

BUREAU OF

FEBRUARY 1943

NAVAL PERSONNEL

INFORMATION BULLETIN





Silhouetted against a tropical sky, an American
convoy plods steadily across the great Pacific

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• NUMBER 311

REAR ADMIRAL RANDALL JACOBS, USN

The Chief of Naval Personnel

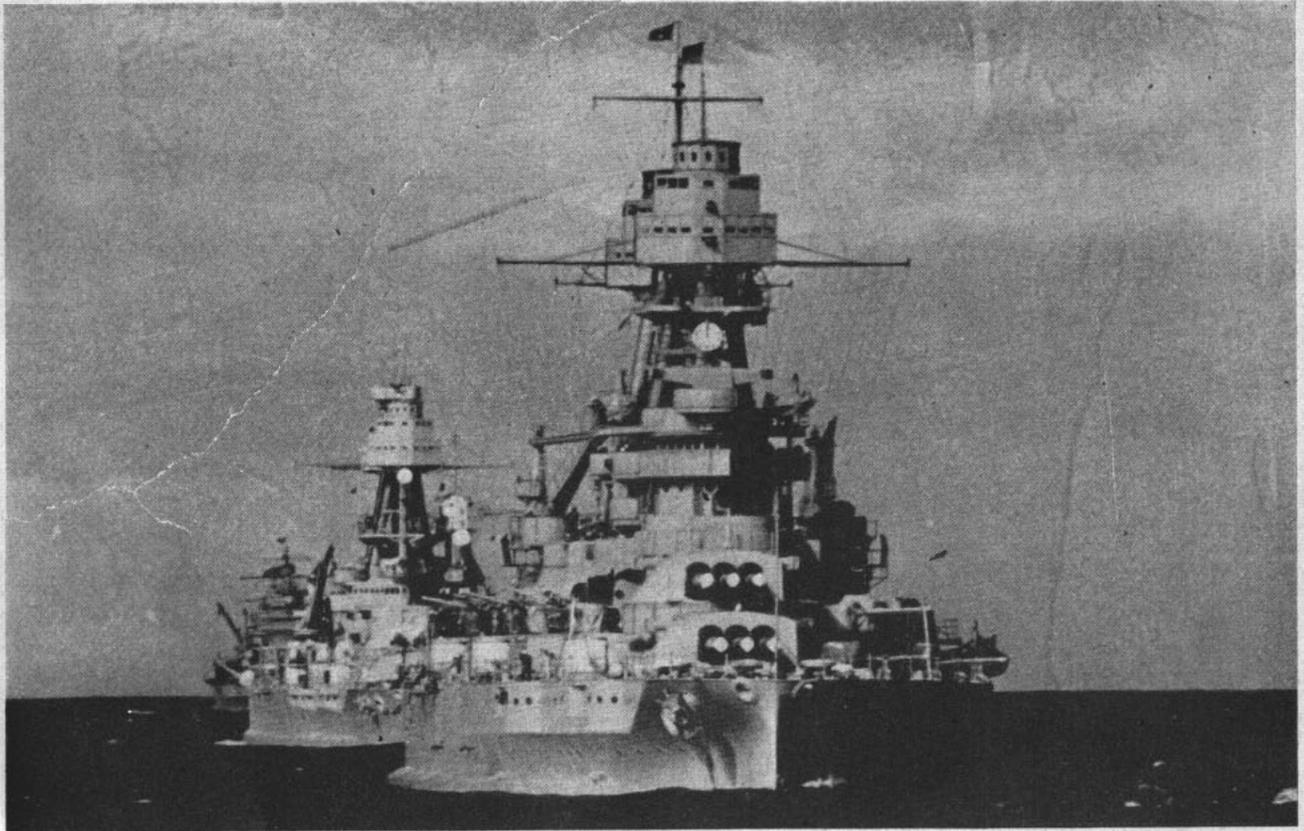
REAR ADMIRAL L. E. DENFELD, USN

The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. 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.



—Official U. S. Navy Photograph.

Proud and mighty battleships: One of their number came into her own against the Japanese.

Saga of a U. S. Battleship

Captain Gatch's vessel sails deliberately
into Jap trap—and blows it wide open

MR. PRESIDENT, out of the vast movements, skirmishes, and battles which are war, there emerges from time to time a decisive action—an epic of courage, bravery, and precision which marks a guidepost, a turning point in a great struggle. Such an epic action has recently been brought to the notice of the American people by the publication of the daring exploits of Captain Gatch and his crew aboard a United States battleship somewhere in the southwest Pacific.

Mr. President, these are the exploits of a battleship—that much-maligned weapon which our armchair strategists have loudly proclaimed to be an obsolete and utterly useless weapon, untenable in the face of combined sea

The accompanying speech reprinted here from the Congressional Record of January 11, 1943, was made by Senator James J. Davis of Pennsylvania on the floor of the Senate.

and air attack. Senators, when the complete history of this war shall have been written we shall find that the battleship has more than justified itself as an essential component of that important concept of "balanced military strength" which Admiral Woodward has so recently and so ably described.

Some time before this story was released for public consumption I re-

ceived a graphic account of all its glowing details from the lips of a young, alert junior officer who had participated in these actions. This young man had traveled the world over on his own initiative—working his way from port to port during his summer vacations away from college. He is only one of the many thousands of this type of sturdy, young Americans who have so bravely responded to the needs of their country—the type of young American in whom we may all take unbounded pride. What he and others like him are doing all across this embattled world has been very vividly portrayed by this newspaper account of the bravery and daring exhibited by Captain Gatch and his indomitable crew.

That young junior officer is my son.

When this epic battle had ended in the complete and frenzied rout of the enemy, my son's ship put into an American port. After taking leave of his officers and friends, my son proceeded homeward by the first possible means, arriving there in the bleak, grey hours of the early morning. Anxious to see his family, and knowing how much his homecoming meant to me, he roused me from a sound slumber. It was 3:15 a. m. After the great joy of our renewed meeting had somewhat subsided, he unfolded to me the details of this great engagement. He told me of the heroism, courage, and resolution of American officers and men; of their gallant exploits in a violent, seething storm of hell and fire; of the wounds which man and officer bore without flinching from the fight; of the deep respect and abiding faith which all the ship's crew held for their fighting skipper.

What a sterling leader this Captain Gatch! What a gallant captain he, who built up within his brave crew such a profound respect, such an abiding confidence, that they would sail willingly with him into the jaws of lurking death! Such leadership as this must not go uncited and unsung. It is such wise and confidence-born leadership as this that will lead America into that better and more productive era which lies ahead. My son also told me of the heavy destruction wrought upon the enemy, of his ultimate flight, and of our relentless pursuit of his fleeing remnants. This stirring account was not completed until the dawn had fully ripened.

SENATORS, that was a thrilling story, such a story as can be told by every American father and mother who has listened to the experiences of gallant sons who have been in action on the fighting fronts. It is proof positive that in spite of the many dour rumblings we have heard about the weakness and frivolity of the young American, we may now take great heart in the knowledge that when the chips are down, when the battle lines are drawn the young American has got it in him. He is a fighting man. He will engage and defeat the enemy.

These are the young men—men from the farm, the factory, and the counting-house—whose chorus of "aye, aye" rang out across the churning ocean when their gallant skipper, Gatch, asked them if they were willing to sail into the menacing mouth of an enemy-laid trap. These are the same young Americans whom our boastful and misguided enemies held

up to the world as being so soft, so fragile, so afraid to fight. The answer to those hollow epithets is now being heard round the world. To all those who may still doubt the ability of young America to fight, I say let them read the record—that glorious record written in the rock cliffs of Bataan, the steaming jungles of New Guinea,

(Continued on page 43)



Capt. Thomas Leigh Gatch: "Not one of the ship's company flinched . . ."



—Official U. S. Navy Photograph.

Swearing in a lieutenant, junior grade: How enlisted men may obtain commissions is told in article below.

Commissions for Enlisted Men

Various methods outlined by which
Reserve appointments may be made

ENLISTED men of the regular Navy and the Naval Reserve may be recommended for appointment as commissioned and warrant officers in the Naval Reserve. Under a policy designed to afford qualified men every opportunity to attain commissioned or warrant status the Bureau of Naval Personnel has issued a series of "Alnavs" and circular letters to all ships and stations to define the qualifications and outline the procedure for enlisted men.

In all cases the most sought after characteristics for the appointment of enlisted men as commissioned or warrant officers are demonstrated officer-like qualities, "determined by general bearing, appearance, alertness, executive ability, and leadership." Candidates must meet speci-

fied requirements in addition to the recommendation of their commanding officers.

All enlisted men of the Naval Reserve regardless of their rating may apply for permanent appointment as commissioned officers in the Naval Reserve after they have served 6 months on continuous active duty. Qualified enlisted men may apply to become midshipmen and aviation cadets. In addition, temporary appointments of enlisted men in the regular Navy and the Naval Reserve to commissioned and warrant grades are made periodically by selection boards.

Candidates for appointment as commissioned officers should have the same qualifications as civilians who apply for commissions. The procedure to be followed by enlisted men of

the Naval Reserve is outlined in the Bureau of Naval Personnel Circular Letter No. 159-42, dated November 20, 1942.

IN ADDITION to being eligible to apply for commissions, enlisted men under 28 years old with at least 2 years of college may apply for appointment as reserve midshipmen. Following such appointment the candidate is sent to a reserve midshipmen's school for training leading to a commission as ensign in the United States Naval Reserve.

Each year 100 enlisted men in the Regular Navy who have had 9 months of sea duty and 100 in the Naval Reserve who have had 9 months active duty are appointed to the Naval Academy, Annapolis, Md.

Qualified men between 17 and 21 years of age are eligible.

Certain enlisted men who are educationally, psychologically, and physically qualified and who have been recommended by their commanding officer are eligible for transfer to the aviation cadet training program.

Temporary appointments of enlisted men to commissioned ranks not above lieutenant are open to commissioned warrant officers, warrant officers, and chief and first-class petty officers who have served on continuous active duty for 6 months. Temporary appointments are made although men may not meet the requirements otherwise imposed on both civilian and enlisted candidates for permanent appointment in the Naval Reserve.

TEMPORARY appointments to commissioned ranks and to warrant grades are effected from time to time under "Alnavs." Under Alnav 265 recommendations from commanding officers for these appointments will be entertained by the Bureau of Naval Personnel until April 1 for men on active duty at sea for a period of 6 months or more. A similar Alnav (254) provides for recommendations of Regular Navy personnel before March 1 for commissioned and warrant grades.

In both cases appointments will be made only for seagoing billets.

A further method by which enlisted men will be trained for commissions is the new Navy College Training Program. Provisions are now being made to transfer approximately 10,000 qualified men already in an enlisted status to colleges selected by the Navy for training. Details of this plan and eligibility requirements will be announced at an early date.

THE methods by which enlisted men of the Regular Navy and the Naval Reserve may attain commissioned or warrant grades are covered in the following documents:

Alnav 254—December 4, 1942—Temporary appointment of enlisted men in the regular Navy to commissioned and warrant grades.

Alnav 265—December 8, 1942—Temporary appointment of enlisted men in the Naval Reserve to commissioned and warrant grades.

Bureau of Naval Personnel Circular Letter No. 56-42—April 7, 1942—Ap-

pointment of enlisted men of the Regular Navy and the Naval Reserve as Midshipmen, USNR.

Bureau of Naval Personnel Circular Letter No. 87-42—June 1, 1942—Transfer of enlisted men to aviation cadet training.

Bureau of Naval Personnel Manual, section D 6102-6107—Procedure for selection of enlisted men of the Regular Navy and the Naval Reserve for appointment to the United States

Naval Academy, Annapolis, Md.

Bureau of Naval Personnel Circular Letter No. 157-42—November 17, 1942—Nomination of candidates to take Naval Academy entrance examinations at sea.

Bureau of Naval Personnel Circular Letter No. 159-42—November 20, 1942—Detailed procedure for permanent and temporary appointment of enlisted men in the Naval Reserve to warrant and commissioned grades.

ADVANCEMENT AND CHANGES IN RATING

TRAINING and selection of men to fill the increasing number of petty officer billets required in the expanding Navy is an urgent responsibility of commanding officers.

It is important that all commands conform carefully with prescribed instructions for advancement in rating in order to insure uniform standards and equal opportunities for advancement throughout the service. There have recently been cases where the Bureau has reluctantly been obliged to direct cancellation of advancements which were effected without proper regard to instructions on the subject.

QUALIFIED FOR ADVANCEMENT?

When "qualified" is used in correspondence and instructions referring to candidates for advancement, it means qualified in all respects in accordance with article D-5104 BuPers Manual except when certain of the requirements are waived by competent authority. Deliberate care should be exercised to see that candidates measure up to the standards of military and professional qualifications before effecting their advancements in order to avoid the necessity of subsequent reduction in rating for lack of qualification.

ACTION IF NOT QUALIFIED TO HOLD PRESENT RATING

Men found not qualified to hold their ratings should be reduced in accordance with provisions of article D-5113 (3) BuPers Manual, after being given a reasonable opportunity to prove qualification. They should not, as is sometimes done, be transferred to other commands in a rating they are not qualified to hold. Lack of

qualification to hold a higher rating is often due to nothing more than lack of experience and therefore reduction in rating for lack of qualification (as distinguished from reduction for disciplinary reasons) is not to be considered as a reflection against a man's otherwise good record.

TRAINING

The following excerpt from a Fleet Air Wing Headquarters Squadron memorandum is published in view of its applicability to the service in general:

"The attention of all officers and enlisted men in this squadron is directed to the seriousness of the necessity for an improved and increased training program. The importance of the training program in the Fleet Air Wings at large is second only to that of actual operations. Planned expansion of the naval aeronautical organization will unquestionably make increasingly heavy demands for trained personnel upon already organized aviation activities.

"All men should appreciate and make the most of the current vacancies in higher ratings and the opportunities for their own advancement. However, it is no longer optional with the individual to decide whether or not he will study and train himself for advancement to the next higher rating. It is mandatory that every man be at all times actively under training which will qualify him for advancement to the next higher rating in the minimum length of time. Officers and leading petty officers must make available maximum time for instruction purposes in their departments. In this connection, training motion picture films of all types

required should be obtained in the near future.

"Training obtainable in service schools, both Fleet Schools and those of the Shore Establishment, must be utilized to the maximum extent. Even though it may be inconvenient at any particular time to spare a man from a department for a service school class, men *must* be sent to service schools in increasingly large numbers in order to obtain a backlog of specialized material maintenance knowledge. Without such a backlog of knowledge the operation of the expanded naval aeronautical organization will be impossible. When individual volunteers for service schools are not adequate in number men must be assigned for such duty. Men so assigned shall not necessarily be those who are most easily spared from the current organization. They shall be men who, by educational background and evidenced ability, are the ones who will gain the most from the school."

NOTE: The December 1942 INFORMATION BULLETIN, page 46, contains the latest list of training courses available. Maximum use should be made of these training courses.

YEOMEN

Advancement or changes to yeoman ratings in excess of complement are to be discouraged. On the other hand yeomen (other than Waves), especially those in the lower grades, who are not particularly expert in yeoman duties are encouraged

to qualify for change in rating to other ratings for which they have aptitude and in which shortages exist. So doing in many cases will enhance their promotion opportunities in view of the smaller need for yeomen than for certain other ratings in the fleet. A man's special aptitude for a particular rating should be considered before placing him in training therefor. Following are some of the ratings to which changes from yeoman have been made recently upon request of individuals after qualification and



YEOMAN

recommendation: quartermaster, signalman, fire controlman, torpedoman's mate, electrician's mate, radioman, soundman, aerographer's mate, photographer's mate, aviation ordnanceman, aviation radioman.

PRINTERS

The number of printers required in the Navy is very low. Printers who can qualify for other ratings would find it to their advantage to do so. The Bureau has not been approving recommendations for advancement of printers in excess of complement except in cases of printers with long service. To correct the impression in some quarters that enlistment of printers in the Naval Reserve has been continuing, the service is informed that the printer rating has been closed to enlistments for approximately one whole year.



PRINTER

DECK ARTIFICER RATINGS

The status of the painter, carpenter's mate, patternmaker and shipfitter ratings is such that recommendations will be favorably considered for changes to other ratings for



SHIPFITTER



CARPENTER'S MATE
PAINTER
PATTERNMAKER

which men concerned may show equal or greater aptitude. Changes out of the painter rating in particular are encouraged. Ratings to which changes are considered should be those for which there are vacancies on board.

SOUNDMEN

This is essentially an operator rating, but as indicated in the qualifications (published in the BuPers Manual Circular Letter No. 11-42), soundmen must have a technical working knowl-

edge of the material which they operate, the second class rating more so than the third class rating. Their work in connection with the maintenance of the apparatus should develop technical ability to put them in a position to qualify for radio technician.

Since the highest grade of soundman is second class, it is suggested that soundmen second class prepare themselves for advancement in radio technician ratings, the qualifications for which were published in BuPers Manual Circular Letter No. 15-42. It is contemplated that authority will be given commanding officers to effect changes and advancements for soundmen second class to radio technician second and first class without reference to the Bureau.



SOUNDMAN

NOTE: The establishment of a first class grade of soundman is expected.

At the present time the need for soundmen makes it necessary to disapprove changes out of the ratings except for advancement to radio technician rating.

RADIO TECHNICIANS AND AVIATION RADIO TECHNICIANS

The major source of supply of these ratings is the output of the radio matériel schools at Bellevue, Treasure Island and Corpus Christi. The highly technical nature of the duties of these ratings makes the special service school training necessary for the higher grades, but graduation from a radio matériel school is mandatory for advancement to the chief petty



RADIO
TECHNICIAN



AVIATION
RADIOMAN

officer grade only. Thus far, radio-men who are graduates of the matériel schools have been retained in

(Continued on page 40)



—Official U. S. Marine Corps and U. S. Navy Photographs.

Marines bound for foreign ports may even find convoyed gasoline trucks accompanying them to their destination.

Convoy Gets Baptism of Fire

4 days of heavy attack by subs in mid-Atlantic test young sailors

AN Overseas Atlantic Base.—This is the story of an eastbound convoy.

It is also the story of how a number of young American sailors got their baptism of fire in a 4-day heavy attack by submarines on their convoy in mid-Atlantic.

The night before we weighed anchor, the passenger sailors were brought aboard, bound for duty overseas. Four or five were veterans of the last war, and several were transfers from other ships, but many others had never been to sea before.

The first morning, the chief boat-

This story was written by Sergeant Frank Acosta, Jr., of Washington, D. C., a Marine Corps combat correspondent now stationed overseas.

swain's mate mustered the passengers, gave them instructions about always wearing life jackets on deck, where to go when the general quarters buzzer sounded (the signal to man battle stations), and warned them to be careful about smoking around the hatches.

The young men hardly heard the warning. They were too excited about actually being at sea and watching the forming of the convoy. Besides, they had heard already from the crew that the ship had been making this run regularly without serious trouble.

During four warm, beautiful days, we all lay out on the hatches in the sun, gazing at the majestic array of ships in the convoy spread out behind us.

Then one night the word got around that a sub had been sighted 20 miles astern, and the next morning we heard a rumor that one of the escort vessels

had had a direct sub contact only 5 miles astern of the convoy.

The next evening most of the passenger-sailors were below in the crowded troop space, reading in their bunks, talking, or trying to pick a friendly argument with the lone Marine aboard.

THEN it started. The "GQ" buzzer went off, and we poured up the ladder and out on deck. The whole sea was lit up with flares from everywhere, trying to spot the sub on the surface. Depth charges were exploding every few seconds. The baptism was on.

Half-dressed, shivering, and wondering, we stood there at quarters 15 minutes before the escorts passed the word "all secure."

As soon as we got below again, the captain, over the ship's loud speaker system, ordered every man to sleep fully dressed with his life jacket nearby. He said, "It may be necessary for us to abandon ship if we are hit. But do not be panicky."

I looked around at those youngsters, only a few weeks away from schools and civilian jobs. They were saying to

themselves in wonderment, "Abandon ship! Holy smoke!"

Two minutes later the buzzer went off again and the troop space was empty in half the time. Just as I hit the ladder I heard the speaker say, "Now y'hear there! Ship X-X has been torpedoed and the convoy is under attack!"

There was no more sleep that night. We would go back below after the "secure," sit there dozing and jump at every noise.

It is an eerie feeling to jump out of a half-sleep, go tearing up a ladder while waking up, and look out on a sea lit up with flares like the Fourth of July, with depth charges sometimes exploding so close they shake your own ship. Yet the ships in the convoy steam along, keeping position and speed. In the dark, it seems as if the whole checkerboard moves along oblivious of anything, but you know aboard every ship eyes are peering out to see anything in the water.

THE worst scare that first night was the last one. Just at dawn one escort ship made a contact. She was racing around dropping depth charges, when there was a terrific explosion directly under us. The engines

stopped, and I thought surely we were hit, but we soon discovered that the explosion was caused by a depth charge exploding close by.

That night was only the beginning. The convoy got no letup during the following 36 hours.

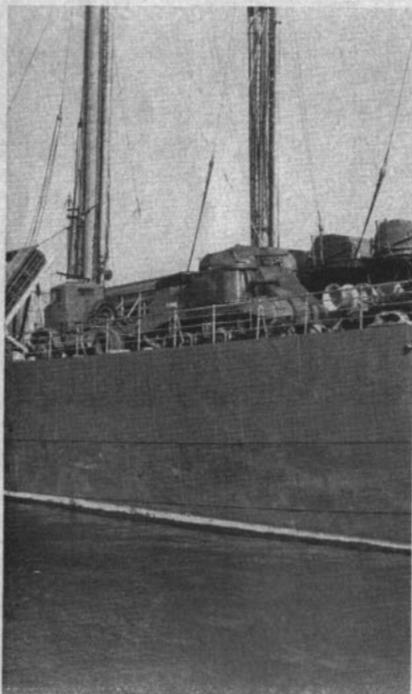
Just at dusk, on the fourth night of the attacks, I was standing at the starboard rail. The ship next to us couldn't have been more than 150 yards away. Suddenly I saw a huge puff of smoke go up right on her starboard bow and heard an explosion. A minute later, her entire bow was aflame.

We watched her burn for an hour, drifting slowly astern. Now and then flames would leap up, and we could see the crew with the hoses.

Early next morning American planes hove into view, and there were no further attacks.

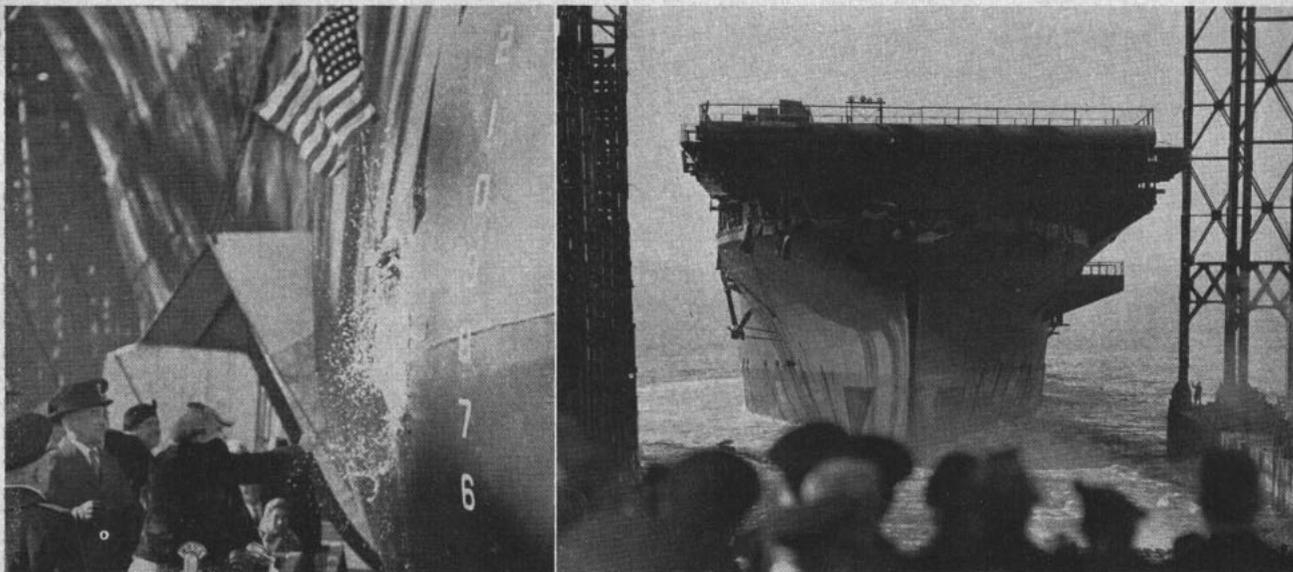
The baptism of fire was over. The youngsters now really had something to fight for. As one husky fellow assigned to duty aboard a destroyer said to me:

"Boy, nobody out here has to tell me about how dangerous those babies are we're going after. Just let me get on board that ship!"



—Official U. S. Navy Photographs.

Convoy Cargoes: Tanks, sacks of flour, even locomotives.



—Acme Telephotos.

EAGER FOR WAR, NEW "YORKTOWN" HITS WATER EARLY

Seemingly eager to get about her business of avenging her predecessor and namesake, the new aircraft carrier "Yorktown" slid down the ways 5 minutes early at Newport News on January 21—breaking off the traditional launching ceremonies in the middle. Mrs. Eleanor Roosevelt, not yet into her christening speech, stepped forward quickly, however, to carry out her role as ship's sponsor, a task she had performed for the previous "Yorktown." The new ship was launched months ahead of schedule.

The Part Carriers Played Off North Africa

Artemus Gates speech at "Yorktown" launching reveals new type of operation in landings

THESSE remarks will be short, so that this new carrier can join the fleet as soon as possible and continue the great work of its namesake and our other aircraft carriers.

As you know, our aircraft carriers have been given credit for damming the raging flood of Jap aggression that was surging so strongly last spring and summer, threatening Australia and Hawaii with invasion. The newspapers and radio have described for you the heroic feats of our carriers in the Coral Sea, at Midway, and in the Guadalcanal area.

Admiral Buckmaster has pictured the *Yorktown* actions in the Pacific. You will be interested in another type of carrier operation. It can now be revealed that our carriers have played a major role in another area and in another ocean. Carrier-based airplanes, covering the November landing operations on the west coast

The accompanying address was delivered by Artemus L. Gates, Assistant Secretary of the Navy for Air, at the launching of the U. S. S. "Yorktown" at Newport News on January 21, 1943.

of North Africa, neutralized strong opposition which might otherwise have made this expedition an exceedingly costly affair, both in men and equipment. Our landing forces were actively opposed at sea by submarines and warships, while fixed batteries and large numbers of shore-based aircraft further threatened the success of this impending action.

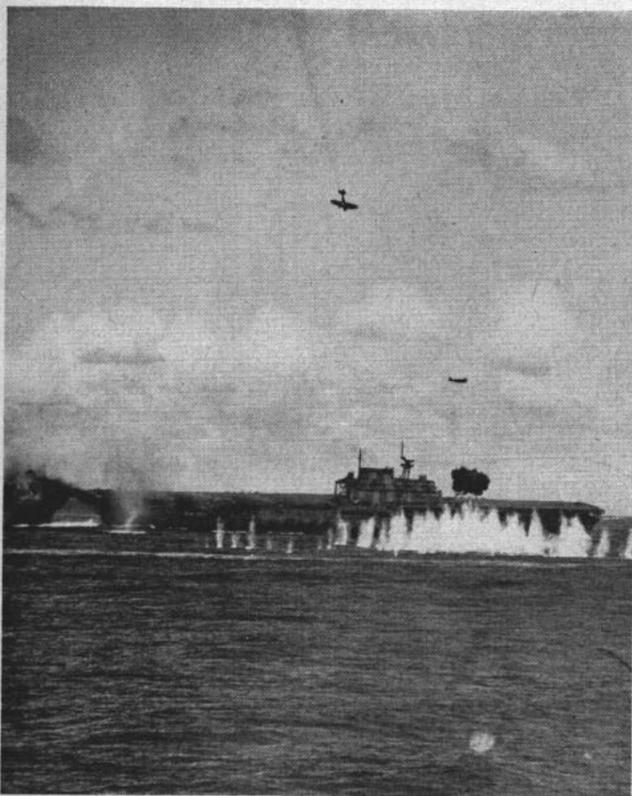
At one of the most crucial points of the operation, an opposing cruiser, accompanied by four destroyers, took position to attack our transports and

landing boats while our troops were debarking. Grumman Wildcat fighters from one of our carriers, diving into strong antiaircraft fire from these ships, strafed them repeatedly, and inflicted so much punishment that they were forced to reverse course and head for shore.

During the action, our dive bombers took off from the carriers to attack a battleship which was shelling our flagship. On this battleship were dropped several 1,000-pound bombs which effectively silenced her fire for that engagement!

Many opposing aircraft were shot down in air combat or destroyed on the ground by squadrons of our carrier-based fighters, while other fighters were employed with remarkable success against antiaircraft batteries, gun emplacements, and even against tanks.

The dive bombers and torpedo
(Continued on page 71)



—Official U. S. Navy Photographs.

Japanese dive bomber (upper left) crashes into signal bridge of the "Hornet" in Battle of Santa Cruz Islands, leaves ball of flame and smoke (right).

'Hornet' Takes a Heavy Toll

Proud tradition of Service lives again as carrier stings enemy fleet

IT WAS the U. S. S. *Hornet* which the Japs got in the Battle of the Santa Cruz Islands, it is now safe to reveal—but the carrier went down fighting in the proud tradition of the Service, making the Japs pay dearly for her loss. Even in her last hours she was inflicting new punishment to the enemy fleet, adding to a tremendous total of damage done in 5 months of action.

As now tabulated, that damage in the Santa Cruz and Midway battles includes:

At least one torpedo hit on a carrier.

Two 1,000-pound and one 500-pound bomb hits and two 1,000-pound near misses on battleships.

One 1,000-pound bomb hit on a heavy cruiser, later seen gutted, with survivors abandoning ship.

Six 1,000-pound bomb hits on another cruiser.

Two 500-pound bomb hits on a cruiser.

One 1,000-pound and one 500-pound bomb hits on destroyers.

One destroyer strafed by fighters.

Seven 1,000-pound bomb hits on a carrier, larger than any American carrier, which was last seen blazing from stem to stern and crosswind in the water.

Four 10,000-ton transports, with a capacity of approximately 5,000 men each, sunk.

On the day the *Hornet* perished, the

Navy task force in that area shot down 156 Japanese planes.

THAT is the damage list for Midway and Santa Cruz. At Santa Cruz torpedo planes and dive bombers from another United States carrier helped avenge the sinking of the *Hornet* by laying two 500-pound bombs on a carrier of the Shokaku class and scoring two 1,000-pound bomb hits on a battleship and a torpedo hit on cruiser. They also strafed a cruiser and shot down 23 Jap planes.

The log of the *Hornet* reads like a thrilling novel. Her exploits, in addition to the Midway-Santa Cruz battles include:

Launching an attack on the Buin-

Faisi area, scoring hits on a tanker, a light cruiser and 2 cargo ships; shooting down several planes and bombing the Kahill airfield. A raid was also made at Rekata Bay, where 2 beached transports were hit and burned, landing barges and supplies were fired, fuel dumps and anti-aircraft installations destroyed and 12 seaplanes shot down.

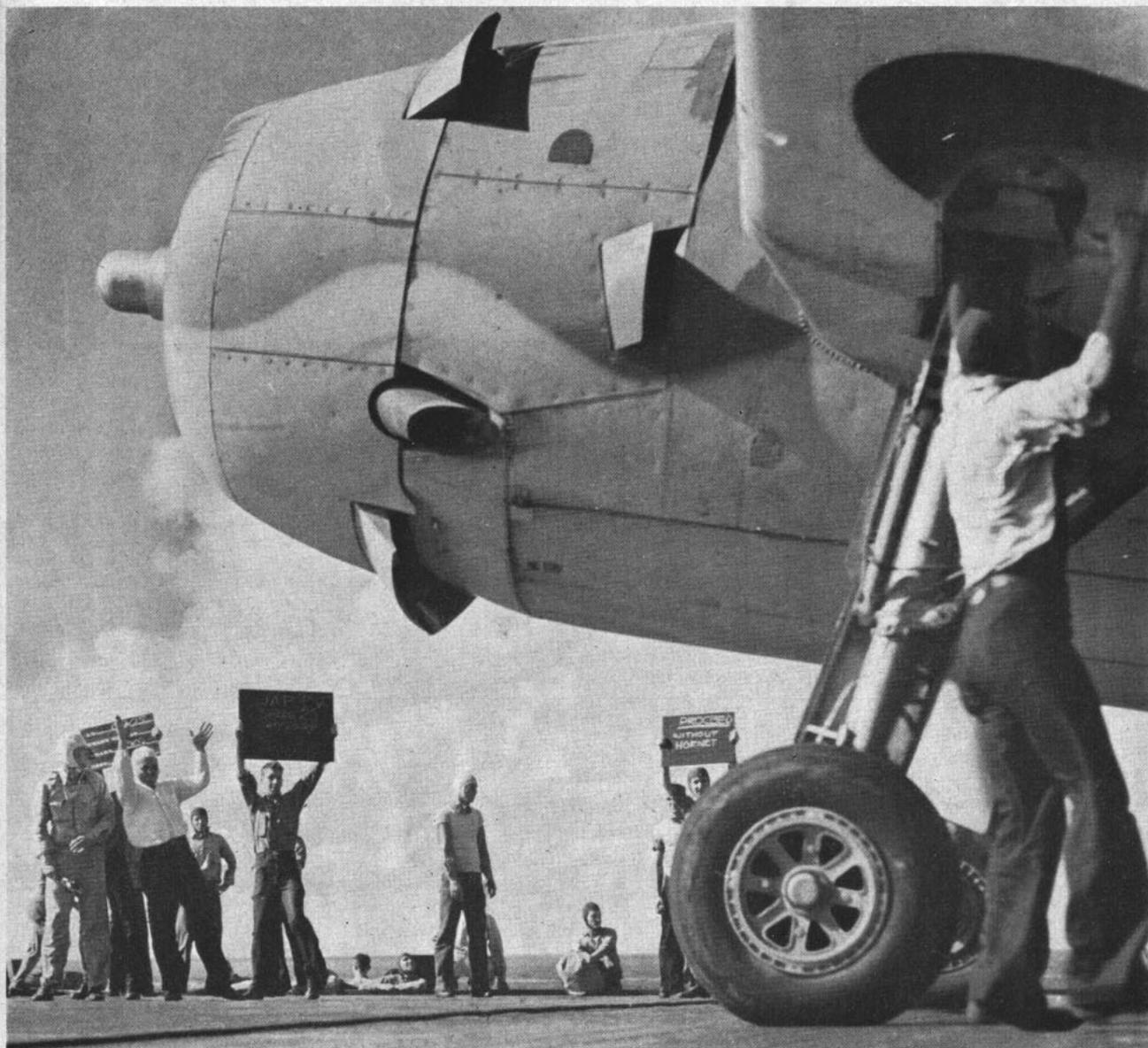
In telling of the loss of the *Hornet*, Alvin Grahn, gunner's mate, of Roseau, Minn., described the final attack as "like the pause before a football game when everyone is listening for the referee's whistle for the kick off."

"We were manned and ready," said Grahn. "Suddenly somebody shouted 'Here they come! Commence firing.' Some of us never had fired at enemy planes and the boys were making bets on the chance of getting a crack at dive bombers and torpedo planes. Within 7 or 8 minutes we had shot down 50 of the 54 planes which came over in the first attack."

Two shattered Jap planes crashed on the *Hornet's* decks. One exploded near the bridge, starting a furious blaze, Grahn said, and the other dived under the flight deck and crashed

into a row of officers' staterooms, its controls shot away, as it attempted to launch a torpedo. American warships ranged alongside the *Hornet* and helped extinguish the flames.

CLIFFORD V. BUTTERFIELD, 22, gunner's mate from Idaho Falls, Idaho, said: "The enemy came in all around and anti-aircraft shells filled the air with smoke. We let them have it and they let us have it, but so many things happened I couldn't say how many we got in the first few minutes. It was like shooting wild geese."



—Official U. S. Navy Photograph.

Proceed without "Hornet": Signboard tells pilot of torpedo plane aboard another U. S. carrier that "Hornet" is out of action.

Frederick Plath of McAllen, Tex., and Joseph Laino of Brooklyn, bakers, said: "We had 10,000 doughnuts and 5,000 mince pies cooked and ready to serve to the men during any lull in the battle but there just wasn't any lull."

"Heat from the raging fires reached a quantity of dough," Laino said, "and it rose all over the floor a foot deep. I'm glad I didn't have to stay and clean up that mess!"

The *Hornet's* crew told of drawing water from the sea in buckets to fight the fires in various parts of the ship while the attacking Jap planes kept "dropping like flies" from the sky.

In the final analysis, the Japs themselves did not sink the *Hornet*. She survived attack after attack. Badly damaged, the ship was taken in tow after hours of fighting and began to leave the battle area. Subsequent attacks added to her damage and finally, to prevent her from falling into enemy hands, two destroyers from the American fleet sent her to the bottom with torpedoes and shells.

At the time the Navy Department announced the loss of the aircraft carrier *Hornet*, it also identified the following American warships sunk in the battle of Santa Cruz and in fighting off Guadalcanal:

- U. S. S. *Juneau* and U. S. S. *Atlanta*, 6,000-ton light cruisers.
- U. S. S. *Cushing* and U. S. S. *Preston*,

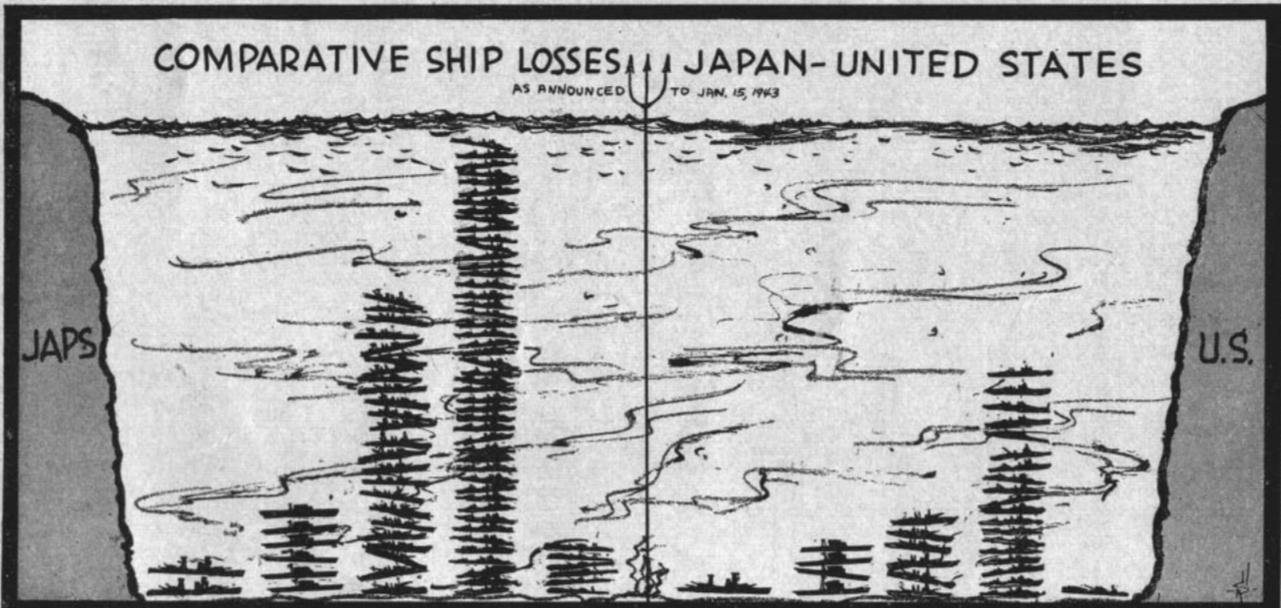


—Official U. S. Navy Photograph.

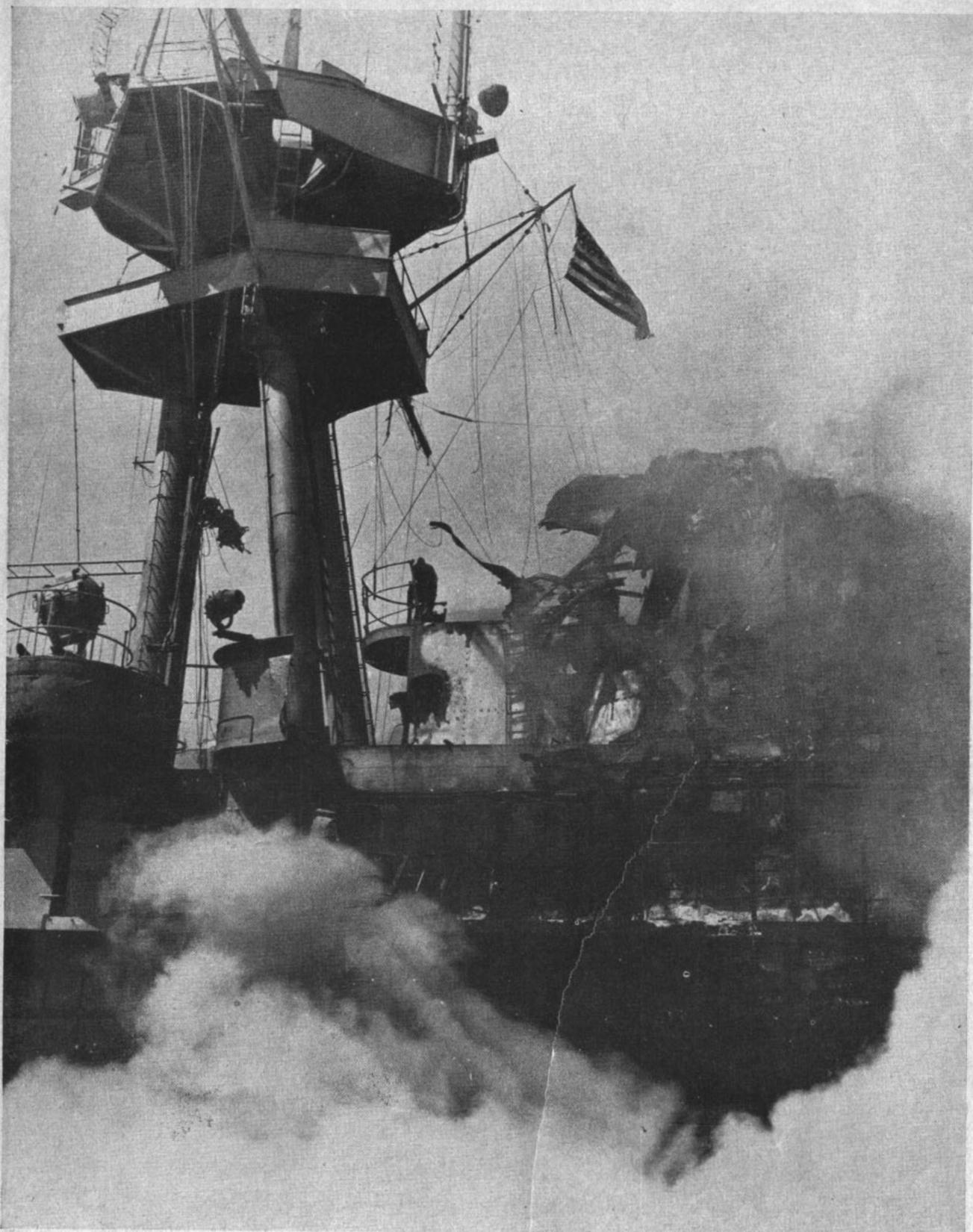
The Jap missed their ship, and this photo of a gun crew aboard an unnamed U. S. aircraft carrier was made moments after crew had driven off suicide plane that attempted to crash into it.

- destroyers of the *Mahan* class, 1,465 and 1,700 tons, respectively.
- 1,480 tons respectively.
- U. S. S. *Benham*, 1,500-ton destroyer of the *Gridley* class.
- U. S. S. *Barton* and U. S. S. *Laffey*, destroyers of the *Bristol* class, 1,500

- and 1,700 tons, respectively.
- U. S. S. *Monssen*, 1,630-ton destroyer of the *Benson* class.
- U. S. S. *Walke*, destroyer of the *Sims* class, 1,570 tons.
- U. S. S. *Northampton*, 8,050 tons, heavy cruiser.



BB CV CA—CL DD SS BB CV CA—CL DD SS



—Official U. S. Navy Photograph.

After Jap dive bomber struck "Hornet": U. S. flag still flies from gaff after plane crashed on signal bridge of carrier.

GUADALCANAL MARINES RELIEVED

"Maj. Gen. Alexander M. Patch, United States Army, has recently assumed command of the United States forces stationed on Guadalcanal. Major General Patch relieved Maj. Gen. Alexander A. Vandergrift, United States Marine Corps, who has been in command since the initial occupation of positions on the island by United States Marines in early August 1942. The Marines have been operating jointly with Army troops in this area for several months during which period most of the Marines who made the original landing on Guadalcanal were replaced by Army personnel."

This terse paragraph from Navy communique No. 257, issued as the INFORMATION BULLETIN went to press, indicates the drawing to a close of one of the most brilliant chapters in the already jeweled fighting career of the United States Marines.

In less than 6 months after landing on the Japanese hotbed of Guadalcanal, the Marines pushed the Japs back, took their airfield and, in hand-to-hand fighting, took much of the inhabitable area of the island.

Many stories of heroism have come out of the Solomons; many more will be told when the war is won but in this brief announcement one fact emerges; there is new meaning now to the old saying, "The Marines have landed, and the situation is well in hand."

The following story, received shortly before the announcement that the Marines have been relieved, tells how they fought and lived on Guadalcanal.

GUADALCANAL, December 7. — (Delayed).—For a third of the year the United States has been at war, the Marines have occupied Guadalcanal.

During this period, Leathernecks here have learned a great deal about jungle warfare. What they have learned, they have put to good use. Since August 7, they have met those Japs, reputedly superb jungle fighters, and beat them at their own game.

The Japanese have attacked the Marine position in force at least four times and in each case the attack has been hurled back with terrific loss to the enemy.

Conversely, when the Marines executed large scale offensives, they attained their objectives. On October 9 for example, they pushed the Japs

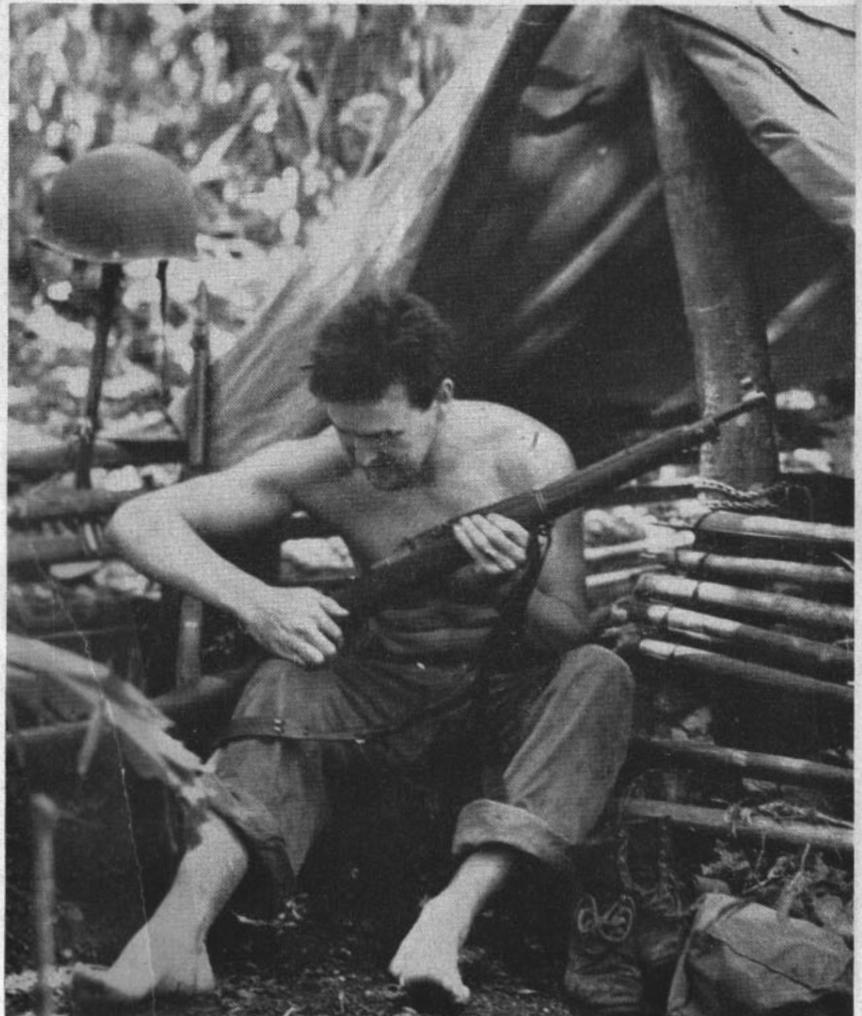
across the Matanikao River and cleared the area from the Matanikao to Point Cruz. This was an important factor in the failure of the all-out Japanese effort of October 13-15.

The biggest lesson the Marines learned is the value of the small

operation—the small patrols that penetrate deep into the heart of enemy territory, scouting out positions, destroying the food and ammunition supplies and ambushing enemy troops.

The Japanese worked this out to a science. Their troops were equipped with weapons designed for hit-and-run tactics. Equipment captured from them included hundreds of coconut palm or grass cloaks for use as individual camouflage. Even the two-toed rubber shoe worn by the Jap is intended to give him an edge in climb-

(Continued on page 70)



—Official U. S. Marine Corps Photograph.

Marine, his best friend, and home on Guadalcanal.

FOUND TWICE, THEN LOST AGAIN

NINE IN DISABLED YAWL DRIFT FOR 21 DAYS BEFORE RESCUE COMES

The accompanying story, full of the suspense of the sea, is adapted from the Boston Herald.

FOR 21 days, nine Coast Guardsmen in a storm-damaged yawl of the Corsair sailing fleet, drifted helplessly but heroically while two rescue attempts failed. The story of those days has been told by Vance M. Smith, BM2c, one of the survivors. Given up for lost, he came back from the adventure 22 pounds lighter, with a gashed scalp and upper lip and a broken nose.

The disabled 57-foot yawl *Zaida*, a transformed cutter built by John Alden, Boston designer, was the object of an extensive search by Army, Navy, Canadian, and British planes and blimps and by surface vessels. Twice almost rescued, only to go adrift again in mountainous Gulf stream waves, lashed by two hurricanes, and with several men injured, the auxiliary vessel was finally brought to harbor at a southern inlet.

Smith, the son of Harold T. N. Smith, commodore of the Coast Guard auxiliary flotilla at Swampscott, told in matter-of-fact manner about 50-foot waves, short rations, brackish water and cigarettes made of tea and coffee and rolled in pages from *The Bluejackets' Manual*.

“WE had been on patrol and were due to be relieved soon,” Smith said, “when we got caught in the middle of a 24-hour gale. It was noon, December 3. The storm was so severe it carried away the mizzenmast, staysail and trisail. The yawl was one-third filled with water, the port-side spreaders were busted, so that we could only tack; and two men, below in the cabin when the gale broke, were hurt.

“At the time, we were hove to, heading mostly into the wind. The waves came rolling up out of nowhere, and using a canvas sea anchor, we ran before the storm.



—U. S. Coast Guard Photograph.

Vance T. Smith, Swampscott, Mass., as he looked after spending 21 days adrift in a disabled yawl in the North Atlantic.

“A great wave caught us nearly abeam, and slapped us over on the side, nearly capsizing us. We formed a bucket brigade and bailed by hand 3 hours before we began to get the water out.”

They ran on bare poles before the storm for 24 hours, Smith said, and were blown steadily east from where the vessel was first hit by the hurricane.

(Continued on page 42)



—Official U. S. Navy Photograph.

Looking up through conning tower: First man out after a dive, the Marine correspondent found, shoots up "like a torpedo" because of the difference in air pressure inside and out.

How It Feels To Be a Torpedo

Marine on submarine gets a surprise as "gun captain"

COOCO SOLO, C. Z.—Now I know how it feels to be a torpedo!

When it was arranged that I was to get a ride on a submarine, I never imagined that I would also act as gun captain at a "battle surface," a maneuver in which the first man out of the conning tower, the gun captain, is literally sucked out onto a sea-washed deck. But I wouldn't have missed it for the world.

This was the first opportunity I'd ever had to go down in a sub. Out of all I'd heard and read, all I could remember was that (1) they were as

hot as blazes when submerged and (2) I would just barely have room to move around.

With the arrival of the commanding officer, the Diesel engines started, mooring lines were cast off and we slid away from the dock. I was left on deck with three other military passengers. None of the three had ever

The accompanying story was written by Sergeant Richard J. Murphy, Jr., a Combat Correspondent with the Marines at Coco Solo, C. Z. Sergeant Murphy is a former Washington, D. C., newspaper reporter.

been aboard a sub before. From the conning tower came the cry, "Rig ship for dive!" The four of us scurried, or I should say, squirmed, below.

I was a little lost at first, but when I entered the control room I felt right at home. It looked just like the ones I had seen in the movies, with wheels and dials and flashing lights and myriad gadgets.

THERE were lots of other things to see. A junior officer acted as guide. Most of his technical language I must confess, I didn't follow. If I had said, "I don't understand," every time I actually didn't, we'd still be down in that engine room.

Surprisingly though, there was

plenty of room to move in. True, I couldn't always stand upright and sometimes I had no choice but to stand.

I went back to the control room for I wanted to watch the diving process. I was surprised to find that we were already 40 feet below surface.

I got a look through the periscope and it turned out to be no simple telescope-with-a-bend-in-it. What with various handles to manipulate, waves moving in front of it, and the fact that the ship I was trying to see wouldn't stand still, I considered myself lucky to get two fleeting glimpses of my "target" in about 5 minutes.

Abandoning the periscope, I enjoyed a cup of darned good coffee in the crew's quarters and inspected the library, well stocked with books and current magazines.

I LEARNED that a Klaxon horn which I had heard sounding was the signal to prepare to submerge. There was a second horn which signaled men in the engine room to alter the speed of the motors.

I was prepared for those, but not for what happened the next minute. A shrill whistle screamed.

"Collision alarm!" somebody shouted.

Now I was in for it. Men rushed around me, behind me, practically over me. Everybody had a job, it seemed, but the lone Marine.

After a couple of very tense minutes it was all over. Only a test.

In about an hour, while I was looking over a magazine, all the lights went out. Test of emergency lighting, I was told. A couple of scattered bulbs—the emergencies—flickered on, casting deep shadows. Again, in a few minutes, normal lighting was resumed.

About noon, we came to the surface for lunch. Even though I knew that submarines have a reputation for good food, I was still agreeably surprised at the tasty meal that was set before us.

When we submerged again I was careful to stay in the control room. Soon after we had submerged, an officer suggested that I might like to see a "battle surface." That's the maneuver in which the sub comes up and begins fighting on the surface with her deck guns. Since he was a

man short, the gunnery officer made me "gun captain" of the crew.

"Of course, you'll have to be careful," he warned. "The difference between pressure inside and outside the sub will force you out of the hatch. And you'll probably get a little wet."

UNDAUNTED, I accepted the offer of a pair of shorts to substitute for my uniform and prepared for action. Garbed in the shorts, I moved up into the conning tower at his signal. I had been told that I was to be the first man out.

Finally there was a shouted command. Somebody reached up beside me and unfastened the catch that opened the hatch. At that moment,

seemingly, somebody reached down and jerked me by the nape of the neck through several hundred gallons of seawater to the conning-tower bridge.

The force of the pressure was so great that I felt like a torpedo being blasted out of its tube—only I was heading skyward!

Amazingly enough I landed feet first. I ran to the starboard ladder, slid down to the gun deck. I sloshed forward and went through the routine in which the gunnery officer had instructed me, with the support (physical and moral) of the rest of the gun crew who had now joined me.

We fired some practice shots and it was all over.



—Official U. S. Navy Photograph.

A second officer peers through a periscope. The Marine who tried this writes: "I considered myself lucky to get two fleeting glimpses of my 'target' in about five minutes."



—Official U. S. Navy Photograph.

The French battleship "Jean Bart" at Casablanca. This closeup view of the ship shows damage near bow and stern. Note also sheds and pier damaged as result of bombing and shell fire from U. S. Fleet. In fighting at Casablanca, nine Navy dive-bombers with 1,000-pound bombs silenced the "Jean Bart."

How the African Landing Was Effectuated

Report now reveals details of greatest operation of its kind

"WELL done."

The signal came from the Task Force commander to the Air Group after the last of the French ships and batteries along the shore had gone silent under the overwhelming power of United States ships and planes; after the last of the courageous French planes had vanished from the skies.

These over-all facts stood out when the message was sent:

Not a man nor a ship lost on the voyage across the Atlantic to Africa.

Not one United States plane shot down in combat.

Twenty-six opposing planes shot down in the air by our fighting planes, over 100 destroyed on the ground.

This article was prepared from a report of one of the Task Force Commanders on the African Expedition to Admiral R. E. Ingersoll, USN, Commander in Chief of the Atlantic Fleet

The precise and devastating efficiency did not come by accident. In the brief interval between the date the Navy Air Group commander was informed of the task ahead and the time of sailing from the United States, the escort carriers designated for the undertaking carried out a dress rehearsal. An island's shore became the coast of Morocco. Squadron Intelli-

gence officers went to work on a vast array of maps, aerial photographs and other material given them. They lectured the pilots on a far land that few of them had ever seen. They poured information into them until some of them said later that they knew the area which they attacked better than their home towns and surrounding country.

Then on a certain day the Air Group steamed eastward. As one officer described these tense days: "There was complete radio silence. The whole atmosphere was changed. This is what we had all been waiting for. The 'know-it-alls' who had said that only anti-submarine warfare was to be had in the Atlantic, now piped down."

Came a morning with the sun dancing on the whitecaps; with a slight mist on the horizon. Out of the haze loomed a ship, then another, and another until it was no use counting them.

"We swung into our place with signal lights blinking from half way around the horizon," said one who was at the meeting. "When darkness came, the lookouts had a tough job. It is not easy to keep formation in a group of any size, and this was probably the largest fleet that had ever sailed the Atlantic."

In fact, it was the largest assemblage of vessels that had sailed any ocean in the annals of man—a mass of ships 25 miles across any way one looked. Planes from the Air Group escort carriers ranged far around the fleet, ever alert for a sign of an enemy.

This voyage of the greatest of convoys was actually uneventful. There were no attacks notwithstanding the priceless prizes that these ships, their supplies, and thousands of trained fighting men offered.

Atlantic Fleet Gets Congratulations

"Heartiest congratulations" to the officers and men of the Atlantic Fleet on their successful occupation of Northwest Africa have been extended by Admiral C. W. Nimitz, Commander in Chief of the Pacific Fleet.

In a letter to Admiral R. E. Ingersoll, Commander in Chief of the Atlantic Fleet, Admiral Nimitz declared:

"On the part of the officers and men of the Pacific Fleet, I desire to extend to you and the officers and men of the Atlantic Fleet our heartiest congratulations on a task well done.

"While the present situation requires that we fight in widely separated areas, we are following your progress with keen interest and heartfelt wishes for your continued success."

ON Saturday, November 7, the various groups of ships split up to steam for their designated attack and landing points.

Sunday, November 8, was "D" day. Long before daylight, the Navy's planes took off, their blue exhaust flames paling with the brightening dawn. The sea, like the ships it carried, was calm and silent.

Fifteen miles north of Casablanca,

the big batteries of El Hank at Fedala ranged the beaches searching out the landing groups. The *Jean Bart* from her berth in Casablanca, too, was firing with her 15-inch guns. Farther north at Medhia opposition planes strafed the landing troops.

Our reconnaissance planes found no troops moving on the roads toward the coast. They did find a small airfield at Medouina, however, with 15



—Official U. S. Navy Photograph.

Safi, French Morocco: Under the watchful eyes of Navy carrier-based planes, American transports and landing barges complete operations. An SBD, Douglas scout bomber, can be seen upper right.

planes on it. United States Navy fighting planes were notified, and shortly over the air came their report: "15 planes on fire at Medouina."

Traffic on the flight decks was heavy. Sometimes the pilots did not leave their planes between flights. Some of them hastily gulped cups of coffee in the ready rooms while Intelligence officers interrogated them.

Everyone wanted to get in the fight. One rear gunner was offered \$230 for his seat in a fight. He turned it down. On the flight he was killed by a shell fragment.

THE antiaircraft, wild at first, grew more accurate. Many planes came back bearing bullet holes and shell scars. One Navy pilot, strafing an air field, went so low that

he came back with a bunch of foliage tangled in his plane. He explained that he knew from the smell it was an eucalyptus tree he had clipped.

Word came to the carriers that a light French cruiser and three destroyer leaders were standing out of Casablanca harbor. Next morning all four were on the beach.

At dusk of this first day, planes returned to their ships. Next morning before daylight, they were back on the job.

The French shore batteries were offering sharp resistance. The emplacements were strong. Near misses would silence them only temporarily. Nothing from the air but direct hits with heavy bombs would put these guns definitely out. The bombers went after them.

Schedule called for a number of Army P-40's to land on the airport at Port Lyautey as soon as it was captured. Our fighter patrols ranged over the beaches all day but still the ground troops reported strafing. Finally it was discovered that one plane at intervals was sneaking in over a ridge at low altitude, making a strafing run, then darting back from whence it came. From above, it was hard for the United States fighters to detect it, but finally with the aid of a Naval air ground liaison officer, they located him and ended his forays.

On this second day our forces encountered more effective air opposition. Six United States Navy fighters ran into a flight of 16 DeWoitine 520's. Five were shot down for certain; 4

(Continued on page 48)



—Official U. S. Navy Photograph.

After a rescue off Africa: A British survivor gets a light from a U. S. Bluejacket.



—U. S. Maritime Commission Photograph

"The Chief" gives youthful Merchant Marinemen instructions in splicing heavy hawsers.

The Growth of the Merchant Marine

Operations in North Africa show
clearly the strides of the service

OF the estimated 850 Allied ships which participated in the November operations in French North Africa, approximately 500 carried the men, tanks, planes, supplies, food, and ammunition necessary for continuing success. The invasion constituted the largest armada ever assembled by any nation or group of nations—and among the Allies participating, the United States played a dominant part in furnishing bottoms, with not less than 20,000 merchant marine officers and seamen sailing the vessels.

Those staggering figures show clearly—and dramatically—the tremendous strides of the Merchant Marine of the United States from a 1935 survey which proved that almost 92 percent of American tonnage would become obsolete by 1942.

Behind those tremendous strides is a great story, a story in which the U. S. Navy figures prominently.

Naval officers, methods and traditions loom large in the Merchant Marine. The Navy Department has cooperated in furnishing instructors, members of the Merchant Marine Reserve and other special officers for administrative duties. The proportion of naval officers charged with the training program laid down for the Merchant Marine is large.

ONE year ago, President Roosevelt, in his annual message to Congress, called for the construction of 8,000,000 tons of shipping for delivery in 1942. In the months that followed, the United States Maritime Commission exceeded its quota and reached the figure of 8,090,000 deadweight tons, and by now ship tonnage is being produced at the rate of 14,000,000 tons a year and is headed for the ultimate goal—16,000,000 tons to be built during 1943. That means breaking

records, and then breaking new records, over and over again.

General George Catlett Marshall, in a recent magazine article answering questions concerning the need for an army of 7,500,000 men to maintain the numerous bases established for global warfare says:

"Our estimate of 7,500,000 is tied more closely to shipping than to any other factor. This much we have decided: it would be far better to have more trained men than we could ship than to have empty bottoms for which there were not trained troops to support commanders whose forces might be wiped out for lack of them."

Modern warfare demands a grasp and mastery over the science of logistics greater even than Admiral Mahan envisaged several decades ago. The burden of transporting troops and supplies to all parts of the world has been placed on the shoulders of the War Shipping Administration. The

General's statement is a partial answer to the reason why this stupendous shipbuilding program has been mapped out.

THE program goes even further than transportation. Maintenance and repair of this huge fleet, keeping vessels in service, installing guns and other defense equipment, repairing damage caused by enemy action and the elements—all of these are added tasks which War Shipping Administration has to meet successfully.

And the recent broken records and achievements made are all the more remarkable when one stops to con-

sider the huge training program which had to be laid out.

More than 90 percent of all workers now engaged in ship construction, maintenance, repair, or servicing had to be trained for their jobs. Thousands of men and women now doing excellent work in our shipyards had never even seen a shipyard prior to the day they walked through the employment gate.

HOW breathtaking is the War Shipping Administration's program can be seen strikingly by comparison with previous programs and our peacetime plans.

In the early days of the colonies, the cities from the Down East coast of

Maine to the Virginia Capes launched hundreds of vessels whose intrepid masters made history in deepwater harbors around the world. American fortunes were gained out of ship bottoms. Thousands depended upon ship arrivals and departures for a livelihood. It was an important factor in the nation's economic well-being.

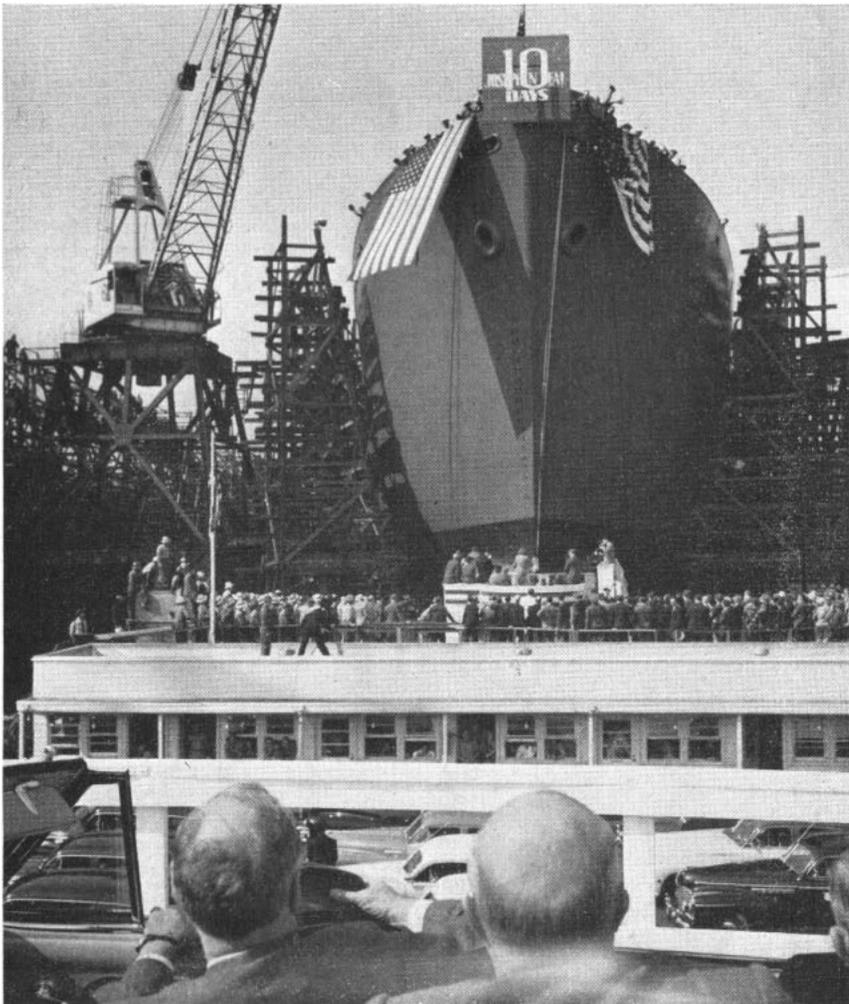
The peak of America's maritime power was reached in the era of the extreme clipper ships of the fifties. The national ensign was a familiar sight in every foreign harbor of any importance. At the period of the Civil War, the gross tonnage of the United States Merchant Marine approximated 2,500,000 tons.

Then a change in national viewpoint caused a gradual decline. Our frontiers were extended inland. Agriculture and industry developed as important rivals. Our import and export trade dwindled. Our British cousins gained an important advantage by early turning to iron hulled ships. This decline continued, until at the outbreak of World War I, we could muster only one-twentieth part of the tonnage controlled by Great Britain.

World War I brought a flash-in-the-pan period of building and spending. Our gross tonnage figure in the 1917-21 period reached the level of 11,000,000 tons. But few of these ships were in service before the armistice, and most of the vessels were soon scrapped or laid up. And those which we continued to operate soon proved inferior to foreign competition which offered newer and faster vessels at lower rates for freight.

A FEW Americans, however, remembering the traditions of our early history, stayed with the sea. These comparatively few individuals are the ones primarily responsible for the recent brilliant achievements. The group comprised legislators, statesmen, and individuals who kept in mind the recordings of history and knew that if global warfare ever broke out again, the merchant marine of this country would become a dominant factor in the country's welfare and the auxiliary arm upon which the Navy and Army would depend.

Through their efforts a survey was made in 1935. It revealed an alarm-



—Official U. S. Navy Photograph.

The President (left foreground) and Henry J. Kaiser (right) watch launching of the "Joseph N. Teal," built in 10 days. That shipbuilding record has been beaten several times since then. This incident took place on Mr. Roosevelt's tour of the nation last fall.

ing condition. It proved that almost 92 percent of American tonnage would become obsolete by 1942. It showed no plan for providing replacement tonnage existing. It revealed the amazing fact that other nations were providing their naval branches of the service with a strong auxiliary complement consisting of a Naval Reserve of merchant ships' officers and seamen. In the United States no Federal training program whatsoever existed for developing a merchant marine personnel.

The survey brought results. Congress enacted the Merchant Marine Act of 1936 which provided for the creation of the United States Maritime Commission. The major policy, as declared by Congress, was as follows:

"It is necessary for the national defense and development of its foreign and domestic commerce that the United States shall have a Merchant Marine (A) sufficient to carry its domestic water-borne commerce and a substantial of the water-borne export and import foreign commerce of the United States and to provide shipping service on all routes essential for maintaining a flow of such domestic and foreign water-borne commerce at all times, (B) capable of serving as a naval and military auxiliary in time of war or national emergency, (C) owned and operated under the United States flag by citizens of the United States insofar as may be practicable and (D) composed of the best equipped, safest, and most suitable types of vessels constructed in the United States and manned with a trained and efficient citizen personnel. It is hereby declared to be the policy of the United States to foster the development and encourage the maintenance of such a Merchant Marine."

THE Merchant Marine Act of 1936 created the Maritime Commission presently headed by Rear Admiral Emory S. Land, USN (Retired). Acceptance of its program was lightened by enactment of the Lend-Lease Act of 1939 and the upsurge of public interest when war threatened through realization of the importance of a Merchant Marine.

Just as difficult in preparing the unprecedented construction program,

the training program providing the personnel for this greatly expanded Merchant Marine, had to be laid out and put into execution. Simultaneous with its building program, the Maritime Commission commenced a comprehensive system of training licensed and unlicensed personnel for the ships. A complete survey of foreign training systems was made to cull the best ideas for use. Hearings were conducted to learn conditions aboard ship and to determine the qualifications which should be met by licensed and unlicensed men.

The outbreak of the war in December 1941, intensified and enlarged the training program. This was necessary to provide the needed officers and seamen. From March 1, 1942, to July 11, 1942, the training of unlicensed personnel and cadets was placed under the jurisdiction of the United States Coast Guard. Effective on the latter date, by the President's Executive order, all training activity was transferred to the War Shipping Administration which had been created during the year to handle certain functions of the Maritime Commission.

CAPT. EDWARD MACAULEY, USN (retired), of the Maritime Commission, was named Deputy Administrator in charge of Merchant Marine personnel; Mr. Telfair Knight was appointed Director of the Division of Training; and Capt. Thomas Blau, USNR, became Commandant of the Maritime Service. Capt. Richard R. McNulty, USNR, was appointed Assistant Director of the Division of Training as well as Supervisor of the United States Merchant Marine Cadet Corps.

The branches of training which had been established by the Commission were: The United States Merchant Marine Cadet Corps and the United States Maritime Service, with the State Maritime Academies also receiving federal support.

The United States Merchant Marine Cadet Corps, which attained a wartime enrollment total of 5,200 on January 15, 1943, formerly provided a 4-year course for young men wishing to become officers in the Merchant Marine Service. The course has been intensified and time interval reduced to 16 months. The cadet undergoes,

first, his basic training; then puts in 6 to 10 months of practical training at sea aboard United States Merchant Marine vessels or United States Army transports and then returns for his advanced courses, which lead to graduation. Upon graduation he sits for his third mate or assistant engineer's license and applies for his commission as ensign in the United States Naval Reserve.

The cadet basic schools of the United States Merchant Marine Cadet Corps are located at Pass Christian, Miss., and at San Mateo, Calif. King's Point, located on the northern coast of Long Island about twenty miles distant from New York City, is the United States Merchant Marine Academy, where are combined the basic and advanced courses leading to graduation. The Academy will be to the Merchant Marine what West Point is to the Army.

THE United States Maritime Service maintains eight training stations or schools. Two of these, Government Island at Alameda, Calif., and Fort Trumbull at New London, Conn., are for prospective licensed officers.

Men who have had at least 14 months at sea are eligible to enter these schools. The course is of 4 months' duration and at its conclusion, graduates may sit for third mate or third assistant engineer licenses.

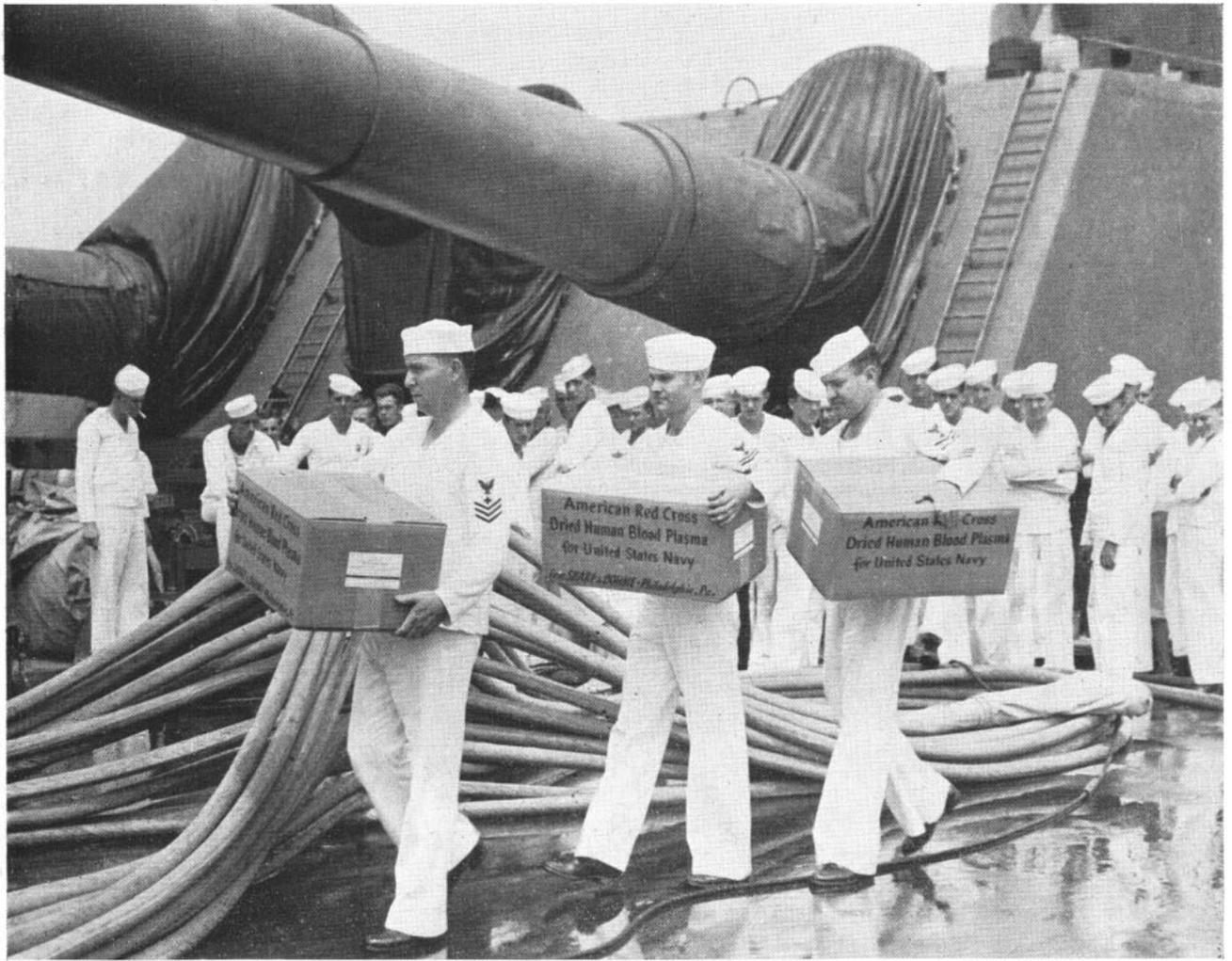
There are five schools maintained by the United States Maritime Service for apprentice seamen. They are Sheepshead Bay, N. Y.; Hoffman Island, N. Y.; St. Petersburg, Fla.; Gallups Island, Mass.; and Avalon, Calif.

At these 5 training stations, there are facilities capable of housing and handling 15,000 men at one time.

AUGMENTING the training offered by the United States Merchant Marine Cadet Corps are the five State maritime academies serving the States of New York, Pennsylvania, Massachusetts, California, and Maine.

Requirements for admission to these State-operated schools are similar to the requirements of the USMMCC.

There are presently approximately 850 cadets enrolled in the 5 academies.



—Official U. S. Navy Photograph.

Blood plasma, a No. 1 lifesaver of World War II, goes aboard battleship.

The Versatile Hospital Corpsman

Because he does so many things,
no one's quite sure what he is

WHAT is a Hospital Corpsman? He's everywhere, the man with the caduceus or red cross—especially where there's action. But he's doing so many different things that no one is quite sure what he is. And, in addition, his corps is sometimes confused with the duties of the Medical Corps, the Nurse Corps, and the Dental Corps.

The four corps together constitute the personnel categories of the Navy Medical Department, and the duties of the corps other than the Hospital

Corps are self-evident from their titles. The Hospital Corps would be self-evident, too, if the corpsmen only worked in hospitals. But they do much more than that—and hence the confusion.

The Medical Corps and Dental Corps are responsible for the execution of their respective professional services and the necessary official administrative duties incident thereto. All other services ashore and afloat connected with the care of the sick and injured, except the strictly pro-

fessional and official services of the other corps' of the department, are carried out by members of the Hospital Corps.

These responsibilities throughout the Navy and Marine Corps include pharmacy and all of the other allied professional aspects of medical care except full nursing responsibility in naval hospitals and hospital ships—that field (excluding venereal diseases and certain kinds of neurological cases) being a functional responsibility of the Navy Nurse Corps.



—Official U. S. Navy Photograph.

Crash detail: These hospital corpsmen are prepared to handle any emergency.

MEMBERS of the Hospital Corps frequently are the sole representatives of the Medical Department on certain types of ships and stations and organizations of the Marine Corps. On such independent duty they represent the Bureau of Medicine and Surgery and act for medical officers. Hospital Corps officers serve as administrators in naval hospitals, dispensaries, naval medical supply depots and Hospital Corps schools among which duties are included commissary officer, instruction officer, maintenance officer, procurement officer, physical laboratory officer, property and accounting officer, and personnel officer of both naval and civil personnel.

Similar or related duties are performed by them in mobile hospitals, hospital ships and in medical regiments with Marines in the combat zones. Between the lowest rating of hospital apprentice, second class, and the top rank of Hospital Corps officer, the personnel of the Hospital Corps perform an amazing variety of duties, through purely military and specialized professional services to important administrative responsibilities.

In the ranks of the Hospital Corps are men who have been trained either in civil life or by the Navy in a wide variety of professional specialties, including pharmacy, physical therapy, nursing, embalming, podiatry, optometry, clinical laboratory technique,

first aid, minor surgery, chemical analysis, bacteriology, dental technology, aviation medicine, parachute and medical field services; commissary, property and personnel administration; submarine and deep sea diving; electrocardioencephalography and basal metabolism; epidemiology and medical parasitology; sanitation and hygiene; vital statistics, meteorology, chemical warfare, pyreto-therapy, anesthesia, neuro-psychiatry, and operating room and X-ray technique.

IN addition to the above general training every officer and man of the Hospital Corps of the Navy is first and always a man-o-warsman—or a marine; a fighting man in a fighting organization. Whether a man enters the Hospital Corps as a hospital apprentice, second class, without any prior special training, or as a petty officer with civilian education and experience in one of the acceptable professional specialties, he must learn to be first a man-o-warsman or a marine, second a hospital corpsman and in some cases, thirdly a specialist. A typical hospital corpsman, necessarily, must be one of the most versatile types found in the naval service.

As a man-o'-warsman and as a marine, he must be healthy, vigorous, self-reliant, intelligent, self-sacrificing and courageous—at home, ashore, afloat and in the air—a soldier and sailor who is wise in the ways of the sea and campaign and always grumbling about his lot. He is the true amphibian, subject by statute to serve not only in the Navy and Marine Corps but in the Army as well.

While a master-at-arms, police sergeant, yeoman, storekeeper or instructor he can recognize the symptoms of common diseases and is familiar with common treatments. He understands dosage and the effects of the most frequently used drugs and biologicals. He is a capable and responsible first aid man and he is adept at minor surgery. He knows how and when to apply the principles of asepsis.

He is a good nurse and what he may lack in the beauty and grace of the female he makes up in masculine steadiness and irrepressible optimism. Principles of hygiene and sanitation are familiar to him, and he takes pride in his knowledge of anatomy

and physiology. He can carry out clinical laboratory tests and perform with credit in blood plasma collection centers and in the diet kitchen.

He can typewrite, keep a set of books, run a storeroom, handle navy and marine corps clerical procedures, take charge of and drill a company or give them "setting up" exercises, make physical examinations on recruiting duty, know how to handle and treat sick and wounded men in actions at sea and how to function similarly with the marines, at home and abroad, or with parachuting commandos floating to earth from high in the skies.

He is called a "pharmacist's mate" and he rarely practices "pharmacy." He has personal courage, pride in his corps and the respect and confidence of his shipmates and comrades.

STARTING from a very humble beginning during the earliest days of our Navy, first as "waisters" and later (1818) as "loblolly boys," the seagoing predecessors of the modern Hospital Corps passed through many stages of development as medicine and the Navy grew and expanded into newer and higher levels. "Surgeon's stewards," forerunners of the modern naval pharmacists, appeared as a new rating in the medical organization of the Navy some time near the year 1842. The "loblolly boy" of previous years was succeeded (1861) by a billet called "nurse" (male), and in 1866 "Surgeon's stewards" became "apothecaries." About the year 1873, "baymen" started to supplant "nurses" (male), and later (1894) naval dentistry was introduced and was performed by the "apothecaries."

By act of Congress approved June 17, 1898, the Hospital Corps of the Navy came into existence as an organized unit of the medical department. The warrant grade of "pharmacist" was established and the ratings of "hospital steward" (C. P. O.), "hospital apprentice, first class" (petty officer third class) and "hospital apprentice" (seaman, first class) replaced the apothecaries, nurses and baymen of the previous era.

In 1912 the commissioned-warrant grade of "chief pharmacist" became the senior grade of the Hospital Corps, and in 1916 all enlisted ratings were redesignated as they now exist, i. e.,

"chief pharmacist's mate" (replacing hospital steward); "pharmacist's mate," first, second, and third class (the first two as new ratings and the latter replacing the old rating "hospital apprentice, first class"), and "hospital apprentices," first and second class (seamen, first and second class, respectively).

Naval dentistry was performed by "hospital stewards" until the establishment of the Navy Dental Corps in 1912. The Navy Nurse Corps (female) came into being in 1908.

THE Hospital Corps, United States Navy, is the only corps of the Navy composed of enlisted men, and from whom its officers are obtained.

It is a far cry from the "waisters" and "loblolly boys" of our small colonial Navy of wood and sail to the "Hospital Corps man of 1943." Today the Hospital Corps is made up of men trained to carry out any assignment of a technical or military nature, and in the present war, as in campaigns and wars of the past, they meet and often surpass the highest standards of naval efficiency and courage. At sea and in the air—at Pearl Harbor, Corregidor, and Wake— at Guadalcanal and in Africa—in the

task of rescuing and treating survivors and action casualties they have met every test of battle as sailor, soldier, and marine. Losses in their ranks have been many, as have been their acts of extraordinary heroism recognized by the highest citations and awards within the power of our country to bestow.

New Rest Center Opened For Men

Another rest center for Navy men who have been serving at sea or on outlying bases was opened January 15 at Sonoma Mission Inn, Boyes Springs, Calif.

This rest center is primarily for enlisted personnel, though officers may be assigned to the center at discretion. The maximum capacity is 200. A medical officer, USN, as well as an officer-in-charge, USNR, are assigned for duty at the center.

Other rest centers are situated at Pocono Manor Inn, Pocono Manor, Pa., College Arms Hotel, De Land, Fla., and Grove Park Inn, Asheville, N. C. A full description of the centers and their purpose appeared in the January issue of the **INFORMATION BULLETIN**, page 41.



—Official U. S. Navy Photograph.

Parachute hospital corpsman: Such men did splendid work in North Africa.

He Shared a Ditch With Japs

This wounded marine got out to tell his buddies about it

FROM the naval hospital in San Diego has come a story of a Marine raider on Tulagi who lay wounded in a ditch for 15 minutes beneath two Japs who had shot him. The story is told by Pvt. August R. Montgomery, USMC, a 22-year-old youth from Terre Haute, Ind., who is now at the hospital recovering from chest and arm wounds suffered in the Solomons action.

"The funny part of it was that one of the two Japs wasn't wounded," said Montgomery. "I don't know whether he just liked me, or figured I was done for."

Private Montgomery's outfit was with the first wave of raiders to land on Tulagi and after the landing immediately pushed inland.

"We set up for the night alongside a road," he related. "I was asleep when the first shot rang out. It wasn't until later that I learned what caused it. Nine Japs, bold as brass, had come sauntering down the trail. They were crafty, keeping to the middle of the trail, where our patrols would be sure to see them and they would probably be mistaken for Marines.

"They passed the sentinel, giving the password in English, and got clear up to the head of our outfit, near where I was sleeping. In the dark, their clothing and helmets were easy to mistake. But a platoon sergeant named Martin who'd served in China stopped their game.

"One of the Japs asked him: 'Hey, luddy, what's the dope? What outfit is this?' Without a moment's hesitation, Martin shot him dead. Long years in the Orient helped him detect the Jap accent.

"That's when I rolled into the ditch," Montgomery continued. "Two



—Official U. S. Navy Photograph.

Marine on Guadalcanal with Jap sword, canteen, and native policemen.



—Official U. S. Marine Corps Photograph.

After a night battle October 23, 1942: Five knocked-out Japanese tanks at Guadalcanal.

Japs dived in beside me, one on either side. Both carried rifles, pistols, and knives. So did we, but I didn't have much time to use mine. Both Japs had their rifles jammed into my ribs as soon as I hit ditch-bottom.

"I managed to brush one rifle aside as the Jap on my left shot me through the chest. Luckily, the bullet was deflected by my 'dog tag' (identification tag), which undoubtedly saved my life. The Jap on my right shot me through the right arm, but he also shot his confederate.

"All three of us fell prone in the ditch. Though conscious, I couldn't move because both Japs were on top of me. One had his head right up against my neck.

"Then a Corpsman bent down to roll the Japs off me and I got the surprise of my life * * * the Jap who'd been snuggled against my shoulder leaped to his feet with a yell, flashing a wicked knife straight for the Corpsman's throat.

"The Corpsman fired the pistol he carried in his hand faster than you could blink your eye—and the Jap was through."

GUADALCANAL.—"While I was talking, a machine-gun bullet hit the phone box—our communications were gone. And there we were in the middle of 'nowhere' with about 150 Japs closing in."

"That," said Platoon Sergeant Edward Fristock, umsc, 21, Ogelsby, Ill., "was the tipoff on what the ten men and I were in for that night."

At that time Marine forces, in a torrential rain, were defending ridges west of our airfield. Darkness had prevented two of our units from mak-

ing contact, leaving a gap of 1,000 yards in the ridge front.

Fristock and his detail, carrying out orders, established an outpost in the gap about midnight. Three hours later the Japs attacked them. One of their first shots knocked out the detail's communications, while Fristock was trying to tell the Marine unit on the right of the attack.

"One man volunteered to run for reinforcements but that was too risky. We decided to drop back about 150 yards to a ridge. Two men, covering our withdrawal, knocked off nine Japs.

"As we established our new position, 10 more men, who had come from somewhere behind, joined us.

"Then an accidental gun discharge gave away our position. The Japs began to holler and scream, shouting 'Kill Malini (Marines)'. We yelled right back, 'Yimmie', meaning 'blood for the Emperor,' or something.

"Toward daylight, they started their attack with machine guns and light mortars. Their fire was pretty inaccurate, most of the mortar shells landing behind us. Then our own mortars opened up and drove them off the ridge and into a gully.

"The two men who had covered our retreat were wounded, and still in the gully. I screamed down at them to look out for the Jap machine gun section.

"Private First Class Walter T. Leamy, umsc, of Union, N. J., had an automatic down there with him, but it jammed. He had to field strip it while the Japs were coming at him. The other man was Private Thomas Cook, usmc, who I believe once worked as a copyboy for a New York news-

"Cook had no ammunition left for his rifle. A Jap came toward him, fired five times and missed him every time. Anyway, Cook got mad, charged him and split the butt of his rifle over the Jap's head.

"It was then about 8 a. m. Two officers came up and took over. They called for four volunteers to go into the gully and finish off the Japs. Private First Class David Day, Knoxville, Tenn., came with me and the four of us took off.

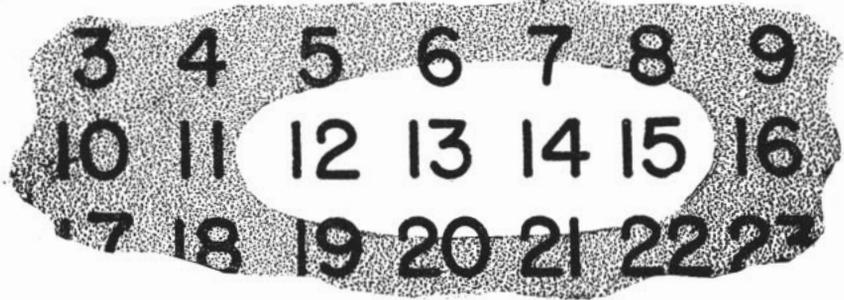
"We knocked off about 20 Japs. I was hit just above the eye by a fragment from a hand grenade. The bleeding blinded me, so I came out. Soon afterward the other men joined me and we returned to our base."

"Uncertainty Passed"

"Any uncertainty as to ultimate victory is passed," Assistant Secretary of the Navy Ralph A. Bard, who 2 months ago declared the United States was losing the war, asserted at the launching of the new light cruiser *Miami* at Philadelphia.

"We can look about us today," Mr. Bard declared, "and honestly say that any uncertainty as to the ultimate victory is passed despite the difficult trials which may lie before us.

"The American people have dug deep into national heritage and found there the things which made them great before and today make them great again. They have found national unity."



. . . . Those four precious days

“Proceed” Orders are Clarified

Four days’ travel time given
for each separate assignment

WHEN Naval Reserve Officers are assigned to “temporary duty” at their first station and then detached from such a temporary duty station and assigned a new station, either temporary or permanent, these officers are to be allowed proceed time in reporting to their new stations under article 132, Navy Regulations, according to the Bureau of Naval Personnel Manual Circular Letter No. 4-43.

The circular letter also indicates that when a change of station is involved, any officer of the regular Navy or Naval Reserve is entitled to proceed time when he is detached from his present station, which may be either “duty” or “temporary duty,” and is assigned a new station.

The above does not involve a change in the Navy Regulations, being merely a restatement of their interpretation. Any officer whose pay has been suspended during the present emergency because he availed himself of the 4 days allowed by Navy Regulations may now have the suspension removed, the circular letter directs.

Following are the changes in the Bureau of Naval Personnel Manual on the subject, as approved by the Secretary of the Navy. The circular letter directs that these changes shall also be made in the new manual when it is received:

ARTICLE C-4001 (4)

“When an order to an officer involving change of station combines requirements to proceed from his permanent station to one or more stations

for temporary duty, and upon completion to some other permanent station, he is allowed proceed time in addition to travel time in reporting to the first temporary duty station, but no further allowance is authorized in reporting to subsequent temporary duty station, or in reporting to new permanent duty station. If by one order an officer is ordered to proceed to a temporary duty station and by a separate order is detached and directed to proceed to a new station, either temporary or permanent, he is entitled to proceed time under each order. Retired and Reserve officers are not entitled to proceed time in reporting to initial active duty station or in returning to their homes upon release from active duty.”

ARTICLE C-4004. “DELAY IN TRAVEL— TEMPORARY DUTY ORDERS.

“(1) When an officer is ordered to proceed to one or more stations for temporary additional duty and upon completion to return and resume his regular duties, he is allowed proceed time plus travel time in reporting to the first station for temporary additional duty, but upon completion of first temporary additional duty no delay in commencing travel to the next station or return travel is authorized.

“(2) Special attention is called to the fact that when travel to more than one temporary additional duty station is directed in the same order, no delay is authorized in proceeding from the first temporary additional duty station to the next, nor from any temporary additional duty station to return to the

permanent duty station, even though the officer’s orders contain the word ‘proceed’ as is the customary wording in ordering him from one temporary additional duty station to another or from any temporary additional duty station to return to his place of permanent duty.

“(3) Attention is also called to article 132, Navy Regulations, which covers this matter.”

Information on Travel Allowance Is Given

Enlisted personnel of the United States Navy and Marine Corps Reserve released from active duty or discharged and not reenlisted are entitled to travel allowance of five cents per mile from their place of discharge or release to the place to which initial orders to active duty were addressed, according to Alnav 286.

Enlisted men inducted into the military or naval service under the Selective Training and Service Act are entitled upon discharge or release from active duty to the same allowance under the same conditions except that the allowance is payable from the place of discharge or release to the location of the draft board where the man was inducted.

Orders Relative to Promotion in Rank

In a number of cases orders have been issued to an officer giving his rank as shown on the Bureau’s roster. When the officer received his orders he noted he was not addressed in his new rank.

Under the present method of promoting officers the Bureau’s roster is not changed until word is received that the officer has accepted the new rank.

In view of the above an officer need not hesitate to carry out his orders. On arrival at his new station he may present to the disbursing officer evidence of his promotion, which should be sufficient for pay purposes.

Officers should not return their orders or request corrections in rank as this may delay detachment and cause confusion.

PLANES' NAMES MADE OFFICIAL

SO that readers may get a better idea of the character of military aircraft and more easily identify the combat planes mentioned in press dispatches from the battlefields of the world, the Army and Navy have officially recognized the popular names which have become associated with the various models.

This practice has long been in effect in England and the names "Spitfire" and "Hurricane" have become almost household words both there and in this country. The British have also adopted certain names for American-built aircraft and, with few exceptions, these names have been retained on this side of the water.



CORSAIR

Since many of these planes have earned fame, it was felt that this practice should be maintained rather than attempt to plant new and perhaps conflicting names in the minds of the civilian population. Certain minor changes have been made, as in the instance of the Curtiss P-40 series which has been known variously as the "Tomahawk," "Kittyhawk," and "Warhawk," but will now be known only as the "Warhawk."

One important exception to the rule of adopting the British name is the Navy's carrier fighter, the Grumman "Wildcat." In the Fleet Air Arm of the Royal Navy, this plane is called the "Martlet." Against the Japanese the "Wildcat" has made the reputation of being the best carrier-based fighter in the world and to help the American public follow this model's exploits in action with the Fleet Air Arm, as well as our own, the Royal Navy has been requested to consider adopting our name. Present indications are that this request will be approved.



WILDCAT

In carrying out this plane-naming plan, the manufacturers' suggested names were given first consideration and, unless there was good reason, these suggestions were approved.

MILITARY AIRCRAFT DESIGNATIONS

NAVY AND MARINE CORPS	ARMY	NAME	ORIGINAL MANUFACTURER
<i>Heavy bombers</i>			
PB4Y	B-17 B-24	Flying Fortress Liberator	Boeing. Consolidated.
<i>Medium bombers</i>			
PBJ	B-18 B-23 B-25 B-26	Bolo Dragon Mitchell Marauder	Douglas. Douglas. North American. Martin.
PV	B-20 B-34	Ventura	Vega.
<i>Light bombers</i>			
BD	A-20	Havoc (attack)	Douglas.
SBD	A-24	Danntless (dive)	Douglas.
SB2C	A-25	Helldiver (dive)	Curtiss.
PBO	A-29	Hudson (patrol)	Lockheed.
SB2A	A-34 A-35	Buccaneer (dive) Vengeance (dive)	Brewster. Vultee.
SB2U		Vindicator (dive)	Vought-Sikorsky.
TBD		Devastator (torpedo)	Douglas.
TBF		Avenger (torpedo)	Grumman.
<i>Patrol bombers (flying boats)</i>			
PBY	OA-10	Catalina	Consolidated.
PB2Y		Coronado	Consolidated.
PBM		Mariner	Martin.
<i>Fighters</i>			
F2A	P-38	Lightning	Lockheed.
F4F	P-39	Airacobra	Bell.
F4U	P-40	Warhawk	Curtiss.
	P-43	Lancer	Republic.
	P-47	Thunderbolt	Republic.
	P-51	Mustang	North American.
		Buffalo	Brewster.
		Wildcat	Grumman.
		Corsair	Vought-Sikorsky.
<i>Scouting observation (seaplanes)</i>			
SO3C		Seagull	Curtiss.
OS2U		Kingfisher	Vought-Sikorsky.
<i>Transports</i>			
GB	C-43	Traveler	Beech.
JRB	C-45A	Voyager	Beech.
R5C	C-46	Commando	Curtiss.
R4D	C-47	Skytrain	Douglas.
R5D	C-53	Skytrooper	Douglas.
R50	C-54	Skymaster	Douglas.
GK	C-58	Lodestar	Lockheed.
	C-61	Forwarder	Fairchild.
	C-69	Constellation	Lockheed.
	C-76	Caravan	Curtiss.
	C-87	Liberator Express	Consolidated.
JR2S		Excaltibur	Vought-Sikorsky.
<i>Trainers</i>			
N2S1 and 3	PT-13 and 17 PT-19 and 23	Caydet Cornell	Boeing. Fairchild.
N2T		Tutor	Timm.
NR	PT-22	Recruit	Ryan.
SNV	BT-13 and 15	Valiant	Vultee.
SNJ	AT-6	Texan	North American.
SNC		Falcon	Curtiss.
SNB2	AT-7	Navigator	Beech.
	AT-8 and 17	Bobcat	Cessna.
	AT-10	Wichita	Beech.
SNB1	AT-11	Kansas	Beech.
	AT-13 and 14	Yankee-Doodle	Fairchild.
	AT-15	Crewmaker	Boeing.
	AT-19	Reliant	Vultee.
<i>Liaison</i>			
ME	L-1 L-2 L-3-C L-4-B L-5	Vigilant Taylorcraft Grasshopper Aeronca Grasshopper Piper Grasshopper Sentinel	Vultee. Taylorcraft. Aeronca. Piper. Vultee.



—Official U. S. Navy Photograph.

As Superintendent of the U. S. Navy Nurse Corps, Miss Sue S. Dauser wears four gold stripes on her sleeve, indicating she now holds the relative rank of Captain, the first woman to do so.

Four Stripes on Her Sleeve

Superintendent of Navy nurses is first woman to have captain's rank

MISS SUE S. DAUSER, Superintendent of the Navy Nurse Corps, is the first woman to hold the relative rank of a Captain in the United States Navy.

Authorization to wear four gold stripes on the sleeves of her uniform came with the signing of a recent Act of Congress, establishing a colonel's rank for the superintendent of the Army Nurse Corps and providing for commensurate rank for the members

of the Navy Nurse Corps. The changes in both Corps are effective for the duration of the war and for 6 months thereafter.

Under Captain Dauser, who previously held the relative rank of lieutenant commander, the Secretary of the Navy is authorized to designate two assistant superintendents to serve in the grade of commander and four directors to serve in the grade of lieutenant commander. Additional

officers of these grades may be named if future expansion of the Nurse Corps requires.

Members of the Corps, including Reserves, will receive the same pay and subsistence, rental, and travel allowances, as are paid to the corresponding ranks of Navy and Naval Reserve officers.

The Navy nurses have held military rank since last July, but their pay was less than that of officers of relative rank in the Navy and the Women's Reserve. The new legislation raises the basic pay of a Navy nurse with the relative rank of ensign from \$90 to \$150 per month.

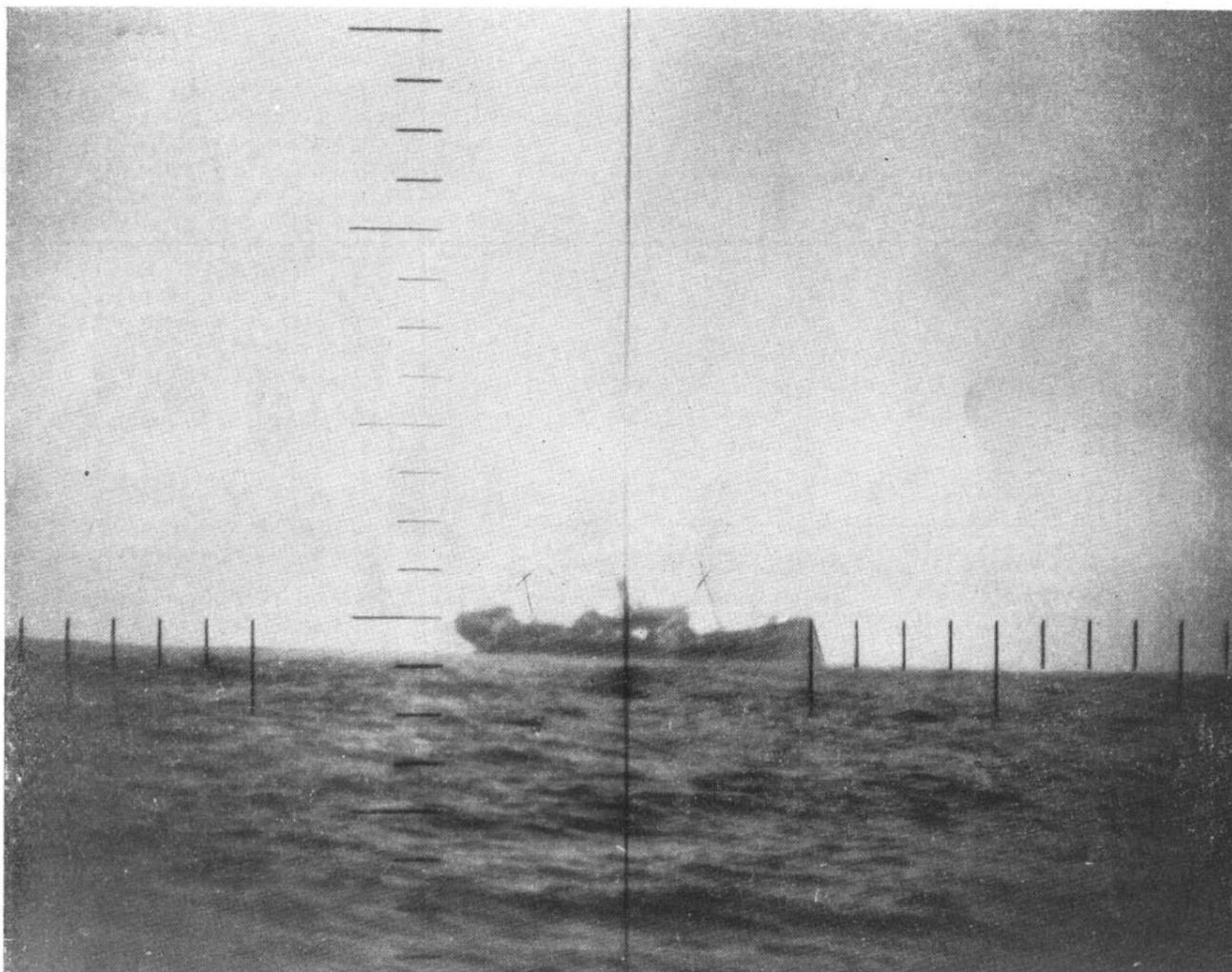
The Navy Nurse Corps has expanded from less than 500 in 1939 to 3,200 at the present time. Navy nurses are now serving in nearly a score of foreign stations, nearly 400 of them assigned to posts outside the continental United States. Eleven are still prisoners of the Japanese in the Philippines. Navy nurses are on duty in 36 hospitals, 75 dispensaries, 2 hospital ships, and 52 other Naval establishments.

Captain Dauser, who has been in the naval service since November 1917, has been superintendent of the Nurse Corps since January 1939. She began her naval career as chief nurse of a base hospital at Philadelphia, and served in Edinburgh, Scotland, and at Brest, France, during and immediately after World War I.

Navy Saved Lives In Boston Fire

Officers, nurses, and enlisted men of the United States Navy, many of them attached to medical units, gave outstanding assistance during the tragic Cocoanut Grove fire in Boston, Mass., last November and are credited with saving many lives, according to letters received by the Navy Department from civic leaders and others in Boston.

Navy ambulances, stretchers, medical officers, and nurses and hospital corpsmen were dispatched to the scene of the catastrophe from the United States Naval Hospital at Chelsea, Mass., and from the dispensary at the Navy Yard in Boston. Enlisted men and officers at the scene of the blaze also gave all assistance possible in removing the injured and dead, aiding firemen and controlling crowds.



—Official U. S. Navy Photograph.

Shipping, the BEW reports, is No. 1 Japanese weakness. Picture, taken through periscope of U. S. sub, shows one reason why.

BEW Finds Axis Economy Still Strong

But Nazis are past production peak
and Japan has shipping weakness

GERMANY is still economically formidable, with little likelihood of economic collapse in 1943, but is past her production peak. Japan is definitely stronger than a year ago in raw materials and within reach of a powerful and entrenched economic position, except for a major weakness in shipping.

The above is the substance of a balance sheet of Axis economic strength and weakness at the beginning of the current year, as summarized by the Board of Economic Warfare.

"The Axis powers' ability to support defensive warfare is especially marked," the Board of Economic Warfare said. "Both economies, however, are strained, so that bombing damage and increased military activity in the case of Germany, plus ship sinkings in the case of Japan, will have immediate effects on war production."

The BEW analysis of the Nazis' war economy declares that Germany this year may be able to continue her

present rate of war production but will be unable to increase it.

"Without greatly increased bombing damage or developments which would force Germany to a higher rate of military activity, as in Russia, there is no reason to expect an economic crack-up this year," the BEW declares.

MEATS are scarce and fats and oils are available at less than half of requirements; the 1942 grain crop was better than average

and the potato crop may have set a record. Other civilian supplies, while low, are well organized and efficiently distributed. Leather shoes are scarce, although there is enough leather for military needs; there is no automobile driving for pleasure and amusements have been sharply curtailed. There are no household appliances and a housing shortage exists in bombed areas.

Because of the wide areas held, Germany is less susceptible to blockade than in World War I. Nevertheless, rigid enforcement of the economic imprisonment of Axis Europe must be continued, the BEW states in its analysis.

The BEW lists Germany's losses for 1942 as further deterioration of land transport facilities because of longer communication lines and destruction of locomotives; failure to obtain needed oil from Russia; bombing damage; loss of valuable North African supplies.

Gains were given as increased dividends from occupied areas and increased efficiency of German industry.

IN the case of Japan, the BEW report shows that nation, unlike Germany, has not reached peak production. Japan now possesses raw materials for a greatly expanded economy.

Lack of shipping facilities and processing capacity to utilize fully the newly acquired raw materials and conquered manpower of Southeastern Asia, however, will slow Japan's production program.

In addition, United Nations operations in the Pacific have cut sharply into Japan's merchant shipping tonnage and imposed a greatly accelerated ship building program. Ship launchings are expected to increase rapidly in the summer of 1943. Japan's industry must continue rapid conversion to war production and fill the large gap in her economy caused by the stoppage of imports from the United States, Britain and Germany.

ECONOMICALLY, Italy is not an asset to the Axis. Germany must strain rail transport facilities in order to ship huge quantities of coal and iron to its Southern partner, the BEW states. The Italian diet today is much worse than the German. The

Garrison Caps Made Optional

Elimination of braid on caps, half-sleeve stripes ordered



—Official U. S. Navy Photograph.

An early advocate of the garrison cap: Admiral William F. Halsey, jr., Commander in Chief of the Southwest Pacific Fleet.

government is unable to control "black market" traffic in food. However, collapse of Italy in 1943 from economic causes cannot be expected, the BEW declares in its analysis of the situation.

There is widespread suffering and actual starvation in the cities of Occupied Russia, Greece, Belgium, Norway, and Poland.

Summing up the situation, the BEW points out that Germany has passed her peak production; the United Nations have not reached theirs. The United Nations can look forward to production surpassing Germany's in all classifications of implements of war. A word of caution is added by the BEW, however, which says that should Germany seek to adopt a defensive policy, its present economic base for the support of that type of warfare would be formidable.

Two observations can be made with some degree of hopefulness, the BEW report concludes. These are (1) that increased air attacks on Hitler's industrial Europe can materially weaken that nation's economic position, and (2) that sharply increased attacks on Japanese merchant shipping, both by air and sea, can materially weaken Japan's chance in 1943 to make full use of the raw materials she has looted in her conquests.

CHANGES in Navy uniform regulations provide for garrison caps as optional equipment for all commissioned, warrant, and chief petty officers, for the elimination of braid on officers' caps except for formal wear, and for stripes of rank only half way around the cuffs of officers' sleeves on blue service uniforms. The order permitting the use of garrison caps is effective immediately, while the elimination of braid on officers' caps and the half stripe regulation will become effective on January 1, 1944.

Garrison caps, which may be worn in place of the regulation visor cap, will be blue, white, khaki or green material to match the uniform. Commissioned officers, except aviators, will wear the insignia of rank on the right side of the cap. A miniature device—the Navy shield worn on officers' visored caps—will be worn on the left side. Both devices will be placed two inches from the front edge of the cap. Aviators, for whom the garrison cap is already optional equipment, will continue to wear miniature wings on the left side of the cap with insignia of rank on the right.

Warrant officers will wear the corps device on each side of the cap; and chief petty officers will wear the regular C. P. O. device on the left side of the cap.

Effective January 1, 1944, all officers will wear caps with polished black visors and black chin straps, or the new garrison caps. For formal wear, caps with embroidered visors and gold lace chin straps may be worn by officers of the rank of commander and above. Officers of the rank of lieutenant commander and below substitute a gold lace chin strap for the black braid chin strap on formal occasions.

The regulation providing for stripes of rank to be worn half way around the cuffs of officers' sleeves is as follows: "Sleeve stripes on the blue service coat shall extend on the outside of the sleeve from seam to seam only."

FIGHTING WORDS FOR NAVY SONG

COMPOSER OF THE ORIGINAL LYRICS ADDS VERSES TO 'ANCHOR'S AWEIGH'

COMMANDER A. H. MILES, USN, (retired) who as a midshipman at the United States Naval Academy in 1906 composed the words to the Navy's theme song, Anchor's Aweigh, has written a victory verse for the now famous march.

The Naval Academy at Annapolis had existed 60 years or so without any particular song to sing at football games and class reunions. But in the fall of 1906 Anchor's Aweigh was composed and sung for the first time.

Midshipman Alfred H. Miles, now Commander Miles, a member of the senior class, was then leader of the choir. The bandmaster, Lt. Charles A. Zimmerman, wrote a march each year which he dedicated to the graduating class and played during June week. But these marches were seldom heard outside of Annapolis and after a while midshipmen began teasing the bandmaster about his marches. Midshipman Miles told him that his classmates were eager to have a piece of music that would be inspiring, with a swing to it, so that it could be used as a football marching song, and one that would live.

Miles offered to collaborate with Lieutenant Zimmerman on this job, and between the two, sitting at the chapel organ, the famous air was composed.

When the tune was finally completed, Miles set the title and wrote the two stirring stanzas, which, with the air, have made the song a classic.

WORDS and music of Anchors Aweigh were completed and fitted together in November 1906. They were first used in the Army-Navy game of that month. For the first time, after a long series of defeats, the Navy team won.

For 20 years the song was sung only by midshipmen for their annual Army football game, but in 1926 it was published in a collection of Navy

Anchor's Aweigh

VICTORY VERSE

Lyrics by Comdr. A. H. Miles, USN (Ret.)

{Author of the original version}

Verse I

Stand Navy out to sea,
FIGHT, our battle cry,
Hunt down the vicious foe,
So Japs and Huns steer shy-y-y-y,
Roll out the TNT,
Anchor's Aweigh
Sail on to Victory and
Sink the Jerries, sink the Japs, HOORAY!

Transition between verses (usage optional):

Yo Ho! there shipmate
Take the fightin' to the far off seas,
Yo Ho! there messmate
Hear the wailing of the wild banshees,
All Hands, firebrands,
Let's blast them as we go— So—

Verse II

Stand Navy out to sea,
FIGHT, our battle cry,
Hunt down the vicious foe,
So Japs and Huns steer shy-y-y-y,
Roll out the TNT,
Anchor's Aweigh
Sail on to Victory and—

Use for audience participation only:

SLAP the Japs (Clap-clap)
TRAP the Japs (Clap-clap)
SCRAP the Japs (Clap-clap)

Sail on to Victory and—
Sink the Jerries, sink the Japs, HOORAY!

(Copyright, 1942, by A. H. Miles, Lakewood, Norfolk, Va.)

songs. After that, through the medium of the radio and later the movies, it became nationally known as the marching song of the Navy.

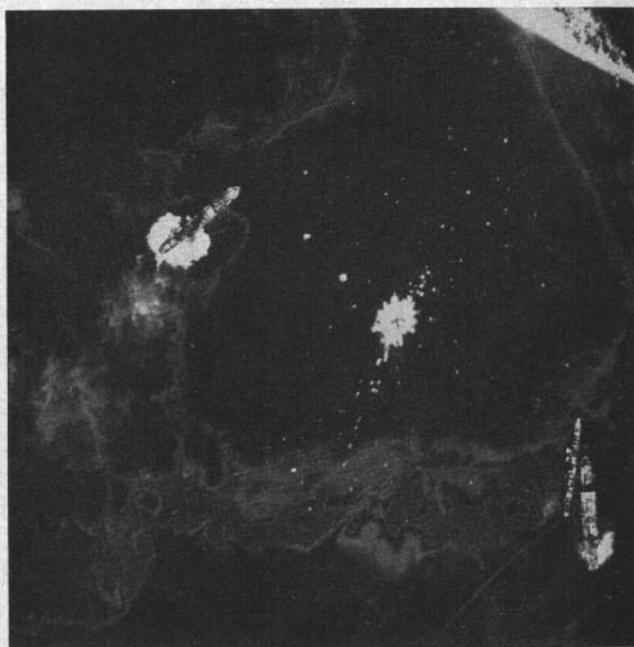
The words, however, referred to a football game, and there was clearly

a need for a new version to sing out the Navy's feeling about the great challenge of war. So Commander Miles composed the new words, and they have already been put into general use.

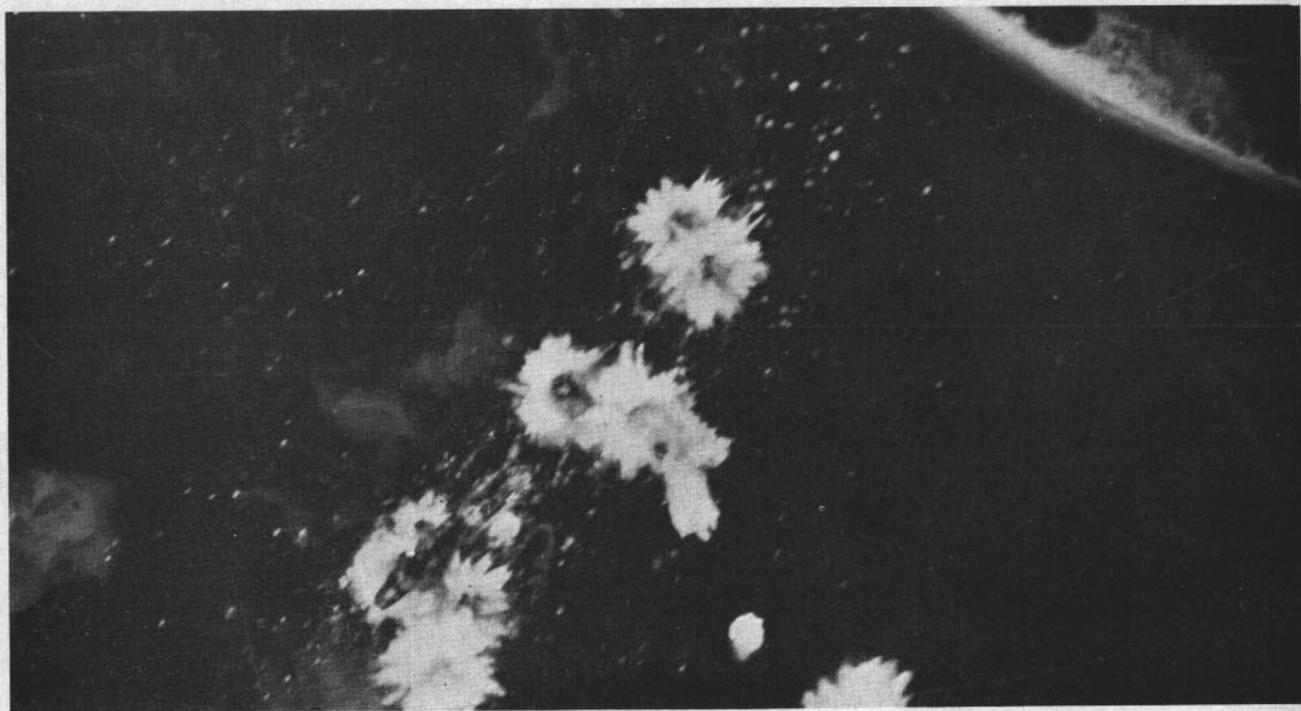
U. S. Bombs Catch Jap Ship in Solomons



1. Screws of a Japanese cargo ship, surprised off Guadalcanal, furiously churn the sea, left, in effort to get under way. Japs fear their ship has been selected as a target for Flying Fortress overhead.

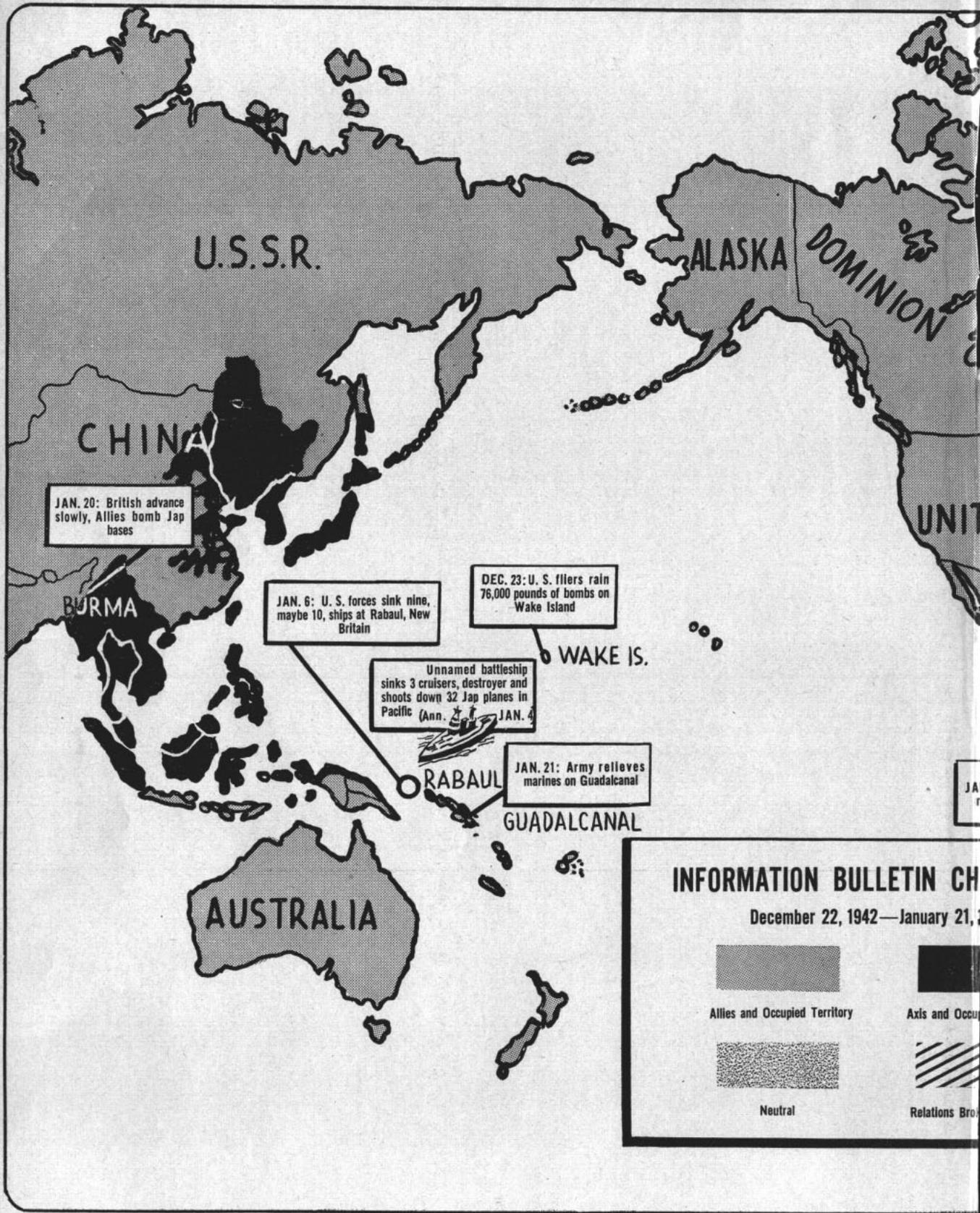


2. The Japs were right. A high explosive bomb explodes off the starboard bow. The ship is turning to the starboard, the screws churning the water at an accelerated pace. The Fortress took these pictures.



3. A cluster of heavy bombs flower around the ship. Even if no direct hits were scored, the jarring explosions were sufficient to open the ship's plates and cause severe damage.

—Official U. S. Navy Photographs.



JAN. 20: British advance slowly, Allies bomb Jap bases

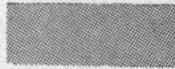
JAN. 6: U. S. forces sink nine, maybe 10, ships at Rabaul, New Britain

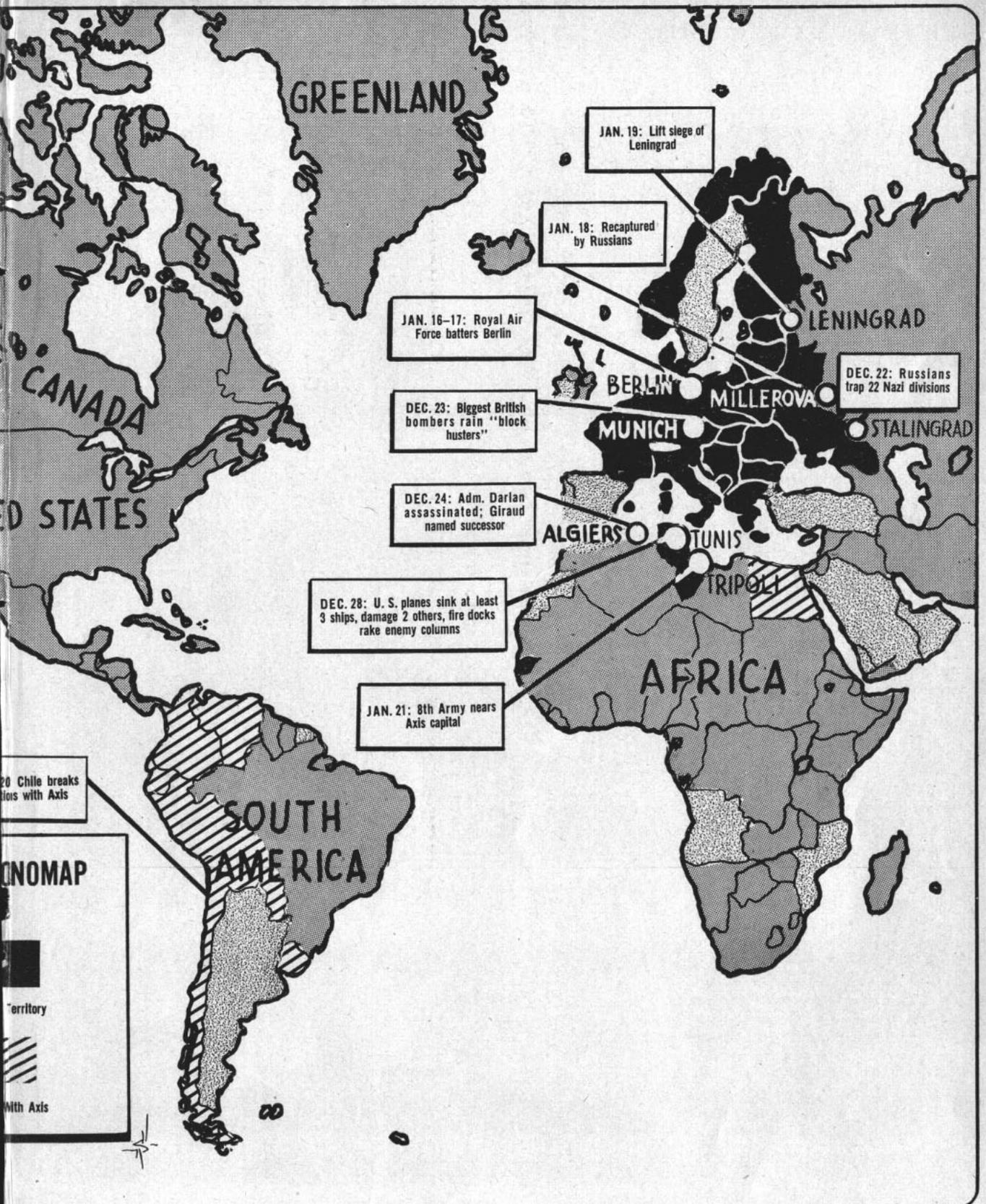
DEC. 23: U. S. fliers rain 76,000 pounds of bombs on Wake Island

Unnamed battleship sinks 3 cruisers, destroyer and shoots down 32 Jap planes in Pacific (Ann. ... JAN. 4)

JAN. 21: Army relieves marines on Guadalcanal

INFORMATION BULLETIN CH
 December 22, 1942—January 21, 1943

	
Allies and Occupied Territory	Axis and Occupied Territory
	
Neutral	Relations Bro...



Getting Your Family Allowance?

Enlisted men are given details of procedure for checking on the matter

THE elapsed time between receipt of a class A application, in the Bureau of Naval Personnel, for family allowances and the mailing of a check for first payment, if then due, is now approximately sixteen days. This means that there is no delay in processing class A applications, and that there are no class A applications, which are in order, which are not being processed and paid immediately. On January 20, 1943, however, the Bureau of Naval Personnel received some applications which were dated in October.

This means that some of the applicants were eligible for checks to their dependents perhaps as far back as July 1. Obviously, payments could not be made until application is received in the Bureau of Naval Personnel. Because of the loss of some ships and the consequent loss of some mail, some of the applications submitted will undoubtedly not reach the Bureau. In the case of class A dependents, however, the Bureau will accept the application of the wife in lieu of an application of the enlisted man, since the law is mandatory wherever an enlisted man in any of the four lower pay grades is married.

If, therefore, your wife is not receiving her family allowance and you are in one of the four lower pay grades she should write to the Chief of Naval Personnel, Family Allowances Section, giving dates of marriage and names and dates of birth of children, if any, and inquire into the matter.

In case of a recent marriage and in any case where the beneficiary slip showing the wife or children has not been filed in the Bureau, certified copies of the marriage certificate, or of the public or church record, and certified copies of birth certificates of the children will expedite action, if forwarded to the Bureau of Naval Personnel with the wife's letter.

The Bureau's mail on these allowances is already heavy, but the Bureau is extremely anxious to see that every case of need is promptly provided for where such provision is possible under the law governing family

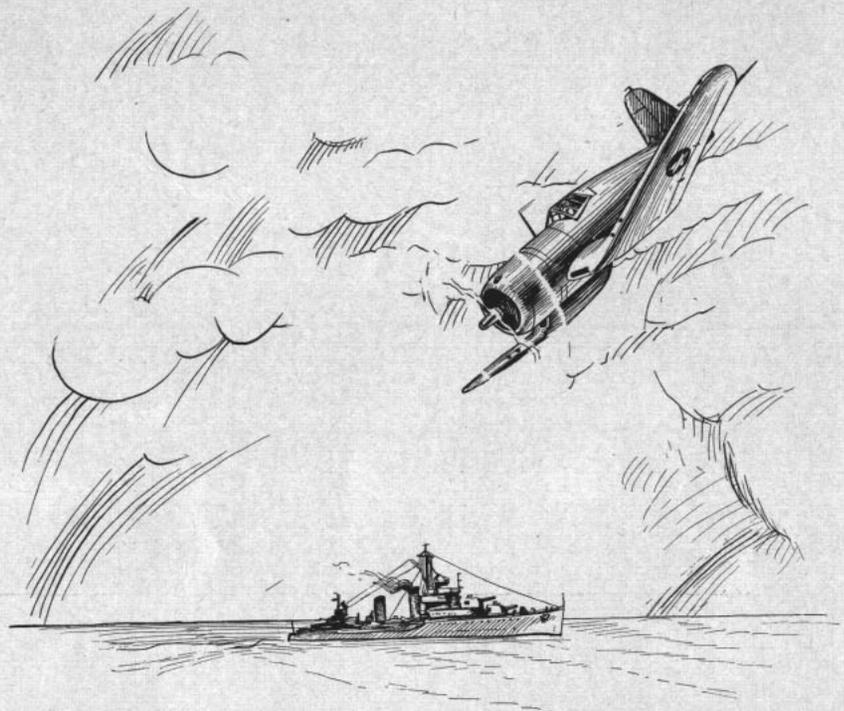
allowances. A formal application from the wife is not required.

CLASS B cases are worked as rapidly as possible. In these cases it must be shown that the individual in the service has contributed a substantial portion of the support of the dependent claimed. It is therefore necessary, upon receipt of the application, for the Bureau of Naval Personnel to send an affidavit to the dependent for processing.

A great many dependents do not realize the necessity of following the

specific instructions printed on the affidavits and therefore return them incomplete. This delays the operation and necessitates again returning the affidavit to the dependent for completion. When the original class B application is received in the Bureau, the affidavit is mailed to the dependent within 24 hours.

There are now in the hands of dependents 24,700 affidavits which have not been returned to the Bureau of Naval Personnel. Class B applications are received at the rate of approximately 4,000 per week. This means that some of the affidavits sent to the dependents are more than 6 weeks old. Since some of the dependents return the affidavits with the statement that they do not desire any allowance, it is presumed that a



ON LAND —
ON SEA —
AND IN THE AIR
YOU ARE COVERED BY

NATIONAL SERVICE LIFE INSURANCE

This is another in the series of cartoon posters being prepared in connection with the National Service Life Insurance program.

number of those affidavits now in the hands of dependents will not be returned.

Dependents should be instructed that they are to return the affidavits to the Bureau of Naval Personnel, whether they wish the allowance or not; otherwise, checkage of the enlisted man's pay account will continue.

When the class B affidavit is returned to the Bureau of Naval Personnel properly filled in, it is reviewed and the determination of allowance is made at the earliest possible moment. These determinations are made at the rate of 9,000 per week. On January 20 there were 9,000 of these affidavits awaiting review, which means that the review is within 1 week of being immediately up to date.

Of the 1,107 total applications for family allowances received on January 15, including both class A and class B, 343 were put in process on the same day of receipt. This means that the authorization in class A's was in process of preparation and that the affidavits in the case of class B's were mailed on that date. The remaining 764 were similarly processed on the following day.

On January 17 the Family Allowance Section of the Bureau of Supplies and Accounts, which makes the checks for these allowances, was entirely up to date on incoming applications. This means that on January 17 the Family Allowance Section of the Bureau of Supplies and Accounts had commenced the preparation of the necessary data for actual payment of those cases where first payment was due. When a first payment is due on a date previous to date of receipt of the authorization in the Bureau of Supplies and Accounts, the check for that first payment does not wait for the first of the next month but is sent out at the earliest possible date.

In December the Family Allowance Section of the Bureau of Supplies and Accounts was moved from Washington to Cleveland, Ohio. In spite of the fact that this involved a delay of approximately 2 weeks in handling authorizations for payment, these payments are up to date as of January 17.

A great many dependents and a great many enlisted men are under the impression that entry into the service is all that is necessary to en-

title them to the immediate payment of family allowances. This is not the case, since an application must be received from the man himself, except that in class A's the application may be submitted by the wife. If you submit your application in the month of February, the law entitles your dependent to be mailed a check on April 1, but not before.

IF you or your dependents have any question about the authorization for payment of your family allowances, inquiry should be made of the Chief of Naval Personnel, Family Allowance Section, Navy Department, Washington, D. C. If the question is raised by the man in service, the letter should be addressed via the man's Commanding Officer. If you or your dependents have any question about the check, then your inquiry should be addressed to the Field Branch, Bureau of Supplies and Accounts (Family Allowance Section), Thirteenth and Euclid Streets, Cleveland, Ohio.

The Bureau of Supplies and Accounts now has 1,800 cases in which the checks cannot be delivered because of improper address of the dependent. Your dependents should be instructed that if the addresses to which checks are to be delivered does not agree with the address which you submitted, they should immediately notify the Field Branch, Bureau of Supplies and Accounts at Cleveland directly upon the change of address. In some of the cases where checks are undelivered, there are as many as five checks being held for one individual. Recently the Bureau of Supplies and Accounts received a letter from a Congressman, inquiring as to why a certain allowance was not being paid. In his letter the Congressman gave an address which was entirely different from any address then on record in the Bureau of Supplies and Accounts. As a consequence, the dependent involved was mailed checks totaling \$500 to the new address. This may be the difficulty with the checks for your dependents if they are not now receiving them.

In any communications concerning your family allowances, either from you or from your dependent, your full name, your service number, and your rate should be given; but the service number should not be given unless it is definitely known that it is correct.

"Preserving and Passing on a Heritage"

The following is an excerpt from a Christmas letter received in the Bureau of Naval Personnel:

"I'll be with you all in spirit, anyhow, and I don't mind so much when I remember that next Christmas and others after it are one reason why I'm here this time. Home and Christmas already mean a great deal more to me because I am having my chance to help keep them as we want them, and I can't be anything but grateful for that part of it. After all, I guess life is nothing but building a better world, and I will feel that I have much more right to all the good things in it when I can say I've done a small part of the job that made them possible. Until now every one of those things that I've enjoyed has been part of the wonderful start that you at home have given me. From now on I'd like to feel that they're part of the heritage I'm going to help preserve and pass on. It's a wonderful thought, and I'm glad I'm in a position to live up to it on my own. If I should ever disappoint any of you in that, I know at least it won't be because I wasn't trying with everything I've got. So, in that way, this Christmas isn't any occasion for sorrow, and my only regrets are that I can't celebrate it at home with you.

"Love to everybody and God bless us every one."

Disability Retired Pay Exempt From Income Tax

The Bureau of Supplies and Accounts states, with the approval of the Bureau of Internal Revenue that "Retired pay of persons retired from the Naval Service for physical disabilities incurred in line of duty is exempt from Income Tax by the 1942 law."

ADVANCEMENT AND CHANGES IN RATING

(Continued from page 6)

the radioman rating in view of the shortage therein and the fact that as such they are available for assignment to both technician and operating duties. It is contemplated to change the ratings of radiomen who are recent graduates of any of the above mentioned schools, to radio technician as soon as practicable.

Radio technicians should be required to qualify as radio watchstanders for obvious reasons; the fact that all are not so qualified at present has delayed changing the ratings of radiomen who should be labeled as radio technicians for personnel distribution purposes.

MOTOR MACHINIST'S MATES

Correspondence received in the Bureau indicates that there are still many men in machinist's mate ratings who are serving in motor machinist's mates' billets. This is particularly true in PC (and SC) boats. The Bureau of Naval Personnel Circular Letter, No. 46-42, authorized commanding officers of submarines and surface craft propelled by internal combustion engines to change ratings of machinist's mates to motor machinist's mates regardless of vacancies in complement.

Prospects for advancement in motor machinist's mate ratings are excellent in view of the number of vacancies therein. The change over to motor machinist's mate of those qualified will not only improve the chances for advancement of those making the change, but will also better the chances for advancement of general machinist's mates, many of whom are now being blocked from advancement by excesses in the chief petty officer grade.

SPECIALISTS

In view of the more urgent need of general service ratings and the fact that specialists other than specialists

(A) are not assigned to complements of forces afloat, changes to specialist ratings are not approved except in most unusual cases where the change may be considered to be for the best interests of the service. Changes to specialist ratings out of ratings where there are shortages are not practicable.

It is desired to point out that there is no specialist rating for artists and entertainers. It is generally recognized that men with special aptitude in these lines perform valuable service in morale building; however, they may be given collateral duties in that line but should be required to carry their load in regular ratings. A specialist rating for exclusive duties in the entertainment field is undesirable and has no place in an operating Naval organization.

Attention is invited to page 38 of the Information Bulletin No. 306 regarding the specialist (Mail) rating.

There have been numerous requests from ex-policemen for changes to specialist (S) shore patrol. The only requests considered are those from older men (preferably over 38) who have had long police experience to the exclusion of other occupations and who are obviously misplaced in their present rates. However, changes to chief specialist (S) are not usually authorized and changes to specialist (S) first class are authorized in exceptional cases only.

Specialists are urged to qualify for general service ratings which offer far better opportunities for advancement. In no case will personnel enlisted in the Regular Navy be considered for specialist ratings.

AVIATION BRANCH

Attention is invited to BuPers Circular Letter No. 161-42 regarding aviation ratings in general. Consideration will be given the changing of

ratings of aviation metalsmiths and machinist's mates to aviation ord-



AVIATION ORDNANCE MAN

nancemen in the units having vacancies in the latter where the former ratings are performing aviation ordnanceman duties.

WATERTENDERS

The excess in the watertender rating group has been absorbed and opportunities for advancement from fireman to watertender, second class are now good. It is expected that the present excess in watertender, first class, and chief watertender will be absorbed in the not too distant future.



WATER TENDER

OFFICERS' STEWARDS AND COOKS

Advancement opportunities in these ratings have been greatly improved by expansion, however, there is now an excess in officers' chief cooks and stewards. Attention is invited to revised qualifications published in BuPers Manual Circular Letter No. 20-42. No further advancements are being made under the authority of paragraph four of Circular Letter 62-42 in view of the fact that revised complements have been issued since date of that letter.



OFFICERS' STEWARD

ADVANCEMENTS IN EXCESS OF COMPLEMENT

The purpose of authorizing advancements in excess of complement is to provide a reserve of qualified rated men for transfer to fill vacancies elsewhere as required by new commissioning and so forth. If excesses already exist in the Navy as a whole in certain higher ratings, it follows that advancement must be restricted.

OUTSTANDING PETTY OFFICERS

The only recommendations for advancement (other than those specifically invited by current instructions) that should be submitted to the Bureau are those in cases of outstanding men whose advancement is desirable in the best interests of the Navy, and whose advancement cannot be effected under existing instructions. Such cases come under the provisions of article 914 Navy Regulations, and recommendations thereunder must contain comment as to the merits of cases presented and be accompanied by Forms BNP 624. Statement should be made as to whether or not vacancies exist.

The importance of recognizing outstanding qualifications is stressed in order that maximum benefit to the Navy may be derived from material available to fill appropriate petty officer billets.

Reserve Officer Wins Spear Prize

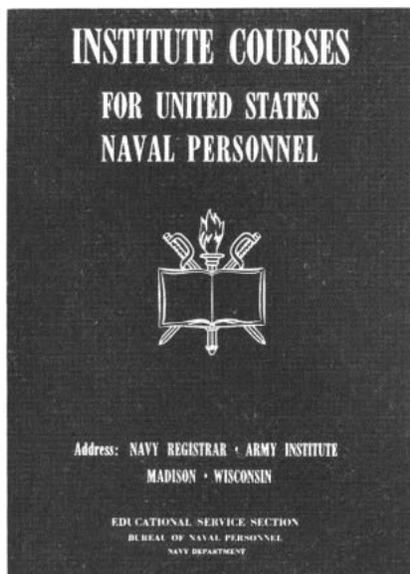
The L. Y. Spear foundation prize, offered to the outstanding graduate of each class completing the course at the Submarine School, New London, Conn., has been awarded to Lt. (j. g.) Ralph F. Pleatman, USNR.

Lieutenant Pleatman is the second U. S. Naval Reserve officer in history to win this award. The first to win this prize was Lt. Fred N. Spiess, USNR, who was graduated in September 1941.

WAVES Program To Be Expanded

Plans have been made for the expansion of the Women's Reserve of the United States Naval Reserve by at least 50 percent. A Nation-wide recruiting campaign is being inaugurated to bring thousands of women into the naval service during 1943.

Courses for Naval Personnel



This is the cover of the Catalog

SINCE Pearl Harbor our Navy has had to serve our country in all of the seven seas. To do so successfully it has had to become a seven-ocean organization, with new ships and new men to perform its new mission. The Navy today is made up of men and women from every occupation, and from every geographical locality. This wartime personnel has brought with it many new problems and responsibilities for the Navy on a scale never encountered in its peacetime organization.

A characteristic common to most of the wartime naval personnel is that they have interrupted education, job, or career to render patriotic service. When victory is won most of them will be anxious to pick up their former lives where they left off with as little sacrifice as possible. Others will be driven into civilian life by the economic necessity of curtailing the Government's military activities. Consistency with the principles we are fighting to preserve requires that the cost of military service to the individual in terms of damage to his private life be held to a minimum.

For many years the Bureau of Naval Personnel has conducted a wide educational program in scores of specialties for the purpose of increasing the fighting efficiency of its officers

and men. In peace and in war, this program, now widely expanded, serves the Navy's military needs. Men and women of the Navy will find it to be of great practical advantage, both while they are in service and afterward.

In the interest of the wartime naval personnel it has now been deemed advisable to supplement the Navy training program by a broad educational opportunity for use by the student, at his own convenience, on his own time, and wherever he may be stationed, so that he may keep in contact with his profession, learn or perfect a trade, or in some cases, round out his high school or college education. The long-term effect of the new program will be for the benefit of the student. The immediate effect will be his development as a greater asset to the war effort.

The United States Army has encountered the same problem on a much larger scale, and has attempted to solve it in educational terms through the Army Institute. By this means, enlisted Army personnel are enabled, insofar as their military duties will permit, to begin or continue by correspondence, at small cost, and with the possibility of obtaining credit toward certificates or degrees, an educational program embracing well over 700 courses, drawing upon the educational resources of over 70 leading American colleges and universities.

Through the cooperation of the War Department the Bureau of Naval Personnel has arranged to make available to enlisted and commissioned personnel of the Navy all the facilities of the Army Institute. It is now possible more than ever before through this means for the Navy to serve its men while they are serving their country.

Copies of the catalog are being sent to Educational Officers at all Navy Shore Establishments for distribution. Additional copies may be obtained from the Educational Services Section, Training Division, Bureau of Naval Personnel, Washington, D. C. Everyone will profit who participates in the program described in this booklet.

DRIFT 21 DAYS

(Continued from page 15)

"The next morning, we sighted a British destroyer, which came alongside, but the storm was so severe it couldn't take our line," said the young sailor. "After 6 hours of steady work, we finally got a line aboard just before dark, after 8 unsuccessful attempts.

"They started to tow us, but in 4 hours the line parted. We ran before the wind expecting the destroyer to follow us. We flashed lights to guide it, but we never saw it again."

The first heel-over which damaged the ship also drenched the cabin, which never was dry thereafter in the entire 21 days, Smith said.

"Our mattresses went overboard for sea anchors," he said. "We slept—when we could—on bare boards." Nobody averaged more than an hour's broken sleep a night, he added.

After 5 days adrift, food was rationed, he stated. "We had just over a cup of food a day, and the water tank took in salt water when we heeled over in the first gale. It was brackish, but by boiling it with tea or coffee, we could drink it."

The only really fresh water available during the entire 21 days was rain water, caught in sheets, pans and other utensils laid on the deck.

"We traveled eastward through the first storm two days," he continued. "We could only sail a starboard tack, but were always trying to go west. The third day, we repaired the port shrouds and could make a port tack with a light wind. Every 36 to 48 hours, a new 24-hour storm would come, and in these we could only run before the wind, losing all we'd gained, until we got the courage to keep up some sail even in the storms."

About 10 days after the first hurricane, a second came up, he said. "That was December 13 or 14. It drove us southeast about 3 days. We were in the Gulf stream and going 8 to 10 knots. That was the worst of all the storms," he said.

On December 17, they were sighted by a Flying Fortress. Smith fired tracer bullets, and the plane circled them for nearly 2 hours, dropping

emergency rations which sank on hitting the water because the parachute did not open.

"We were never cold, but we were very hungry," Smith said. "We had packaged rice, spaghetti, canned vegetables, and bologna and salami which was spoiled but which we ate nevertheless.

"The fortress left," Smith asserted. "We never saw it or heard from it again."

They never lost hope, but after the second disillusioning near-rescue, they decided, if they were to be saved, they would have to save themselves.

To keep up their courage, they talked of restaurants they would patronize when they got ashore, and they read and re-read Bowditch on Gulf stream currents, trying to figure their position.

To pay proper credit to their navigating ability, they reached shore at a point only 70 miles from their dead reckoning, with one mid-latitude sight to aid them. Sun sights were useless, Smith said, unless watches were absolutely correct, and therefore could not be trusted.

At one time, they were about 400 miles from shore.

"Our whole fight was against the Gulf Stream," Smith said. "We could tell by the deep indigo color of the water that we were in the stream. Nearer shore, the water is more green."

Medical care for those injured in the first gale, when men were flung about the tiny cabin as the waves heeled the ship suddenly, was provided by Ward Weimer of Greenwich, Ct., the coxswain who is a pre-medical student. Weimer strapped James T. Watson, seaman first class who had suffered a shattered elbow and three broken ribs to his bunk, after applying splints, and there Watson remained the whole 21 days.

"He was in such pain he couldn't sleep, so he was custodian of the food and guard," Smith said.

Weimer also dressed Smith's wounds, and those of Joseph E. Choate, boatswain's mate first class, of Brooklyn, N. Y.

When Smith saw the light of the flash buoy that helped guide them to safety, he didn't believe it at first.

"I was on watch, and I'd seen so many lights that I hardly believed this was real," he smiled. "But I told



—Terminal Topics.

"I did better at this stand in 1918, but of course people had more money then!"

the rest of the crew about it, and we remained where we were. A coast guard cutter came after us after we fired flares and tracers. It was too stormy to put lines aboard, and during the night (Wednesday, December 23), the wind changed, driving us out 20 miles.

"There we ran across another flash buoy. We stayed there until about 10:30 that morning, and then sailed northwest. At 1:15, we were sighted by a navy blimp which dropped emergency rations of chocolate bars, water and other things almost on deck. Finally, two other blimps and nine planes were flying over us.

It was a happy sight to the weakened members of the disabled boat's tattered crew.

"Four hours afterward, we were picked up by two coast guard patrol boats. One towed us, and we were taken off and a skeleton crew put aboard. They fed us tomato soup, crackers, peanut butter, cocoa, pancakes, and canned meat. We ate a little and then slept, repeating the business about every 2 hours, all through the night.

"When we got into the base, each of us had a quart of fresh orange juice—our systems were starved for it."

Smith and the other crewmen were flown to New York. During their perilous voyage, which left them physically and mentally exhausted, they had overcome the worst the Atlantic had to offer, with their radio dead, little food and water, and not much more than their knowledge and courage to sustain them.

BATTLESHIP

(Continued from page 3)

the endless sands of North Africa, the vast expanses of the seven seas, and the trackless air fronts all across the world.

YES, the exploits of this generation of Americans are being written in every outpost of the globe. Their deeds are no less worthy, no less honorable than were the deeds of the great American heroes who have gone before.

Let us honor, let us pay tribute to these gallant men. They bear well the standard of courage and freedom which was passed on to them by their unfaltering forefathers. These young men shall not falter in the great cause. With continued victories such as this daring triumph scored in the waters off the Solomons, they shall forever preserve the name of glorious America.

Mr. President, because I believe that this notable victory represents an outstanding epic in the history of sea warfare, an epic which sounds the

clarion call of an inevitable United Nations victory in this titanic struggle against tyranny, and because I believe that the inspiring deeds of gallantry and courage performed by these young Americans under the hell of heavy fire will be indelibly written into the history of our times, I feel that the account of this far-reaching victory should become a recognized part of the Congressional Record.

When I speak of victory, I do not speak merely of that complete and total military destruction which must come to Tojo and Hitler, and to the evil and oppressive forces which they have loosed upon the world. I mean that full and productive victory above and beyond this military struggle. I mean that social victory of growth, progress, and security, wherein we shall conquer the forces of poverty, unemployment, and their attendant chaos. That is the final victory—the only victory worthy of the price. Wise policy, progressive outlook, and determined application will gain that victory for us. The young men who fight and die on the fields of battle are doing their part. Let us here not fail to do ours.

Mr. President, I ask unanimous consent to have printed in the Congressional Record the article portraying this great event, which was written by Hugh Morrow, and which appeared in the January 4 issue of the Philadelphia Inquirer.

There being no objection, the article was ordered to be printed in the Record, as follows:

**"UNITED STATES BATTLESHIP'S SAGA—
DOWNED 32 JAP PLANES AND SANK 4
WARCRAFT**

(By Hugh Morrow)

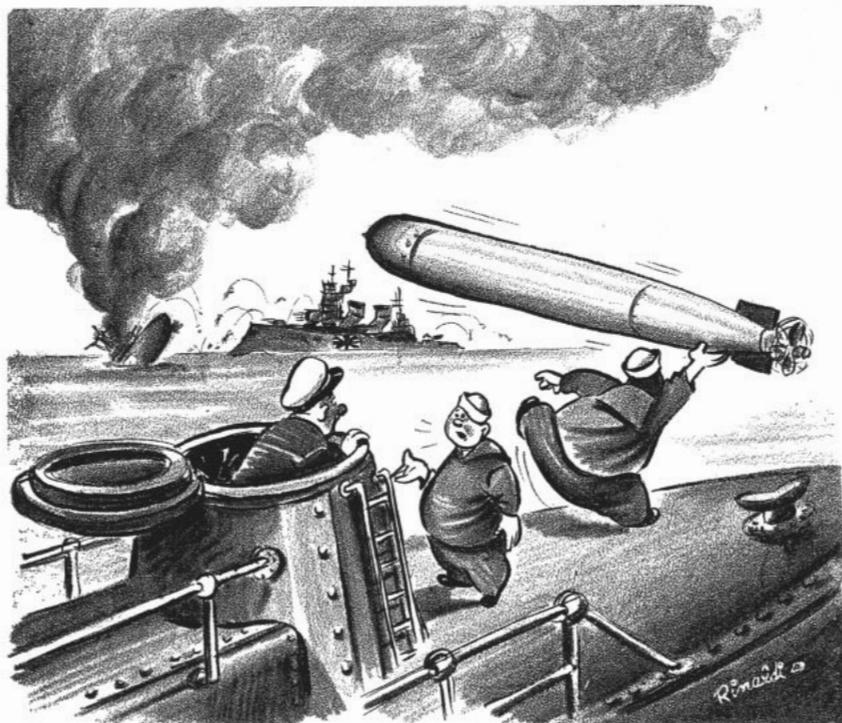
"WASHINGTON, January 3.—The Navy today proudly revealed the thrilling story of a United States battleship in the southwest Pacific which shot down 32 Jap planes and thwarted the heaviest air attack ever made on a battleship, and less than 3 weeks later sank 3 enemy cruisers and a destroyer or light cruiser.

"It was a story of superb equipment—of 16-inch guns which wiped out the 3 Jap cruisers before the foe knew what was hitting them, of antiaircraft guns which destroyed all 20 dive bombers in the first wave of raiders, and allowed only 2 of the 64 planes which came over in the next 2 waves to get within striking distance. Even then, 1 of those 2 planes was destroyed, and its torpedo churned away harmlessly through the sea. In all, the battleship sank or damaged 8 Jap warships.

"But it was even more a tale of intelligent and courageous men—of nearly 2,000 voices chorusing 'Aye, Aye!' when the captain asked if the men were ready for battle; of green enlisted men and newly commissioned junior officers who fought like veterans; of Negro and Filipino mess boys who manned antiaircraft guns and kept them blazing while a Jap dive bomber cut loose a 500-pounder only 100 feet above their heads.

"IT also was the story of a square-jawed, 51-year-old fighting lawyer, who was stationed at the Philadelphia Navy Yard in 1922 and left his desk in the Judge Advocate General's office in Washington only last February to take over his wartime command at sea.

"He is Capt. Thomas Leigh Gatch, of Annapolis, Md., who had an artery in his neck torn open and an arm left



—Rinaldi in the Hoist.

"That's Zipper Mibidowitz, all-American from Midwestern."

dangling uselessly when bomb fragments struck him during the air assault, yet was back on the job in the surface action which came 3 weeks later and turned what the Japs thought would be a trap for American ships into a blazing graveyard for the arrogant warriors of Nippon.

"The story of Captain Gatch's ship is a spine-tingling chapter of the engagements leading up to and including the now famous battle of Guadalcanal, fought chiefly off Savo Island at the northern tip of Guadalcanal.

"The outline of that battle—in which the Japs lost 28 ships, including a battleship and another battleship or heavy cruiser and we lost 9 ships—has been sketched in previous Navy communiqués.

"But the story of the battleship, based largely on Captain Gatch's reports to the Navy Department, served to show even better than the statistical record the kind of men and ships that are going through hell for us—and perhaps, too, to settle the question of whether the battleship is obsolete.

"First came the air attack, on October 26. American aircraft carriers, with protective forces, were moving out to meet three Japanese carriers coming from the north of the Solomons. Captain Gatch's battleship was escorting one of the big flat-tops.

"Ask the men if they are ready,' Captain Gatch said quietly.

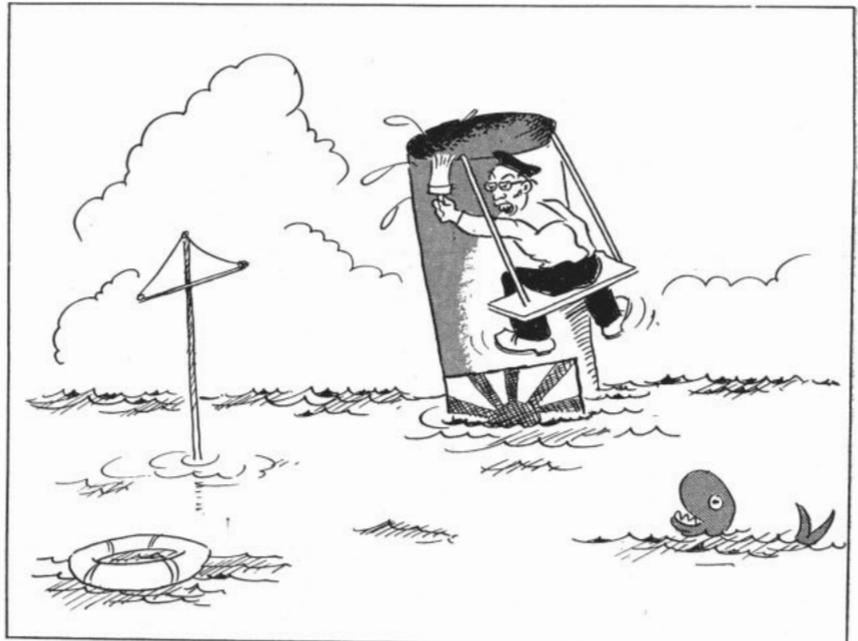
"Over the public-address system, the communications officer read the captain's message.

"From stem to stern, from engine room to conning tower, welled up the response to the bridge.

"Aye, Aye!' chorused nearly 2,000 voices. The men were ready.

THEN came the Japs. Downward screamed the plane bearing the insignia of the Rising Sun. The carrier was the first objective. Then the enemy flyers spotted the battleship. Visions of a second *Repulse* or *Prince of Wales* (British battleships sunk in the Java Sea) must have passed through their minds. Twenty dive bombers tore for the battlegagon.

"But the Japs reckoned without the rows of antiaircraft guns bristling along the battleship's length. They weren't ready for the curtain of steel



"I wonder where everybody went?"

—Sweepings.

flung thousands of yards by the secondary battery of larger guns.

"Captain Gatch gave his orders to the helmsman.

"Our ship was cutting circles and figure 8's and other maneuvers without names,' he reported later. 'I was more afraid of ramming the carrier we were protecting than of the attacking planes.'

"And from that wildly maneuvering warship, flaming steel poured into the heavens. One after another, every one of those 20 dive bombers was sent down flaming or disintegrating into the sea. The first wave was completely wiped out. Eight terrible minutes had elapsed—from 11:12 to 11:20 a. m.

"Meanwhile, fighter planes were up from the carrier. They added to the terrific toll of Jap planes. Before the engagement was over, the Japs had lost more than 100 planes.

"Half an hour later the second attack came. This time there were 40 torpedo planes and dive bombers. They maneuvered into position to strike together, dive bombers in the lead.

"Once again glowing steel curved into the skies. Only one plane—a torpedo craft—got through. All the others fell into the sea or turned back.

"But that torpedo plane caused an

anxious moment on the battleship.

"It came at the stern of the ship," Captain Gatch reported. "It appeared that millions of tracer shells went right past that plane without hitting it, but some did strike it, and at the right time. They struck just before the pilot released his torpedo.

"The plane was jarred out of its line of flight and its torpedo was released well up in the air. It seemed that the torpedo would drop on the ship, but it passed over the fantail and fell in the sea on the other side aft. The plane's wings were shot off. It struck the water and sank.'

"About 20 minutes later came the third attack—at 12:19 p. m. It lasted 11 minutes—longer than either of the other two. Twenty-four dive bombers and torpedo planes staged the assault.

"Apparently so he could look over his entire ship during the attack, since planes directly above cannot be seen from the bridge, Captain Gatch had left his armored battle station.

"I was out on the catwalk in front of the bridge, where I had no business to be,' he said.

ONE dive bomber got through the antiaircraft fire.

"I saw its bomb released from not more than 100 feet above the forward

part of the ship. I hoped it would strike a turret and not the deck, for it was a good-sized bomb, probably a 500-pounder, and it might blow a hole in the deck and kill people underneath; and certainly it would kill many in gun crews on the deck itself,' Captain Gatch reported.

"The automatic guns forward were manned by mess attendants, some Filipinos, some Negroes. They never stopped firing for a second. Those men are good.

"The bomb did land on top of a turret. That was the only hit we took, and it was the one that got me.'

"Damage to the ship since has been repaired, the Navy said.

"The bomb fragments and concussion, beside tearing open the captain's neck and ripping the muscles of his shoulder so his left arm hung injured, hurled the captain against the conning tower and knocked him unconscious. The executive officer took over command—and the attack passed. The Japs had had enough for 1 day.

"In less than 3 weeks, although his left arm still dangled—and does today—Captain Gatch was spoiling for another fight.

"I don't expect you to strangle Japs,' his admiral told him, so Captain Gatch took his battleship into its second action.

"This was the night battle of November 14. It was the same battle in which the cruiser *Boise*, now under repairs at Philadelphia, and the cruiser *San Francisco* distinguished themselves, although the ships were not in the same task force as Captain Gatch's group of battleships and destroyers.

"We headed into Windy Gulch,' Captain Gatch reported. (Windy Gulch is the Americans' name for the strait between Guadalcanal and Savo Islands.) 'We got into a far corner and slowed down. We found no Japs, although we knew they were somewhere about waiting for us.

"They had set a trap, and we were trying to find it, so we could go into it and get caught. We wanted to get caught. They weren't expecting us [battleships]. They had set this trap for foxes and we didn't think it would hold bears.'

"Above the northern tip of Savo, the American ships turned west. The battleship's lookouts spotted enemy ships, faintly visible several miles away.

"The big 16-inch guns of the battleship trained on their target. With an ear-splitting bellow, they hurled their deadly missiles over the sea. The shells landed on a large enemy cruiser, and set her afire. The flames lighted two smaller cruisers, following in a straight line.

"The Jap cruisers never even got within range of the battleship. The Japs sent up a salvo of star shells, illuminating the sea as they searched for their invisible foe. The shells fell thousands of yards short of the battleship. All three enemy cruisers went down under the battleship's pounding fire.

"They never knew just what sank them,' Captain Gatch reported.

"The enemy now sprang the trap he had set. Dead astern of us a destroyer or light cruiser was picked up. Our after turret fired three salvos. We could see the Jap burst into flame. His bow rose to 45°, and he went down stern first.'

"The American force then passed north of Savo and turned south into a passage west of the island. At full speed, destroyers leading, the force tore through narrow, shoal-filled and dangerous waters. Near the southern end of the island, Jap cruisers and destroyers, waiting in ambush along the cliffs, launched a torpedo attack on the American destroyers.

"FOUR searchlights from a Jap cruiser lighted Captain Gatch's battleship. Cruisers and a Jap battleship which steamed into the action opened fire.

"Within a second after the searchlights were on us,' Captain Gatch said, 'our secondary batteries opened up and their searchlights went out. Then 30 seconds later, our main batteries fired. We were fighting the cruisers.

"One of our own battleships ahead of us was pouring shells into the Jap battleship, but now and again the big enemy ship would turn one our way, until the United States battleship ahead silenced it.'

"One of the cruisers hit the conning tower of Captain Gatch's ship, starting a fire.

"I was on the catwalk,' the captain said. 'I'd been dying for a cigarette, and now I thought I could have one, so I drew my lighter.

"One of the men shouted, 'Cap-

tain, sir! You'll give away our position!' I just looked up at the flames near the top of our mast and finished the cigarette.'

"Then the battle was over. The fire on Captain Gatch's ship was extinguished. The battleship-destroyer force had sunk one Jap battleship (or heavy cruiser), three cruisers and one destroyer, and had damaged another battleship, a cruiser, and a destroyer.

Later, Captain Gatch sat down to write his report to the Navy Department—a report which he concluded with these words:

"Not one of the ship's company flinched from his post or showed the least disaffection.'"

Housing Conditions in Many Areas Acute

The Bureau of Naval Personnel is receiving requests from various stations from time to time that officers ordered to those stations not bring their dependents until the officer has arrived and made arrangements for quarters.

In view of the crowded conditions at many naval stations, both old and new stations, officers are cautioned to make certain that quarters are available at a new station before moving dependents.

SWIMMING WITH CLOTHES

All instructions given to blue-jackets in connection with abandoning ship and swimming to save life are accentuated with the admonition to keep clothes on. It is possible for good swimmers to make water wings out of trousers, and the air that gets down under his shirt aids the blue jacket in staying afloat. It is not thought wise, however, to handicap oneself unnecessarily with anything that is heavier than water, such as heavy boots or shoes. It is just as well to discard them before entering the water.—From Commander J. J. Tunney, USNR, officer in charge of the Physical Training Section.

Warrants Asked to Submit Cards

Importance to officer and bureau stressed in notice

Commandants and commanding officers are requested to bring the following to the attention of each warrant officer under their command for compliance:

DESPITE repeated directives on the subject, a large number of newly appointed warrant officers have not submitted their data cards (N. Nav. 278). It is desired to emphasize the importance, not only to the Bureau but to the individual concerned, of this form. If accurately and properly filled out it affords a handy background of the officer's duties and qualifications. Especially is this true in the case of qualification and ability gained by experience where entries in records are seldom made.

All newly appointed warrant officers are directed to submit this form immediately on acceptance of appointment. If a supply of the form is not on hand, a typed copy thereof is acceptable. For information, a resume of the information required is listed below:

- A. (1) Full name.
- (2) Rank (if of the Naval Reserve indicate classification, see last paragraph).
- (3) Present station.
- (4) Duties presently performing.
- (5) Date reported to present station.

- (6) Is change of duty desired?
- (7) Detail desired for next duty:
 - (a) Sea—type ship.
 - (b) Shore—locality.
- (8) Usual residence (home).
- (9) Special qualifications. Enter all special qualifications whether attained by reason of experience, schools, special courses, etc.
- (10) Married or single.
- (11) Number of dependents, showing age and sex of children.
- (12) Any language qualification other than English?
- (13) Date of submission of the card and signature at bottom.
- (14) Remarks as desired.

B. On the reverse enter a resume of all duties performed *since rated petty officer*. Show inclusive dates, total months, type ship and duties performed. For duty on shore indicate inclusive dates, total months, locality, and duties performed.

The card or copy thereof shall be typed or written in ink.

It is to the officer's benefit to see that the above information is on file in the Bureau of Naval Personnel immediately.

It should be noted that chief and first-class petty officers of the *Regular Navy*, active and retired, and of the *Fleet Reserve classes F-3 and F-4*, are, upon appointment for temporary service to commissioned and warrant grades, considered and carried in the records of the Bureau as regular Navy personnel. Therefore, the designation "U. S. N. R." or "U. S. F. R." or "Retired" should not be used in identifying officers who were formerly enlisted members of the above classes.

TRAINING COURSES

Four procedures concerning enlisted training courses are repeated herewith to improve the service the Bureau can give in the matter:

(1) Orders should indicate in full the address to which it is desired Enlisted Training Course books be sent.

(2) Progress and Test Examination books are shipped on a ratio of 3 to 1 with Enlisted Training Course books. If a different ratio is desired, note it.

(3) Requests for training courses should be directed to the *nearest* of these three offices: Bureau of Naval Personnel, Training Division, Washington, D. C.; Educational Officer, Eleventh Naval District, San Diego, Calif.; Educational Officer, Fourteenth Naval District, Pearl Harbor, T. H.

(4) If it is necessary to return any training courses received from the Bureau of Naval Personnel, they should be sent in all cases to the Educational Stockroom, Naval Warehouse, Eighth and South Courthouse Road, Arlington, Va. A letter stating that the courses are being returned and for what reason should be sent to the Bureau of Naval Personnel, Training Division.

38 Retail Stores to Sell WAVES, SPARS Uniforms

The Navy Department has licensed 38 retail stores in 25 cities in 18 States to sell ready-to-wear WAVES and SPARS uniforms to commissioned officers and enlisted personnel. These retail outlets will operate under the "Women's Naval Reserve Uniform Plan," with maximum price regulations established by the Navy. The present licenses expire in 6 months.

All initial outfitting of WAVES will be done by the stores licensed at the basic training centers.

Artificer's Manual

The Artificer's Manual, while still appearing on Form BNP-676, is no longer available. The last edition of this book, put out in 1918, will not be reprinted due to the many changes since that time. Courses are being prepared for all enlisted ratings which formerly used the Artificer's Manual as a text book.

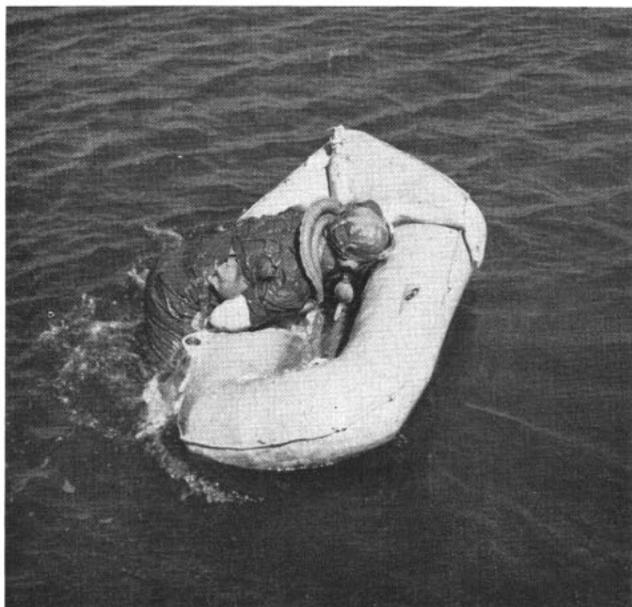
An announcement will be made as soon as the new Enlisted Training Courses for these ratings are available. In the meantime, the book entitled "Shipfitter's Manual," is being furnished although it is realized that this book in no way covers as much territory as the Artificer's Manual.

How a Fighter Pilot Boards a Life Raft

It may look easy in pictures, but it's difficult indeed in rough weather



(1) He turns valve on bottle of carbon dioxide and raft inflates in 1 minute. Rafts are standard equipment on Navy single-seat fighters.



(2) Getting onto a raft is tricky. Pilot grabs opposite side of raft and throws himself horizontally across the boat.



(3) The pilot, clothes clinging to his skin and minus his shoes, now pulls himself onto raft. In a rough sea this is not always so easy.



(4) A pair of collapsible oars are stowed aboard the raft. The pilot inserts oars in oar-locks and he is away.

—Official U. S. Navy Photographs.

AFRICA LANDING

(Continued from page 20)

others were definitely damaged and may have crashed later. Some unexplained wrecks were found next day at Sidi Yahia. Pounding of the shore batteries and harbor defenses by the American planes continued through the second day. Many planes were destroyed at Rabat, Cazes and Mar-rakech. A formation of French P-36's were smashed up by our fighters.

To the south, the weather had been too calm and foggy for good carrier flying operations. Several planes had to land at Safi—the first airfield captured by our ground forces—when they ran out of gas.

OPPPOSITION troops and tanks started converging on Port Lyautey and Rabat. Navy fighting planes dived down on them. The troops would scatter from their equipment which our fighters strafed until most of the vehicles were in flames. The troops retreated from the area.

Natives appeared quite unconcerned. Pilots reported that some of them working in their fields did not so much as look up as the American planes roared overhead.

No Releases For Men Over 38

The Navy will grant no requests for release from service which may be submitted by officers and men 38 years of age or over.

Since all officers and men of the Navy volunteered for service before the President's Executive order halting enlistments on December 5, 1942, they are considered individuals who have joined the Navy of their own free will and will be retained for the duration, according to an official announcement.

As the Nation's supply of manpower decreased, the Navy refused to accept for enlistment men who were in industries vital to the war effort. Thus, it is explained, the Navy sees no need to release personnel 38 years of age or over.

The third day was much like the second for the Navy fliers, except, according to the report, that "pilots were getting in the groove." The heavy guns of our battleships were turned on the Casablanca batteries. The fighting planes bombed and strafed troop columns and shot down anything that opposed them in the air. The dive bombers plowed through the flak to get at the big coastal guns and the antiaircraft batteries.

Submarines that had slipped out of Casablanca were sighted on surface, headed south, presumably for Dakar. A reconnaissance plane sighted a periscope 15 miles astern of one of our escort carriers. Another was sighted far out at sea. It appeared that the pack was assembling.

During the afternoon of the third day came an order to silence the guns of the *Jean Bart*. The battleship had been hit several times but her single 15-inch turret was still firing. Nine Navy dive bombers took off with 1,000-pound bombs. Darkness came too soon to assess the damage, but the *Jean Bart* never fired again after the bombs were dropped. Other bombers dropped heavy loads on the guns along the jetties. Fighting planes followed up ripping the decks of ships still firing from the harbor.

Just after the first dawn flight had taken off on November 11 to bomb specific targets, came an urgent message: "Cease firing in the Casablanca area."

The bombers came back, their bombs still in their racks.

As the Air Group continued patrols waiting for further possible action and maneuvered to launch some Army P-40's, four torpedoes streaked past the stern of one of the carriers; two passed ahead of another. Dropping down from out of the clouds, three torpedo bombers caught a German submarine making a crash dive. Oil, debris, and air bubbles broke the surface for 40 minutes after the attack. A few minutes later another depth-charge attack on a periscope brought up large patches of oil.

The last of the P-40's was off for its land base. The Navy Air Group headed westward. The assigned mission of the Air Group had been carried out. Others would carry on where it left off.

NEW UNIFORM FOR COAST GUARD



—Official Coast Guard Photograph.

The new Coast Guard uniform for men on Mounted Beach Patrol and Port Security duty and optional for other Coast Guardsmen assigned to shore units: Single-breasted coat, short lapels bearing Coast Guard seal, cuffless trousers, cap with Coast Guard seal. Material is all wool 16-ounce jersey.

CLOSE TO HOME

Aviation Cadet Henry A. McGinnis, East Falls Church, Va., crashed within a block of his own home recently while on a routine training flight from the Naval Air Base at Anacostia. He was taken to the Naval Medical Center at Bethesda, Md., where his condition was reported as not serious.

Staff Officers

Advanced To Commanders

As a consequence of Alnav 270, which authorized the promotion of certain line lieutenant commanders of the Regular Navy down to and including the officer whose signal number in the 1941 Navy Register is 2796, the selection field for officers of the various Staff Corps of the Regular Navy extends to and includes the officers whose signal numbers in the 1941 Navy Register are: Medical, 8507; Dental, 9159; Supply 9662; Chaplain, 10036; Civil Engineer, 10186.

Naval Reserve officers on active duty who take precedence with, or senior to, the junior officer of the corresponding corps of the Regular Navy who has become eligible for selection have also become eligible for selection provided the total active duty (other than training duty) of such Reserve officers in the rank of lieutenant commander during the period since September 8, 1939, equals or exceeds that of the said junior officer of the corresponding corps of the Regular Navy.

The records of officers whose names are now included in the selection field will receive consideration in the near future. Specific recommendations in these cases are not required.

Navy Bond Buying More Than 100 Million

Navy personnel, both military and civilian, during 1942 invested \$104,-390,245.25 in War Savings bonds. The Navy established the highest record of any Government department.

Mother's Thanks for a Gallant Son

THE following letter has been forwarded to the Bureau of Naval Personnel:

Yesterday I received a letter from the Secretary of the Navy advising me that the "Department has assigned the name Wedderburn to a destroyer in honor of your son, the late Lt. (j. g.) Charles Foster Wedderburn, U. S. N.", and stating that the U. S. S. "Wedderburn" is under construction at the plant of the Bethlehem Steel Co., San Francisco.

I cannot begin to tell you what this honor bestowed upon the memory of Foster means to me. A pretty extravagant word, but resurrection almost expresses it.

Foster was so young and patriotic. He was so happy when appointed to Annapolis; then, in his graduation and next in being sent to Manila. And finally he was so proud to be sailing overseas under Captain Reno, whom he adored, in the little 20-year-old destroyer "Chauncey."

Were it possible for him to know that a destroyer, "Wedderburn," is to sail, probably the Pacific, can't you fancy things yourself and will they partially repay you for your efforts in behalf of the grateful Wedderburns?

CASUALTY FIGURES

Casualties of United States Naval Forces—dead, wounded and missing—reported to next of kin from December 16 to 31, 1942, inclusive, totaled 1,219, of which 418 are dead, 403 wounded, and 398 missing.

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 wartime operations. Natural deaths or accidents not connected with operations against the enemy are not included in the total.

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. 20 brings the total of Navy, Marine Corps, and Coast Guard casualties reported to next of kin from December 7, 1941, to December 31, 1942, inclusive, to a grand total of 21,497.

A recapitulation of these casualties, including corrections, follows:

	Dead	Wounded	Missing
Navy-----	4,975	2,012	9,219
Marine Corps---	1,319	1,806	1,962
Coast Guard ---	50	19	135
Total-----	6,344	3,837	11,316

MARINES HONOR GENERAL LEJEUNE

The huge Marine Corps amphibious training base which covers 200 square miles of the North Carolina seacoast will bear the name of the late Lt. Gen. John Archer Lejeune, USMC, who commanded the Second Division of the A. E. F. in France during the first World War and served as Commandant of the Marine Corps from 1920 to 1929. The base, formerly known as Marine Barracks, New River, N. C., has been officially named "Camp Lejeune."

Stretching along the wild coast of North Carolina, the reservation is the principal Marine Corps advanced training center for the eastern half of the United States. Marines fresh from recruit training at Parris Island, S. C., arrive at New River in unending thousands to undergo rigorous maneuvers in amphibious warfare. The name "Camp Lejeune" is considered particularly fitting, as Gen. Lejeune had a large part in the development of amphibious training in the Corps.

New Carrier Will Be Christened *San Jacinto*

One of Uncle Sam's newest aircraft carriers will be christened the U. S. S. *San Jacinto*, in honor of Houston and Harris County, Tex.

It was at the Battle of San Jacinto (near Houston), April 21, 1836, that General Sam Houston's volunteer Texas Army, outnumbered almost two to one, defeated the forces of the Mexican, Santa Anna, and secured the liberty of the Texas Republic.

DECORATIONS and CITATIONS

'Carlson's Raiders' Cited

15, including commanding officer
and Lt. Col. Roosevelt decorated

The Navy Cross has been awarded to 4 officers and 11 enlisted men of the Marine Corps Raider Battalion which carried out the successful attack on Japanese-held Makin Island on August 17-18, 1942.

The battalion, popularly known as Carlson's Raiders—the commanding officer being Lieutenant Colonel Evans F. Carlson, USMC—was cited recently by Maj. Gen. A. A. Vandegrift, USMC, for its splendid performance of duty in carrying out offensive operations on Guadalcanal Island.

The citation was the second earned by a Marine Corps force in this war. President Roosevelt on January 5, 1942, cited the Marine ground troops and fliers on Wake Island for their courageous defense of the island.

Included among the recipients of Navy Cross awards for the Makin Island foray is Lt. Col. James Roosevelt, USMCR, the President's son, who received his award from Admiral Chester W. Nimitz, USN, Commander-in-Chief, Pacific Fleet, on Guadalcanal in October 1942, at the same

time his commanding officer, Lieutenant Colonel Carlson, won a similar award. Lieutenant Colonel Roosevelt was then a major.

Major General Vandegrift's citation states:

"From the operational records of this division it appears that the Raider Battalion, while attached to this division, took the field against the enemy in early November, 1942. For a period of 30 days this battalion, moving through difficult terrain, pursued, harried and, by repeated attacks, destroyed an enemy force of equal or greater size and drove the remnants from the area of operations. During this period the battalion, as a whole or by detachments, attacked the enemy whenever and wherever he could be found in a repeated series of carefully planned and well-executed surprise attacks. In the latter phase of these operations the battalion destroyed the remnant of enemy forces and bases on the upper Lunga River and secured valuable information of the terrain and the enemy line of operations. In these battles the enemy suffered 400 killed and the loss of his artillery, weapons, ammunition, and supplies, whereas the battalion losses were limited to 15 killed. For the consummate skill displayed in the conduct of operations, for the training, stamina, and fortitude displayed by all members of the battalion and for its commendably aggressive spirit and high morale the Commanding General cites to the division the Commanding Officer, officers and men of the Raider Battalion.

Other recipients of the Navy Cross are: Maj. Ralph H. Coyte, USMC; Capt. Merwyn C. Plumley, USMC; 2d Lt. Charles T. Lamb, USMC; Master Gunnery Sergeant Ellsbury B. Elliott, USMC; Gunnery Sergeant Lawrence A. Lang, USMC; Platoon Sergeant Victor



—Official U. S. Marine Corps Photograph.

Lt. Col. Evans F. Carlson, USMC.

Maghakian, USMC; Sergeant Robert V. Allard, USMC, listed as missing in action; Sergeant Dallas H. Cook, USMC, listed as missing in action; Sergeant James C. O. Faulkner, USMC; Corporal Joseph Sebeck, USMC; Private First Class Howard R. Craven, USMC; Private First Class Richard N. Olbert, USMC, listed as missing in action; Private John I. Kerns, USMC, listed as missing in action, and Private Donald R. Robertson, USMC, listed as missing in action.

Lieutenant Colonel Roosevelt, in the first operation of the kind ever conducted by United States forces, was second in command of the raiding expedition. At great risk to himself over and beyond the ordinary call of duty, he continually exposed himself to heavy machine gun and sniper fire to ensure effective control of operations from the command post. Through his maintenance of communications, he was able to inform his own supporting vessels of the presence of two enemy vessels, as a result of which the enemy vessels were destroyed by gun fire. During the evacuation, he personally saved three men from drowning in heavy surf.

As commanding officer of Company B, Major Coyte, with keen judgment and decisiveness in tactical combat, disposed a portion of his company into the center of the line and succeeded in outflanking an enemy machine-gun position which



—Official U. S. Navy Photograph.

Lt. Col. James Roosevelt, USMCR.

had been holding up the advance. His personal valor and coolness under fire reflect great credit upon Major Coyte and his command.

Captain Plumley, commanding Company A, used his company to provide the advance guard and led the assault on enemy forces, retained the initiative in spite of heavy casualties sustained by his company, and successfully turned back two severe charges by the enemy which threatened the flank. When two leaders of his first platoon were wounded in quick succession, he personally assumed the leadership of this platoon, which held a key position, until another leader became available.

When the commander of the first platoon, Company A, was seriously wounded, Second Lieutenant Lamb, displaying a fine spirit of initiative and determination, assumed command, but 5 minutes later, he, too, was wounded in the head and shoulder. Waiting only to receive first aid, and weakened from loss of blood, he returned to lead his platoon. On the second day of the raid, he led a small group in taking over an enemy sloop and, upon arrival alongside in a row-boat, he escaped fire at point-blank range, tossed a hand grenade through the port, then boarded the sloop and destroyed the Japanese on guard.

Despite continuous harassing by enemy snipers and repeated charges of ground troops, Gunnery Sergeant Elliott, by his extreme personal valor, inspired his platoon to great heights of achievement during the early stages of the fight, not only in holding persistently the left flank of the battalion position, but in advancing further into enemy territory, dislocating their assistance.

Gunnery Sergeant Lang was non-commissioned officer in command of a platoon of Company B. Although suffering from a shattered arm bone received early in the engagement, Gunnery Sergeant Lang continued to lead his platoon until forced by loss of blood to be evacuated. His personal valor and complete disregard for his own safety served to inspire his men in holding the left flank during most of the action.

Leading his platoon with great skill and determination, Platoon Sergeant Maghakian charged the beach head with the landing force and was the



—Photo by Harris & Ewing.

Vice Admiral Hewitt honored: Secretary of the Navy Frank Knox, on behalf of the President, presented the Distinguished Service Medal to Vice Admiral Henry K. Hewitt, in charge of Navy amphibious operations, for his services as commander of the forces which covered U. S. landings in French Morocco. Left to right, Vice Admiral F. J. Horne, Vice Chief of Naval Operations; Admiral E. J. King, Commander in Chief; Secretary of the Navy Knox; Vice Admiral Hewitt and Mrs. Hewitt.

first casualty in this operation. After receiving first aid, he returned to the front and remained there, courageously leading his men until directed by the medical officer to return to the rear.

Sergeant Allard, Sergeant Cook, Private First Class Olbert, Privates Kern and Robertson received identical citations with their awards:

"For extraordinary heroism and distinguished service above and beyond the call of duty as a member of the volunteer boat crew . . . Fully aware of the hazards of an imminent enemy air attack, and with complete disregard for his own life, Sergeant Allard, with four others, volunteered to take a boat to a point just outside a reef and shoot a line ashore to assist in evacuating those men remaining on the beach. Caught on the sea, he was defeated in his valiant efforts by the violent strafing of his boat by withering enemy machine-gun fire. . . ."

Though painfully wounded, Sergeant Faulkner continued at his post, urging his men to great effort and inspiring them by his fine example of personal valor. Finally, when weak from loss of blood after being seriously wounded in the side and leg, he consented to be evacuated for medical attention.

Corporal Sebock's and Private First Class Craven's citations were identical and read:

"For extraordinary heroism and conspicuous devotion to duty. . . . During a very critical period of the fight, Corporal Sebock, in company with a comrade, fighting valiantly and with great determination, defeated successive and violent counter measures of enemy Japanese and succeeded in holding the left flank of the assault echelon. His courageous and determined action, performed with complete disregard for his own personal safety, was a vital factor in the

success of the raiding force . . ."

The Congressional Medal of Honor has been awarded to Col. Merritt A. Edson, USMC, for distinguished leadership and heroism while commanding a Marine Raider Battalion in defense of the American position on Guadalcanal Island, the night of September 13-14, 1942.

Admiral Chester W. Nimitz, Commander in Chief of the Pacific Fleet, had previously presented a Gold Star, in lieu of a second Navy Cross, to Colonel Edson for his achievement, the Navy Cross being the highest award which may be given by a commander in the field. The Medal of Honor now granted Colonel Edson replaces the previous award of the Gold Star, as a decoration more appropriate to Colonel Edson's achievement.

Colonel Edson, commanding the First Marine Raider Battalion with the First Parachute Battalion at-

tached, a force of approximately 800 men, was assigned the mission of occupying and defending a position along a ridge located about 1,000 yards south of the air field on Guadalcanal, British Solomon Islands, seized from the enemy on August 8, 1942. This ridge dominated the jungle on either side and was clearly the key to the control of the airport.

During the entire battle Colonel Edson, continuously exposed to hostile fire of great intensity, personally directed the defense of his position. He displayed such a marked degree of cool leadership and personal courage that the officers and men of his command were constantly inspired by his example, and his personal influence over them kept the men in position throughout the night in the face of a fanatical enemy of greatly superior numbers despite the severest casualties to his own men.

ers of Scout-Bombing 241 as they roared off to hunt the enemy carriers.

A TERRIFIC melee of planes ensued when Fighting 221 met the Jap formations head-on. Within a 30-mile radius of Midway, planes began falling in flames one after another into the sea.

Some of the enemy bombers got through. They left Midway hurt, but not crippled. When they had gone, Lt. Col. Ira L. Kimes, USMC, commanding Marine Aircraft Group 22, sent a radio message to Fighting 221, calling all planes back to Midway to refuel and rearm.

One by one, 12 of the 25 fighters came into view. The half-crippled planes landed as best they could. A few crash-landed on the field or into the sea, where their pilots were picked up by patrol boats.

Six of the 12 surviving pilots were wounded. But they were lucky, and they knew it. Two of their comrades had bailed out of falling planes and were machine-gunned by Zero fighters as they dangled helplessly under their parachutes.

Fighting 221 broke up the Jap bombing attack so effectively that the vital Midway airfield was never out of commission. Known Jap losses were 43 planes by fighter action alone. Losses inflicted by the missing are unknown, but surviving pilots cannot reconcile the small number of bombs dropped with the number of enemy bombers in sight when initial contact was made. Pilots say there were at least three 27-plane Jap formations in sight at one time, exclusive of swarms of escorting Zero fighters.

AS bombs fell on Midway, Marine Scout-Bombing 241 was winging with Army bombers toward the Jap fleet. There were two formations—16 planes under Major Henderson, and 11 under Maj. Benjamin W. Norris, USMC.

At 7:55, 1 hour and 45 minutes out from Midway, Major Henderson's bombers spotted the enemy task force strung out in the distance. The bombers maneuvered for attacking position. Suddenly Zero fighters pounced upon them from the clouds above. Still more Jap Zeros were observed rising from the enemy carriers.

Greatly outnumbered and without fighter escort, the bombers headed

Two Entire Squadrons Cited

All 84 pilots and aerial gunners decorated for heroism at Midway

ALL 84 pilots and aerial gunners of two Marine Corps squadrons have been awarded decorations for heroic achievement in the Battle of Midway. In addition, 58 ground crew men have won letters of commendation.

So aggressively did these two squadrons attack greatly outnumbering enemy forces that 38 of the 84 pilots and gunners are listed as missing in action and are presumed lost. The awards of these men have been forwarded to the next of kin. An additional 17 sustained wounds but have now, with a few exceptions, returned to action.

The major awards consisted of a Congressional Medal of Honor, 52 Navy Crosses, a Gold Star in lieu of a second Navy Cross, and 30 Distinguished Flying Crosses. Of these decorations, only four have been announced previously.

One of the new awards, a Navy Cross, was made posthumously to Maj. Lofton R. Henderson, USMC, who crashed his flaming dive bomber into a Japanese carrier.

Capt. Marion E. Carl, USMC, recently awarded a Navy Cross by Admiral Chester W. Nimitz on Guadalcanal where he shot down 16 Jap planes, now receives a Gold Star in lieu of a second Navy Cross for heroism at Midway.

The identity of the squadrons can now be revealed, as Marine Fighting Squadron 221 and Marine Scout-Bombing Squadron 241. They were part of Marine Aircraft Group 22.

On June 4, 1942, the Midway airfield was choked with more planes than it had ever held before. The Army had sent high-level and torpedo bombers to the island. The Navy was there with patrol and torpedo bombers, while carriers roamed not far away. The Marines had fighters and dive bombers.

The entire air defense of Midway fell to Fighting 221 when the Japs came over just after dawn. The squadron took off, 25 strong, mostly Brewsters with a few Grumman Wildcats, pitted against an enemy force of more than 100 bomber and fighter planes. Not a single fighter could be spared to accompany the dive bomb-



—Photo by Harris & Ewing.

Gets Medal of Honor: President Roosevelt presented the Congressional Medal of Honor to Commander Herbert E. Schonland, New London, Conn., who helped save the San Francisco in fighting off Guadalcanal. Mrs. Schonland was given the honor of decorating her husband while their young daughter, Dianne, looked on.

down for a low-hanging cloud layer, the rear gunners blasting away as the Japs made pass after pass. They came out of the clouds at 2,000 feet with the Zeros still on their tails, and turned down upon their targets into an inferno of anti-aircraft fire.

They drove home glide-bombing runs on what is believed to have been the carrier *Soryu*. They went on down to between 500 and 300 feet—far below the usual releasing level—before dropping their bomb loads. Three direct hits were observed and several close misses. Smoke poured from the stern of the carrier. Each surviving gunner claimed at least one Zero fighter.

It was in this action that Major Henderson crashed his ship into the enemy carrier. His plane was set afire as he began his run on the target. But he did not waver. The crash was witnessed by the gunner of a plane which followed to within 300 feet of the carrier.

The group under Major Norris made contact with the enemy at 8:20. By this time Zero fighters were swarm-

ing around. Because of their attacks, and because he would have had to cross the major portion of the Jap fleet in a hail of anti-aircraft fire to reach a carrier, Major Norris picked a battleship for his target. His bombers peeled off into steep dives at close intervals. They were at 500 feet or lower when they released their bombs, scoring at least two direct hits on the stern and several close misses. The gunners of this division also claimed several Zeros.

More than half of Bombing 241's pilots and rear-seat gunners were missing or wounded after this mission. But the squadron's work was not done. That night, a flight of bombers was sent out to destroy two enemy carriers reported on fire 180 miles from Midway.

Of this mission Lieutenant Colonel Kimes' official report says: "The night was pitch black, the target could not be found, and only six bombers returned on schedule. They continued to return at intervals, throughout the night with the assistance of blind luck, a defense battalion searchlight

and the oil fire on Sand Island. Major Norris did not return."

Early next day, June 5, orders were received from the Naval Air Station to attack an enemy battleship and cruiser 140 miles off Midway. Capt. Marshall A. Tyler, usmc, and Capt. Richard E. Fleming, usmc, each with six dive bombers, executed this mission about 8 a. m. One direct hit on the cruiser and several close misses were observed.

Captain Fleming's plane was hit and set afire by anti-aircraft fire early in his dive, but in spite of this he maintained his dive and gained a direct hit. His plane continued on into the sea, and witnesses said no parachute was observed.

Captain Fleming won the Congressional Medal of Honor, announced November 24 when President Roosevelt presented the award posthumously to his mother. Captain Fleming was wounded twice in the first attack and there were 179 bullet holes in his plane. Like his comrades who took part in all three missions of Bombing 241, he took off the third time with less than 4 hours' sleep since the first attack.

Lieutenant Colonel Kimes, who won the Distinguished Service Medal for his service in command of Group 22 at Midway, had high praise for his men. In his report he said of them:

"Conduct of personnel, both officer and enlisted, was of the highest possible order. Pilots cheerfully went to a combat in which the odds were certain to be greatly in favor of the enemy. They made repeated attacks, exacting a heavy toll of enemy aircraft and inflicting substantial damage to surface vessels. This applies to both squadrons and particularly to Bombing 241, since in many cases they pushed bombing attacks to within less than 500 feet of their objective.

"Personnel on the ground did everything humanly possible before, during and after the attack to contribute a share to the defeat of the enemy."

The list of awards includes:

CONGRESSIONAL MEDAL OF HONOR

Capt. Richard E. Fleming.

NAVY CROSS

Maj. Kirk Armistead, First Lt. Clayton M. Canfield, Sergeant Eugene T.

Card, Second Lt. Roy A. Corry, Second Lt. John D. Lucas, First Lt. Eugene P. Madole, Second Lt. William B. Sandoval, Capt. Harold G. Schlen-dering, Second Lt. Walter W. Swans-berger, First Lt. John M. Butler, Sec-ond Lt. David W. Pinkerton, Jr., First Lt. Jesse D. Rollow, Jr.

Capt. Richard L. Blain, Capt. Dan-iel Iverson, Jr., First Lt. Allan H. Ring-bloom, First Lt. Ellwood Q. Lindsay, First Lt. Daniel L. Cummings, Second Lt. Thomas W. Benson, First Lt. Or-vin H. Ramlo, Second Lt. Martin E. Mahannah, Second Lt. James H. Mar-mande, Capt. John R. Alvord, Capt. Elmer G. Glidden, Jr., Capt. Francis P. McCarthy, Capt. Herbert T. Merrill.

First Lt. Albert W. Tweedy, First Lt. Sumner H. Whitten, Capt. Leon M. Williamson, Capt. John F. Carey, Second Lt. Kenneth O. Campion, Sec-ond Lt. Thomas J. Gratzek, Capt. William C. Humbred, First Lt. George E. Koutelas, Capt. Charles M. Kunz, Second Lt. Maurice A. Ward, Capt. Robert J. Baer, Capt. Robert E. Cur-tin, Second Lt. Bruno P. Hagedorn, Maj. Benjamin W. Norris, Capt. Rob-ert H. Delalio, First Lt. Thomas F. Moore, Jr., Capt. Philip R. White,

First Lt. George T. Lumpkin, Capt. Daniel J. Hennessy, Maj. Lofton R. Henderson, Capt. Marion E. Carl, First Lt. Jack Cosley, Capt. Bruce Prosser, Maj. Marshall A. Tyler, Maj. Floyd B. Parks, Technical Sergeant Clyde H. Stamps, Second Lt. Bruce H. Elk, Capt. Robert W. Vaupell.

DISTINGUISHED FLYING CROSSES

Pvt. (1st cl.) Eddy M. Colvin, Tech-nical Sgt. Carl T. M. Hickman, Sgt. Gordon R. McFeeley, Sgt. Elza Lester Raymond, Staff Sgt. Robert A. Under-wood, Pvt. (1st cl.) Arthur B. Whitt-ington, Corp. Lee W. Reininger, Tech-nical Sgt. Truell L. Sidebottom, Sgt. Warren H. Van Kirk, Corp. Horace B. Thomas, Corp. Charles E. Cayer, Pvt. Charles Willard Huber, Pvt. Anthony J. Maday, Pvt. Henry Irvin Starks, Pvt. Teman Wilhite, Staff Sgt. Frank Edward Zelnis, Staff Sgt. Meade Taylor Johnson, Capt. Darrell D. Ir-win, Pvt. (1st cl.) Reed T. Ramsey, First Lt. William V. Brooks, Pvt. (1st cl.) Raymond E. Brown, Pvt. (1st cl.) Harry M. Radford, Sgt. Charles Wil-liam Recke, Pvt. (1st cl.) Edward O. Smith, Pvt. (1st cl.) Joseph T. Pira-neo, Staff Sgt. John H. Moore, Pvt.

(1st cl.) George A. Toms, Corp. Eu-gene Lloyd Webb, Sgt. Wallace Jor-dan Reid, Sgt. Duane Lemar Rhodes.

LETTERS OF COMMENDATION

Pvt. (1st cl.) Buford L. Chandler, Staff Sgt. David Thomas Salter, Sgt. Ira B. Salter, Pvt. John J. Cayori, Corp. Joseph F. Ferrel, Jr., Marine Gunner Charles F. Finnie, Chief Cook John L. Fleischauer, Pvt. (1st cl.) Louis R. Kamps, Jr., Q. M. Clerk Willis R. Lucas, Sgt. Lester L. Marshall, Master Technical Sgt. Henry C. Meachem, Technical Sgt. Edward J. Nooney, Technical Sgt. Francis R. Werner.

Chief Cook Harry Metzler, Pvt. (1st cl.) Joseph M. Carlson, Chief Cook James Robert Feuquay, Pvt. (1st cl.) Stephen Mayer, Asst. Cook Delbert Bayliff, Sgt. Harold William Whitaker, Field Cook Newell H. Laymon, Pvt. Chester Robert Rush, Sgt. Alton L. DeBlanc, Staff Sgt. Ernest Charles Henry, Staff Sgt. John G. Roe, Pvt. (1st cl.) Oliver W. Hulla, Pvt. John Anthony Malachowski, Pvt. Richard David Predmore.

Pvt. Oliver M. Anderson, Field Cook Edwin W. Eubanks, Pvt. (1st cl.) Lee Allen Cassity, Sgt. Bent W. Kendall, Staff Sgt. Maurice H. Cameron, Pvt. (1st cl.) Gail Landis Roberts, Pvt. (1st cl.) Frank J. Krenzer, Staff Sgt. James J. Saybolt, Field Cook Woodrow Wil-son, Pvt. (1st cl.) Leslie Owen Braker, Supply Sgt. Arthur E. Douglas, Corp. Michael Gaydos, Asst. Cook William R. Alston, Pvt. (1st cl.) Lenard E. Cooley.

Technical Sgt. LeRoy E. Dailey, Pvt. (1st cl.) Olan Harrison, Sgt. Albert Bates Smith, Pvt. (1st cl.) Cecil R. Snider, Corp. James E. Stone, Pvt. (1st cl.) Ray Lewis Thompson, Mess Sgt. Claude K. Tireman, Mess Sgt. Roy Len Youngblood, Pvt. (1st cl.) Dale M. Barger, Sgt. John Bohman Grow, Master Technical Sgt. Russell D. May, Master Technical Sgt. Hubert Maurice Rodgers.

Corp. Wilbur "J" Afflerbaugh, Sgt. Glenn Stuart Deal, Asst. Cook Theron L. Lang, Chief Cook Winifred F. Welch, Sgt. Kenneth Aruther Kipp.

Aleutian Defenders Decorated

25 officers of Patwing 4, who fought against hopeless odds, get awards

PRESIDENT ROOSEVELT has awarded decorations to 25 officers of Patrol Wing Four, the gallant group of Navy airmen who defied seemingly insurmountable odds to defend the Aleutians during the early stages of the Japanese attack in June 1942.

From the moment last June 3 when word was flashed of Japanese aircraft carriers only 400 miles from Kiska, until June 15, the pilots, crews and craft of "Patwing 4" faced and sur-mounted an almost incredible succes-sion of obstacles to hold the enemy at bay.

During those 2 weeks, Patwing 4 de-fended Dutch Harbor against a Jap raid, maintained constant patrol over thousands of square miles of ocean, and bombed the enemy invasion force at Kiska incessantly for 3 days through sheets of antiaircraft fire—in an area where weather conditions are among the worst in the world for flying.

The intrepidity and rugged endur-ance of Patwing 4 during those weeks is summed up in these words by their skipper, Capt. Leslie E. Gehres, USN: "Every flight was a flight that the crew should not have returned from. Every man knew this and yet none wavered."

Many of the men arrived in Alaska only a few days before the attack. Their planes were "Catalina" patrol flying boats designed for long-range scouting service. Yet they undertook missions through snow and fog at freezing temperatures that frequently brought them into bitter combat with the enemy. During the nightmarish campaign the men of Patwing 4, using their patrol planes as bombers, scored direct hits on a large transport, a destroyer and three cruisers and near misses on a destroyer, two cruisers and a transport.

A total of approximately 65,000 tons of enemy warships and transports suf-

fered under Patwing 4 onslaughts. In addition, Japanese aircraft were destroyed, a radio station demolished, and enemy supply dumps bombed.

Often the flyers returned to base with their ships riddled by hundreds of bullet holes. They fought and patrolled in many instances until their fuel was gone, knowing they would be forced down at sea, but unwilling to break off contacts they had made with enemy forces, strength and disposition of which they were reporting to headquarters.

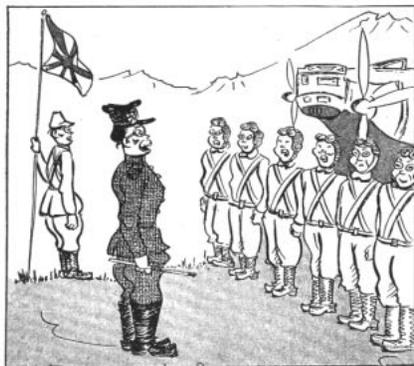
THE men at headquarters matched the tenacious heroism of the men in the planes. Confronted with the thorny problems of directing operations against an enemy force hidden by dense fogs and swirling snows, these officers stood killing watches, marshalling all faculties to out-plan the Japs. At one critical period, Captain Gehres remained at his post for 40 hours without relief.

Likewise, the men who serviced the planes bore their share of the strain, working until they dropped from exhaustion, only to return to duty after short naps at their stations. The entire crew of a seaplane tender, once labored without rest for 36 hours to service and refuel the Catalinas as fast as they came in, and to allow pilots and crews room aboard ship to rest briefly between flights.

For their heroic service in this difficult and important campaign, Lt. Comdr. Charles E. Perkins, USN, and Lt. Lucius D. Campbell, USN, were awarded the Navy Cross.

Lieutenant Commander Perkins was a pilot during operations against an enemy Japanese fleet south of Umnak Island on June 4, 1942. In an isolated flight and without the assistance of fighter support, he succeeded in gaining contact with a powerful force of enemy Japanese carriers, cruisers, and destroyers. Boldly maintaining this contact while subjected to enemy antiaircraft fire, he transmitted vital information and signalled directions to guide our striking forces to the enemy. Subsequently, he repeatedly engaged in bombing enemy concentrations in Kiska Harbor against intense and accurate antiaircraft fire.

Lieutenant Campbell served as a commander of a patrol plane in action with enemy Japanese forces. On



—The Shipmate.

"And I trust you will show the same gallant heroism against the Chinese air force as you did before it had any planes."

June 3, 1942, boldly facing the hazards of flying in a snowstorm, Lieutenant Campbell made contact with a heavy enemy concentration south of Umnak Island. Then, with his plane severely damaged by bullets and fire inflicted by opposing enemy aircraft, he persisted doggedly in his attempts to develop the contact until forced down in the open sea because of fuel exhaustion. Further, he courageously engaged in all-night aerial patrols and bombing attacks on enemy Japanese ships in Kiska Harbor against powerful fighter and anti-aircraft opposition.

OTHER officers of Patwing 4 received the Distinguished Flying Cross.

The award of Lt. (j. g.) Marshall C. Freerks, USNR, was made for heroism and extraordinary achievement in aerial flight as pilot of an airplane in action against enemy Japanese forces, June 1-15, 1942. Establishing contact with a powerful enemy surface force south of Umnak Island on the morning of June 4, Lt. (j. g.) Freerks, despite tremendous antiaircraft fire and insufficient aerial cover, reported vital information and transmitted radio signals to lead in attack forces until compelled to retire because of imminent fuel exhaustion.

The following officers received identical citation: Lt. (j. g.) Andreas P. Anderson, USNR, Lt. (j. g.) Karl W. Bergner, USNR, Lt. (j. g.) Frank S. Caughey, USNR, Lt. (j. g.) Lewis J. Conrad, USNR, Lt. (j. g.) Claude W.

Gaskell, USNR, Lt. (j. g.) Richard M. McLemore, USNR, Lt. (j. g.) John J. Schmauss, USNR, Lt. (j. g.) Frank A. Woody, USNR, Ensign John J. Coonan, USNR, Ensign Thomas F. Ewing, USN, Ensign George A. Forbes, USNR, Ensign Melverne E. Johnson, USN, Ensign Thomas P. Sullivan, USNR.

Their citations read:

"For heroism and extraordinary achievement in aerial flight as pilot of an airplane in action against enemy Japanese forces during the Aleutian Islands Campaign, June 1-15, 1942. In addition to flying all-night aerial patrols, he, facing tremendous antiaircraft fire with utter disregard for his own personal safety, participated in bombing attacks on Japanese vessels in Kiska Harbor.

Identical citations accompanied the awards to the following officers:

Lt. William E. Mann, Jr., USN; Lt. Beecher Snipes, USN; Lt. (j. g.) James E. Breeding, USNR; Lt. (j. g.) Robert L. Donley, USNR; Ensign Wiljo Lindgren, USNR; and Ensign Leo T. Nuss, USN.

Their citations state:

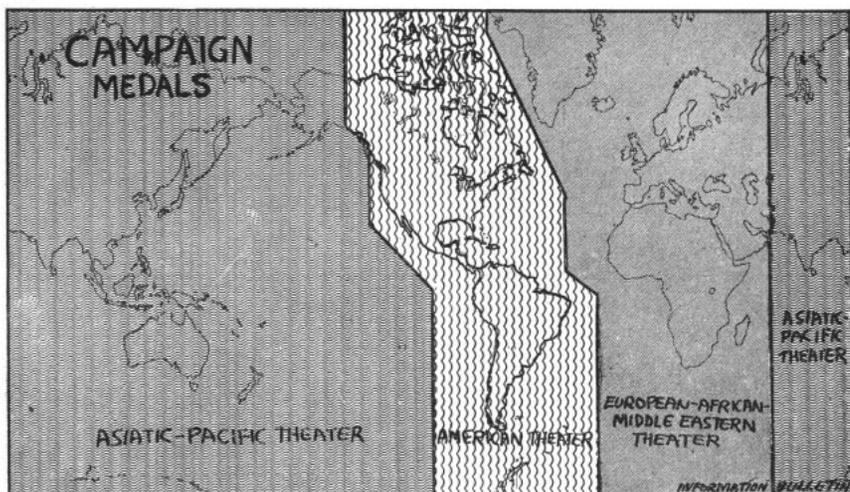
"For heroism and extraordinary achievement in aerial flight as commander of a patrol plane in action against enemy Japanese forces during the Aleutian Islands Campaign, June 1-15, 1942. Eagerly accepting hazardous scouting missions, he, with utter disregard for his own personal safety, participated in all-night aerial patrols and bombing attacks launched on Japanese vessels in Kiska Harbor in the face of tremendous antiaircraft fire and fierce aerial opposition.

The citations of the following officers were identical:

Lt. (j. g.) Elmer D. Anderson, USNR; Ensign Donald M. Anderson, USN; and Ensign Marvin Hart, USN.

The citation reads as follows:

"For heroism and extraordinary achievement in aerial flight as commander of a patrol plane in action against enemy Japanese forces during the Aleutian Islands Campaign, June 1-15, 1942. In addition to flying numerous night patrols under extremely hazardous weather conditions, he, with utter disregard for his own personal safety, participated in bombing attacks launched on Japanese vessels in Kiska Harbor in the face of tremendous antiaircraft fire and fierce aerial opposition."



This map shows the boundaries for the different medals.

Campaign Medals Regulations

Ribbons now available to forces serving in 3 theaters of the war

REGULATIONS covering the award of three campaign medals authorized by Executive order—the American, European, African-Middle Eastern, and the Asiatic-Pacific—to members of the land and naval forces, including the Women's Army Auxiliary Corps, who serve outside the continental limits of the United States during this war, have been announced.

Although manufacture of the medals themselves has been postponed indefinitely to conserve metals needed in war production, the appropriate service ribbon which accompanies each medal will be issued to individuals after their arrival in a theater of operations under competent orders.

The service ribbons are $1\frac{3}{8}$ inches long by $\frac{1}{2}$ inch wide. Each service ribbon is designed to symbolize the area it represents.

For each recognized campaign or engagement for which clasp is authorized, a Bronze Star will be worn on the ribbon. For five or more campaigns or engagements a Silver Star will be worn in lieu of each five Bronze Stars.

The engagements or campaigns for which clasps will be authorized have not yet been designated by the Com-

mander in Chief, United States Fleet, and will be promulgated later in an Alnav.

Pending such designations, persons who have served in engagements or campaigns are requested not to wear stars on their ribbons.

Land and naval personnel who serve in the American Theater outside the continental United States will be awarded a blue service ribbon with narrow red, white and blue stripes in the center representing the colors of the United States, and a combination of narrow black and white stripes representing the colors of Germany, and narrow red and white stripes representing the colors of Japan, near each end.

The European-African-Middle Eastern Campaign Medal's service ribbon is green, representing the green fields of Europe, with narrow stripes of United States colors in the center flanked by narrow strips of the Italian colors of green, white and red near the left end, and by narrow stripes of the German colors of black and white near the right end. The borders of the right and left ends of the ribbon are brown, representing the sands of the desert.

The service ribbon for the Asiatic-Pacific Campaign Medal is orange,

with narrow stripes of the United States colors in the center, flanked by narrow stripes of the Japanese colors of red and white near each end.

Specifically, the American Theater is defined as having the following boundaries:

Eastern boundary.—From the North Pole south along the seventy-fifth meridian west longitude to the seventy-seventh parallel north latitude, thence southeast through Davis Strait to the intersection of the fortieth parallel north latitude and the thirty-fifth meridian west longitude, thence south along that meridian to the tenth parallel north latitude, thence southeast to the intersection of the Equator and the twentieth meridian west longitude, thence south along the twentieth meridian west longitude to the South Pole.

Western boundary.—From the North Pole south along the one hundred and forty-first meridian west longitude to the east boundary of Alaska, thence south and southeast along the Alaska boundary to the Pacific Ocean, thence south along the one hundred and thirtieth meridian to its intersection with the thirtieth parallel north latitude, thence southeast to the intersection of the Equator and the one hundredth meridian west longitude, thence south along the one hundredth meridian west longitude to the South Pole.

The American Theater includes all of South America, Central America, and the North American continent excluding Alaska and Greenland. The Executive order, however, prohibits award of the American Campaign medal for service in the continental United States.

The European-African-Middle Eastern Theater's western boundary is coincident with the eastern boundary of the American Theater. Its eastern boundary starts at the North Pole, and extends south along the sixtieth meridian east longitude to its intersection with the eastern border of Iran, thence south along that border to the Gulf of Oman and the intersection of the sixtieth meridian east longitude, thence south along the sixtieth meridian east longitude to the South Pole.

The European-African-Middle Eastern Theater thus includes all of Europe, Africa, Greenland, and the

The western border of the Asiatic-Pacific Theater coincides with the eastern border of the European-African-Middle Eastern Theater, and the eastern border coincides with the western border of the American Theater.

Included in the Asiatic-Pacific Theater are the entire South and Southwest Pacific battle areas, all of Asia, Alaska and Hawaii excluding the Middle East or Asia Minor.

The regulations specify that the medals are awarded for service during the period from December 7, 1941, inclusive, and a date 6 months subsequent to the termination of the present war. No more than one service ribbon representing service in any one theater will be worn, regardless of the number of periods of duty within that theater.

No person en route in a passenger status or on a tour of inspection is eligible for medal by such status alone unless while in such status he is involved in combat later designated as a recognized campaign or engagement. Service in vessels or aircraft in or above ocean waters shall be construed as service outside continental limits of the United States even though such vessels or aircraft may have been based within such continental limits.

☆ ☆ ☆

Hammann Captain Given Two Awards

THE commanding officer of the U. S. S. *Hammann* during the Coral Sea Battle and the Battle of Midway, Commander Arnold Ellsworth True, USN, has been decorated with both the Navy Cross and the Distinguished Service Medal by Admiral William F. Halsey, USN, Commander South Pacific Area and South Pacific Force.

Commander True's Navy Cross was awarded for "extraordinary heroism" during the rescue of survivors from the U. S. S. *Lexington* in the battle of the Coral Sea.

"While still in danger of another attack by enemy planes and while the *Lexington* was being shaken by violent explosions and was being gutted by raging fires," the citation accompanying the award states, "Commander True, in total disregard for

his own safety, placed his ship alongside the *Lexington* and took off a large number of survivors."

On June 6, Commander True placed the *Hammann* alongside the heavily-listing *Yorktown*. The *Hammann* was to furnish water for fighting fires and for flooding empty tanks, and to furnish electric power for operating salvage pumps.

Although he knew that the *Yorktown* would be the target of enemy submarine and air attacks; that several enemy submarines had been reported nearby, and that he probably would be unable to get his ship out of the way of any submarine or air attack directed at the *Yorktown*, Commander True maintained his ship alongside the carrier for an extended period.

☆

The Distinguished Flying Cross was awarded Howard S. Packard, AP1c, USN, for heroic achievement in aerial flight as pilot of a Fighting Squadron in the Battle of Midway. While engaged in combat patrol, Packard, at great personal risk, made a determined attack against enemy aircraft approaching the U.S.S. *Yorktown* and assisted in the destruction of at least one enemy airplane. On June 6, 1942, he delivered an effective strafing attack, inflicting heavy damage on enemy vessels.

DISTINGUISHED SERVICE MEDAL

Capt. James Fife, Jr., USN, received the Distinguished Service Medal for exceptionally meritorious service in a duty of great responsibility as Chief of Staff, Submarines, Asiatic Fleet, while that force was operating against enemy Japanese in defense of the Philippine Islands and the Netherlands East Indies.

Demonstrating exceptional initiative and capability in coordinating the extensive operations of this submarine force, Captain Fife, in the face of frequent attacks, rendered valuable assistance in a successful retiring campaign against the enemy under conditions which required the erection of base and headquarters facilities in areas where there were little or no provisions for such activities.

NAVY CROSS

Lt. William F. Christie, USNR, was awarded the Navy Cross for his part in the battle of the Coral Sea, and the Gold Star in lieu of a second Navy Cross for heroism in the Battle of Midway.

Lieutenant Christie was pilot of an airplane of a Bombing Squadron in dive-bombing attacks against enemy Japanese forces in Tulagi Harbor on May 4, and against two enemy aircraft carriers in the Coral Sea, on May 7 and 8, 1942. Pressing home these attacks in the face of tremendous antiaircraft fire, and, on May 8, also harassed by heavy aircraft opposition, he assisted in the sinking of one carrier and in the sinking or severe damaging of the second carrier and other enemy vessels.

With utter disregard for his own personal safety and in the face of intense antiaircraft fire, Lieutenant Christie participated in determined and effective strafing and bombing attacks on fleeing Japanese forces in the Battle of Midway, obtaining a successful hit amidships on a Japanese vessel which caused terrific explosions, thereby contributing to the destruction of that vessel and the victory achieved by our forces.

☆

Lt. (j. g.) Walter A. Haas, USNR, was awarded the Gold Star in lieu of the second Navy Cross. He previously had received the Navy Cross for service during the Battle of the Coral Sea.

As pilot of an airplane of a fighting squadron in action against enemy Japanese forces in the Battle of Midway, Lieutenant (j. g.) Haas took off from U. S. S. *Yorktown* to defend her against aerial torpedo attack by Japanese forces. Due to circumstances which had rendered the fueling of his plane impossible, he faced the hazardous prospect of aerial combat with only a small fraction of his gasoline capacity available. Despite the fact that his plane, shortly after becoming airborne, was severely damaged by antiaircraft fire directed by our own ships against the attacking enemy, he pressed home such a vigor-

ous assault against a Japanese torpedo plane that it eventually swerved from its course and made a wild release of its torpedo. Following up his attack with determined persistence, he shortly afterwards observed the craft crash into the sea.

☆

The Navy Cross was awarded to Capt. Frank J. Lowry, USN, for service in the Coral Sea, as Commanding Officer of a U. S. cruiser.

Under Captain Lowry's skillful direction, his ship during this action inflicted considerable damage on the enemy Japanese and rendered vital protection to the aircraft carrier to which it was assigned.

☆

Commander William N. Updegraff, USN, received the Navy Cross.

Commander Updegraff was Commanding Officer, Naval Air Station, Dutch Harbor, prior to and during the attack on that station by enemy Japanese aerial forces. As a consequence of his thorough and comprehensive preparation for the defense of this important tactical post, the damage and loss of life that occurred was held to a minimum. His coolness under fire, his calm and courageous bearing were a source of encouragement and inspiration to all who served with him. Despite damage incident to the attack, the Naval Air Station



—Sixta, Great Lakes Bulletin.

"The Captain says he never asks his men to do anything he wouldn't do himself."

continued to function efficiently and maintained competent support for the operation of our planes and ships both during the attack and in the tense days of enemy proximity that followed.

☆

Commander Harry Bean Jarrett, USN, who was commanding officer of a U. S. destroyer during the rescue of survivors from the U. S. S. *Lexington* in the Coral Sea on May 8, 1942, was awarded the Navy Cross.

In constant danger of subsequent attacks by enemy Japanese aircraft and at a time when the *Lexington* was being shaken by violent explosions and gutted by raging fires, Commander Jarrett, in courageous disregard for his own personal safety, placed his ship alongside the stricken aircraft carrier and took aboard a considerable portion of its crew. His initiative and leadership in a perilous emergency contributed materially to the reduction of casualties and to the rescue of many survivors who might otherwise have perished.

☆

The Navy Cross was awarded to Commander Maxwell F. Leslie, USN, who was commanding officer of a bombing squadron in action against enemy Japanese forces in the Battle of Midway. He led his squadron in a vigorous dive-bombing assault against Japanese naval units, in the face of concentrated antiaircraft fire and powerful fighter opposition, and pressed home his attack with courageous aggressiveness and utter disregard for his own personal safety.

His capable initiative and inspiring leadership contributed to the high state of combat efficiency which enabled his squadron to score at least five direct hits on an enemy aircraft carrier and other vessels.

☆

Commander Charles W. Wilkins, USN, received a Gold Star in lieu of the Second Navy Cross for distinguished service as the Commanding Officer of a submarine in the Pacific area in aggressive action against enemy Japanese surface units from July 8, 1942, to August 26, 1942.

While engaged in hazardous submarine patrol, Commander Wilkins,

availing himself of every attack opportunity, pressed home all contacts and succeeded in sinking a total of 14,500 tons of enemy shipping.

☆

The Navy Cross was awarded to Lt. Turner F. Caldwell, Jr., USN, who was pilot of an airplane of a scouting squadron in action against Japanese forces at Tulagi Harbor on May 4, 1942, and in the Battle of the Coral Sea. These attacks, vigorously and persistently pressed home in the face of heavy antiaircraft fire, on May 8, opposed also by enemy fighters, resulted in the sinking or damaging of at least eight enemy Japanese vessels at Tulagi and in the sinking of one carrier and the sinking or severe damaging of another in the Coral Sea.

☆

The Navy Cross went to Lt. Keith E. Taylor, USN, who was pilot of an airplane of a Bombing Squadron in dive-bombing attacks against enemy Japanese forces in Tulagi Harbor on May 4, and in an attack on an enemy aircraft carrier in the Coral Sea on May 8, 1942. Pressing home these attacks in the face of tremendous antiaircraft fire and, on May 8, also harassed by heavy aircraft opposition, he assisted greatly in the sinking or damaging of a carrier and eight other enemy vessels. His conscientious devotion to duty and gallant self-command against formidable odds contributed materially to the success of our forces in the Battle of the Coral Sea.

☆

Lt. (jg) Harry A. Fredrickson, USNR, who piloted his bombing squadron plane in two dive-bombing attacks on enemy Japanese carriers in the Coral Sea on May 8 and 9, 1942, received the Navy Cross. These attacks, pressed home in the face of heavy antiaircraft fire on May 7, and opposed as well by enemy fighters on May 8, resulted in the sinking of one carrier and the sinking or severe damaging of the other. His extreme courage and gallant conduct in these actions contributed materially to the success of our forces in the Battle of the Coral Sea.

☆

The Navy Cross was awarded to Lt. (jg) Edward Howard Bayers, USN,

who participated as section leader of a combat patrol unit in an aerial flight against enemy Japanese forces in the Battle of Midway. Sighting two Zero fighters on June 4, Lieutenant (jg) Bayers, with bold aggressiveness and great personal risk, pressed home a persistent attack against these enemy aircraft until he had shot the leader down in flames. While diving to escape the surviving wingman, who had out-maneuvered him and gained the offensive, he sighted a Japanese torpedo plane approaching the U. S. S. *Yorktown*. Too intent upon protecting our aircraft carrier to be deterred by the threatening proximity of the enemy fighter, he intercepted the torpedo plane and destroyed it. Again, on June 6, as member of an attack group assigned to repel a Japanese naval force, he defied a fierce barrage of concentrated anti-aircraft fire to strafe and seriously damage an enemy destroyer. His superb initiative and expert airmanship aided greatly in the success of United States forces.

☆

The Navy Cross was awarded to Lt. Leonard E. Ewoldt, USN, for extraordinary heroism as pilot of an airplane of a Torpedo Squadron in offensive action against enemy Japanese forces at Tulagi Harbor on May 4, 1942. Lieutenant Ewoldt's spirit of determination and persistence while participating in these attacks in the face of heavy anti-aircraft fire, contributed to the sinking or severe damaging of at least eight enemy Japanese vessels.

☆

The Navy Cross has been awarded the following pilots who were in action in the Battle of Midway:

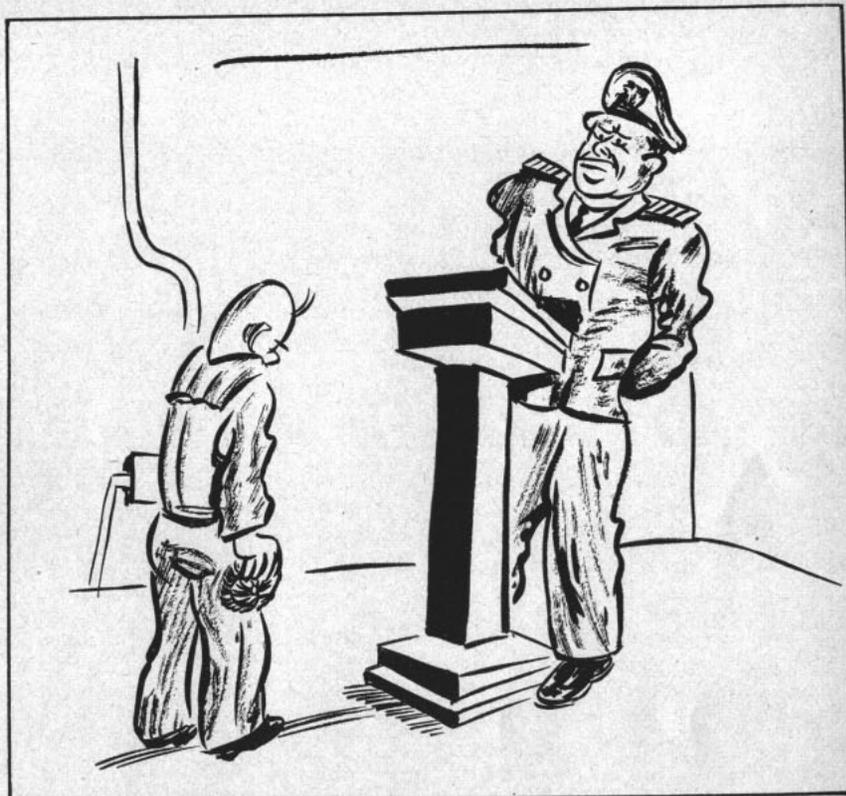
Lt. Ben Moore, Jr., USN, Lt. (j. g.) Clayton E. Fisher, USNR, and Ensign Joe W. King, USNR.

With utter disregard for their own personal safety and in the face of intense anti-aircraft fire, they participated in determined and effective bombing and strafing attacks on fleeing enemy Japanese forces, obtaining a successful hit on one of the enemy ships.

☆

Lt. (j. g.) John M. Clark, USNR, was awarded the Navy Cross.

He was pilot of a dive bomber in action against enemy Japanese forces



—The Wyoming Wrangler.

"You see, Captain, I missed my train by 15 minutes, otherwise I wouldn't have been 27 days over leave."

in the Battle of the Coral Sea, May 8, 1942. Despite machine-gun fire from an enemy dive bomber, Lieutenant (j. g.) Clarke boldly closed the range to attack and, directing his fire deliberately and accurately, shot down the enemy plane in flames.

☆

Citations accompanying Navy Cross awards to two Marine officers tell a story of two tank actions on Guadalcanal in which Marine units met and repelled the attacking Japanese.

Second Lt. Thomas G. Mather received his award for leading two tank-destroyers against the enemy and accounting for five 15-ton Japanese tanks. The presentation of Lieutenant Mather's award has been previously announced.

During a hostile tank attack launched against the west line of the position occupied by the Marine forces on the night of October 23 and 24, the half-tracks under command of Lieutenant Mather sustained two casualties during heavy machine gun and

mortar firing which preceded the tank attack. Lieutenant Mather himself was momentarily knocked out by a mortar explosion. Upon recovery from the effects of this explosion, he immediately mounted one of the half-tracks and participated as a member of the gun crew, where he fired the gun and directed the attack on the enemy tanks.

First Lt. Leo B. Case was honored for saving his own disabled tank at a time when it was surrounded by the enemy.

When his command tank became stalled in a ditch while surrounded by hostile troops, Lieutenant Case, heedless of the grave danger of exposure to enemy fire, climbed out of the turret, dropped to the ground and attached the towing cable of another tank to his own so that it might be hauled back into service. His cool courage and complete disregard of personal safety undoubtedly saved the lives of his crew, kept his tank in action, and enabled him to continue

command of his platoon on its mission of destruction of Japanese personnel, machine-gun and mortar positions.

☆

Ensign John B. Bain, USNR, was awarded the Gold Star in lieu of the second Navy Cross. Ensign Bain previously had been awarded the Navy Cross for action in the Battle of the Coral Sea.

As pilot of an airplane of a fighting squadron in action against enemy Japanese forces in the Battle of Midway, Ensign Bain was inadvertently separated from his section leader during the course of an initial assault against a large number of Japanese fighters. Nevertheless he pressed home six more consecutive attacks against numerically superior enemy fighters, shooting one down in flames and damaging or driving off the others.

☆

Ensign Harry B. Gibbs, USNR, who piloted a plane in the Battle of Midway, was awarded the Navy Cross. He previously had been awarded the Distinguished Flying Cross for action in the Battle of the Coral Sea.

While flying combat air patrol over friendly surface ships, Ensign Gibbs engaged in an assault upon a formation of 18 Japanese dive bombers and, by relentless pursuit and expert gunnery, shot down one. Continuing his attack with only a single gun firing, he caused another dive bomber to burst into flames and explode as it struck the sea.

Later in the same day, while he was fighting to intercept an aerial torpedo attack upon the U. S. S. *Yorktown*, his plane was so badly damaged that he was forced to make a landing on the water, where he remained all night, partially submerged because of bullet holes in his rubber raft.

☆

The Navy Cross was awarded to Ensign Milton Tootle, IV, USNR, pilot of an airplane of a fighting squadron in action against enemy Japanese forces in the Battle of Midway.

While engaged in an assault against Japanese aerial forces about to attack his aircraft carrier, Ensign Tootle pursued a torpedo plane so relentlessly that he came under a fierce barrage of antiaircraft fire from his own



—The Penguin News.

"Speak up man! I say . . . is it getting cold?"

ship. Although the resultant damage to his plane caused the cockpit to become filled with smoke, he nevertheless pressed home the attack until his gunfire struck down the torpedo plane and sent it exploding into the sea. Despite the terrific hazard of flying his battered and smoking craft, he continued to carry on with grim determination and magnificent fortitude until ordered to crash-land in the water. As a last resort he was required to bail out and a short time afterward was picked up by a friendly destroyer.

☆

Posthumously the Navy Cross was awarded to Ensign Walter W. Coolbaugh, USNR, for extraordinary heroism and courageous perseverance as pilot of an airplane of a Scouting Squadron in three dive-bombing attacks, two on enemy Japanese forces in Tulagi Harbor on May 4, and the third on an enemy aircraft carrier in the Coral Sea on May 7, 1942. Pressing home these attacks in the face of tremendous antiaircraft fire, he, by his skill and determination, assisted greatly in the sinking of the carrier and in the sinking or severe damaging of eight other enemy vessels. His conscientious devotion to duty and gallant self-command against formidable odds contributed materially to the success of our forces in the Battle of the Coral Sea.

☆

Ensign Harry Wood, USNR, received the Navy Cross for extraordinary heroism and utter disregard of personal safety as pilot of a scouting plane in action against Japanese

forces in the Coral Sea on May 7 and 8, 1942.

Participating in a dive-bombing attack on an enemy aircraft carrier on May 7, Ensign Wood aided materially in the sinking of the vessel by pressing home his attack with skill and determination. After successfully carrying out an attack on another enemy carrier on May 8, in which he contributed to either severe damage or complete destruction of the vessel by obtaining a direct hit with a 1,000 pound bomb, he reported the completion of his mission, then failed to return.

☆

Gunner John C. Livezey, USN, was awarded the Navy Cross for extraordinary heroism and courageous devotion to duty as pilot of an airplane of a torpedo squadron in offensive action against enemy Japanese forces at Tulagi Harbor on May 4, 1942, and in the Battle of the Coral Sea. His spirit of determination and persistence while participating in those attacks in the face of heavy antiaircraft fire and opposed as well by enemy Japanese fighters on May 8, contributed to the sinking of one enemy carrier and the sinking or severe damaging of another carrier and at least eight other enemy vessels.

☆

For their achievements as gunners of planes in the Battle of Midway, Edward J. Garaudy, ARM1c, USN, and Herman H. Caruthers, AMM2c, USN, were awarded the Air Medal.

Both took part in two dive-bombing attacks against the Japanese invasion fleet, with utter disregard for their own personal safety. Their courageous actions and conscientious devotion to duty contributed in large measure to the success of our forces.

☆

The Navy Cross was awarded to Charles Kleinsmith, WT1c, USN, and Clifford E. Snell, WT2c, USNR, who were members of the boiler crew of No. 1 Fireroom aboard the U. S. S. *Yorktown* during action in the Battle of Midway. Kleinsmith is listed as missing.

During an intense bombing attack, the explosion of an enemy bomb in the uptakes of the forward group of boilers extinguished the fires in all boilers except No. 1, and filled all boiler

rooms with heavy smoke and gases. In spite of the heat, stifling fumes and the imminence of explosion, Snell and Kleinsmith with complete disregard for their own personal safety assisted in keeping the boiler under steam to keep the ship's auxiliary power in operation. Their capable performance of this task helped to make it possible for the *Yorktown* to attain the speed necessary for launching fighting planes in time to oppose a Japanese aerial torpedo attack.

☆

Henry W. Tucker, PhM3c, USNR, who is reported missing in action, was awarded the Navy Cross for actions following an attack on the U. S. S. *Neosho* by enemy aerial forces. Tucker swam between the various life rafts carrying tannic acid in order to treat the burns of injured men. He hazarded the dangers of exposure and exhaustion to continue his task, helping the injured into lifeboats but refusing a place for himself. He subsequently was reported missing in action.

DISTINGUISHED FLYING CROSS

Lieutenant Hoyt D. Mann, USN, was the recipient of the Distinguished Flying Cross after serving in aerial combat as Flight Officer and pilot of a plane of a Scouting Squadron in action against enemy Japanese forces in the Battle of the Coral Sea on May 7 and 8, 1942.

☆

Lt. Edgar E. Stebbins, USN, was awarded the Distinguished Flying Cross after he served as pilot of an airplane in a scouting squadron in the Battle of Midway on June 6, 1942.

With utter disregard for his own personal safety, Lieutenant Stebbins participated in persistent bombing and strafing attacks against fleeing enemy forces in the face of tremendous antiaircraft fire.

The Distinguished Flying Cross was awarded posthumously to Ernest L. Hilbert, AOM3c, USN, who was gunner

of an airplane of Bombing Squadron in the Battle of Midway.

During the first of two dive-bombing attacks against enemy Japanese naval forces, Hilbert, by maintaining skillful and continuous fire from his free machine guns, enabled his pilot to escape the devastating enemy fighter attacks. While pursuing the same bold fearless tactics in the second attack, he was shot down.

☆

The Distinguished Flying Cross and identical citations were presented to Lt. Warren W. Ford, USN; Lt. (j. g.) John F. Sutherland, USNR; Ensign Harry A. Carey, USNR, and Ensign David B. Freeman, Jr., USNR, for their action as pilots of fighter planes in the Battle of Midway.

Participating in persistent bombing and strafing attacks against fleeing enemy forces, they calmly and courageously pressed home their attacks to within perilously short range of their objectives, despite tremendous antiaircraft barrage.

☆

Lt. (j. g.) Donald Kirkpatrick, Jr., USNR, was awarded the Distinguished Flying Cross for participating in the Battle of Midway as pilot of a scouting plane.

In persistent bombing and strafing attacks against fleeing enemy forces, Lieutenant (j. g.) Kirkpatrick maintained calm and courageous conduct while carrying on in the face of tremendous antiaircraft fire.

☆

The Distinguished Flying Cross was presented to Lt. (j. g.) James A. Riner, USNR, who was the pilot of an airplane in a bombing squadron in the Battle of Midway. With utter disregard for his own personal safety, Lt. (j. g.) Riner took part in persistent bombing and strafing attacks against fleeing enemy forces in the face of tremendous antiaircraft fire.

☆

The Distinguished Flying Cross has been awarded to 10 enlisted men for heroic performance of duty in the Battle of Midway. They are:

Floyd D. Adkins, AMM2c, USN, Donald L. Hoff, RM3c, USNR, Donald L.

Canfield, ARM1c, USN, Clarence C. Kiley, ARM1c, USN, Clyde S. Mortensen, ARM1c, USN, Wilbur L. Woods, ARM2c, USN, George E. Ferguson, ARM3c, USN, William D. Horton, ARM2c, USN, William C. Humphrey, Jr., ARM1c, USN, and Wilfred N. McCoy, S2c, USN.

Adkins and Hoff were in aerial combat as gunners. With heroic and meritorious devotion to duty, they rendered valuable assistance to their pilots by detailing continuous specific and comprehensive information concerning the disposition and movements of enemy Japanese units.

As radiomen and freegunners Canfield, Kiley, Mortensen, Woods, and Ferguson participated in persistent bombing and strafing attacks against fleeing enemy light forces in airplanes which obtained a bomb hit on an enemy vessel, they maintained calm and courageous conduct while attacking in the face of tremendous antiaircraft fire.

☆

Six enlisted men were presented with the Distinguished Flying Cross, accompanied by identical citations. They are:

David T. Manus, ARM3c, USN; Richard C. McEwen, ARM1c, USN; Arthur M. Parker, ARM2c, USN; George D. Stokley, ARM1c, USN; John S. Urban, ARM3c, USN, and Thomas Walsh, ARM3c, USN.

The citation reads:

"For heroism and extraordinary achievement in aerial flight as radioman and free machine gunner in an airplane of a scouting squadron in action against enemy Japanese forces in the Battle of Midway on June 6, 1942. Participating in persistent bombing and strafing attacks against fleeing enemy light forces in an airplane which obtained a bomb hit on an enemy vessel, he maintained calm and courageous conduct while attacking in the face of tremendous antiaircraft fire . . ."

☆

The Distinguished Flying Cross was awarded to John W. Trott, ACRM, USN, and Earnest A. Clegg, ARM2c, USN. Both men took part in the Battle of Midway as free gunner and ra-

dioman of an airplane of a scouting squadron. By determined and effective counter fire against enemy fighters, each enabled his pilot to press home an attack against the Japanese invasion fleet, thereby contributing materially to the success of our forces.

☆

Sherman L. Duncan, AMM2c, USN, and Harold F. Heard, ARM2c, USNR, both of whom were gunners of planes in a bombing squadron in the Battle of Midway, were awarded the Distinguished Flying Cross. While participating in the first dive-bombing attack against the Japanese invasion fleet, after a safe pull-out from dives, each succeeded in defending his plane against fierce assaults of enemy Japanese fighters by the skillful and timely fire of his free machine guns, thereby aiding the pilot to escape.

☆

Gail W. Halterman, ARM2c, USN, was presented the Distinguished Flying Cross for heroic achievement in aerial flight and extreme courage as gunner of an airplane in a bombing squadron in action in the Battle of Midway. During three determined dive bombing attacks against the Japanese invasion fleet, Halterman, after a safe pull-out from the dive in the first attack, repelled pursuing enemy fighters with effective and timely fire from his free machine guns, thereby aiding his pilot to escape. Again, countering violent and persistent enemy fighter interference prior to and during the second dive bombing attack, he enabled his pilot to score a hit on an enemy Japanese aircraft carrier.

☆

The Distinguished Flying Cross was awarded to Edward R. Anderson, ARM2c, USNR, for heroic achievement in aerial flight as gunner of an airplane of a bombing squadron in action in the Battle of Midway. Anderson participated in two effective dive-bombing attacks against enemy Japanese naval forces, and through his alertness and skill in manning his free machine guns, enabled his pilot to escape from enemy fighter planes after both attacks.

SILVER STAR MEDAL

Commander Francis J. Firth, USN, received the Silver Star Medal for service aboard the U. S. S. *Neosho*, as Executive Officer during an attack on that vessel by enemy aerial forces.

Though knocked down and rendered unconscious when a Japanese plane made a suicide dive into the *Neosho*, Lieutenant Commander Firth, upon regaining consciousness, made his first and only consideration the safety of personnel in his vicinity. In spite of severe burns about his face, hands and arms, he continued his unselfish devotion to duty in the tense days following the attack.

☆

Lt. Comdr. Ernest J. Davis, USN, gunnery officer of the U. S. S. *Yorktown* in the Battle of Midway, was awarded the Silver Star Medal.

Because of his comprehensive understanding of antiaircraft gunnery problems and by his unique ability to imbue his men with an incomparable fighting spirit, Lieutenant Commander Davis brought his Gunnery Department into battle in the high state of readiness which enabled them to destroy many attacking aircraft, and in spite of the severe casualties suffered by his gun groups, to meet and defend the *Yorktown* against a vigorous torpedo attack and with rate of fire undiminished and high morale unimpaired. From his dangerously exposed position, personally directing the batteries, he was largely responsible for the fighting effectiveness of these groups.

While acting as one of the volunteer salvage party on June 6, when he devised a plan which contributed greatly to the reduction of the ship's dangerous list, Lieutenant Commander Davis was knocked overboard by the explosion of an enemy torpedo and seriously injured by the shock of exploding depth charges of the sinking *Hammann*.

☆

The Silver Star Medal was awarded to Lt. Comdr. Normal F. Garton, USN, who was Commanding Officer of a sea-plane tender in action with enemy

Japanese forces during the Aleutian Islands Campaign, June 1 to 15, 1942.

As a result of the remarkably high combat efficiency attained by the crew under Lieutenant Commander Garton's brilliant leadership, his ship shot down four and possibly five enemy Japanese aircraft and made possible the first intensive continuous bombing of enemy concentrations in Kiska Harbor, thereby contributing greatly to the successful operations of the patrol wing.

☆

Lt. Comdr. James W. Davis, USN, was awarded the Silver Star Medal for conspicuous gallantry and intrepid devotion to duty as Commanding Officer of a submarine in action with the enemy. He displayed expert efficiency and fine spirit of determination in gravely perilous combat.

☆

The Silver Star Medal was awarded Lt. John V. Wilson, USN, who was Gunnery Officer of a U. S. warship during operations of an allied striking force against enemy Japanese.

Despite flesh wounds sustained from enemy shell fragments during the initial phase of the engagement, Lieutenant Wilson, with calm perseverance and utter disregard of his injured condition, remained at his battle station until such time as a lull between actions provided him an opportunity to submit to treatment. Afterward, during the second phase of the engagement, he returned to his station to control the gun battery.

☆

Lt. Edward G. De Long, USN, was decorated for service in the Philippines. Lieutenant De Long, who received a Silver Star Medal, is listed as missing in action.

He was Commanding Officer of a motor torpedo boat while participating in a raid. Having grounded in Subic Bay as a result of engine failure due to gasoline sabotage, Lieutenant De Long directed the transportation of his crew by night, through reef-studded water to the enemy shore, then, to prevent his vessel from falling into enemy hands, destroyed the boat and torpedoes aboard and swam ashore.

He and his party, armed only with three .45-caliber pistols, proceeded to a village, avoiding the enemy offen-

sive against that village, and with Japanese soldiers within 200 yards of the beach, embarked in two bancas and made good their escape. When the bancas capsized in heavy seas and wind, with the men exhausted, Lieutenant De Long, by his capable leadership, righted the bancas and so encouraged his men that without the aid of paddles or sails and by the use of boards alone, they continued to a point where they disembarked safely.

☆

Lt. Edwin R. Nelson (MC), USNR, who is listed as missing, was decorated with the Silver Star Medal. For gallantry in action and meritorious conduct in the line of his profession in time of stress on Bataan Peninsula, Philippine Islands, during the period November 5, 1941 to March 11, 1942.

☆

The Silver Star Medal was awarded Lt. (j. g.) Louis D. Marks, USNR, who was Commanding Officer of the Armed Guard aboard a merchant vessel during aerial attacks upon that vessel by enemy forces. Assisting in the frustration of large-scale raids upon the convoy, the blazing guns of the merchant vessel, under the alert direction of Lieutenant (j. g.) Marks, damaged one enemy torpedo bomber and sent another crashing into the sea. By his courageous conduct and unflinching presence of mind, Lieutenant (j. g.) Marks contributed to the aggressive fighting spirit which enabled his crew to maintain timely and effective fire against overwhelming odds and to abandon the stricken vessel without personal injury or loss of life.

☆

Lt. (j. g.) Welch, USNR, who received the Silver Star Medal, was Commanding Officer of the Armed Guard aboard a merchant vessel during the aerial torpedoing and sinking of that vessel by enemy forces.

As a result of Lieutenant (j. g.) Welch's aggressive vigilance and alert command, the gun crew, standing tightly by their stations during spasmodic raids upon the convoy, opened up a terrific barrage against three bombers which dove out of the low clouds and foggy darkness of early morning in a straight run for the merchant vessel. Driving off one and

damaging the other two a few seconds after torpedoes had been released, they stuck to their guns until a violent explosion ripped open the starboard settling tank and enveloped one side of the ship in flames.

His phone connections broken, Lieutenant (j. g.) Welch descended from his control station atop the flying bridge and, although blocked by raging fires and hampered by a flooding deck, capably supervised abandonment of the rapidly sinking vessel until all members of his crew had gone over the side.

☆

The Silver Star Medal was awarded Ensign Arthur D. Maddalena, Jr., USNR, who was a member of the Armed Guard, attached to a merchant vessel.

During hazardous engagements with enemy dive bombers, torpedo planes and submarines, the ship is credited with holding convoy damage to a minimum by driving off numerous and almost continuous attacks with prompt and effective barrage. By maintaining constant vigilance and conducting himself with extraordinary courage in the face of great danger, Ensign Maddalena contributed materially to the successful ac-

complishment of a vastly important mission.

☆

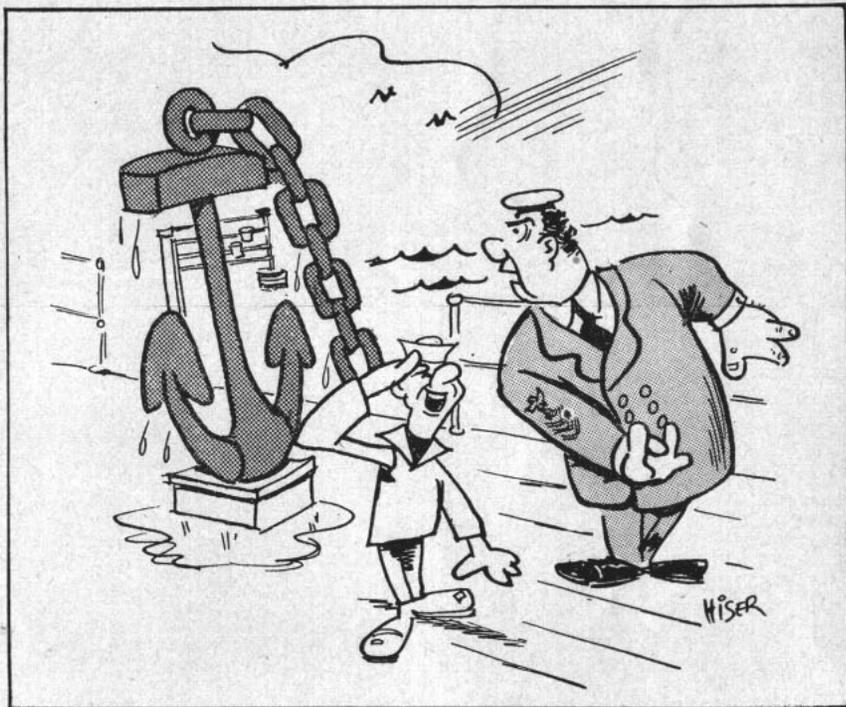
The Silver Star Medal was awarded Ensign Charles R. Broderick, USNR, who served as Battery Officer of the U. S. S. *Yorktown* in the Battle of Midway.

With all of the men of his gun crew killed or injured, Ensign Broderick, despite the fact that he himself had been seriously stricken by bomb splinters which were still embedded in his back and legs, courageously assisted in removal of the dead and wounded. Thereafter, without recourse to medical treatment, he returned to his battle station and resumed his duties until he eventually became so weak from loss of blood he was no longer able to stand.

☆

Four officers were awarded Silver Star medals for service as the commanding officers of Armed Guard crews aboard merchant vessels. They are:

Lt. (j. g.) William A. Carter, USNR; Ensign Alfred W. Anderson, USNR, who is listed as missing in action; Ensign Rudolph H. Kroetz, USNR; and Ensign Charles M. Ulrich, USNR.



—Hiser, in the Great Lakes Bulletin.

"Sir, I weighed anchor, as you said—1,275 pounds!"

Due to the efficient manner in which watches were set to insure constant vigilance, and by alert and timely fire, the Armed Guard crew under the capable leadership of Lieutenant (j. g.) Carter succeeded in repeatedly driving off reconnaissance, torpedo, and bombing planes.

Despite the fact that his ship began settling by the stern immediately after the first explosion, Ensign Anderson remained on board after the crew had abandoned the vessel and with courageous disregard for his own personal safety, continued to man a 3-inch gun from a precarious position on the rapidly sloping deck. When the ship finally up-ended, he lost his footing and fell from the gun platform into the water. By his grim perseverance in those last swift seconds and his unyielding loyalty in the face of imminent, ever-increasing danger, he prevented the full surfacing of the submarine and subsequent possibility of further casualties.

Fighting desperately to hold to their course in the face of persistent raids which swept down upon the convoy, the gun crew, under Ensign Kroetz's vigilant direction, opened up a terrific barrage against a large number of low-flying enemy planes, shot one down and set another afire. Later the same day, after the convoy had dispersed and the ship steamed out of a heavy fog to find herself alone, a submarine submerged on the horizon. His ship was eventually struck by two torpedoes. By his courageous conduct and tenacious devotion to duty, Ensign Kroetz enabled his crew to maintain timely and effective fire against overwhelming odds and to emerge from a perilous encounter without personal injury or loss of life.

Under a bursting hail of falling bombs and strafing fire from several planes which dipped out of the clouds in a vicious attack upon the convoy, Ensign Ulrich, manning a 50-caliber machine gun in the after port pill box, kept the ship's guns blazing until concussion from encircling explosions knocked out her steering gear, opened her plates and let in the sea. Courageously standing by to supervise abandonment of the sinking vessel, he was the last man to go over the side. Overhead, while the lifeboats were pulling away, a German dive-bomber swept low, riddled the listing ship with

incendiary bullets, then climbed off through the clouds, leaving it to burst in flame. By his courageous conduct and unflinching presence of mind, Ensign Ulrich contributed to the aggressive fighting spirit which enabled his crew to maintain timely and effective fire against overwhelming odds and to emerge from a perilous encounter without personnel injury or loss of life.

★ ★ ★

The Silver Star Medal was awarded Lt. John H. Peterson, Medical Corps, USNR, Medical Officer of U. S. S. *Hammann* during and after action against enemy Japanese forces in the vicinity of Midway Island on June 6, 1942.

Although he had been struck down and slightly injured by the shock of a torpedo explosion, Lieutenant Peterson, after abandonment of the sinking ship, persisted in manning a boat and directing the rescue of many seriously wounded men who might otherwise have drowned. For 3 days afterward he rendered constant medical attention to a great number of wounded and injured men aboard another destroyer en route to its base until the strenuous exertion from his efforts weakened him to a point of complete physical exhaustion.



—The Seafarer.

*"Yup! I reckon the book is right—
they must be enemy planes."*

The following enlisted men were decorated with the Silver Star medal for service aboard the U. S. S. *Hammann* at the time of that vessel's destruction by enemy torpedoes:

Daniel W. Carlson, CMM, USN, whose award was made posthumously; Marvin B. Davis, CWT, USN, listed as missing; Willard C. Fenton, TM3c USN, listed as missing in action, and Berlyn M. Kimbrel, TM1c, USN, whose award was made posthumously.

Performing all of his duties aboard the U. S. S. *Hammann* with ability and efficiency, Carlson, after that vessel was struck by enemy torpedoes and was sinking rapidly, launched a life raft, provided life jackets and assisted his shipmates over the side, until the ship was completely submerged and he went down into the sea. A few seconds later he lost his life as the result of an underwater explosion.

Davis and Fenton, after the vessel had been struck by enemy torpedoes and was sinking rapidly, launched a life raft, provided life jackets and assisted shipmates over the side, until the ship was completely submerged and they went down into the sea.

When the *Hammann* was struck by enemy torpedoes and quickly began to sink immediately after the explosion, Kimbrel, ignoring the ever-increasing danger of remaining aboard, checked all depth charges and reported them "Safe." Thereafter, still bravely refusing to abandon ship, he supplied life jackets to his shipmates and assisted stunned and injured personnel over the side until the deck beneath him was completely awash. Too late to secure a life jacket for himself, he went down into the sea, floated clear of the submerged ship, and, a few seconds later, was killed as the result of an underwater explosion.

★

Awarded Silver Star medals for service aboard the U. S. S. *Yorktown* in the Battle of Midway, were: Albert S. Noland, CGM, USN, listed as missing in action; Glyn D. Dillard, CM1c, USN; Harold O. Davies, S1c, USN; James W. Benton, F2c, USN; William A. Brewer, F2c, USN, and Cecil L. Brooks, F2c, USN.

When all but one man on Noland's gun crew had been either killed or injured, Noland, despite the fact that he himself was painfully wounded in

the right arm and both legs by bomb splinters, courageously stepped into the place of the dead loader and helped maintain the firing of the guns of his mount throughout the remainder of the attack.

Directing fire fighting efforts with calm courage and efficiency, Dillard was largely responsible for the quick suppression of fires started by explosion of enemy bombs. Later, as a volunteer member of the salvage party which returned aboard the listing carrier, he entered holes cut through decks into a rag stowage space, where he labored tirelessly for 6 hours to extinguish a fire that had been burning for 2 days. After the *Yorktown* had been hit by torpedoes and the U. S. S. *Hammann* had sunk alongside, he dived into the oil-covered water and supported two drowning men until they could be picked up by boat.

When all of the other men of his crew had been either killed or wounded, Davies, with cool courage and utter disregard for his own personal safety, continued to point and fire the guns of his mount while they were being loaded by injured members of his crew.

Benton, Brewer, and Brooks were members of the boiler crew of No. 1 Fireroom. When a bomb struck in the uptakes of the forward group of boilers and extinguished all fires but one, they, despite stifling fumes, intense heat, and imminence of explosion, helped keep the one boiler alive with two burners still going and thus provided steam to keep the ship's auxiliary power in operation.

By their fearless devotion to duty they assisted in repairing the engineering plant to such an extent that the *Yorktown* was provided with sufficient speed for launching fighting planes in time to oppose a Japanese aerial torpedo attack until struck by enemy torpedoes.

☆

Two enlisted men, Howard D. Skaling, GM3c, USNR, who is listed as missing in action, and John J. Waller, S1c, USNR, received the Silver Star Medal for service as members of the Armed Guard aboard a merchant vessel torpedoed by an enemy submarine.

Immediately following the explosion, they promptly manned their gun



—Sixta, Great Lakes Bulletin.

"Sure, I'd like a kiss, Madame Izan, but gosh—how do I know what the Admiral is gonna do next?"

and despite the hazard of further torpedo attacks remained at their battle stations until the forward part of the ship was awash and the order "Abandon ship" was given. Because of their loyal and determined fighting spirit, they were of the last to leave the ship.

☆

William A. Albright, coxswain, USN, was awarded the Silver Star for service with an Armed Guard crew.

Aboard a merchant vessel during action against an enemy submarine, Albright maintained cool courage and alert presence of mind throughout the tense pursuit by the surfaced submarine and the eventual exchange of fire. He rendered valuable assistance to the Commanding Officer and aided greatly in extricating the ship from a perilous encounter without damage to herself or casualty to her crew.

☆

Glen F. Slipsager, PhM1c, USN, was awarded the Silver Star Medal. Slipsager is listed as missing in action.

When a formation of enemy Japanese bombers launched a severe attack on Caballo Island, Manila Bay, April 10, 1942, Slipsager, acting at the time as a representative of the U. S. S. *Finch* at a conference of medical officers at the Fort Hughes' sick bay, upon hearing the report that an Army observation post at the top of the island had been caved in, immediately ran to the scene of the disaster

and commenced the task of rescue by digging with his steel helmet.

A second stick of bombs fell nearby, blowing off the top of the covered observation post and throwing Slipsager many feet down the hill. Though pinned under a falling body, he released himself, hurried back and rescued two soldiers who were stunned, when the concussion of a third attack struck the whole party off their feet, rolling them down the steep hill. Slipsager again got them on their way to the sick bay shelter and while administering first aid, he fainted from shock and overexertion.

☆

The Silver Star Medal was presented to Wayne E. Taylor, WT1c, USN, who was attached to a United States vessel on the occasion of the Japanese aerial attack on the Navy Yard, Cavite, P. I. Despite frequent explosions of air flasks and detonated warheads, danger from burning docks, and in the face of continued Japanese bombing attacks, Taylor courageously and ably assisted in the work of towing a second United States vessel to safety and in clearing the docks of the Cavite Navy Yard of naval vessels and yard craft.

☆

Francis M. Shipley, Jr., BM2c, a member of an Armed Guard crew aboard a merchant ship during attacks by enemy forces in alien waters, received the Silver Star Medal. Shipley manned the guns with efficiency and utter disregard for his own personal safety. He contributed to the timely, and effective fire which enabled the gun crew to shoot down one enemy plane and to disrupt persistent raids upon the convoy maintained throughout the hazardous voyage and during anchorage in the port of destination.

☆

Glenn A. Fryman, MM2c, USN, who served on a United States naval vessel during a bombing attack, was awarded the Silver Star Medal.

When a fragment from a near bomb miss penetrated a 4-inch powder cartridge and set it afire, Fryman unstrapped the cartridge from its stowage at great risk to his own life, and threw it overboard. His courageous action prevented the detonation

of the shell and the further spread of fire and undoubtedly saved the lives of many of his shipmates.

☆

George F. Lambert, GM2c, USNR received the Silver Star Medal for conspicuous gallantry as a member of the crew of the Armed Guard aboard a merchant vessel during the aerial dive-bombing and sinking of that vessel by enemy forces.

Standing by his battle station throughout hostile raids upon the convoy and escorting warships, he contributed to the destruction of a low-flying bomber which crashed to the sea in flames. Courageously remaining aboard to expedite abandonment of the rapidly sinking vessel, he was one of the last men to go over the side. By his heroic conduct and conscientious devotion to duty he rendered valuable aid to his commanding officer and contributed to the maintenance of timely and effective fire against a persistent foe.

☆

Joseph O'Savage, BM2c, USNR, was awarded the Silver Star Medal for conspicuous gallantry as a member of the Armed Guard crew aboard a merchant vessel during action against enemy forces. Standing tensely by his battle station for 2 consecutive days and nights without sleep or rest, he aided in effectively repelling persistent raids upon the convoy. By his courageous tenacity and tireless devotion to duty, he contributed to the aggressive fighting spirit which enabled the vessel to survive a series of perilous encounters and reach her port of destination with an important war cargo.

☆

William A. Schilbe, GM3c, USNR, received the Silver Star Medal for conspicuous gallantry as a member of the Armed Guard aboard a merchant vessel during attacks by enemy forces. In a mass enemy attack, he aided in the superb defense of the ship which resulted in the shooting down in flames of one bomber and in seriously damaging another. Although physically exhausted and suffering intense eyestrain after many hours at quarters, he, with other members of the crew, kept up a sustained withering

antiaircraft barrage which set one enemy plane afire and sent another crashing ablaze into the sea. In spite of this valiant defense, the ship sank.

☆

Arthur L. Farmer, Cox., USNR, was awarded the Silver Star Medal for conspicuous gallantry as a member of the crew of the Armed Guard aboard a merchant vessel during the torpedoing and sinking of that vessel by enemy forces. Courageously manning his gun during persistent raids which swept down upon the convoy, he contributed to the withering hail of fire which disrupted 14 low-flying bombers and shot two of them down in flames.

☆

Lamar C. Palmer, GM3c, USN, received the Silver Star Medal for gallant and intrepid conduct as a member of the Armed Guard aboard a merchant vessel prior to and during the torpedoing of that vessel by enemy forces. Blacked out and zigzagging in a choppy sea with poor visibility prevailing, the vessel withstood a prolonged attack. Under such hazardous and adverse conditions, he and the other members of the Armed Guard, coolly and accurately countered enemy fire almost without rest, accounting for the destruction of two enemy planes.

NAVY AND MARINE CORPS MEDAL

Lt. Lemuel H. Ridout, Jr., USNR, was awarded the Navy and Marine Corps Medal, for heroic conduct on occasion of the capsizing of a small motorboat on Lake McClellan, near Amarillo, Tex., on July 4, 1942.

Witnessing the accident from a floating pier and observing a woman struggling desperately to remain above the water, Lieutenant Ridout unhesitatingly dived into the lake to her rescue. Although she had already gone down twice, and was in a shocked and dazed condition by the time he reached her, he managed, by calm persuasion and exhausting effort, to swim back to the dock with her in time for effective resuscitation.

The Navy and Marine Corps Medal was awarded posthumously to Paul R. Wright, CWT., USNR., for distinguished heroism and intrepidity during the attack by enemy Japanese forces on the United States Pacific Fleet, Pearl Harbor, on December 7, 1941. When the U. S. S. *Oklahoma* capsized, he, entrapped in one of the ship's compartments with a number of the crew, courageously risked his life in assisting 15 of the crew to escape through a submerged porthole.

☆

The Navy and Marine Corps Medal was awarded to Arthur W. Glauer, C. G. M., USN, for his conduct during salvage operations of a United States merchant ship. Facing the hazard of diving without standby equipment and with the ship continuing to settle, Glauer voluntarily made a dive that was instrumental in restoring a 10,000-ton ship to service. Working continuously for a 6-hour period in a maze of jagged and twisted plates and channels, he stopped the gaping holes made by enemy submarine fire, with blankets and small planks to the extent that the ship's pumps gained noticeable headway and the vessel rose sufficiently to enter drydock for further repairs.

☆

Elmo Jewett Hyatt, S2c, USNR, who is listed as missing in action, was awarded the Navy and Marine Corps Medal. Hyatt served aboard a United States merchant ship which was torpedoed by an enemy submarine. With utter disregard for his own life, Hyatt, who had been sleeping at the after gun prior to the enemy attack, jumped clear of the burning oil and gasoline and dived into the sea to rescue two helpless shipmates. Imperiling his own safety by taking off his life jacket to share it with the drowning men, Hyatt succeeded for a time in calming them by his cool and encouraging assistance. His heroic efforts, however, were unavailing and the men were drowned in the ensuing struggle.

☆

John J. Pica, Y1c, USN, was awarded the Navy and Marine Corps Medal for distinguished heroism following action against enemy Japanese forces in the vicinity of Midway Island on June 6, 1942. Although injured seri-

ously enough to require subsequent hospitalization, Pica, after abandoning ship, voluntarily gave up his space on a life raft in order to make room for a shipmate who was more gravely wounded than he. With utter disregard for his own condition, he swam free until he was picked up later by a lifeboat.

☆

The Navy and Marine Corps Medal was awarded Augustus Wilson, Officer's Cook, 3d Class, USN, for distinguished heroism as member of the volunteer salvage party which returned aboard the U. S. S. *Yorktown* in an attempt to bring her into port after the Battle of Midway.

While preparing for subsistence of the party on board, Wilson, displaying cool courage at great personal risk, entered and brought stores from compartments adjacent to those which had been damaged and flooded. That afternoon, after the *Yorktown* had been struck by enemy torpedoes and the U. S. S. *Hammann* had been sunk alongside, he helped rescue persons struggling in the water, by lowering lines and material.

When supplies on hand were exhausted, he went back to the dark interior of the ship, which was in a perilous condition by that time, brought mattresses and life preservers from the officers' staterooms below decks and tossed them to the drowning men. Later he went on precarious searches for wounded and was of great assistance in lowering the injured on to a tug alongside.

☆

Two members of an armed guard crew, Louis E. Gennaro, S2c, USNR, and Garnett C. DeBaun, S2c, USNR, were awarded the Navy and Marine Corps Medal for their actions during the torpedoing and sinking of their vessel by an enemy submarine.

When concussion from an exploding torpedo injured one of his shipmates, Gennaro, with utter disregard for his own safety aboard the rapidly sinking ship, remained behind to render aid. He dragged the injured man to the rail, shoved him over the side, then grabbed a life ring and jumped after him. By securing more preservers which were floating in the water, he kept himself and his ship-

mate safely afloat until they were picked up by a life raft.

DeBaun, also with utter disregard for his own safety, remained aboard to help an injured shipmate. He dragged the injured man to the rail, shoved him over the side along with a life raft, then jumped in after him and kept him afloat until they were both picked up by a rescuing vessel.

AIR MEDAL

Ellis J. Keith, Jr., S2c, USNR, was awarded an Air Medal, posthumously, for meritorious achievement while participating in aerial flight as radioman and gunner of a patrol plane in action against enemy Japanese forces during the Aleutian Islands Campaign in June 1942.

Flying through severe Alaskan weather and with a low ceiling forcing his plane to fly through clouds to carry out its attack missions, he skillfully assisted in the dive-bombing and strafing attack on Japanese ships in Kiska Harbor. Pulling out into the clear at low altitude, his plane was subjected to withering anti-aircraft fire from ship and shore batteries and pierced by shrapnel and lighter caliber projectiles. From his exposed position at the tunnel gun, he continued his determined strafing of the enemy until killed at his station.

☆

Acting as radiomen and free machine gunners of planes of a bombing squadron in the Battle of Midway, the following men, who were awarded the Air Medal, took part in persistent bombing and strafing attacks against fleeing enemy forces in the face of tremendous anti-aircraft fire:

William H. Berthold, ARM3c, USN; John B. Broughton, Jr., ARM2c, USNR; John L. Clanton, ACRM, USN; Joseph G. McCoy, ACRM, USN; LeRoy Quillin, ARM3c, and Alfred W. Ringressy, Jr., RM3c, USN.

Their stern perseverance and resolute devotion to the accomplishment of a vastly important objective contributed materially to the destruction of the enemy and to the victory achieved by our forces.

The Air Medal was presented to Ralph Phillips, ACRM, USN, who is listed as wounded in action. He served as a radioman and free machine gunner in an airplane of a scouting squadron in the Battle of Midway. With utter disregard for his own personal safety, Phillips participated in persistent bombing and strafing attacks against fleeing enemy forces, inflicting damage on an enemy vessel by a near-miss, in the face of tremendous anti-aircraft fire. His stern fortitude and resolute devotion to the accomplishment of a vastly important objective contributed to the victory achieved by our forces.

PROMOTIONS For Conspicuous Action

Joseph Struzynski, leading auxiliaryman on a submarine, was promoted to Chief Motor Machinist's Mate, USN.

He worked unceasingly over long periods, without rest, to restore the military efficiency of the ship by emergency repairs, and his optimistic viewpoint, cheerful disposition, and willingness to lend a hand anywhere, at any time, had a very beneficial effect on others less able to stand the strain. He volunteered to enter the after trim tank while lying-to in enemy waters, and expedited as well as permitted the removal of a damaged torpedo from a torpedo tube well knowing the danger involved.

☆

Edward Walter Oakes was promoted to Chief Quartermaster, USN.

Oakes, serving on a submarine during a war patrol, relieved watch standers time and again when nausea or indications of imminent physical collapse became evident. His quick estimate of the situation and normal tone of voice, on one occasion, made possible an emergency dive. Being unable to dog the conning tower hatch due to a jammed safety lock, he held the hatch shut until sea pressure retained it on its seat, although water was streaming into the conning tower around the gasket. When pressure seated the hatch he quickly took the necessary steps to permit proper closing.

COMMENDATIONS

For Meritorious Service

Lt. William B. Mason, Jr., USN, was commended for outstanding performance of duty on the occasion of a serious battery fire on board his ship. His prompt and well directed actions in the face of danger in making repeated descents into the smoke-filled after compartments in an effort to rescue members of the crew trapped therein, and in effectively sealing the after battery room from the after section of the ship, thereby preventing the spread of fire, contributed materially to preventing loss of life and extensive additional damage aboard the vessel.

☆

Lt. Hugh R. Rimmer, USN, directed the escape of men from the affected compartment during a serious battery fire aboard his ship and so secured the compartment that the damage was largely confined therein, thus preserving the vital maneuvering room from damage and thereby permitting the safe return of the ship to port. He contributed materially to preventing loss of life and extensive additional damage aboard the vessel. For his actions he was commended.

☆

Lt. Edward V. Hardway, Jr., USNR, received a letter of commendation from the Secretary of the Navy for developing improved methods of gunnery training.

Lieutenant Hardway developed a number of methods of teaching gunnery, including a system of carefully prepared instruction cards known as Aerial Gunnery Training Cards, and a pamphlet on the subject of gunnery. The value of the cards is evidenced by the fact that some 15,000 sets have been distributed within the Navy and a larger quantity within the Army for training purposes.

☆

Lt. (j. g.) Charles E. Bachman, USNR, was commended for his meritorious conduct while attached to an advance base beyond the continental limits of the United States. The accomplishment of his tasks required excellent organization, endurance and tenacity as well as good technical knowledge.

Lt. (j. g.) John Edward Sexton, USNR, officer in charge of an Armed Guard crew, was commended for his handling of guns and men during successive air and submarine attacks.

☆

Lt. (j. g.) Paul W. Thompson, USNR, was commended for the service performed by the United States Armed Guard, of which he was officer in charge, on board a merchant vessel during air attacks by the enemy on that vessel. He and his crew successfully defended the vessel through seven attacks by enemy torpedo planes.

☆

Lt. (j. g.) Rufus T. Brinn, USNR, was commended for service as commander of an armed guard crew.

His gun crews were able to keep attacking planes high and away from the ship and were able to shoot down one of them during intermittent aerial attacks on the merchant vessel.

☆

The following 11 men have been awarded letters of commendation for outstanding performance of duty during attacks by the enemy:

Wesley Davis McAlpine, S1c; Leslie Carrell Alexander, S2c; Emerson Pearce Ashton, S2c; Dagnal Lilton Beasley, S2c; Sherman Addison Bosley, S2c; Ralph Browning, S2c; Aubrey Thomas Bruffy, S2c; John Paul Coury, S2c; Calvin Clark Craig, S2c; Harry Steele Fry, S2c, and John Levan Wales, S2c.

McAlpine was a member of the Armed Guard Crew on a vessel torpedoed by an enemy submarine. His cool leadership as gun crew's coxswain and gunner's mate was an inspiration to other members of the crew.

The other 10 men, members of a gun crew on a U. S. merchant ship, received identical letters from the Secretary of the Navy commending them for their conduct as a member of the Armed Guard crew during the attacks on their vessel by enemy planes. Throughout the long and hazardous voyage the Armed Guard crew maintained an alert guard, and during the attacks subjected the enemy to intense anti-aircraft fire. Due to efficient and coordinated ef-

forts the crew was successful in repulsing numerous enemy aerial attacks. In two attacks, fire of the crew was held to the point when all guns opened a barrage simultaneously, making direct hits upon the planes, and causing them to burst into flames and crash into the sea. As a result of the skill and outstanding devotion to duty of the crew, a total of four enemy planes were destroyed.

☆

A total of 19 enlisted men have received letters of commendation from the Secretary of the Navy for outstanding performance of duty in the Solomon Islands in August, 1942.

Ralph E. Baker, PhM1c, USN, was commended for gallant and cool performance of duty under fire. Prior to the attack of the Japanese dive bombers he took station in an exposed part of his ship which provided the best visibility for photographing the action. With complete disregard for his own safety he took photographs of the entire action including exploding bombs, strafing by enemy aircraft machine gun fire, and crashing enemy aircraft. The excellent action films taken by him are of great tactical and historical value and his efforts and courage have contributed in a large measure to the successful prosecution of the war.

Henry H. Hunter, Jr., S2c, USN, was cited for removing injured personnel from a smoke-filled compartment of the ship. An intense fire was raging in a compartment of his ship as a result of a Japanese air attack. Displaying exceptional courage, initiative, and cool thinking he donned an asbestos suit and entered a flame and smoke-filled compartment immediately following the bomb explosion to search for and remove injured personnel. Upon completion of this hazardous task, Hunter immediately went below to another section and continued in the search for and removal of the wounded from that area.

For gallantly giving his life in the service of his country, Kenneth W. Powell, GM1c, USN, was commended posthumously.

When Powell's ship was struck by a bomb he dashed from his station to render assistance to those in the vicinity of the bomb hit, arriving just before the second bomb hit and ex-

ploded, killing all the personnel at that station.

Robert F. Read, PhM3c, USNR, was awarded a letter of commendation posthumously for taking photographs of exploding bombs and crashing enemy aircraft close aboard his ship.

During the early phases of the action he, coolly and deliberately, took excellent action photographs of exploding bombs and crashing enemy aircraft close aboard his ship. Although he and all personnel in his vicinity were subsequently killed on station by a bomb explosion, his camera was not destroyed and the developed photographs are mute testimony of his gallant and courageous performance of duty under fire.

The other enlisted men received identical letters of commendation for outstanding performance of duty. They are:

Bernard R. Arens, AMM3c, USN; Curtis F. Carrington, BM2c, USN; Charles W. Dunn, Jr., S1c, USN; James S. Gooch, AMM3c, USN; John A. Gray, S1c, USNR; Warren E. Holden, S2c, USNR; James E. Kirpatrick, S2c, USNR; David N. McCallum, S1c, USN; Paul P. Novak, AMM2c, USN; Robert Parrow, BM2c, USN; Fred Robinson, Jr., S1c, USN; James H. Stevens, S1c, USN; Wakefield J. Walker, BM2c, USN; Carl C. Williams, Jr., AMM3c, USN, and Lawrence L. Zywiec, AMM1c, USN.

Their citation states:

"For meritorious action while an intense fire was still raging in a gun gallery as result of a Japanese air attack on his ship during the Solomon Islands Campaign. He, with some shipmates, formed a line to pass out hot loaded powder cases from the unexploded ammunition locker to a point from which they could be thrown overboard; thereby removing a most serious threat to the safety of the ship.

☆

Letters of commendation from the commanding officer of their ship have been awarded to 37 enlisted men of the Marine Corps serving aboard a United States Navy aircraft carrier. They were commended for outstanding bravery during a recent engagement with the enemy.

Recipients of the letters are Sgt. Maj. Bill L. Parham, First Sgt. Joseph

R. Schinka, Gunnery Sgt. John P. Taylor, Platoon Sgt. Edgar Taylor, Sgt. Cecil Edward Abernathy, Sgt. Frank Eldon Graves, Sgt. John Ralph Hardin, Sgt. David H. Hawkins, Sgt. Oliver D. Lester, Sgt. Charles R. Livingston, Sgt. George Edwin Mundy, Sgt. Edmund Skorupa, Sgt. Patrick Druey Smith, Corporal Jack E. Briggs, Corporal Hollis V. Chilson, Corporal Farris E. Davis, Corporal Virgil Lawrence Deyo, Corporal Walter G. Dusenberry, Corporal Doreston Johnson, Corporal Harold J. Joyner, Corporal Lester R. Klock, Corporal Robert E. Lee, Corporal Joseph S. Markowitz, Corporal Phillip L. McCully, Corporal Kenneth Roy Porter, Corporal Russell Marvin Reubelt, Corporal Gerald Henry Scotney, Corporal Steve C. Spusta, Corporal Lloyd F. Trousdale, Pvt. (1st cl.) Dennis R. Cermak, Pvt. (1st cl.) John Dixon, Pvt. (1st cl.) Leon J. Greer, Pvt. (1st cl.) Gordon L. Jorgensen, Pvt. (1st cl.) Cecil H. Lewis, Pvt. (1st cl.) John J. Maxian, Pvt. (1st cl.) Royal G. Woolstenhulme, and Pvt. Wilburn J. Peterson.

☆

Eleven enlisted men were commended for service as members of an armed guard crew. They are:

Wickliffe Mitchell Babin, Jr., RM3c, USNR; Martin Joseph Tray, Cox, USNR;

Richard David Erskine, S1c, USNR; Isaac Lawrence Garrett, Jr., S1c, USNR, listed as wounded; Warren Gameliel Hudson, S1c, USNR; Hubert Hutto, S1c, USNR; Archie Ray James, S1c, USNR, listed as wounded; Calvin Edgar Johnson, S1c, USNR; Roy Lester Joiner, S1c, USNR; Donald Rivers Jones, S1c, USNR; and Cicero Elzin Joyner, S1c, USNR, listed as wounded.

Each was commended for his conduct during the aerial torpedoing and sinking of a vessel by the enemy. During an attack upon escorting warships of the convoy by torpedo bombers, the gun crew opened fire on a low-flying enemy plane which had been crippled by previous fire, and drove it down into the sea.

☆

Jesse Marion Perry, CMMM, USN, was commended for his actions when his ship was in collision with another vessel.

Perry, in the company of an officer, reentered the main engine room of his ship when it was still not certain that the vessel would remain afloat. He found the room flooded with water to a depth of from 4 to 6 feet, the water covered with a film of oil, and the room filled with fumes and in total darkness except for his flashlight. He searched carefully for survivors and



—The Penguin News.

"Muss me up a little, and let's see if this sentry dog is any good!"

extricated Lt. (j. g.) Alexis J. Nepper, USNR, thereby saving his life.

☆

Clarence Thadeus Dalton, S1c, USNR, was commended for service as a member of an Armed Guard crew.

An enemy plane made two attacks on his ship. As it approached the second time, the guns opened fire and tracer bullets were seen to enter the fuselage, thus driving the plane away. It attempted to return for a third time to strafe at low altitude, but the fire of the guns caused it to turn away.

☆

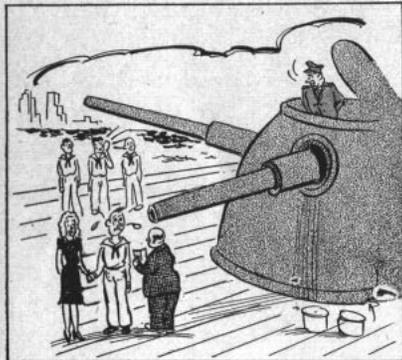
James B. Chandler, AOM3c, USNR; Howard Collins, S2c, USN; Thomas F. Dorraugh, PhM2c, USN, and John G. Washbon, AM3c, USNR, were commended for their conduct in rescuing a passenger from a plane which crashed at the Naval Air Station, Jacksonville, Fla. When the plane crashed, it caught fire about the engine and wings, giving off an intense heat. They quickly went to the assistance of the passenger in the rear cockpit, and aided in removing him from the plane to a place of safety.

☆

Three enlisted men were commended for their part in rescue work following a plane crash at the Naval Air Station at Jacksonville, Fla.

Charles Wingate Perry, HA1c, USN, and Harry Hyman Bloom, PhM2c, USNR, rescued the pilot, while James Melton Williams, HA2c, USNR, assisted a passenger from the plane.

When the plane crashed, it caught fire about the engine and wings and the front cockpit was immediately enveloped in flames, giving off an in-



—Humbolt Patrol.

tense heat. The pilot was pulled from the front cockpit and the passenger, in a dazed condition, was assisted in opening the hood and then was lifted from the seat.

☆

Wayne Earl Taylor, WT1c, USN, Paul Rex Pogreba, BM1c, USN, and Lindell Hosea McCain, RM2c, USN, were commended for outstanding and courageous performance of duty as members of the crew of a Navy vessel on the occasion of an aerial attack on the Navy Yard at Cavite, P. I.

Despite severe bombing attacks by enemy Japanese aircraft at the time and without the use of regular steering equipment, their vessel towed to safety another ship and assisted generally in clearing the docks of that Navy Yard, then a roaring inferno, of naval vessels and yard craft secured thereto.

John Henry Cox, S1c, USN, a member of an Armed Guard crew, was commended for his conduct during numerous bombing attacks on a merchant vessel. On two occasions enemy planes approached the vessel, but due to effective machine gun fire the planes were driven off, one plane probably having been hit several times. During all attacks, the Armed Guard crew was on duty and went into immediate action when attacked. Cox' prompt and efficient action as a member of the crew was undoubtedly responsible for the fact that the vessel suffered no casualties nor damage to the ship from enemy action.

☆

Thirteen enlisted men were awarded letters of commendation by the Chief of Personnel for service as members of an Armed Guard crew during a submarine attack. They are:

William Henry Haynie, S1c, USNR; Clarence Lee Smith, Jr., S1c, USNR; George Joseph Downing, Jr., S2c, USNR; George A. LeClair, S2c, USNR; Harold Austin Mahone, S2c, USNR; Joseph Herman Maynard, S2c, USNR; Thomas Edgar Pate, S2c, USN; Bernice Alquien Shuman, S2c, USNR; Clinton Elwin White, S2c, USNR; George Martin White, S2c, USNR; Paul Alvin Widmaier, S2c, USNR; Belmont Edward Wilson, S2c, USNR, and Howard Ervin Wilson, S2c, USNR.

TO THE CENSOR

*I've got a girl so far away
And she is fair and hale,
But how can I send my love to
her*

When the censor reads my mail?

*This gal is—Oh! so sweet.
I love her willy-nilly,
But how can I tell her of my love
When in print it looks so silly?*

*I hate the thought of those
tender words*

*Being read by stranger's eyes
The soul-writ words for her
alone*

*The lies and alibis! (CEN-
SORED)*

*So read my letters gently, Sir,
They are not meant for you—
But for a girl so far away
I scrawl this silly goo!*

*And when you read each letter,
Sir,*

*And laugh with profound delight,
Remember, Sir, a censor too,
Reads every one you write!*

—From aboard the U. S. S.
Chaumont.

GUADAL- CANAL

(Continued from page 14)

ing trees or noiselessly scaling Guadalcanal's coral ridges.

The Japanese are good, but the Marines are better. Their own missions are cutting the remaining Japs on the island to pieces. In less than four weeks, a patrol under Lt. Col. Evans F. Carlson, USMC, of Plymouth, Conn., accounted for more than 350 enemies.

The Marines learned to move through the bush almost as silently as native scouts. They learned to travel light and sustain themselves in the jungle and to creep up on an enemy bivouac without being detected.

And they love it. There is never a dearth of volunteers for a patrol mission.

Aircraft from Henderson Field fly over the Japanese positions day and night.

Our artillery is constantly in action. Sometimes it's a concentrated barrage with everything sounding off at once. Sometimes it's individual batteries marking the hours and half hours with a salvo or two.

Our Navy is creating one of the biggest problems for the local enemy forces by keeping out their reinforcements and supplies.

Disease and lack of proper medical facilities are also playing havoc with the enemy. Recent Marine patrols have discovered scores of Japanese in bivouac areas who apparently died from disease or malnutrition.

The Marines here are men from all walks of life and all parts of the country. City-bred clerks are fighting side by side with youngsters who have never been farther away from the farm than the crossroads hamlet. Urbanites or rustics, they all display an amazing ability to adapt themselves to the rigors of life on the front lines.

'Victory Book Campaign' Under Way

The 1943 Victory Book campaign is now under way and it is hoped that the Navy will receive from this a large number of books to supplement its library service.

In this connection the attention of the service is invited to Bureau of Personnel Circular Letter No. 132-42 which states that "The Bureau does not approve requests by naval personnel, official or unofficial, to agencies or individuals for the supplying of equipment, supplies, or services to naval personnel.

"The Bureau of Naval Personnel serves as liaison with the American Red Cross, the United Service Organizations, Inc., the Office of Defense Health and Welfare Services and other agencies in the field of welfare and recreation operating on a national basis. Any requests for services from these agencies should be officially presented to the Bureau for recommendation and action. 'Services' as used in this letter is intended to apply only to that related to recreation activities for able-bodied personnel, as explained in Bureau of Personnel letter to all ships and stations of December 4, 1942. Accordingly, requests for ma-

terial from the 1943 Victory Book campaign should be officially presented to this Bureau."

Servicemen Gifts To \$50 Admitted Free

By Public Law 790, Seventy-seventh Congress, second session, approved December 5, 1942, it was provided that: "So much of any shipment as does not exceed \$50 in value shall be admitted into the United States or its territories or possessions free of all customs duties, charges, or exactions, or internal-revenue taxes imposed upon or by reason of importation, if there is filed in connection with the entry satisfactory evidence that the articles for which free entry is claimed are bona fide gifts from a member of the armed forces of the United States on duty outside the continental limits of the United States."

Regulations were issued defining what constitutes "satisfactory evidence" under the terms of said Act by the Bureau of Customs of the Treasury Department and were disseminated to the service by a circular letter issued by the Vice Chief of Naval Operations to All Ships and Stations on December 23, 1942 (OP-

20-M-3-erk Serial 1638320 SO 12261013.) Said regulations appear in the Navy Department Bulletin, volume II, No. 1, dated January 1, 1943, on page R-31.

YORKTOWN

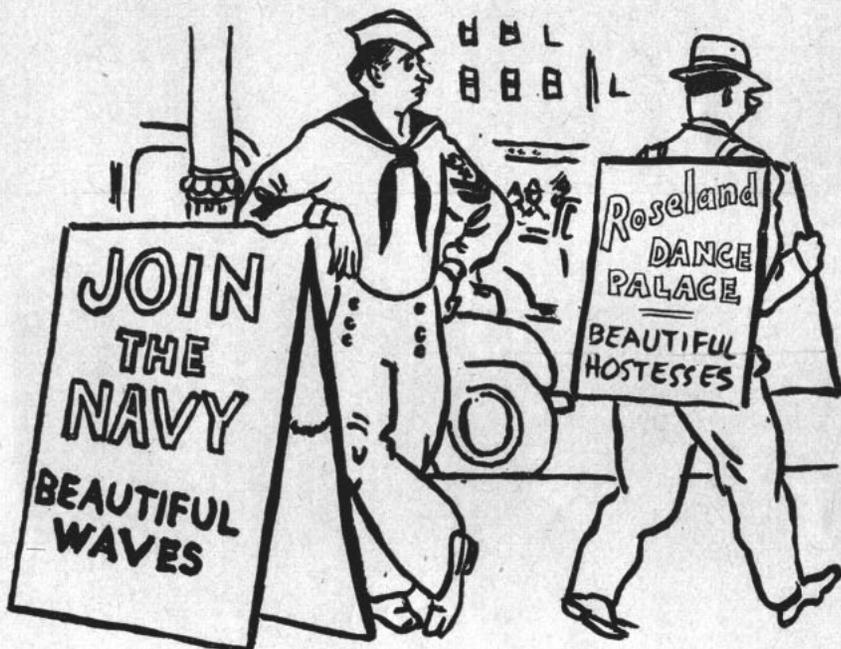
(Continued from page 9)

planes, ably assisted by scouting and observation planes, kept a wolf-pack of enemy submarines at bay, attacking them with bombs, depth charges, and gunfire. Several times our ships were warned by airplanes overhead, in the nick of time to avoid approaching torpedoes.

Thus once more has the conception and patient development of Naval Aviation as an integral part of the Navy justified the farsightedness of its champions.

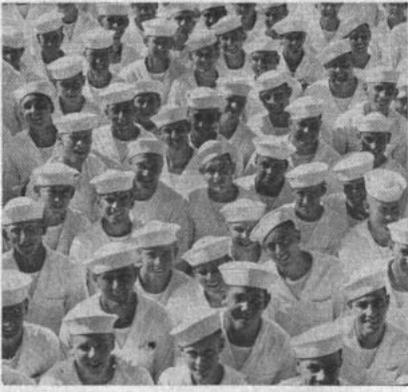
To you men and women in the yards who build these fighting ships in record time, your countrymen should everlastingly be indebted. Keep up the good work and we of the Navy assure you that we will do our part.

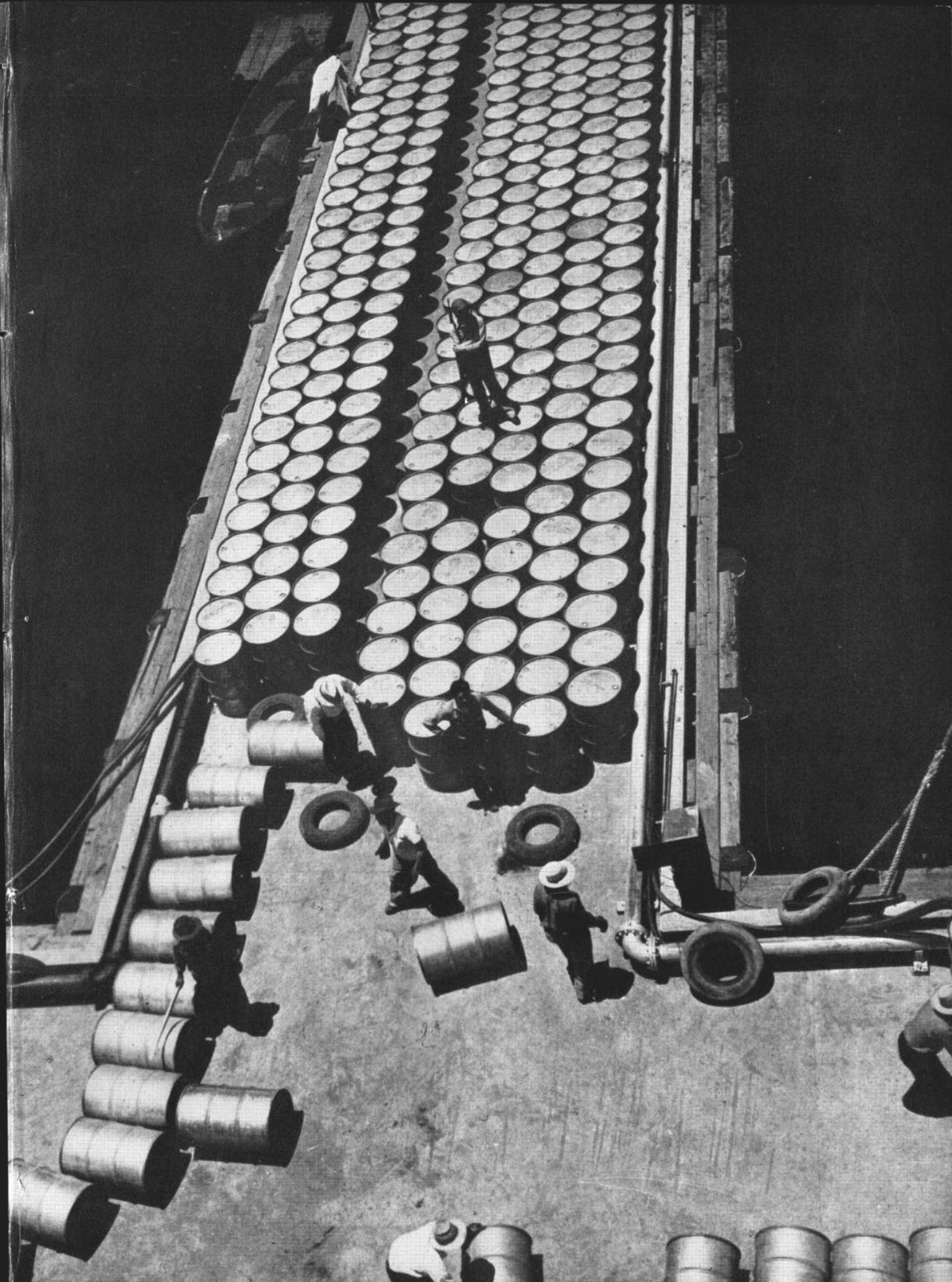
With her many improvements, may this great ship surpass the high standards of her predecessors! God speed her on her way!



—Dots-n-Dashes.

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MAKING AMERICAN NAVAL HISTORY



(From an old drawing)

STEPHEN DECATUR BURNING THE FRIGATE 'PHILADELPHIA' IN TRIPOLI HARBOR

In "the most bold and daring act of the age," as Lord Nelson called it, Stephen Decatur entered the harbor of Tripoli on February 16, 1804, in the ketch *Intrepid*, carried the *Philadelphia* by boarding, set her on fire, and escaped in spite of concentrated fire from gunboats and shore batteries. The *Philadelphia*, an American vessel,

had grounded in Tripoli harbor earlier in the war with the Barbary State, and had been captured. Decatur's task, brilliantly executed, was to remove the ship as a threat to our Naval forces blockading the harbor. *(First of a series)*