering copies should also include their full address, no matter how obvious it may seem.

Because of a major shift in warehouse facilities and a change in personnel at the warehouse, orders sent in prior to October 1, 1942, and not yet filled, should be reordered by ships and stations. A back-order file has been set up for all courses out of stock at time of receipt of the order at the warehouse, and it will not be necessary for ships and stations to reorder in such cases. Material will be shipped as soon as received.

Available now are these courses:

SEAMAN BRANCH

Apprentice Seaman.
Seaman 1c.
Coxswain.
Boatswain's Mates 2c.
Boatswain's Mates 1c and chief.
Gunner's Mate 3c.
Gunner's Mate 2c.
Gunner's Mate 1c and chief.
Quartermaster 3c.
Quartermaster 2c.
Quartermaster 1c and chief.
Torpedoman 3c.
Torpedoman 2c.
Torpedoman 1c and chief.
Fire Controlman 3c.
Fire Controlman 2c.
Fire Controlman 1c and chief.

ENGINEERING BRANCH

Firemen 2c and 1c.
Machinist's Mates 2c.
Machinist's Mates 1c and chief.
Water Tender 2c.
Water Tender 1c and chief.
Electrician's Mates 3c.
Electrician's Mates 2c.
Electrician's Mates 1c and chief.
Motor Machinist's Mates—No courses.
Manuscript now being prepared

COMMUNICATIONS BRANCH

Radiomen 3c.
Radiomen 2c.

Radiomen 1c and chief.
Signalmen 3c.
Signalmen 2c.
Signalmen 1c and chief.
Soundmen—No courses.
Radarmen—No courses.
Radio Technician—No courses.

AVIATION BRANCH

Aviation Machinist Mate 3c.
Aviation Machinist Mate 2c—Supply exhausted. Expected Jan. 1, 1943.
Aviation Machinist Mate 1c and chief.
Aviation Metalsmith 3c and 2c.
Aviation Metalsmith 1c and chief.
Aviation Ordnanceman 3c and 2c.
Aviation Ordnanceman 1c and chief.

SPECIAL BRANCH

Storekeeper 3c.
Storekeeper 2c.
Storekeeper 1c and chief.
Ship's Cook 3c.
Ship's Cook 2c and 1c.
Baker Ratings.
Officer Cooks and Officer Stewards.
Messman branch.
Commissary Stewards and Chief Commissary Stewards.
Yeoman 3c.
Yeoman 2c.
Yeoman 1c and chief.
Hospital Apprentice 1c and Pharmacist's Mate 3c—Course available. P. T. & E.'s expected about Feb. 1, 1943.
Pharmacist's Mate 2c—Supply is exhausted. This course is being revised. Expected availability about February 1, 1943.
Pharmacist's Mate 1c and Chief—Expected availability about June 1943.

GENERAL COURSE

A to N.
Diesel Engines.
G. T. C. for P. O. 3c and 2c—Supply is exhausted. This course is being revised. Expected availability of the 1942 edition about February 1, 1943.
G. T. C. for P. O. 1c and chief.
Gregg Shorthand Manual.
Gyroscopic Compasses.
Typewriting Manual.

MISCELLANEOUS

Instructions for Enlisted Training—Expected availability about Jan. 1.
Landing Force Manual, Chapter II—Individual instruction without arms

and with arms (rifle, automatic rifle, submachine gun, pistol, and bayonet)—1939 revision.

Landing Force Manual, Ch. III—Drill (squad, platoon, company) 1939 rev. Thrift.

Benefit Guides.

Instructions for using educational motion pictures, film strips—1942.
Instructions—Navy motion picture film, projecting equipment—1940.

Artificer's Manual—Supply exhausted.
Cook Book—This is furnished for ship's use by the Bureau of Supplies and Accounts. The Bureau of Naval Personnel has a limited number for distribution to schools for instructional purposes only.

Practice course for Manual Metal Arc Welders.

Grounding Cases 11—20.

Administration Cases 21—30.

Collision Cases 31—40.

Collision Cases 41—50.

Schools and colleges granting concessions to sons and daughters of officers and enlisted personnel of the United States Navy.

Uniforms and Insignia of Foreign Navies.

FUTURE ADDITIONS

Enlisted Training Courses for the following ratings are now being prepared but will not be completed for some time. When these courses are ready for the field, announcement will be made in the bulletin.

Carpenter's Mate 3c and Shipfitter 3c.
Carpenter's Mate 2c and Shipfitter 2c.
Carpenter's Mate 1c and chief and Shipfitter 1c and chief.

Aerographer 3c.

Aerographer 2c.

Aerographer 1c and chief.

Photographer's Mate 3c.

Photographer's Mate 2c.

Photographer's Mate and chief.

Parachute Rigger 3c.

Parachute Rigger 2c.

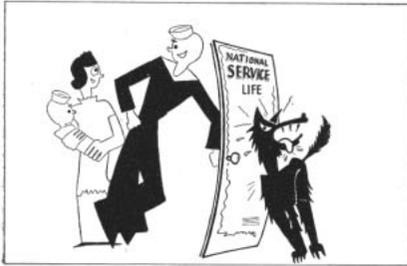
Parachute Rigger 1c and chief

Radio Technician 3c.

Radio Technician 2c.

Radio Technician 1c and chief.

One (1) course comprised of 3c, 2c, 1c and chief combining all of these: Pattern maker, Printer, Painter, Metalsmith, Boilermaker, and Molder.



"Keep the wolf from your dependents' door"



"How much National Service Life Insurance do you have?"

Only Payment Makes It Effective

Warning issued that service insurance policies are not valid otherwise

A warning that National Service Life Insurance policies do not become effective unless the first monthly premium is paid has been issued by the Bureau of Supplies and Accounts, which pointed out that applications lacking such provision are being received.

The Bureau also pointed out that the insurance does not remain in force unless subsequent premiums are paid as they fall due.

Simplest method of paying premiums is by allotment. However, the statement on the application that the applicant intends to register an allotment is not sufficient. The allotment card, S. & A. Form No. 6, registered by the disbursing officer and forwarded to the Bureau of Supplies and Accounts (Allotment Division) with the usual letter of transmittal, is required.

Each applicant should check with his disbursing officer to make certain that an allotment is registered.

The month of first payment shown

on the allotment card must be the month immediately preceding the month in which the premium falls due, irrespective of the fact that the accounts may have been closed for that month making double checkage necessary in the following month.

Under provisions of Public Law No. 451, immediate protection may be obtained without a cash remittance to cover the first premium by registering a retroactive allotment for first payment the month immediately preceding that in which the application is signed and designating the date of signature as the effective date.

Coast Guard Given Boat By Filipino President

An antisubmarine patrol boat, the *Bataan*, manned entirely by Filipinos, has been presented to the United States Coast Guard by the Philippine Commonwealth.

The vessel, formerly the yacht of Resident Commissioner of the Philippines J. M. Elizalde, was transferred in an exchange of letters between Manuel L. Quezon, President of the Commonwealth of the Philippines, and President Roosevelt.

"The crew and this Coast Guard patrol boat represent the desire of every one of the 17 million Filipinos, whether under enemy domination or on free soil, to go into action again in the fight for freedom," President Quezon wrote.

In accepting the gift, President Roosevelt characterized the "firmness and courage" shown by the people and the Army of the Philippines in "this

world-wide struggle" as an "inspiration to your present allies."

Housing Shortage In Hampton Roads Area

Because of an acute housing shortage in the Hampton Roads area, the Commandant, Fifth Naval District, has urged that Naval personnel not bring their families to the area until they have "positive assurance that adequate quarters will be available upon arrival." The Commandant stated that Naval personnel bringing their families to the area have "great difficulty" in finding adequate minimum accommodations.

Clip Sheet Available To Station Papers

The Bureau of Naval Personnel has been advised that "Yank," the Army magazine, has made available to editors of naval news-feature publications copies of "Yank's" weekly "Clip Sheet," the monthly "G. I. Galley," and a camp newspaper manual. The latter is presently in process of preparation. It is suggested that editors who are interested make request for this editorial service directly to Major Franklin S. Forsberg, Officer-in-Charge, YANK, the Army Newspaper, 205 East 42d Street, New York, N. Y.



—Section Base Sweepings.

"He wants to enlist as an observer—says he can see in two directions at once!"

KEEP IT DARK!

If you've news of our munitions—

Keep it dark!

Ships or planes or troop positions—

Keep it dark!

Lives are lost through conversation.

Here's a tip for the duration, When you've "private information"—

Keep it dark!

—Best's Insurance News.

DECORATIONS and CITATIONS

Submarine Operation Skill Brings DSM

Capt. Eliot H. Bryant, usn, was awarded the Distinguished Service Medal for "exceptionally meritorious service in a duty of great responsibility" as operations officer, Submarine Asiatic Fleet, while that force was operating against enemy Japanese in defense of the Philippine Islands and the Netherland East Indies from December 7, 1941, to late May 1942.

Captain Bryant's proficient skill in planning operations, his thorough knowledge of the Philippines and his intensive study of less familiar areas rendered invaluable assistance to the Force Commander in maintaining effective operations against the enemy," according to his citation.



DISTINGUISHED SERVICE MEDAL

☆

The commanding officer of Marine Corps aircraft during the Battle of Midway, June 4-5, has been awarded the Distinguished Service Medal.

He is Lt. Col. Ira L. Kimes, usmc, who "by his untiring efforts and outstanding professional skill," expedited smooth and efficient operations against the enemy, although all facilities at Eastern Island were "terrifically overburdened," according to the citation accompanying his award.

The citation sets forth that despite the violent strafing and bombing on Eastern Island by carrier-based enemy aircraft on June 4, American planes were reserviced and rearmed in the "minimum time and with perfect coordination."

A glorious record in flying at great odds against Japanese air and ocean fleets was made by Lieutenant Colonel Kimes' group during the Midway battle. A high percentage of the dive-bomber crews and fighter pilots were lost in bombing several Jap ships and repulsing the heavy enemy bombing

attack. The commander's official report tells of "pitifully few fighters" returning in response to radioed instructions to land and refuel. Pilots who got back safely did so in planes riddled by enemy fire.

☆ ☆ ☆

Navy Cross For Midway Heroes

Ten naval aviation officers received identical citations with Navy Crosses which were awarded for extraordinary heroism and courageous devotion to duty while piloting airplanes of a Scouting Squadron in action in the Battle of Midway.

The officers, Lt. Norman J. Kleiss, usn; Lt. Charles Rollins Ware, usn; Lt. (jg.) John Norman West, usn; Ens. James Campbell Dexter, usn; Ens. Richard Alonzo, usnr; Ens. John Cady Lough, usnr; Ens. Frank Woodrow O'Flaherty, usnr; Ens. Carl David Peiffer, usnr; Ens. John Quincy Roberts, usnr, and Ens. James Arnold Shelton, usnr, all of whom are listed as missing in action, participated in a "devastating" assault against a Japanese invasion fleet. Each "pressed home his attacks in the face of a formidable barrage of anti-aircraft fire and fierce fighter opposition."

Also receiving Navy Crosses for the same action were Lt. (jg.) Edward L. Anderson, usn; Lt. (jg.) Norman Francis Vandivier, usnr; Ens. Eugene Allen Greene, usnr; Ensign Delbert Wayne Halsey, usnr, and Ens. Bertram Stetson Varian, Jr., usnr, all also listed as missing in action.

They, according to identical citations, disregarded extreme danger from concentrated antiaircraft barrage and heavy fighter opposition, and participated in the initial dive-bombing assault of our forces against Japanese naval units. "Flying at a distance from his own forces which rendered return unlikely because of probable fuel exhaustion, he pressed home his attacks with utter disregard for his own personal safety."

☆

The Navy Cross, with identical citations, has been awarded to nine naval aviation officers for "extraordinary heroism and courageous devotion" to duty while piloting airplanes

of torpedo squadrons against enemy Japanese forces in the Battle of Midway.

The nine, all of whom are listed as "missing in action," participated in a "vigorous and intensive" assault against the Japanese invasion fleet and pressed home their attacks with "relentless determination," in the face of a terrific barrage of anti-aircraft fire.

"The unprecedented conditions under which his squadron launched its offensive were so exceptional that it is highly improbable the occasion may ever recur where other pilots of the service will be called upon to demonstrate an equal degree of gallantry and fortitude," the citations said.

The nine officers are: Lt. Comdr. Eugene Elbert Lindsey, usn; Lt. Arthur Vincent Ely, usn; Lt. Paul James Riley, usn; Lt. (jg.) John Thomas Eversole, usn; Lt. (jg.) Lloyd Thomas, usn; Ens. John Wiley Brock, usn; Ens. Flourenoy Glen Hodges, usnr; Ens. Randolph Mitchel Holder, usnr; Ens. Severin Louis Rombach, usnr.



NAVY CROSS

☆

Four naval aviation officers who distinguished themselves in the Battle of the Coral Sea have been decorated with the Navy Cross. Three of the four are listed as missing in action.

The three are Lt. (jg.) Paul Gerald Baker, usn; Ens. Davis Elliott Chaffee, usnr; and Ens. John Davis Wingfield, usnr. The fourth officer is Ens. Arthur Joseph Schultz, Jr.

Lieutenant (jg.) Baker, the pilot of a fighter plane, attacked and destroyed three enemy Japanese aircraft and damaged one other.

Ensign Chaffee was the pilot of an airplane of a bombing squadron. He participated in an attack upon an enemy Japanese carrier despite heavy antiaircraft fire and powerful fighter opposition. His attack resulted in the sinking or severe damaging of the vessel.

Ensign Wingfield was the pilot of a

scouting plane. When his bomb failed to release during his initial dive on an enemy Japanese carrier, Ensign Wingfield "gallantly" returned to the scene of the attack without protection or support to complete his assigned mission.

☆

Lt. Comdr. Lance E. Massey, USN, commander of a torpedo squadron in the Battle of Midway, was awarded the Navy Cross for extraordinary heroism. Lieutenant Massey led his squadron in a torpedo plane assault against Japanese naval units, in the face of intense anti-aircraft fire and overwhelming fighter opposition. He pressed home his attack to a point where it became "relatively certain that in order to fulfill his mission, he would probably sacrifice his life." Nevertheless he carried on until his squadron was enabled to score direct hits on two enemy aircraft carriers. He is listed as missing in action.

Ten members of Lieutenant Commander Massey's squadron, also listed as missing in action, were awarded the Navy Cross. They are Lt. Patrick Henry Hart, USN; Lt. (jg.) Richard W. Suesens, USN; Lt. (jg.) Curtis W. Howard, USN; Ens. Harry L. Corl, USN; Ens. Carl August Osberg, USNR; Ens. Oswald A. Powers, USNR; Ens. Wesley Frank Osmus, USNR; Ens. David J. Roche, USNR; Ens. Leonard L. Smith, USNR, and Chief Machinist's Mate John W. Haas, USN.

All were pilots.

☆

Lt. Comdr. Alfred B. Tucker III, USN, a pilot in a bombing squadron in action against enemy Japanese forces in the Battle of Midway, has been awarded the Navy Cross for extraordinary heroism and outstanding devotion to duty. With utter disregard for his own personal safety and in the face of intense anti-aircraft fire, Lieutenant Commander Tucker participated in "determined and effective" bombing and strafing attacks on fleeing enemy Japanese forces, obtaining a successful hit on one of the enemy ships, according to his citation. He is listed as missing in action.

Lt. Martin Hasset Ray, Jr., USN, was awarded the Navy Cross for extraordinary heroism and extreme disregard of personal safety as engineer officer of the U. S. S. *Hammann* dur-

ing action against enemy Japanese forces near Midway Island on June 6, 1942. After the vessel had been struck by enemy torpedoes, Lieutenant Ray "capably and efficiently" directed efforts at damage control, supervised evacuation of spaces below decks, and assisted other personnel in leaving the ship. He is listed as missing in action.

☆

Lt. (jg.) Osborne B. Wiseman, USN, and Ens. John Clarence Butler, USNR, received the Navy Cross for extraordinary heroism and outstanding devotion to duty as pilots of airplanes of a bombing squadron in action against enemy Japanese forces in the Battle of Midway. Identical citations stated that the two defied "extreme danger from a concentrated barrage of anti-aircraft fire and fierce fighter opposition" to participate in "persistent and vigorous" attacks against the Japanese invasion fleet. Both are listed as missing in action.

☆

Ens. Doyle C. Barnes, USN, received the Navy Cross for extraordinary heroism as the pilot of an airplane of a fighting squadron in the Battle of Midway. When Ensign Barnes was launched from his carrier to intercept an incoming assault by Japanese torpedo planes, he faced an attack so fully developed that, by the time he took off from the flight deck, the ship's guns were already blasting their fire at the attacking enemy craft. Despite a tremendous anti-aircraft barrage from our own ships, he pressed home immediate and vigorous counterattacks against the Japanese force, shooting down two torpedo planes. He is listed as missing in action.

☆

Ens. Horace A. Bass, Jr., USNR, received the Navy Cross for extraordinary heroism as the pilot of an airplane of a fighting squadron in the Battle of Midway. During combat patrol, while vigorously intercepting a large group of enemy dive bombers attempting to attack our ships, Ensign Bass and his section leader came under the concentrated fire of a Japanese dive bomber, who had been forced to jettison his bombs, and a Zero fighter. Despite the fact that his own plane had sustained several hits from the enemy's machine guns,

he shot down the attacking dive bomber and the Japanese fighter while stubbornly maintaining position in order to protect his leader from the rear. He is listed as missing in action.

☆

Listed as killed in action in the Battle of Midway, Ens. Frederick T. Weber, USNR, was awarded the Navy Cross for extraordinary heroism and distinguished service as the pilot of an airplane of a bombing squadron. While flying at a distance from his own forces which rendered return unlikely because of probable fuel exhaustion, Ensign Weber participated in two dive-bombing attacks against Japanese naval units.

In the first, launched in the face of concentrated anti-aircraft fire and overwhelming fighter opposition, he scored a direct hit on an enemy aircraft carrier. In the second, while pressing home a desperate and vigorous counterattack against Japanese fighters, he was shot down.

☆ ☆ ☆

Second Citation For Intrepid Pilot

A Gold Star in lieu of the second Distinguished Flying Cross has been awarded Lt. (jg.) William Ernest Rawie, USN, for "heroic achievement" in the Battle of Midway, June 4-5, 1942.

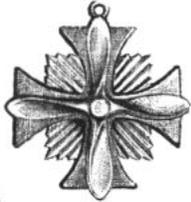
Lieutenant (jg.) Rawie was the pilot of a scouting squadron in action against enemy Japanese forces. While engaged in combat patrol, Lieutenant (jg.) Rawie, "at great personal risk," according to his citation, "made a determined attack against enemy aircraft" approaching the U. S. S. *Yorktown* and assisted in the destruction of at least one enemy airplane.



(See page 51)

Nine enlisted men who served as rear-seat gunners in the Coral Sea Battle have been awarded the Distinguished Flying Cross. They are:

Willard E. Glidewell, Aviation Radioman, 1st Class, USN; Forest G. Stanley, Aviation Radioman, 2d Class, USN; Joseph E. Roll, Aviation Radioman, 2d Class, USN; Albert W. Garlow, Aviation Radioman, 2d Class, USN; Harold R. Cowden, Aviation Radioman, 2d Class, USN; Frank B. Wood, Aviation Radioman, 3d Class, USN; Lynn R. Forshee, Aviation Radioman, 3d Class, USN; Anthony W. Brunetti, Radioman, 3d Class, USN; and Robert J. Hodgens, Seaman 2d Class, USN.



DISTINGUISHED FLYING CROSS

Glidewell, Roll, Garlow, Wood, Cowden, and Brunetti, who all were members of a Scouting Squadron, received identical citations with their awards, which stated that each successfully repelled an enemy attack on his plane, "shooting down one of the hostile aircraft in the engagement. His courage, skill, alertness, and a complete disregard for his own personal safety were directly responsible for the saving of his own plane and the destruction of one of the enemy Japanese aircraft."

Serving in a scout bomber, Stanley received a separate citation which noted that while his squadron was engaged in a dive-bombing attack upon an enemy aircraft carrier he "calmly and accurately" aimed his machine gun and fired at an attacking enemy Japanese fighter, causing it to crash into the sea. "By his alertness and courage in a critical situation, Stanley, in addition to saving the life of his pilot and preventing the destruction of his plane, contributed materially to the success of our naval forces in the Battle of the Coral Sea."

Forshee and Hodgens, who were in planes of a bomber squadron, also received identical citations. In addition to repelling enemy attacks on their planes and shooting down one enemy aircraft each, they were each

"directly responsible for the saving of the aircraft and pilots of his squadron. . . ."

☆

Lt. Comdr. Thomas H. Moorer, USN, who was commander of a patrol plane on a "hazardous" round-trip flight in the South Pacific on the afternoon and night of May 24, 1942, was given the Distinguished Flying Cross. In an undefended, comparatively slow flying boat, Lieutenant Commander Moorer, according to his citation, "braved an area dominated by enemy air superiority, effected a precarious landing in an open sea at dusk, and took off at night in the midst of threatening swells with a heavily loaded airplane. His superb skill and courageous determination in organizing and executing this perilous mission resulted in the evacuation of eight seriously wounded men who otherwise might have perished."

☆ ☆ ☆

Armed Guardsman Receives Silver Star

The first Silver Star Medal awarded an Armed Guardsman has gone to Lt. (jg) Robert B. Ricks, USNR, commanding officer of the Navy Armed Guard aboard a merchant vessel during action against enemy forces in alien waters May 2, 1942. Lieutenant (jg.) Ricks' citation stated that his Armed Guard crew stood by their battle stations for two consecutive days and nights without sleep or rest and "effectively repelled persistent raids upon the convoy, under



SILVER STAR MEDAL

his alert vigilance."

"By his efficient leadership and his intensive training of the Armed Guard and ship's crew under adverse conditions, Lieutenant (jg) Ricks enabled his ship to survive a series of perilous encounters and reach her port of destination with an important war cargo," the citation read.

The Silver Star Medal was awarded to four shipmates, Eugene Blair, Chief Machinist's Mate, USN; Harvey E. Oswald, Machinist's Mate, 2d Class, USN; LeRay Wilson, Metalsmith, 2d Class, USN; and Floyd D. Parks, Fireman, 1st Class, USN, who were killed in action when their vessel was attacked by Japanese bombers at Port Darwin, Australia.

Blair and Wilson were members of the After Repair Party. Despite the rapidity with which the attack developed and the very obvious danger of being trapped by an explosion, they went below decks and had just completed closing all doors and hatches when a bomb, hitting the ship within a few feet of them, caused their deaths.

Parks and Oswald were members of the Ship's Ammunition Party. Within a few minutes after the sounding of general quarters, they, on their own initiative, manned a machine gun and opened fire on the enemy. They lost their lives a short time later when a bomb struck in that vicinity.

☆

Three enlisted men attached to the U. S. S. *Pigeon* were awarded the Silver Star Medal for gallantry in action during a Japanese aerial attack on the navy yard at Cavite, P. I., December 10, 1941. One of the trio, Lindell H. McCain, Radioman, 3d Class, USN, is listed as missing in action. The others are Samuel H. Wood, Chief Shipfitter, USN, and Paul R. Pogreba, Boatswain's Mate, 1st Class, USN.

Despite frequent explosions of air flasks and torpedo warheads, danger from burning docks, and in the face of continued enemy bombing attacks, they "courageously and ably" assisted in the work of towing a United States submarine to safety and in clearing the docks of the Cavite Navy Yard of naval vessels and yard craft.

☆

Lt. (jg) Kenneth M. Tebo, USN, was awarded the Silver Star Medal for gallantry in action and meritorious devotion to duty as officer-of-the-deck on a United States destroyer during a successful offensive engagement with an enemy vessel. His "accurate conning of the ship undoubtedly prevented loss or damage to his

ship and its personnel and aided materially in the complete destruction of the enemy vessel," according to his citation.

☆

Jack E. Wright, Chief Boatswain's Mate, USN, and Harry Heyman, Coxswain, USN, were awarded the Silver Star Medal. Shipmates, their action contributed materially to the success of a mission to which their ship was assigned. Wright was in command of No. 1 gun, which fired promptly and accurately, while Heyman "coolly and quickly" spotted the shots on the target, although inexperienced at his station as gun captain.

☆

Ralph J. Garner, Coxswain, USN, was awarded the Silver Star Medal for gallantry and intrepidity in action while serving as a member of the Armed Guard on board a merchant vessel during an enemy aerial attack. Following the explosion of a bomb which struck the No. 6 hatch and started fires in all sections of the hold, Garner manned a machine gun and maintained constant fire on the enemy bomber during the attack. Tracer bullets were seen to enter the fuselage of the low-flying bomber, which dropped, swerved, and was driven off, and later, when beached, was discovered to contain 1,200 rounds of ammunition and a crew of seven dead aviators.

☆

The Silver Star Medal was awarded John N. McLeod, Jr., Gunner's Mate, 2d Class, USN, a member of the Armed Guard on board a vessel during an attack. As a result of his "alert and aggressive" action in promptly manning an anti-aircraft gun when that vessel was subjected to a low-level dive-bombing attack while lying at anchor, one of a formation of 10 enemy planes was shot down. His effective fire, maintained throughout the attack, was instrumental in preventing damage to the ship.

☆

An Apprentice Seaman, Frank P. Abasta, who is listed as missing in action, was awarded the Silver Star

Medal. Abasta, a member of the Armed Guard on board a merchant vessel, remained at the side of his commanding officer after the rest of the crew had abandoned the vessel following a torpedoing, despite the fact that the ship began settling by the stern immediately after the first explosion. From a precarious position on the sloping deck Abasta continued to man a 3-inch gun with utter disregard for his own personal safety.

Too intent upon directing fire at the threatening submarine to consider his own plight, Abasta waited until the ship had completely upended before putting on a life belt, then lost his footing, fell from the platform, and slid into the sea.

"By his unyielding loyalty in the face of imminent, ever-increasing danger he helped prevent the full surfacing of the attacking submarine and subsequent possibility of further casualties," his citation noted.

☆ ☆ ☆

Courageous Pair Earn Medals

Raymond J. Marsh, Watertender, 2d Class, USN, and James Lee Robinson, Jr., Seaman, 2d Class, USNR, for "heroic conduct and extreme courage" on the occasion of the rescue by a



NAVY, MARINE
CORPS BAR

United States vessel of U. S. S. *Yorktown* and the U. S. S. *Hammann* on June 6, 1942, were awarded the Navy and Marine Corps Medal.

With complete disregard for their their own safety, they jumped overboard from their ship and each brought two men who were unable to swim from alongside the *Yorktown* back to their own ship where they could be taken aboard.

☆

The Navy and Marine Corps Medal was awarded to Lisle A. Kennedy, Electrician's Mate, 3d Class, USN, and Bill Sweatt, Fireman, 2d Class, USN, for "heroic and courageous" conduct as members of a whaleboat party volunteering to attempt the rescue of U. S. S. *Lexington* personnel when that vessel sank on May 8, 1942.

Since darkness made it difficult to detect the presence of survivors in the water, the whaleboat party proceeded along the entire portside and then the starboard side of the *Lexington*, which was already listing 20 to 30 degrees. Her flight deck was burning from stem to stern; an explosion had thrown planes and debris into the air, and other planes were in imminent danger of sliding on to the whaleboat. Nevertheless, search continued until dense smoke screened the ship and made further search futile.

☆

Claude Conger, Chief Gunner's Mate, USN, was awarded the Navy and Marine Corps Medal for "heroic conduct and distinguished service" in connection with diving operations pointing to the salvage of the U. S. S. *O-9*, and possible rescue of entombed personnel June 22, 1941. In descending to a depth of 440 feet, Conger followed another diver in reaching the greatest depth ever attained prior to this occasion by a diver in a conventional diving suit. By his courage and the accuracy of his observations noted during the dive, much valuable information was secured for safe and successful future operations in the work of salvaging sunken vessels.

☆

Emerson D. Buie, Chief Gunner's Mate, USN, was decorated with the Navy and Marine Corps Medal for "extraordinary heroism and distinguished service" during disposal operations of an unexploded depth charge, April 26, 1942. The depth charge was a constant threat to further diving operations necessary to salvaging of the sunken vessel. The successful completion of Buie's mission made it pos-



(See page 53)

sible to carry out the operation of countermining with no loss to personnel or material.

☆

George A. Fassler, Gunner's Mate, 1st Class, USN, Retired, won the Navy and Marine Corps Medal for "gallant and intrepid conduct" beyond the normal call of duty in courageously disarming an unexploded enemy Japanese shell the night of February 23, 1942.

When a shell from an enemy submarine struck a clay bank above the oil refinery at Elwood, Calif., failed to explode and ricocheted from the bank to a wooden pier where it came to rest, Fassler was selected as the man best qualified for the task of disarming it.

With full understanding of the possible consequences and in the face of warnings as to the dangerous character of the projectile, Fassler coolly approached the shell in the space where it had been roped off and fearlessly disarmed it by removing the fuse. His courageous action, performed at the peril of his own life, provided an opportunity for the thorough study of the recovered shell.

☆

Hoyt Holbrook, Aviation Chief Machinist's Mate, USN, was awarded the Navy and Marine Corps Medal for rescuing the injured commander of a patrol plane which crashed and submerged on January 12, 1942. Holbrook was second pilot of the plane. Despite the fact that his own left arm was shattered at the elbow in the crash, he, with complete disregard for his own life, rescued the injured commander who was helplessly trapped in the submerged plane.

☆

The Navy and Marine Corps Medal was awarded to Ralph Gardner, Signalman, 3d Class, USNR, and Donald L. Vandiver, Seaman, 1st Class, USNR, for distinguished heroism as members of the Armed Guard on board a merchant vessel during its torpedoing and sinking by an enemy submarine. Under "extremely difficult conditions," they devoted "tireless and courageous" efforts toward the rescue of survivors. They aided in recovering eight men from floating wreckage

and surrounding water and four from a drifting raft.

☆

John R. Bruce, Boatswain's Mate, 1st Class, USN, was awarded the Navy and Marine Corps Medal for "heroic conduct and outstanding devotion to duty as commanding officer of a patrol vessel in effecting the rescue of two men from a burning ship."

In spite of the danger from exploding gasoline drums, ammunition and depth charges, Bruce approached to within 75 feet of another vessel, burning and drifting in the direction of a mine field. After lowering a boat, he entered the area which was close to or in the mine field and succeeded in rescuing two men and recovering one body.

☆ ☆ ☆

Cited for Saving Wounded on Airplane

Lt. William Cole, USN, has received the Air Medal for "meritorious

achievement and extraordinary skill" while the pilot of a PBY airplane which was severely damaged by gunfire from unseen surface vessels during assigned patrol.

He was determined, the citation accompanying his award notes, to return his wounded crew to a point within safe reach of medical attention rather than have them bail out over the sea. By "sheer physical strength and courageous tenacity," he kept his stricken plane in flight for 2 hours and 40 minutes with neither an airspeed meter nor an automatic pilot. During that time his plane was "perilously on the verge of a stall or a fatal spin."

Lieutenant Cole eventually was forced down in a "precarious" landing at sea. He transferred the wounded from the rapidly submerging ship to life rafts and shoved them off with provisions. Afterward, with the help of the plane captain, he was able to start the engines and taxi the craft until it was grounded in the surf on the beach.

PROMOTION IN RATE

Torpedo Boatmen Win 3d Citation

Thirteen enlisted men who served with Motor Torpedo Boat Squadron Three in the Philippines, and who are listed as missing, have been advanced in rating "for meritorious conduct in action."

They are:

Marvin Henry DeVries, TM 1c, USN; DeWitt Leslie Glover, CQM, USN; John Lawless, MoMM 1c, USN; James Dawson Light, C'TM, USN; Carl Clay Richardson, CMoMM, USN; John Shambora, BM 1c, USN; John Lincoln Tuggle, MM 1c, USN; Stewart Willever, Jr., RM 2c, USN; Jesse Nielson Clark, BM 1c, USN; Paul Earl Eichelberger, MM 1c, USN; Paul Alexandrew Owen, CMM, USN; George Walter Shepard, Jr., MM 1c, USN; Henry Preston Tripp, RM 3c, USN.

All of the missing men were awarded the Silver Star by the War Department. In addition, seven were awarded the Army Oak Leaf Cluster in lieu

of a second Silver Star. They are Glover, Lawless, Light, Richardson, Tuggle, Willever, and Shepard.

A third decoration, the Distinguished Conduct Star of the Philippines was awarded to Light. All of these decorations have been announced previously.

☆

The following seven enlisted men were advanced "for ably and efficiently performing their duties aboard a submarine and contributing materially to the success of war patrols:

Frank Boulton, USN, from Motor Machinist's Mate, 2d Class, to Motor Machinist's Mate, 1st Class, for the efficiency with which he kept two main engines in operation.

Martin Lewis Herstich, Jr., USN, from Torpedoman, 2d Class, to Torpedoman 1st Class. During patrols Herstich acted in the additional capacity of ship's Boatswain's Mate, performing this duty as well as the duties of Torpedoman in a "most efficient manner."

Donald Edmond William Holquist, USN, from Motor Machinist's Mate, 1st Class, to Chief Motor Machinist's Mate "for ably performing the duties of his rating."

March Jones, USN, from Quartermaster, 1st Class, to Chief Quartermaster.

George Marks Moisson, USN, from Torpedoman, 1st Class, to Chief Torpedoman for able performance of his duties.

Vincent James Savini, Jr., USN, from Electrician's Mate, 1st Class, to Chief Electrician.

William Allen Ward, USN, from Machinist's Mate, 1st Class, to Chief Machinist. During a war patrol, Ward was assigned to additional duties to those of his rating, and he performed them with "exceptional coolness and ability."

☆

James Theodore Hoggatt, USN, from Radioman, 1st Class, to Chief Radioman. Since the beginning of the war, Hoggatt's recommendation stated, he "performed outstanding service as senior radioman in charge of all radio equipment and sound gear installed on his vessel." His work as sound operator in actual combat with the enemy "has been very efficiently performed."

☆

Sidney William Jones, USN, from Quartermaster, 1st Class, to Chief Quartermaster, for competently performing the duties of assistant navigator on six war patrols, "frequently under trying conditions, in addition to performing in outstanding manner as lookout and Quartermaster of the Watch."

☆

Chester August Toenniessen, USN, from Radioman, 1st Class, to Chief Radioman, for performing meritorious service as sound operator during "numerous depth-charge attacks, when his skill and confidence contributed appreciably to the morale of the entire crew."

☆

Howard Ambrose Cain, USN, from Radioman, 1st Class, to Chief Radioman. Cain was on temporary duty during the action of the Battle of Midway. He remained on duty for a

period of over 36 hours without relief and was "largely responsible for the excellent reports furnished his commander during that period."

☆

Robert Herman Armour, USN, from Machinist Mate, 1st Class, to Chief Machinist's Mate, for competently performing the duties of diving officer during six patrols. On a previous patrol he volunteered and attempted to inspect damage to a propeller, according to the report on which his promotion was based.

☆

Robert Louis Wiswell, USNR, from Aviation Ordnanceman, 3d Class, to Aviation Ordnanceman, 2d Class, for devising several attachments to a gun sight which "enhance considerable its effectiveness in combat." Through his own "initiative and diligence," his citation states, "these attachments have been manufactured and installed on airplanes assigned to an active combat area."

☆

Donald Wilson Irish, USN, from Radioman, 1st Class, to Chief Radioman, for the handling of radio traffic in a manner which contributed greatly to the effectiveness of operations during the Japanese bombings of Manila and Surabaya, Java.

☆

Glen Herbert Kessinger, USN, from Pharmacist's Mate, 1st Class, to Chief Pharmacist's Mate for "outstanding performance of duty as Pharmacist's Mate" on the third war patrol of the ship to which he was attached. According to the letter recommending his promotion: "One case of ruptured appendix and a case of lobar pneumonia would have resulted in the death of both men had not Kessinger correctly diagnosed these cases and treated them accordingly. In addition to his regular duties, he stood watches not normally assigned to a man of his rating, and his performance was outstanding."

COMMENDATIONS

For Meritorious Service

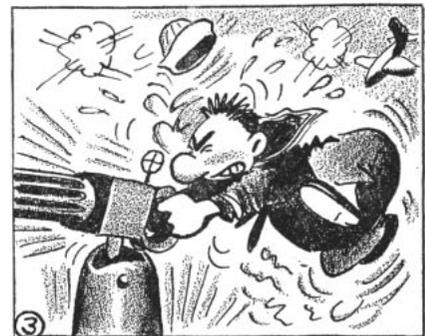
Aviation Cadet Robert William Clark Gutknecht, USNR, has been commended by Rear Admiral Randall Jacobs, USN, Chief of Naval Personnel, for his heroism in entering a burning wreck near Dickerson, Md., extinguishing fires and bringing injured passengers to safety. Rear Admiral Jacobs commented on Gutknecht's "personal bravery" and his "resourcefulness and quick thinking."

☆

Lt. John H. Rockwell, Jr., USN, for his "courage, alertness, and disregard for personal safety" in rescuing from drowning a seaman who fell from a gangplank and in falling struck his head on a beam. Seeing that the seaman was in a stunned condition and unable to save himself, Lieutenant Rockwell immediately slid into the water, towed him to the side of the ship, and supported him until he could be hoisted aboard by a line which the officer secured around him. The incident occurred in Balboa, C. Z.

☆

Ens. James M. Holladay, Jr., USNR, who, when he heard the cries of a yeoman who was drowning, dived into the water, found the man in a bewildered condition, and brought him back to the landing. The rescue was



(See page 55)

effected off Point Pleasant Dock, Hamilton, Bermuda.

☆

Corporal Samuel J. De Mary, usmc, of Service Company, Marine Headquarters, Washington, for rescuing two men from drowning in the Potomac River on September 20.

Corporal De Mary swam to the assistance of two men whose small motorboat had capsized during a sudden rain squall. Despite the choppy water and the fact that he was fully clothed, Corporal De Mary managed to part them and bring the one who could not swim to shore. Released from the grasp of the other, the second man made his way to shore also.

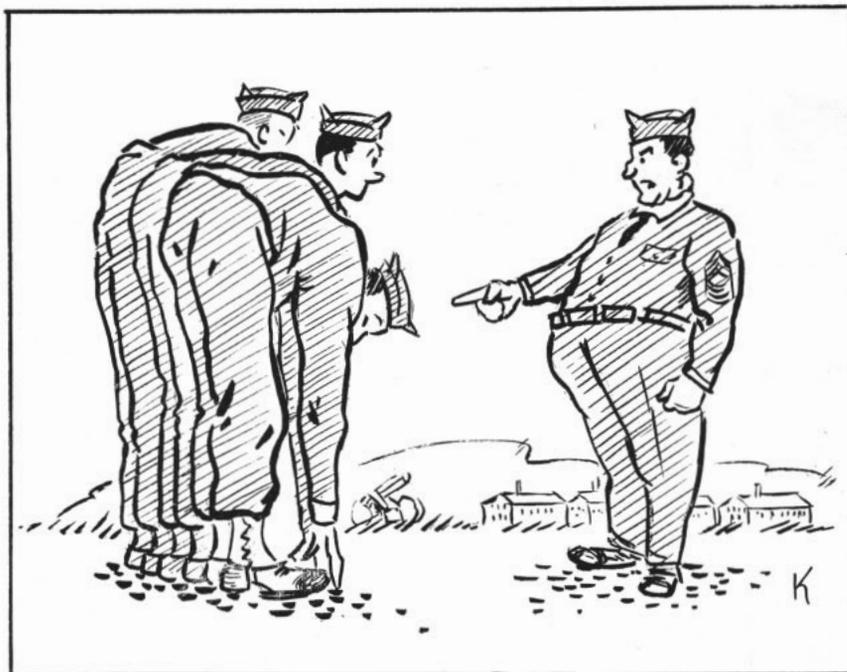
☆

Harry Lee Wyland, Coxswain, USN, for conduct as a member of an Armed Guard crew when the vessel was shelled without warning by an enemy submarine.

☆

Gordian George D'Argonne, Seaman, 2d Class, USN, and Murelain Otto Hale, Seaman, 1st Class, USNR, for conduct as members of the Armed Guard crew of a vessel which was torpedoed without warning by an enemy submarine. D'Argonne and Hale commenced firing on the submarine when it surfaced 700 yards from the ship and continued firing until forced

'THIS IS THE ARMY'



"Go on—touch those toes—like I used to!"

—Bom Bay.

to abandon ship when the gun was awash.

☆

Faustin Gallegos, Seaman, 2d Class, USNR, was a member of the Armed Guard crew of a vessel which was torpedoed and sunk by an enemy submarine. About 19 hours after

Gallegos was forced to abandon ship he was picked up by another vessel, which was torpedoed within a few hours. His commanding officer reported that he "carried out orders willingly and rendered valuable assistance in rowing throughout the night and picking up survivors."

DOPE FIENDS

*It's so familiar that you may
Have often heard a sailor say,
"How are ya Bill—Say what's
the dope?"
And not perceived its fullest
scope.
Yet with that short and simple
phrase
A singular important phase
Of the tar's pleasure and content
Unconsciously is evident.
For when you hear two sailors
chat
You cannot help but notice
that
It's always of the pro and con
Of anything that's going on.*

*It may be when they get the
mail
Or where the ship is due to
sail.
It ranges from what they've got
to eat,
To just what coast will keep
the fleet.
You see them at any time of day
In compartment or passage-
way
Debating on the latest out,
Or finding what it's all about.
They read up all the published
stuff;
And when they find that's not
enough*

*Why Yeoman Jack who's in the
know
Dishes out as far as he can go.
And if they face a tougher grind
They don't particularly mind
Provided they get the dope,
And know with what they
have to cope.
Though this may be a common
trait,
In a sailor it will predomi-
nate;
Because his life is built on hope,
He's simply gotta have the
dope.
—Cougar Scream,
U. S. S. Washington.*

LEGISLATIVE MATTERS

In the November 1942 **INFORMATION BULLETIN**, it was reported that a bill to adjust the pay status of enlisted personnel appointed to commission rank for temporary service had passed the House of Representatives. This bill, H. R. 7577, providing that such temporary officers shall receive not less than the pay of a warrant officer of the equivalent service, was passed by the Senate on November 23, and signed by the President on December 1, 1942.

In addition, the following acts have been approved:

- (1) *Public Law 766—77th Congress, approved October 29, 1942.*

This act authorized the Secretary of Commerce to establish and provide a maximum of 50 scholarships annually for furnishing instruction and training in weather forecasting technique for students of meteorology. Such scholarship students shall be selected pursuant to regulations requiring the students participating therein to agree to enter Government employ as meteorologists in the Weather Bureau or as officers in the military services after graduation and completion of training. The Act is to remain effective until the termination of the war.

- (2) *Public Law 768—77th Congress, approved October 31, 1942.*

This act provides for adjusting royalties for the use of inventions employed in aid of the prosecution of the war. The head of the department or agency of the Government concerned may specify any rate or amount of royalty which he deems fair and just. Any licensor of an invention is given the right to institute action against the United States in the Court of Claims, in the event he thinks the rate specified will not yield him fair and just compensation.

- (3) *Public Law 772—77th Congress, approved November 13, 1942.*

This act amends the Selective Training and Service Act of 1940, by providing for the extension of liability to service to men of 18 or 19 years of age. Men from 18 to 45 are now liable to service.

The act further provides that any

person 18 or 19 years of age shall, upon his request, have his induction into service postponed until the end of his academic year if he is pursuing a course of instruction at a high school or similar institution of learning, but only if he is ordered to report during the last half of the academic year.

In addition, the act provides that while this act is in effect, notwithstanding any other provisions of law, no person between the ages of 18 and 21 shall be discharged from service in the land or naval forces of the United States because such person entered the service without the consent of his parent or guardian.

Foreign Service Medals Created

Campaign medals will be awarded to members of all land and naval forces of the United States, including the WAVES and the WAACS, who see service outside the continental United States, under an executive order signed by President Roosevelt as Commander-in-Chief of the Army and Navy.

Members of the armed forces serving outside of the continental limits of the United States, between December 7, 1941, and a date six months after the war, in any of three zones—American, European-African-Middle-Eastern, and Asiatic-Pacific—will be considered eligible for medals designating the areas in which they serve.

The areas of service are to be more precisely defined in regulations to be issued by the Secretary of the Navy and the Secretary of War.

CORRECTION

In the October 1942 issue of the **INFORMATION BULLETIN**, page 18, there was reprinted a letter purported to have been written by the parents of an enlisted man in the Marine Corps. Actually, the letter was written to the squadron commander of "VGS-29" and refers to the loss of a man in that squadron.

Unit Citations To Be Awarded

Naval units whose performance in action on or after October 16, 1941, has been above expected standards will be eligible for a citation issued by the Secretary of the Navy in the name of the President of the United States. The award is generally referred to as a "unit citation."

Commanders of forces afloat have been requested by Secretary Knox to submit recommendations for such units of their command as merit citation.

Information relative to form and design or appropriate insignia will be released at a later date.

The basis of determining outstanding performance will be the comparison of the performance of the unit in question with that of other units in the same action.

The date October 16, 1941, has been chosen since it antedates the first major naval action of the war—the torpedoing of the U. S. S. *Kearney* near Iceland.

GIVING HIS ALL

The following letter has been received by the Navy Department from Mulberry, Kans.:

"I have 1 mule hide over coat, and cap one Pair of cow hide gloves, gauntleted stile with fur on, and one pair of mittens of the Some material. If this kind of material is needed in Alaska I will gladley let the government have them. Please let me know."



(!!!)

Pearl Harbor

(Continued From Page 8)

ating channel through a hail of enemy machine-gun fire and shrapnel. They saved almost 100 men from one battleship—men who had been injured or blown overboard into the oil-fired waters. The attack on this vessel was at its height as these rescue operations proceeded. Suddenly the launch's propeller jammed. Coolly, the ensign directed the work of disengaging the screw as flames licked around its wooden hull, meantime also supervising the picking up of more victims from the harbor. His captain cited him for 'initiative, resourcefulness, devotion to duty, and personal bravery displayed.'

"Four motor torpedo boats had been loaded aboard a Fleet tanker for shipment. Their youthful ensign-captains put their power-driven turret machine guns into immediate action, accounting for at least one enemy raider plane.

"To the unsung heroes of the harbor auxiliaries must go much of the credit for helping stem the onslaught. Even the lowly garbage lighters shared the grim task. One came alongside a blazing ship which threatened momentarily to explode. Calmly the yard-craft's commander led firefighting both aboard the warship and on the surface of the harbor. He kept his tiny vessel beside the larger one for 24 hours.

"Men's will-to-fight was tremendous. One seaman had been confined to his battleship's brig for misconduct a few days earlier. When an explosion tore open the door, he dashed straight to his battle station on an anti-aircraft gun. On the submarine base dock a bluejacket, carrying a heavy machine gun for which there was no mount immediately available, shot the weapon from his arms, staggering under the concussion of the rapid fire.

"Quick thinking in the dire emergency probably saved many lives—and ships. An aviation machinist's mate aboard one ship saw that flames from the huge vessel threatened a repair ship alongside. He ran through the blaze and single-handedly slashed the lines holding the two ships together. Freed the smaller craft drew clear.



—Terminal Topics.

"If she gets this far, she's not worth meeting!"

Only in the final moments, when remaining aboard appeared utterly hopeless, would men leave their ships. Then they went reluctantly. Once ashore, instead of finding some dry place to recuperate from their terrific pounding, they pitched emergency quarters as near their vessels as possible. And with portable guns they continued to fight; later they stood guard at these same camps as repair operations began on their ships, setting regular shipboard watches. Like all treacherous attacks, the bombing of Pearl Harbor by the Japanese caught certain vessels of the fleet under periodic overhaul. While in this condition of repair, such ships were not able to utilize their offensive powers to the greatest effectiveness. These ships, therefore, turned-to with a will at many useful purposes. One ship rescued with its boats hundreds of survivors thrown into the water by the force of explosions; meanwhile the surface of the water was becoming a raging inferno from burning oil. Other ships sent their repair parties to help the fighting ships keep afloat. Others sent ammunition parties to maintain the flow of powder and shells to the guns. Without doubt the whole spectacle was the greatest spontaneous exhibition of co-

operation, determination, and courage that the American Navy has been called upon to make. The crew of one ship followed it around on its outside as it capsized, firing their guns until they were under water. Those same men stood on the dock and cheered as one of the more fortunate ships cleared the harbor and passed by, en route after the Japanese. Of all the accounts submitted on that memorable day, the record shows a continual demonstration of courage, bravery, and fearlessness of which the American Nation may well be proud."



—Hiser in the "Great Lakes Bulletin."

"Oh, that's Yeoman McQuigg. He argues very convincingly that the sword is mightier than the pen."

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THIS MONTH'S COVER



One of the most remarkable combat photographs of all times, this shows the U. S. S. *Shaw* at the exact moment she exploded in the Pearl Harbor raid. Despite the terrific blast she was repaired and sent back to sea. On the opposite page, the inside back cover, is shown a P. C. boat gun crew manning a forward 3-inch gun. All three cover photographs (including the Jap cruiser) are official U. S. Navy photographs.



