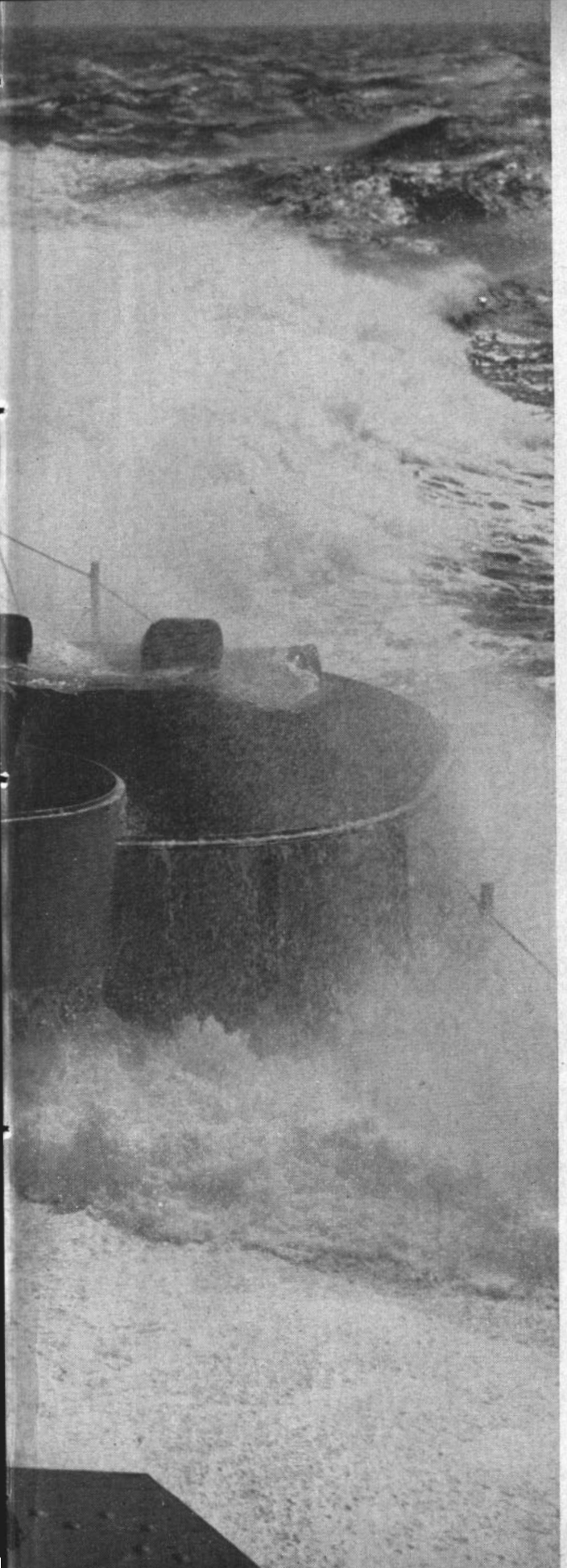
MAY 1943

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

WHEELHOUSE OF A PC BOAT

A Heavy Cruiser in a Heavy Sea



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NAVAL PERSONNEL
INFORMATION BULLETIN

MAY 1943 • NUMBER 314

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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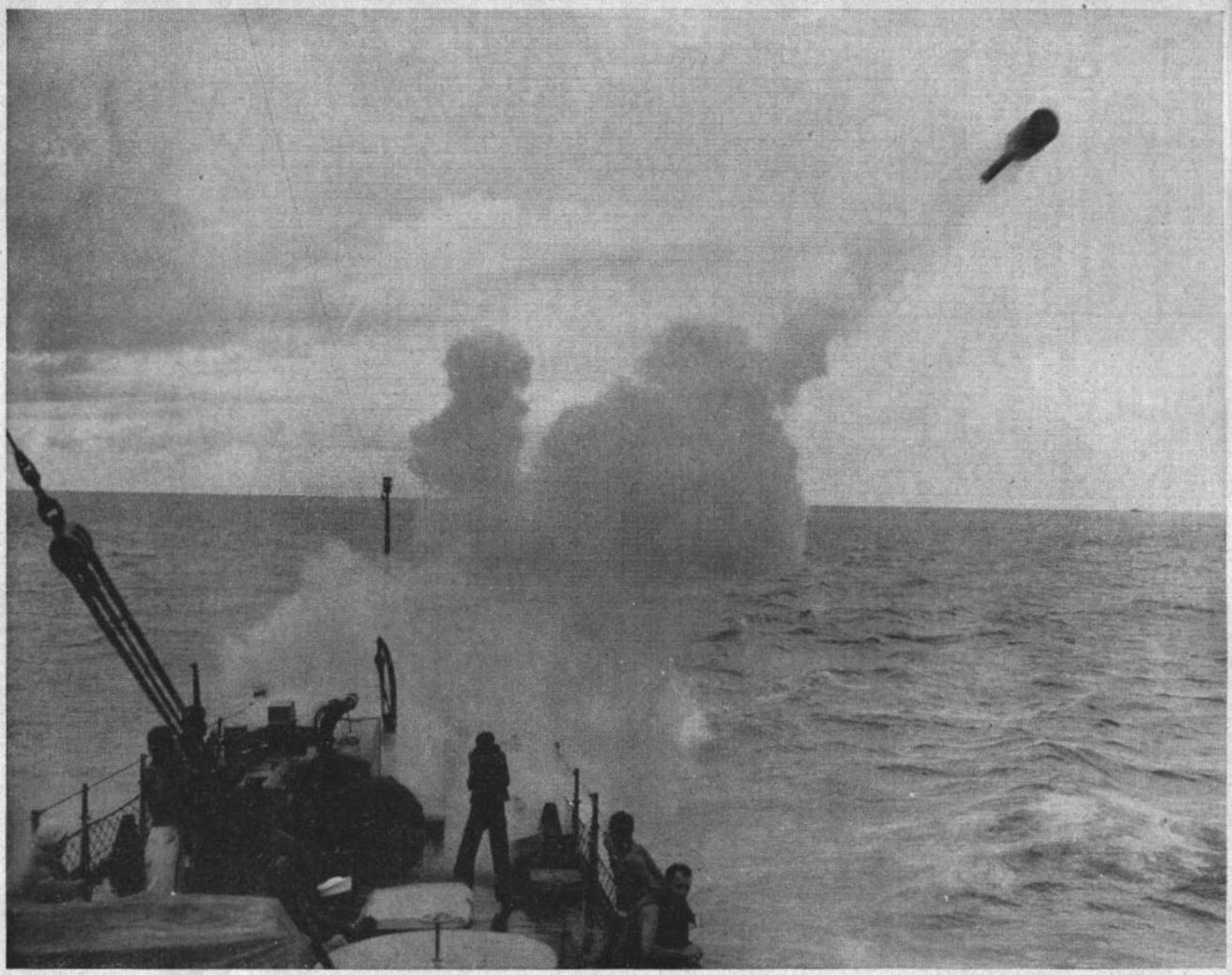
This magazine is published monthly in Washington, D. C., by the Special Services Division of the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. Because copies cannot be furnished all personnel individually at present, it is requested that each copy be given 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. While the Bulletin is published for the guidance of the Service, the authority for all information contained herein is the particular order or directive on which the information is based. Articles of general interest may be forwarded to the Editor via official channels.



—Official U. S. Navy Photograph.

DEPTH CHARGE (from a PC boat): "Still a favorite weapon of the escort vessel."

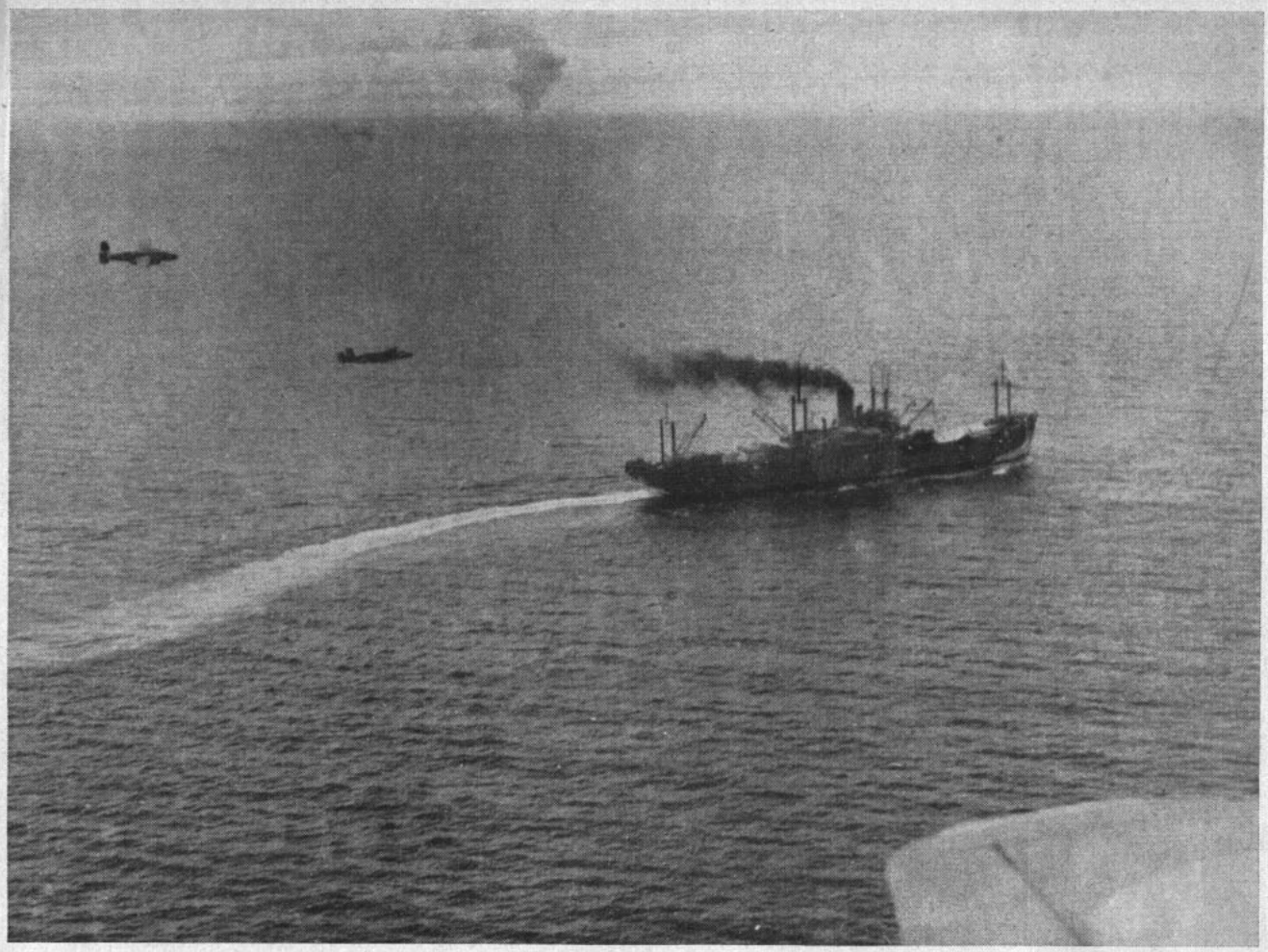
The Role of Naval Ordnance in War

Bureau Chief Tells of Use in World War II of Ships' Guns, Bombs, Torpedoes, Armor

This article was condensed from an address by Rear Admiral W. H. P. Blandy, USN, Chief of the Bureau of Ordnance, before the Economic Club, Detroit, April 12.

Let's start [this discussion] with the Navy's weapons and how they are used, starting with naval aircraft weapons. I am not going into the use of aircraft machine guns, for they did not originate with the Navy, and are seldom used against ships except for strafing incidental to attack with bombs or torpedoes. So we will begin with the bomb. If you are going after a battleship, you've got to use an armor-piercing bomb if you really expect to sink her, for the modern ship of that type has a protective deck about half a foot thick over her vitals, and the tops of her gun turrets are just as heavy. The usual "general purpose" or demolition bomb, with a thin case and a lot of explosive, just won't do the trick. I've seen a turret top which had been hit with such a bomb. The only repair equipment needed was a paint brush and nobody inside the turret was injured except the turret officer, whose ear was scratched by the periscope, the upper part of which was thrown back violently by the blast of the explosion.

To get through heavy armor, a bomb, like a shell fired from a gun, must be specially designed for the job. The principal features are a delayed-action fuse, a very thick wall and heavy nose, and consequently a small bursting charge. It must of course have plenty of striking velocity. The latter can be achieved only by dropping from high altitude, or by diving at extremely high speed. In either case, accuracy is difficult to achieve. In fact, high altitude level bombing has proven almost useless against ships maneuvering in the open sea at high speed. Lower altitudes, however, produce results, but



—Official U. S. Army Air Forces Photograph.

MAST HIGH BOMBING (in the Bismarck Sea): "Just like dropping a message on the deck."

of course, against well armed ships, we must be willing to accept the corresponding heavier plane losses from anti-aircraft fire.

The Norden Bombsight

Even at medium altitudes, to bomb a point target like a ship accurately in horizontal flight requires a precision bombsight. The Norden bombsight is still the finest sight of this type known. It was designed by Mr. Carl Norden, born in the Dutch East Indies, and was developed jointly by Mr. Norden and the Navy's Bureau of Ordnance, which has always been the sole customer of the Norden Co. The Bureau furnishes this sight to both Army and Navy aviation.

While light-case bombs cannot sink a battleship, they can seriously damage her communication equipment, exposed fire control stations, the lighter anti-aircraft batteries, pierce the light upper decks and start fires. The same bombs can sink lighter types of naval vessels, and of course transports and cargo ships. Against the latter types, if unarmed or poorly armed, the bombs can be delivered on board by "masthead" bombing which is just like dropping a message on the deck, though considerably less polite. The Germans used this method with great success in the early part of the war against unarmed British merchant ships. But when the British started putting 20 mm. anti-aircraft machine guns on their merchant fleet, the Germans discontinued this method, as it became very unhealthy.

Dive Bombing

The best plan of attacking well armed ships with bombs at short range is dive-bombing. Of course you must have planes specially built for it, or they won't stand the terrific stresses of the pull-out. The planes push over at altitudes high enough to afford fair protection from the ships' guns, take advantage of cloud cover or a brilliant sun if available, and come down "like a bat out of hell," at an angle as steep as 70° in the final dive. The maneuvering of the target ship interferes considerably at times, but a good pilot can take care of it. The percentage of hits is usually much higher than in level bombing at high altitudes. So also is the percentage of plane losses, though much less than the low altitudes reached would indicate. The ship's gunners are firing with the guns elevated to difficult and awkward elevation angles, the sun may be in their eyes, the ship is probably swinging violently, heeled over and maybe rolling. Theirs is not an easy job.

Use of the Torpedo

But to sink ships, it's always better to let water into them instead of air. That's where the torpedo comes in handy. But a torpedo, while the deadliest weapon of the sea, is also the most difficult to make, and maintain, and adjust. But this is not so surprising when you consider what you're asking of it. You have heard

of "one-man submarines." Well a torpedo is literally a "no-man" submarine; and it is dropped from the air at such heights and at such speed as would break every bone in a man's body, and make a mass of junk out of a car or an airplane. Yet the 5,000 parts and intricate assemblies of the torpedo must take this beating and then propel and control and explode this underwater hellcat as if launched from a barge or pier.

After its initial dive, the torpedo must take and hold the exact depth you have set on the index. This might be 10 or 12 feet for a destroyer or light cruiser but much deeper for a battleship (for this Goliath must be hit below the belt—the armor belt—or you won't hurt him much).

This educated "tin fish" must generate its own power, using the expansive force of compressed air, steam, and gases from burning alcohol, fed into a turbine engine.

Next, this slippery messenger of death must steer a straight course with only a gyro for a helmsman. And of course it isn't just aimed straight at its moving target, or it would pass astern. Now it would be easy to figure this out in the calm of the classroom. But all navies recognize the serious menace of the torpedo plane, and see to it that its efforts are not ignored. So you must be prepared to work out this little problem of lead angle with a fighter or two on your tail, and a varied assortment of high explosive antiaircraft shells coming your way. Of course another ordnance instrument called a torpedo director helps, but it still is a game calling for brains as well as guts.

The final duty of a torpedo is to explode when it hits the target, and not before, such as when it first hits the water.

Depth Bombs

The antisubmarine depth bomb, first cousin to the destroyer and subchaser depth charge of the last war, is given a far wider range of usefulness now that it also has taken to the air. Like the depth charge, the bomb can be set for any depth desired, and explodes by hydrostatic pressure when that depth is reached. I think submarine men will agree that this bomb used by the airplane, with the pilot's wide horizon, his "plan view" of the sea, and his ability to strike swiftly, once a contact is made, is one of their greatest hazards.

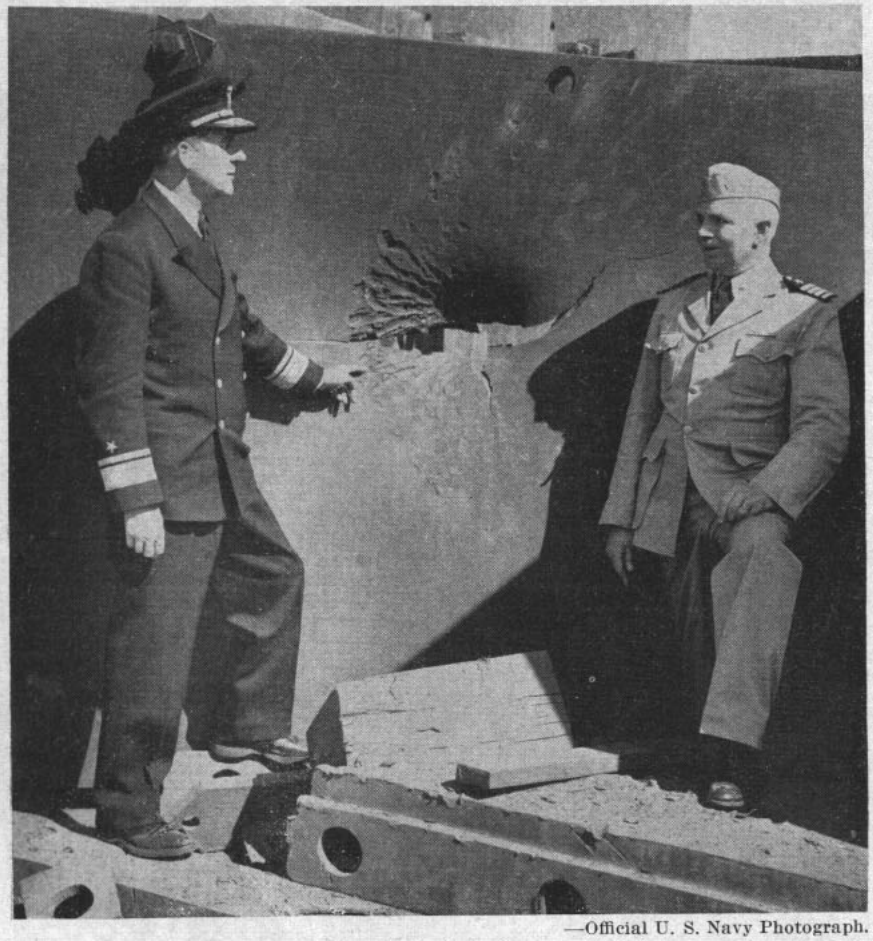
Both depth bombs and depth charges must explode only a few yards from the tough hide of the modern sub, to deliver a death blow. But at greater than lethal distances, serious and even disabling damage can still be done to lighting, hydroplanes and rudders, batteries, fuel tanks, and instruments, and of course it doesn't help morale.

Submarine Torpedoes

Submarine torpedoes are much like those used by aircraft, but are larger, and don't have to be beefed up to stand the blow due to dropping from a height. They are discharged from the submarine's tubes, both in the bow and in the stern, by compressed air. The sub can either throw them straight, or pitch some fancy curves. Curved or angle shots are accomplished by setting the gyro for the final course, and then firing the torpedo with the rudder locked right or left until that course is reached, when the rudder automatically unlocks and the gyro takes control.

The Naval Mine

A weapon closely akin to the torpedo is the naval mine, which today is one of the most ingenious destructive devices known. Weighing up to a ton, and exploded in numerous ways by the influence of a passing ship, they may be laid by surface ships, dropped by planes, or pushed out the torpedo tubes of submarines. Some are of contact type, some magnetic, some acoustic, and some are detonated from the shore by electric cables. The magnetic mine, contrary to popular belief when the Germans introduced it early in the war, is not drawn like a magnet to the ship's side; the mine stays on the bottom. The magnetic field which surrounds the ship sweeps past the mine as the ship passes over it, generates a current in its firing device, and explodes the charge. The counter measure is degaussing, or passing current through coils wound around the ship so as to neutralize or nullify its natural magnetic field.



—Official U. S. Navy Photograph.

Rear Admiral W. H. P. Blandy, Chief of the Bureau of Ordnance, and Capt. I. D. Hedrich, USN, inspect the damage inflicted on a sample of armor plate by a 6-inch shell at the Naval Proving Ground, Dahlgren, Va. The occasion: A tour for the press, under the direction of Admiral Blandy, on March 31.

Weapons of Surface Ships

We find that the destroyer, PT boat, destroyer escort vessel, and light cruiser also use torpedoes. Since these ships cannot submerge, and cannot muster the swiftness of attack of the airplane, they usually take advantage of darkness, mist, or artificial smoke screens to press home their attacks and to cover their retirement. They fire their torpedoes from deck tubes with a charge of gunpowder, but once in the water, the torpedo, like its mates in the submarine and air services, is "on its own" for both power and control. The depth charge, already mentioned as originating in the last war, is still a favorite weapon of the destroyer and the escort vessel. It has ended the career of many a promising young Axis submarine in both the Atlantic and the Pacific.

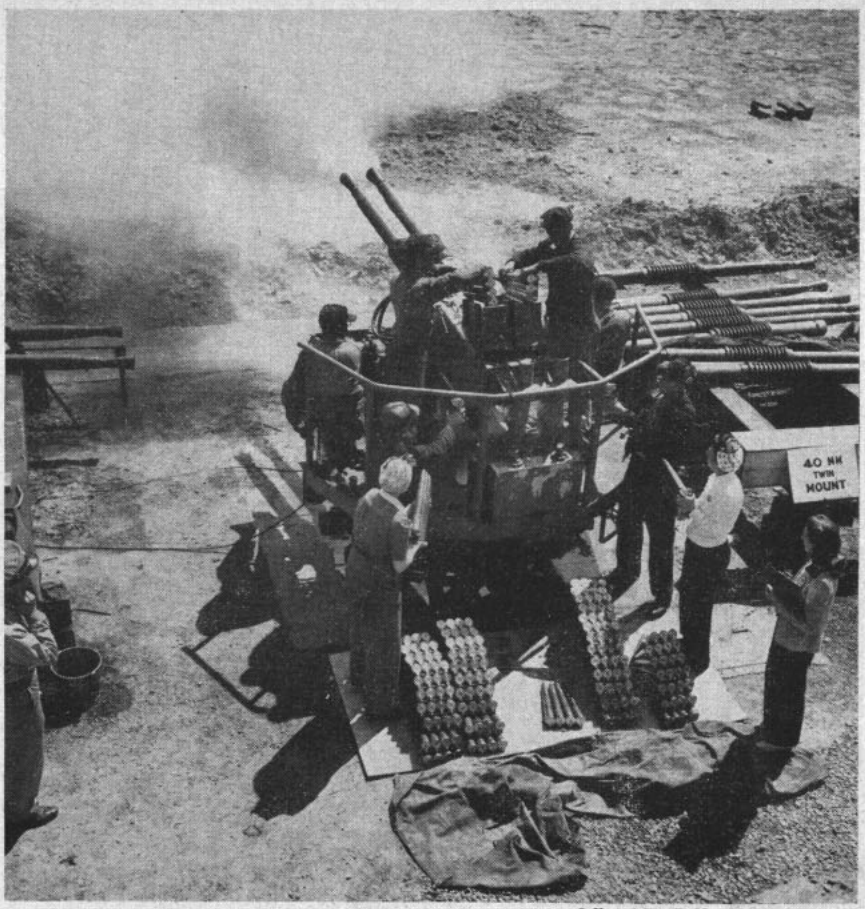
Gun Batteries

Turning now to gun batteries, the 6-inch rifles of our modern light cruisers have no equal in the world for fast, accurate shooting and reliability. These weapons are mounted in five 3-gun turrets, and fire shells weighing something over 100 pounds. You know what the *Boise's* guns did in the famous night action off Guadalcanal.

When cruiser meets cruiser, it's just as well to have a few of the heavy type in your line-up. A 10-gun salvo of 250-pound armor-piercing shells from one of these ships polished off the Jap cruiser which was firing on the *Boise,* and which might have sunk that fine ship and her gallant crew.

Shore Bombardment

These heavy cruiser 8-inch guns, like the light cruiser 6-inch, are also useful for shore bombardment. All shells used for this purpose have thin walls, correspondingly large explosive charges, and instantaneous impact fuses. When the Marines landed on Guadalcanal and Tulagi last August, both heavy and light cruisers and destroyers used their batteries against shore objectives just like land artillery, in preparation for the infantry assault which followed. Planes also bombed these targets most effectively; but when you can get ships into position for bombardment, they have the advantage of continuous fire, while a plane, after dropping its bombs, must go back to its field or carrier and reload. But of course even without bombers, you need plenty of fighter planes to help the ship keep her position, if there is enemy aviation present and spotting planes are of great assistance in directing the ship's gunfire.



—Official U. S. Navy Photograph.

Unmindful of the racket, women ordnance workers at Dahlgren, March 31, relay clips of shells during the rapid-fire demonstration of a 40-millimeter twin-mount antiaircraft gun. Modeled after the Swedish Bofors weapon, these guns are increasing the antiaircraft defense of U. S. fighting ships.

The 16-Inch Guns

The most powerful engine of destruction used at sea is still the big gun of the battleship. Of 16-inch caliber, weighing about 100 tons, firing one-ton projectiles which travel half a mile a second, to a distance greater than 25-miles, and hitting a moving ship with far greater accuracy than a high altitude bomber can achieve, the latest United States battleship main battery gun has shown itself well worthy to retain its place on the naval team. And so has the ship which carries it into action. The battleship is not a fixed type. It is the embodiment of a principle, the principle that there must be, in a strong Navy, a type of ship which combines the greatest power of offense with the greatest power of survival. The ship which embodied this principle in the sailing days was the ship-of-the-line, with as many as 120 smooth-bore guns, and tough oak timbers as her side armor. Next came the early ironclads, with guns still sticking out of fixed gunports. Then, in the Spanish-American War, the turreted ships of Santiago Bay. Even by 1918, the standard battleship antiaircraft battery was two 3-inch guns, with no fire-control system.

Today you see the same principle in the *North Carolinas* and *Iowas,* faster, tougher, and harder-hitting fighting ships than the world has ever before seen. Never a demon for speed, the battleship of today nevertheless is fast enough to go along with the carriers, cruisers, and destroyers. Unable to strike swiftly at a range of 200 miles, like the carrier can with her planes, she can hit harder and longer than the carrier, and is much harder to sink. The battleship commanded by Captain Gatch easily survived the identical type of attack which sent the *Price of Wales* to the bottom, and she shot down 32 Jap planes in the process. She also helped to defend the carrier

(*Continued on page 28*)

—Official U. S. Navy Photograph.

. . . first landing operation was in the Solomons . . .

New Naval Type: The Amphibious Man

Development Gives Reserve Officers Opportunity to Command, Advance Rapidly

Two major amphibious operations successfully completed—and the certainty of more to come—are responsible for the rapid emergence of a new Naval type: the Amphibious man. He was essential to the success of the Guadalcanal and North African landings, and he is destined to play a vital role in the campaigns ahead.

His will be the task of carrying the war to the enemy by carrying the men and material required to storm and obtain footholds on enemy shores. This was done, as is now a matter of record, with outstanding success in Guadalcanal and North Africa. In Guadalcanal the largest number of

—Official U. S. Navy Photograph.

. . . carrying the war to the enemy . . .

—Official U. S. Navy Photograph.

. . . then came the North African campaign . . .

Marines ever to engage in an amphibious operation were landed by Navy amphibious units and obtained the foothold which led to eventual victory. And in North Africa a series of amphibious operations were carried through with maximum effectiveness.

In North Africa, as the first communique stated in its report of success, "Never before in history have sea-borne amphibious operations been launched so far from their points of departure without secondary bases." How well the combined Navies did their job the communique goes on to indicate:

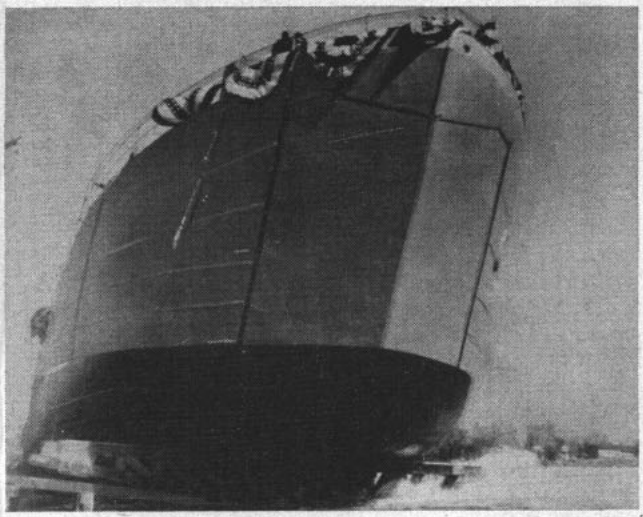
"Every ship arrived and disembarked their assault troops punctually except for one which was damaged by a torpedo and which subsequently reached harbor. This was the only casualty prior to the landings."

These operations were successful in the first instance because of thorough training in the technique of amphibious war. The Navy, profiting from past experience, is constantly improving this technique. Details of improvements may not, for obvious reasons, be disclosed. But there is no secret about the necessarily high caliber of the officers and men upon whom the success of amphibious operations ultimately depends.

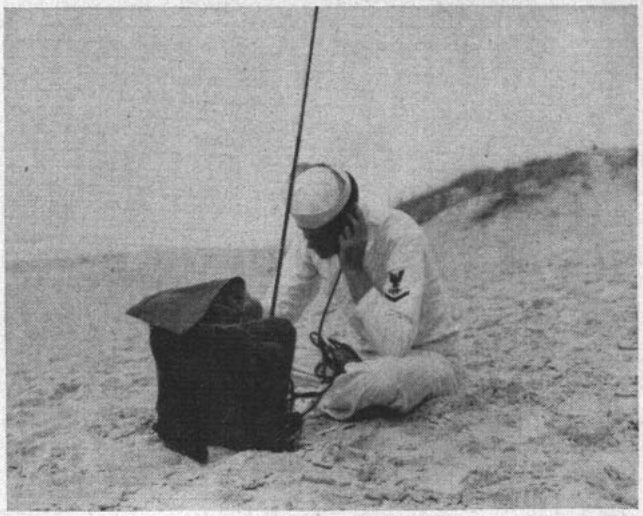
Intelligence, aggressiveness, attention to detail in addition to painstaking training, are the hallmark of the Amphibious man. He is selected for duty on the basis of demonstrated ability.

For officers and men alike the opportunity of advancement in rank or rating is a genuine incentive to application for admission to amphibious units. Reserve officers of the grade of lieutenant (jg) or ensign command some of these units. Such commands, like advancements in rating, go to young officers and men who possess initiative and resourcefulness. Some ensigns, on the basis of achievements, have been advanced to full lieutenants.

The Amphibious man is a new phenomenon. Guadalcanal and North Africa tested him as a fighting man. There will be many further tests for him. But the pattern of performance has at least been established. It is, by common admission, an indispensable part of the pattern of total victory.

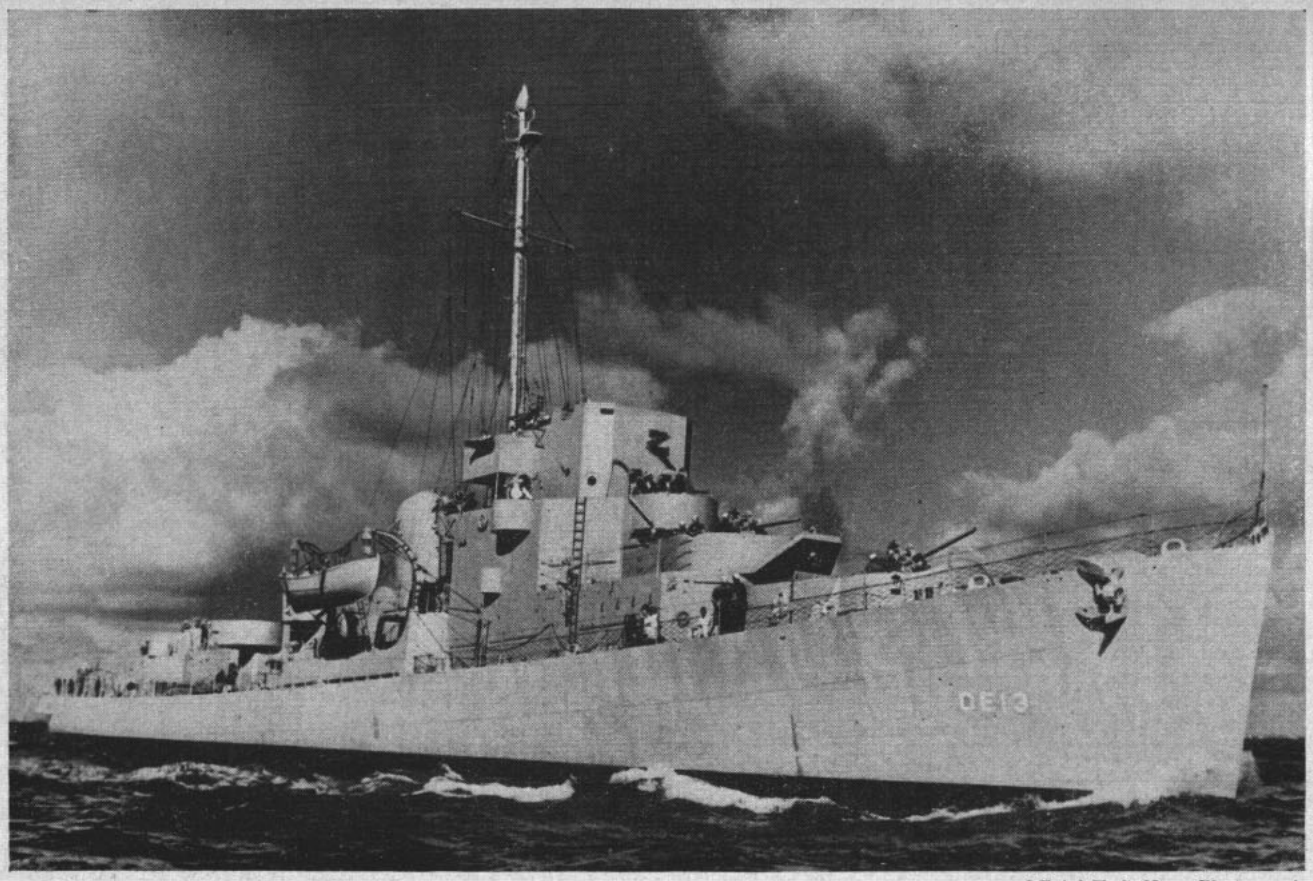


. . . a command for ensigns and jg's . . .



—Official U. S. Navy Photographs.

. . . first-hand intelligence aids operation . . .



—Official U. S. Navy Photograph.

NO. 13: A destroyer escort on her trial run.

800 DE'S TO BE BUILT

In order to meet the growing menace to convoy operation, it has been necessary to design and build ships to fill the gap between patrol craft and destroyers. The destroyer escort vessel has been designed after due consideration of production and shipbuilding facilities to serve this purpose.

The destroyer escort vessel program provides for the construction of eight hundred (800) ships designed for convoy service and thus relieve larger and more heavily armed ships from this duty. These ships are of a characteristic destroyer design, approximately three hundred (300) feet in length and thirty-six (36) feet abeam. The design of the hull is such as to permit unit prefabrication thus resulting in rapid construction.

—Official U. S. Navy Photograph.

ANOTHER DE joins the Navy's new submarine-killer fleet.

This summary of the destroyer escort program was written especially for the INFORMATION BULLETIN *by the Bureau of Ships.*

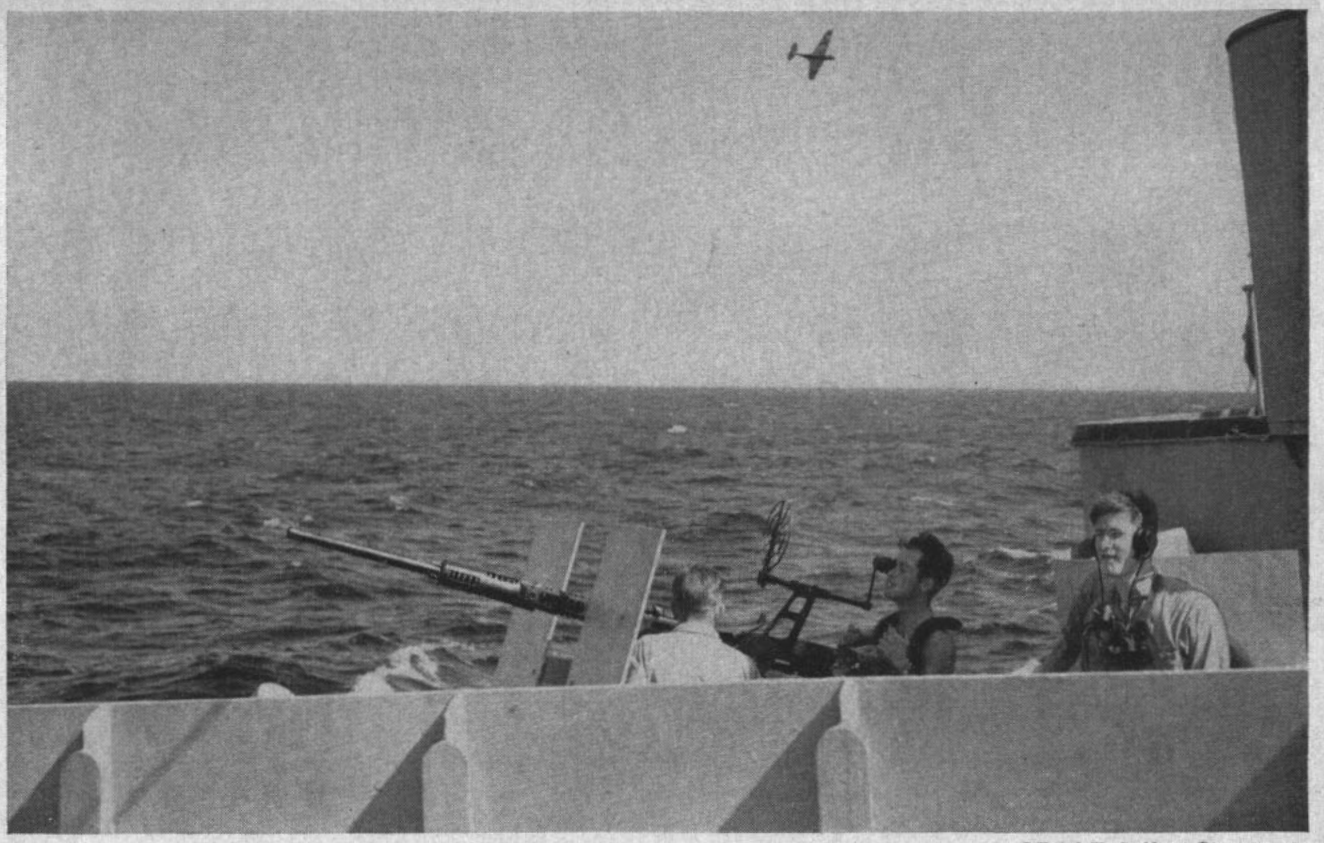
The ordnance installation consisting of torpedo tubes, depth charges, heavy caliber machine guns, and a multipurpose main battery is provided to give a maximum of antisubmarine and antiaircraft protection for a ship of this type and size. Adequate fire control, radio, and ranging equipment of the latest type is provided to supplement the ordnance installation.

Due to the productive capacity of propulsion machinery manufacturers, it has been necessary to construct these ships having four (4) different and distinct types of main power plants. These power plants are, however, placed in duplicate hulls with the exception of the BDE class ships which are approximately fifteen (15) feet shorter than other ships. The four (4) type drives are:

1. Diesel electric tandem drive.
2. Diesel reduction gear drive.
3. Turbo-electric drive.
4. Turbo-geared drive.

In either of these installations, the engines, auxiliaries, and appurtenances thereto are located within adjacent machinery spaces to permit "split plant" operation. Every effort has been made to maintain a maximum of interchangeability of shafting, auxiliaries, and service equipment.

Several of these ships have been completed and are in service. Every indication is that these ships will meet all expectations as to seaworthiness and maneuverability.



—Official U. S. Navy Photograph.

ANTIAIRCRAFT CREW aboard a destroyer escort stands ready. Among the guns on DE's are the "sailor's sweetheart," the 20-mm. shown above.

The Destroyer Escort Program

Some Details of the Craft and How Crews Are Being Trained

The Naval Training Station at Norfolk, Va., is the nerve center of training for the destroyer escort program.

Previously used for training raw recruits, this station now has shifted its facilities to the specialized training of all members of the DE crews and will maintain a "pool" of graduates of the course from which entire crews can be assembled as the new vessels go into commission.

Under command of Capt. H. A. McClure, U. S. N., the station has been undergoing reorganization for months in preparing for the program.

The destroyer escort training program has been worked out on a long-range basis to provide a continuous supply of well-coached crews for ships of this type.

The essence of the program is that the entire complement of a ship will be given operational training together at Norfolk and then be kept together in the pool until destroyer escort "X" is ready.

During this waiting period, the men are given further group schooling by the ship's officers so that they will be on their toes and prepared to take their ship to sea when the moment comes.

This program calls for processing almost as many men as comprised the entire Navy not long before the present war started.

A pattern of training has been set up by the Bureau of Naval Personnel for the complement scheduled to serve on escort "X".

During the training period, which lasts about three months, four groups of men are brought together and schooled with their officers as a combat team. Groups A and B, comprising all the officers and about half the eventual complement, start training at the Submarine Chaser Training Center, Miami.

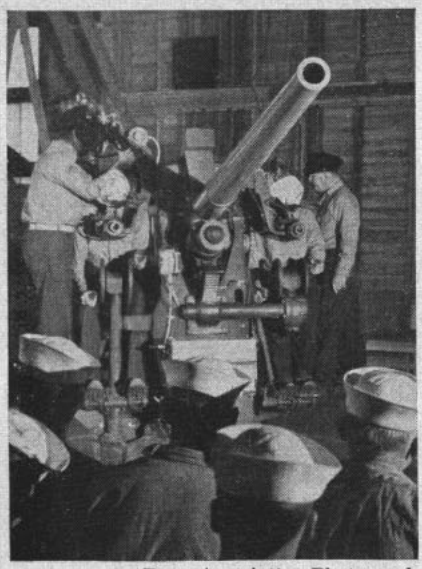
Facilities at Miami have been expanded to accommodate this program.

Approximately one month before destroyer-escort "X" is to be completed, Group A is detached from Miami and sent to the building yard to help with fitting out the ship. The prospective commanding officer and a few other officers as well as a number of enlisted men are in this contingent.

At the same time, Group B, including the prospective executive officer, proceeds to Norfolk for about four weeks' advanced training.

Upon arrival at Norfolk, they are joined by Group C (experienced specialists such as shipfitters, radiomen, and machinists) and for three weeks of the Norfolk training period, these men are instructed in DE work.

At the same time Group D—men who have just completed "boot" training or just earned a specialist rat-



—Press Association Photograph.

ON THE SEA, UNDER THE SEA, AND OVER THE SEA: DE's are prepared for anything the enemy has to offer: submarines, surface raiders, or planes. Student crews at Norfolk learn to operate dual purpose and anti-aircraft guns.

ing—are being given advanced escort training in their fields by instructors of the Norfolk Naval Training Station.

During the fourth week at Norfolk, Groups B, C, and D join and undergo operational training, perhaps on board the DE's. After this, the unit at Norfolk will be kept in readiness as a team until the prospective commanding officer at the building yard notifies the Station that he wants the men aboard.

Thus, when Groups B, C, and D join Group A at the yard, the vessel is ready for the men, and the men are prepared to take their new weapon to sea.

All but a few of the Navy's Service Schools at Norfolk have now been converted to the DE program. Classes in many cases have been doubled or tripled. Several of the more important schools are operating several shifts.

Most of the DE candidates are handpicked. Many are graduates of regular Navy trade schools, transferred to Norfolk for specialized training.

As an example of the care and caution the Navy is taking in manning these new vessels, an instructor cited the training of electricians. They are first put through a regular Class A electrical school, and they are sent here to study the wiring and electrical systems of the DE ships.

Another section of the DE school is devoted to lookout training. Students are placed in dark rooms and learn to identify various Allied and enemy vessels and take bearings under conditions simulating night.

Still another section is devoted to training men for duties on the bridge. They learn simple navigation, semaphore and blinker signaling and the communications system which links the bridge to other parts of DE's.

An important phase of the curriculum is the abandon ship drills. These are held in a swimming pool rigged similar to the side of a ship, with ladders, lines, nets, and other devices used when leaving a doomed vessel.

Noted swimmers teach trainees how to swim out of burning oil, how to inflate their trousers for use as pontoons, and how to float for long periods on their backs, considered the safest method of staying afloat.

Veteran chief petty officers, many of them direct from the fleet, serve as instructors. These include graduates of Navy ordnance schools who are experts on the Navy's latest-type guns. Gunnery officers chosen for DE's will be men who have had Armed Guard experience aboard merchantmen.

Engineering officers and enlisted men destined for the engineering divisions will spend several weeks at plants building DE propulsion equipment.

One huge hall at Norfolk, formerly used by recruits for infantry drill, has been turned into an ordnance laboratory. In it the students practice upon all types of the guns which they will use as crewmen of the DE's. They also work with the machines which they will find aboard those vessels, and are taught to dismantle and repair as well as operate them.

"It is our aim," said Capt. McClure, "to man these important vessels with specialists who can begin operations with a minimum of delay.

"To achieve this end, we are first giving the crews a working knowledge of their forthcoming duties and then presenting them with the problems which they will actually experience at sea.

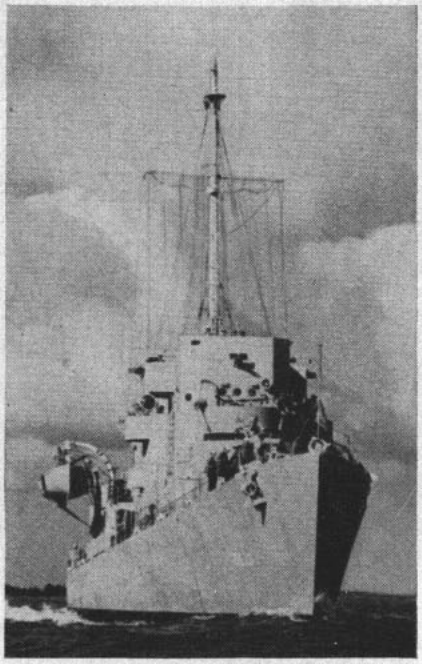
"With properly trained crews, these new ships should prove to be our country's successful answer to the Axis submarine offensive."

The destroyer escort was designed by the U. S. Navy especially to release destroyers from convoy duty. In 1940, Rear Admiral E. L. Cochrane, chief of the Bureau of Ships, spent four months in England, where he studied the use of the corvette and examined all aspects of the convoy problem.

Admiral Cochrane reached the conclusion that a larger and faster ship than the corvette should be built for the task of trans-Atlantic convoy work. It also became apparent that the use of destroyers for convoying would restrict them to a task in which all their valuable qualities could not be utilized. The result was the designing of the 1,300-ton escort.

Simplicity of the escort in comparison with destroyers gives the Navy twice as many ships for the same money, in half the time. The cost of an escort, now, is roughly $3,500,000—about half the price of a destroyer—and the building time for an escort is now, on a mass production basis, approximately four months, compared to the average of nine months for a destroyer.

The escorts are being named for Navy heroes, just as destroyers are named. Gleaming hulls of the new ships will carry back into action such gallant names as Jacob Jones and Reuben James. Jones and James distinguished themselves sailing under Barry and Decatur against the Tripolitan pirates.



—Official U. S. Navy Photograph.

A bow-on view of DE 13.

With Navy Airmen in South Pacific:

Torpedo Squadron 8 Is Avenged

Pilots of New No. 8 Mow Down Japs, As They Fight From Cockpit or Foxhole

Based on Guadalcanal, new Torpedo Squadron 8—successor to the original squadron which was almost annihilated at the Battle of Midway—has, in 100 days of fighting, carried out 40 attacks against the Japanese. No. 8's score includes 14 enemy warships torpedoed. The squadron also has bombed and strafed ground objectives 23 times.

The squadron's toll of warships hit includes: one battleship, two aircraft carriers, five heavy cruisers, four light cruisers, one destroyer, and one cargo ship.

The battleship, which had been hit previously, was believed scuttled later; one aircraft carrier was left listing and furiously burning; one heavy cruiser was abandoned, and another left smoking and dead in the water.

Another heavy cruiser was making only 10 knots with a heavy list when last seen; a light cruiser was left sinking, a second listing and smoking; a destroyer was listing when the squadron left it.

These enemy warcraft and those of their crews who were not rescued paid in part for the 15 airplanes and 29 officers and men of old Torpedo 8 lost at Midway.

Only one of the 30 officers and men who attacked the Japanese fleet in that battle survived. He is Ensign G. H. Gay of Houston, Tex., who was rescued from the water after he had seen all his mates go down in flames and his own airplane shot from under him.

New Torpedo 8 was organized from scratch, taking for itself the name and traditions of the old squadron. It is commanded by Lt. H. H. "Swede" Larsen, Collingswood, N. J.

One Plane VS. 31. Lt. James Julien "Pug" Southerland, USN, a member of Squadron 5, in a letter to his commanding officer, Lt. Comdr. Leroy Coard Simpler, relates how he fought a force of 27 Japanese two-engine bombers and four Zero fighters in the Solomons and lived to tell the tale.

Lieutenant Southerland was wounded in 11 places before he bailed out of his flaming Grumman Wildcat fighter.

When the 27 Jap twin-engine bombers and four Zero fighters attacked Lt. Southerland, he said, "they shot the goggles off my forehead, my mirror was shattered, all the ammunition box covers and part of the upper surface of my left wing had disappeared, the oil tank was punctured, flaps and radio were gone. Finally they exploded good old 4F-12; I was ready and immediately dove over the starboard side head first.

"I don't believe I was more than 400 feet up when I got out so I pulled the ripcord immediately. The ring came out with so little resistance I thought the release line had been shot. I started clawing frantically up the webbing to release the chute when the thing suddenly filled and I was floating. I landed in some trees without much shock."

During its period of operation in the Solomons, Fighting Squadron Five destroyed 77 enemy aircraft, probably destroyed 13 others, and assisted in the destruction of three.

Dies, Sinks Jap. Master Technical Sergeant Ralph Ackerman, Detroit, joined in an attack on a Jap transport near Guadalcanal and started his dive for the ship. His plane continued seaward, after the bomb was released, and crashed alongside the transport just before his bomb, now following, scored a hit which sank the enemy.

—Official U. S. Navy Photograph.

Ninety fewer enemy planes: Back from two months duty in the Pacific, Lt. Jack E. Conger, USMC, displays the flag of the "Flying Bulldogs," indicating that Fighting Squadron 212 knocked down 90 Japanese planes and also sent two enemy destroyers to the bottom. For the great record of another famous squadron, see story on this page.

How to Live on a Rubber Raft

Hints Taken from a Pamphlet Issued for Pilots by BuAer

If shortly you are going into the drink, knock off worrying about it. Much time and thought have been spent in perfecting equipment to keep you afloat with reasonable comfort until you are picked up.

Your raft is a vessel which you can sail to safety. *If you are determined to get ashore and go about it coolly and patiently, almost invariably you will survive no matter how great the difficulties.*

A recommended first step is to break out your raft and give it plenty of study. Learn the location and stowage of the raft and the purpose of every piece of equipment. Decide what extras you will need and stow them; the only place they will do you good is aboard the raft.

Be a "quick change" artist. Be able to change from sailors to raftsmen in a hurry. Take whatever you think you will need, including clothing that will protect you against the elements and exposure.

"Take whatever you think you will need."

Raft equipment, while standardized, varies with the type of raft which is why you must know before you take off, just where your gear is stowed and what it is for. There are often several pockets containing:

Whistle for signaling; metal reflector for visual signaling into the sun; 25 feet of 75-pound test line; jackknife; combination compass and waterproof match container; fishing kit containing line, wire leaders, and feathers; smoke grenades and holding clamp; oars; sail fabric; first-aid kit; emergency rations and emergency water cans.

On boarding the raft, be prepared for the sea to be a lot rougher than it appeared from the deck. Board the raft rapidly and carefully. Grab a line and lash everything in place. Rafts, owing to their buoyancy, are also very unstable and liable to capsize.

This article was adapted from parts of "Dunking Sense," a safety guide for naval airmen, prepared by the BuAer Training Division.

If there is more than one man aboard, the crew should stand watches so that any passing vessels can be sighted and changes in the weather noted.

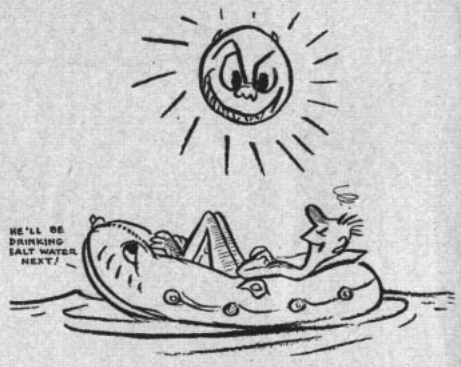
Rafts can be both sailed and rowed. Oars can serve as the mast and shrouds or stays improvised from fishing line or line you have aboard. Rig the sail from the sail cloth provided. Do not belay the foot of the sail, but secure one end so you can let it go in a hurry in the event of a squall. Sit to windward of the sail so that it won't pin you under if you capsize. Even if you can't get a sail rigged, rafts will, to some extent, sail themselves because of their flat bottoms and comparatively high freeboards. They usually remain lengthwise of the trough and show little tendency to yaw. You can take advantage of this tendency by letting her drift if the wind is in the right direction and checking the drift as much as you can with a sea anchor when the wind shifts and opposes your desired track.

A sea anchor can be made from any object which will float partly submerged since this will provide a definite drag when attached to the bow by a line. Driftwood, a life jacket, a canvas bucket or similar objects make acceptable sea anchors. Be liberal with the amount of line you pay out, otherwise the raft will jerk violently. A sea anchor will not only check your drift, but will hold the raft bow on into a heavy sea, thus reducing the danger of capsizing.

"Learn location of equipment."

Sunburn and windburn are formidable enemies. Your clothes protect you against both and should not be discarded even in the hottest climates. If the water and air temperature is high, dunk yourself over the side fully dressed. This will help against dehydration. Improvise head covering. Rubbing exposed surfaces with any oily part of a raw fish, especially the fatty layers just under the skin, is of some assistance against these twin enemies.

Another precaution is to guard against "Immersion Foot," caused by continued exposure to cool or cold water such as that collecting in the bottom of a raft. Get the feet out of the water and elevate them to dry. While so elevated keep the circulation up by vigorous chafing. This is highly important, otherwise gangrene may set in.



"Avoid sunburn and windburn."

Dehydration, or the drying up of body moisture, is one of the chief difficulties of raftsmen. The system turns to any source for liquid. Therefore, while the kidneys may function freely, bowel movements are generally few since they consist of 90 percent moisture.

If your water supply is low, don't hesitate to eat raw fish which has a high moisture content, together with the liver and solid parts of the entrails.

DON'T DRINK SEAWATER.

Collection of every bit of fresh water possible is of the utmost importance even if your emergency supply remains untouched. Don't

"come in when it rains." Any rain should be immediately taken advantage of by collecting it in anything that can be used as a container. Use the first water collected to wash the containers free from salt and save the rest.

Nobody's going to beat your fish stories when you get home. If you get no bites on your line, lash your knife to your wrist with a lanyard and spear fish with it. It requires great patience for the fish must be allowed to come practically alongside. Then stab quick and hard and try to heave him into the boat. Seabirds occasionally have been killed the same way when alighting on the water or grabbed when they come down on the raft. It is very difficult to shot them in the air from so unstable a platform.

"Don't 'go in when it rains.' "

Sharks are edible, as are dogfish. Only don't try to get too big a one. Treat sharks with plenty of respect and in shark-infested water avoid either trailing the hands over the side or dunking yourself. If you do happen to go overboard, splash and kick as much as you can while getting back aboard. Sharks are cowardly and are puzzled by such tactics, but don't rely on their remaining puzzled too long.

Above all in waters where sharks may occur, whether or not you have seen any, avoid getting blood into the water. Wash wounds in the raft and watch out for fish blood when cleaning fish. You can drink fish blood if you are thirsty enough. It will do you no harm and will do some good.

A carefully equipped fishing kit is now being added to all rafts. (INFORMATION BULLETIN, Mar.–Apr., 1943.) The kit will contain lines, pork strips, sinkers, a mackerel jig, a couple of feather jigs, a grapple, a harpoon for taking small sharks, turtles and birds, a honing stone with float handle, various sizes of hooks, a 12-inch dip

"Make certain whom you're signaling."

net and instruction sheets printed on waterproof paper. This tackle, designed and tested for deep-sea angling, provides what it takes to "live off the fat of the sea."

As to the use of the kit:

1. Don't jerk the bait away from little fish just because you want to win the Tarpon Prize for 1943–44. The big fellows may break the line, carry off the bait, gash your hands, or upset the boat. Stick to the small fry!

2. If sharks are in the vicinity stop fishing. If they don't take the hint and move on, remember that their nose and gills are the most tender spots and if you hit them with an oar well above the belt it will send them on their way. *Small* sharks may be harponed just aft of the dorsal fin but fishermen must be alert to keep the line taut and save the harpoon if the shark tries to roll over and bite the line.

3. Don't encourage your bait to hide in seaweed. Keep it clean!

4. Keep part of the first bird or fish you catch to be used for bait. Use live bait whenever possible, saving the pork rind for emergencies when there is nothing else available. If there is no bait, try a white button, or a narrow strip of leather or canvas. The "school" idiot may come along and be taken in.

5. Fish can supply both food and drink. Fish juice has been tested and found safe for drinking; it tastes much like the juice of oysters or clams. Eat until your hunger is satisfied and if there is an excess of fish the remainder can be cut in clean pieces and squeezed in a twisted cloth to force out the juice to quench your thirst.

"Small sharks can be caught and eaten."

6. Unless there is plenty of water at hand don't eat the livers or meat of sharks, skates, or rays. The same holds true of seaweed and crabs. They are too salty to eat if water is scarce. Jellyfish, *sea* snakes, parrot fish and puffer fish are poisonous. However, don't be too high-minded about passing them along to other fish in the form of bait.

7. Dried fish can be kept from the day when fishing is good against the day when they won't bite. Cut the meat into thin narrow strips and dry them in the sun.

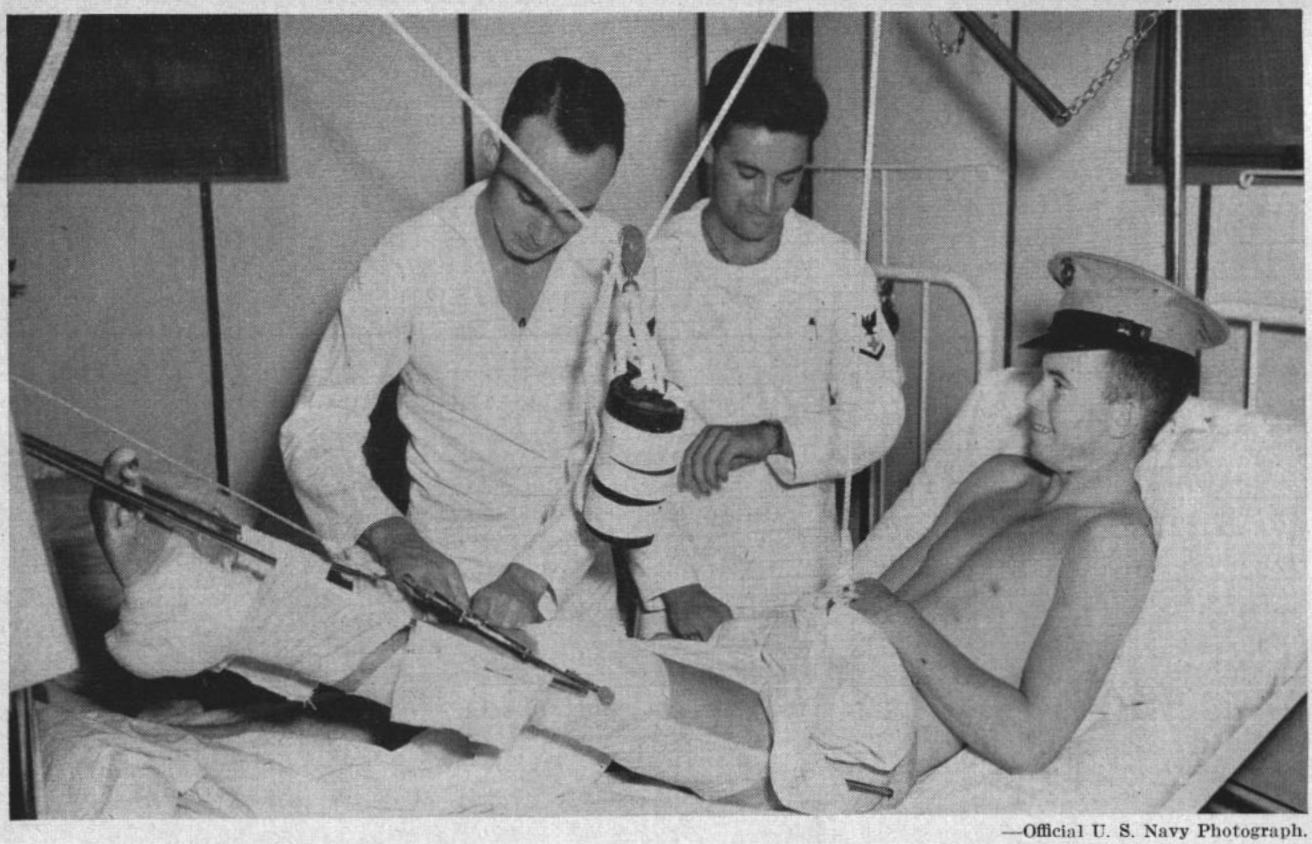
8. The meat, juice and blood of sea turtles are good to eat and a turtle can be caught easily by throwing a grapple or fishhook across it where the hook will catch in the leg or neck

"Many have saved their lives using common sense."

or in the edge of the shell. Or usual antitank procedure can be followed. The hot sun will bring a clear oil out of turtle fat, into which sea biscuit can be dipped. Turtle fishermen are warned, however, that even after a turtle's head is cut off, the jaws may bite and the claws may inflict painful scratches.

Rafts are equipped with several means of signaling rescue craft, including a reflector, smoke grenades, and fluorescein dye. The latter makes a conspicuous stain in the water which can be seen by searching aircraft. However, the stain will last only a few hours and must therefore be used with discretion. As a matter of fact, nothing calls for better judgment than when and where to use signals. If you use up your equipment on the off-chance of somebody seeing you, perhaps you are forfeiting a real chance of rescue a few hours later. Be sure, too, that you are signaling a friend and not an enemy.

The final and all-inclusive advice is to keep using your imagination and common sense. Many other men before you have saved their lives by doing just that.



—Official U. S. Navy Photograph.

Recovering: Marine Pvt. Harold M. Dixon, 19, Warren, Ariz., rests in a Southwest Pacific naval hospital. Dixon's leg was shattered when he stuck to his gun until the U. S. S. Chicago, torpedoed off Rennell Island, the Solomons, January 30, began to go down. Dixon was carried from his mainmast post, 80 feet above deck, by two buddies, then lowered into the water where, with help, he swam to safety. (Information Bulletin, April, 1943, P. 13.)

Medical Report From the South Pacific

Only Seven Patients Die of 4,039 Wounded Removed From Solomons Fighting Zones

This brings up to date the story of medical treatment in the South Pacific. A previous story appeared in the INFORMATION BULLETIN *for January 1943. This article is based on two articles in the March 1943 U. S. Naval Medical Bulletin: Observations on the Treatment of Battle Wounds Aboard a Hospital Ship, by Ferguson et al., and Experiences of the Surgical Service of the United States Naval Hospital, Auckland, New Zealand, With Casualties From the Initial Solomon Islands Engagement, by Crile.*

Modern, scientific treatment of war casualties has brought about an exceedingly low mortality rate in the South Pacific battle zone.

Details of the medical care of more than 4,000 land, sea, and air casualties in the South and Southwest Pacific have been announced by the Bureau of Medicine and Surgery, disclosing "encouraging results."

Among 4,039 patients treated by a hospital ship during an extended period beginning with the Solomon Islands offensive in August 1942, only 7 deaths occurred, a mortality rate of 0.18 percent. Only 6 of the deaths were battle casualties.

The story of this success in combatting death is told in two reports, one by a group of medical officers aboard a hospital ship operating in the Pacific and the other by a surgeon, Lt. George Crile, jr., Medical Corps, U. S. N. R., attached to the Navy's large mobile hospital at Auckland, New Zealand.

The 4,039 patients represented almost every type of wound—rifle and machine gun bullets, shell fragments, severe burns, skull fractures, penetration of chest and abdomen, infections, and many more. Many were injured on Guadalcanal, others in sea engagements and in aerial combat. In some instances, patients were aboard the hospital ship a few hours after being wounded. About two-thirds, however, had received initial treatment at base and field hospitals ashore before being placed aboard the ship for evacuation to the mobile hospital at Auckland.

Dr. Crile's report reviews the treatment of the first 366 patients received at the Auckland hospital. All were transported there from battle zones aboard the hospital ship. Only 1 of the 366 died while under treatment at Auckland, which is one of the Navy's largest, most completely equipped hospitals.

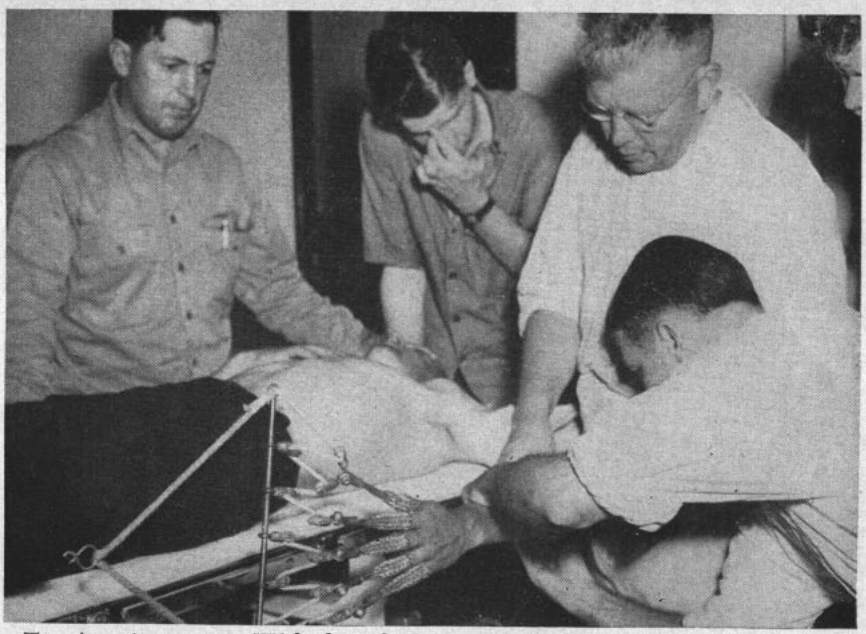
Authors of the hospital ship report noted that most of the 4,039 patients were in "excellent condition" when taken aboard.

Predominating among Marine casualties were shell and grenade fragment wounds, bullet and bayonet wounds and compound fractures. Naval casualties (one-third of the total) were mostly multiple shell-fragment wounds and compound fractures but included burns, injuries from immersion blasts, and shark bites.

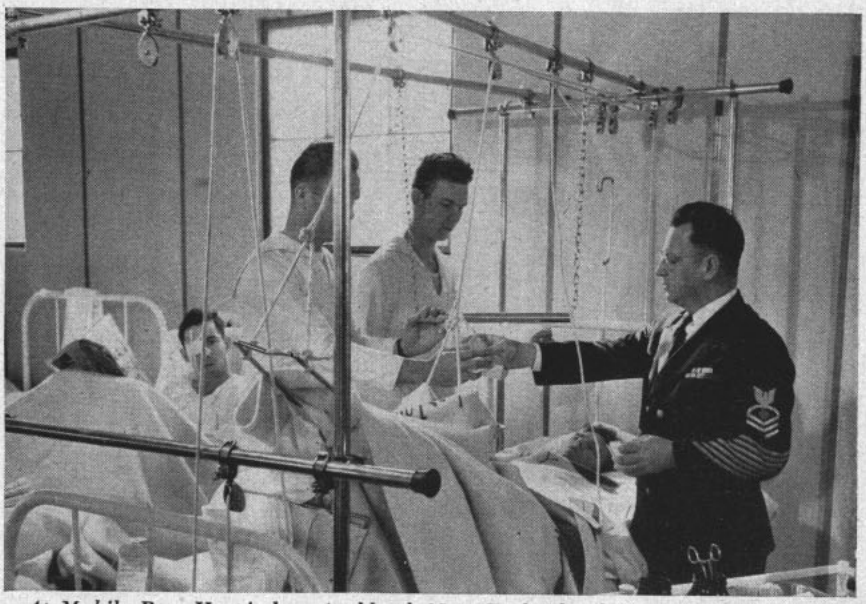
"Bullets often caused no more injury than might be expected if an ice pick were suddenly thrust through a part and pulled out," the report said. "Into these simple wounds sulfathiozole was sprayed and a pressure bandage of elastic webbing was applied. A patient with a through and through wound of the leg or thigh was usually able to be up and walking 4 or 5 days from the time of injury and the wounds were healed in a week to 10 days. We have not seen a single case of infection develop in a patient treated in this manner."

Not one case of tetanus developed. All naval personnel are immunized against this infection.

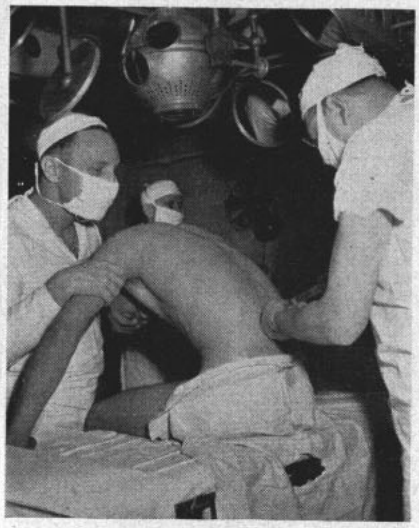
"The most striking feature of the casualties seen at this hospital," the report concluded, "has been the rapidity with which these healthy young individuals recover from trauma or disease. The excellent medical care which has been available from the moment of injury is probably largely responsible for this phenomenon."



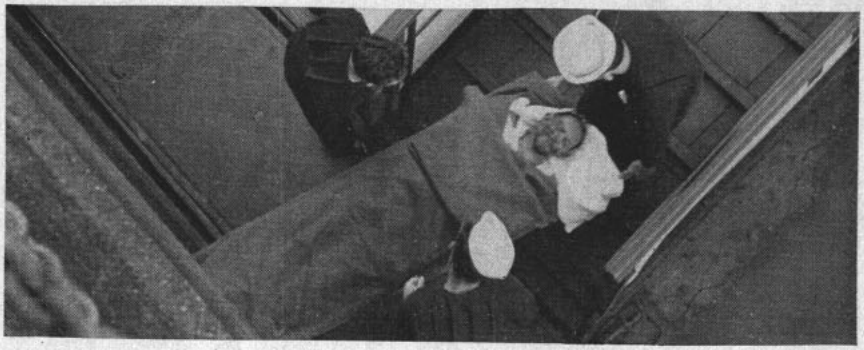
Traction Apparatus. With the aid of new finger grippers made aboard a U. S. warship, doctors reduce a forearm fracture. The apparatus more evenly distributes the pull necessary to set the arm properly.



At Mobile Base Hospital at Auckland, New Zealand, where some of the data for accompanying article were gathered, hospital corpsmen care for South Pacific wounded. Hospital was completed—after a month's time in the building—one day before it was filled with patients from first landings on Solomons.



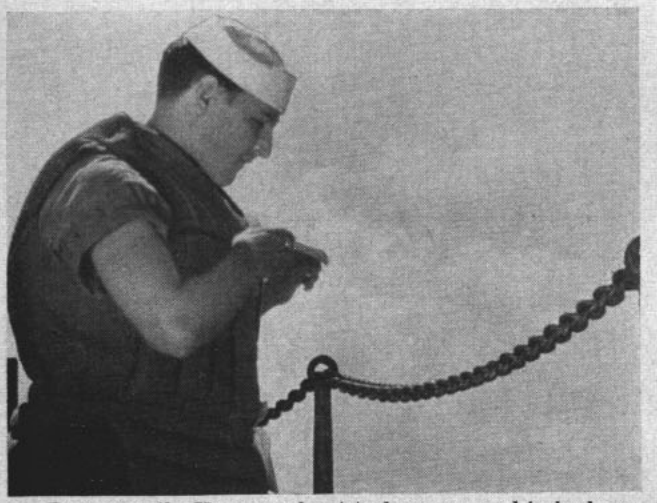
A spinal anesthesia is administered to a U. S. sailor before he undergoes an emergency appendectomy.



—Official U. S. Navy Photographs.

A marine suffering facial wounds is removed from a Navy troopship to Auckland.

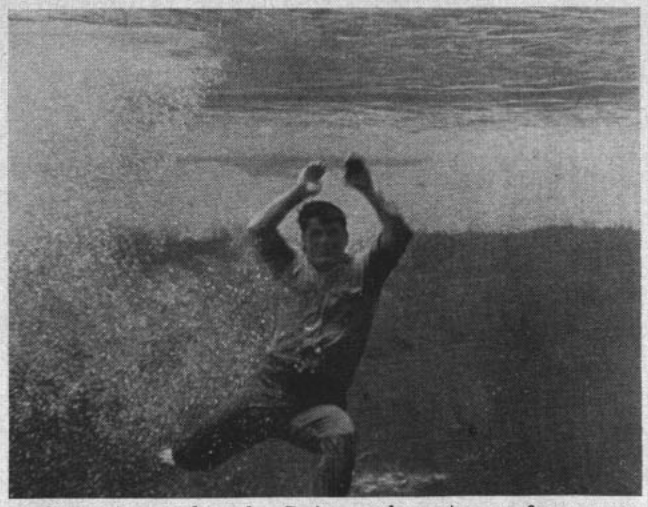
'Swimming Through Burning Oil and Surf:'



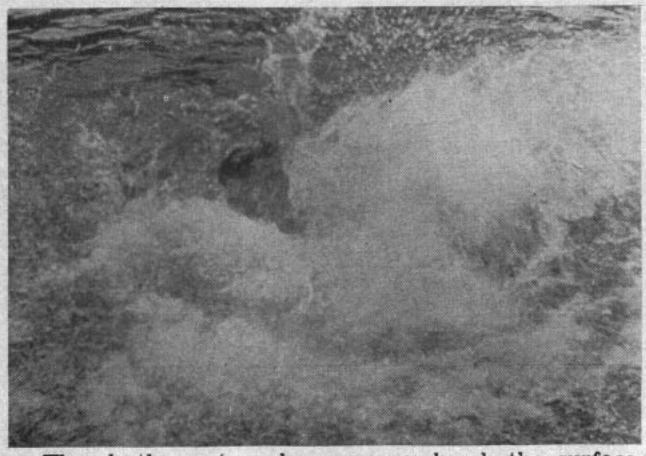
1 Burning oil: You are about to leave your ship by leaping through burning oil. Take off your life jacket, as you will have to swim underwater.

2 Untie your shoes, but keep them on while jumping off the ship. This will protect your feet if you jump into debris.

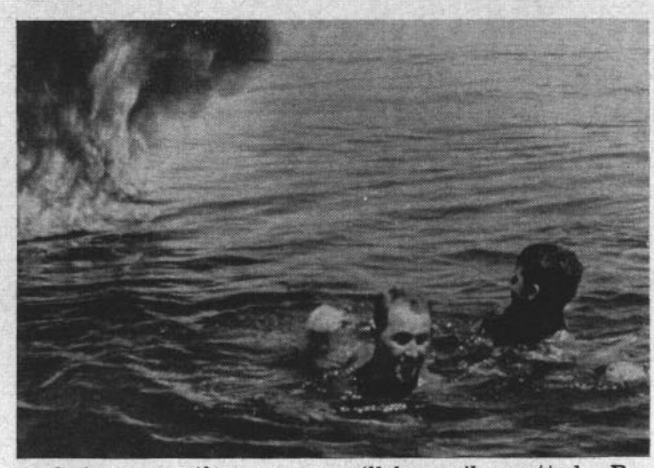
3 Since the sea around a crippled ship is probably filled with wreckage, you will jump feet first, not dive. Hold your nose.



4 Swim to windward. Swim underwater as far as you can. When you come up, come up with your back to the wind.



5 Thrash the water whenever you break the surface. This splashes the burning oil and keeps you from getting a large mouthful.

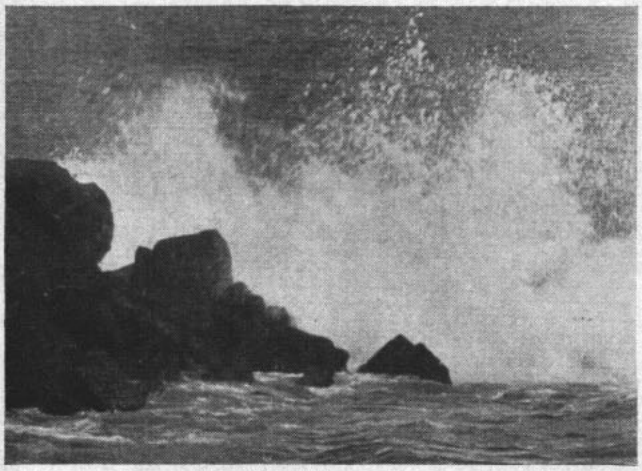


6 Swim near others so you will be easily spotted. Remember: Thrash surface, come up back to wind, swim into the wind.

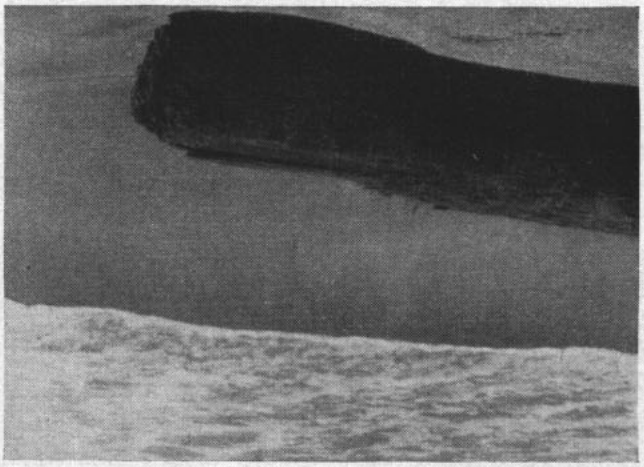
With this issue, the Information Bulletin begins reprinting excerpts of training films. The pictures shown here are directly from the U. S. Coast Guard training film MCG 1158–J. Lines under the photographs are largely from the film. One of the many practical movies made by the Navy and Coast Guard, "Swimming Through Burning Oil and Surf" tells how to meet emergencies that any naval man may face.

1 Swimming through Surf: Your life suit is heavy and bulky for swimming through surf. Nor will you need it longer. Duck under water and take it off.

2 You have swum in a long way from your ship, and you are approaching shore. But the surf is treacherous. Stop and look over the beach.

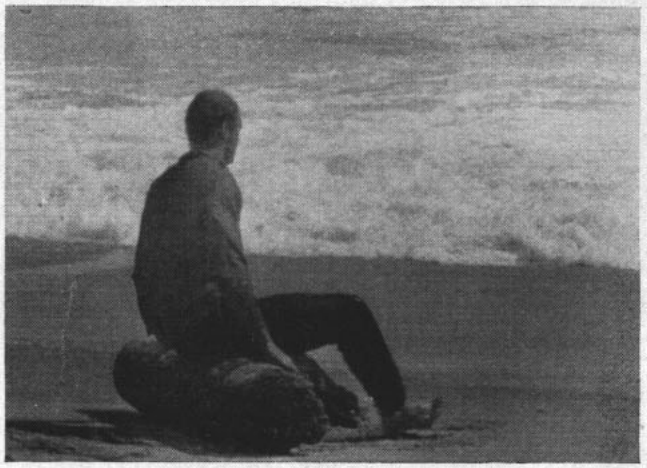


3 If you see a place like this on the beach, swim away from it. It is just the sort of landing spot you want to miss.

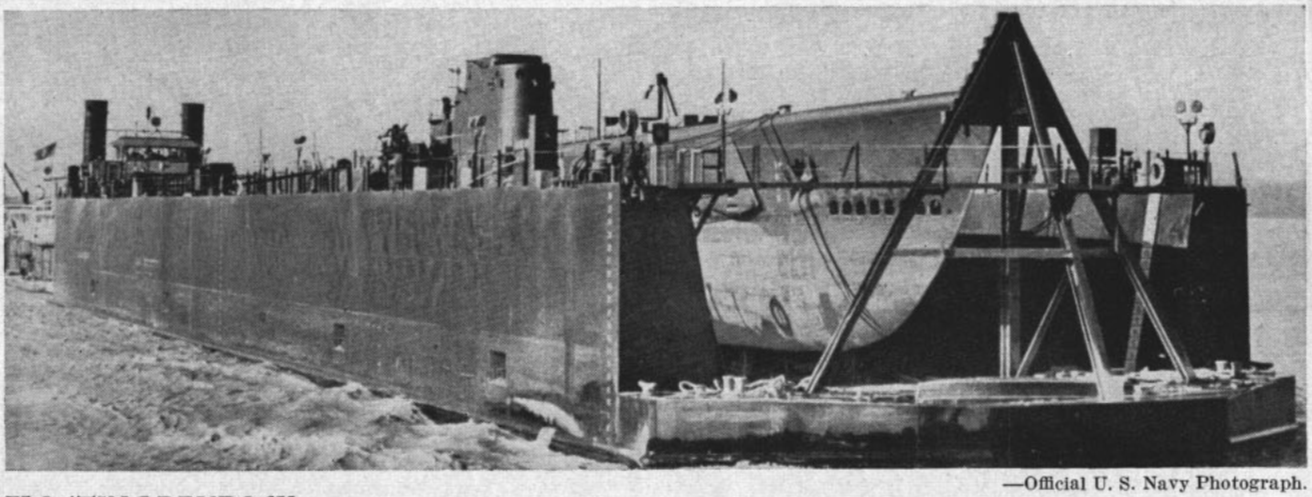


4 If you see a place like this on the beach swim toward it. No rocks. Gently sloping sand will enable you to come out of water easily.

5 Protect your strength. Walk as soon as you feel the beach under your feet. Watch always for high, teacherous waves, and dangerous flotsam.



6 By being careful, you will come through. Remember: Study the surf from a distance out. Also sound advice: Duck under high waves, rest between swells.



—Official U. S. Navy Photograph.

FLOATING DRYDOCK:

The U. S. S. "Peto," a new submarine, was taken by floating drydock from Manitowoc, Wis., to the Gulf of Mexico to join the undersea fleet. First American submarine constructed on an inland waterway, the "Peto" is shown here riding down the Mississippi.

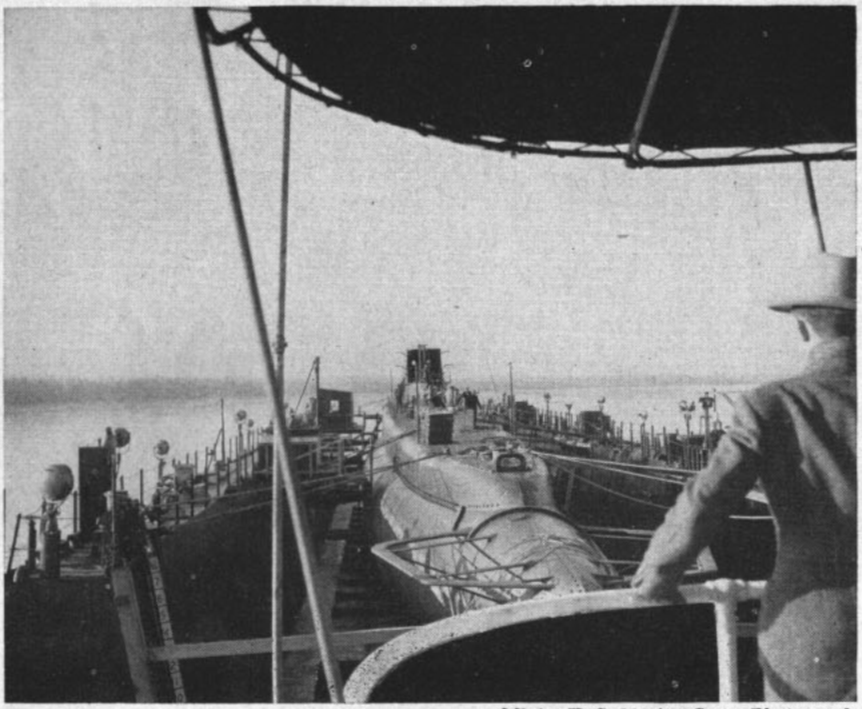
Navy's Dry Dock Construction

Some Floating Types Designed to Handle Largest of Navy's Troop and Battleships

Since 1940 the United States Navy has had underway a tremendous drydock construction program involving the building of 183 drydocks at a total estimated cost of $511,000,000.

Included in this program are highly mobile types of one-piece and sectional floating drydocks which can be towed or self-propelled at speeds sufficient to allow them to follow the fleet into the active theatres of war. The importance of these mobile drydocks relative to the quick salvage and repair of vessels damaged in combat is obvious.

These floating drydocks vary in size from those designed to handle small harbor craft to those capable of servicing the largest battleships or troopships. The cost of the floating drydock program alone will approximate $300,000,000.



—Official U. S. Marine Corps Photograph.

ANOTHER VIEW OF THE "PETO" in the floating drydock.

Construction of the larger, or sectional type, of floating drydock is featured by a series of ship-shaped hulls, the sidewalls of which can be raised or lowered, placed side by side. These sidewall sections lie horizontally on the main deck and can be readily raised to vertical position.

The entire dock is submerged when taking aboard a vessel for maintenance or repair work. When the vessel is in position, water is pumped out of the dock body, and the dock rises, bringing the vessel with it.

Crews bunk entirely within the watertight hulls of these drydock sections, which also carry machinery to submerge and raise the hull, as well as galleys, showers, and other facilities for the crew.

In addition to the new type floating drydock, the Bureau of Yards and Docks has developed so-called "pontoon drydocks" consisting of small pontoons which can be assembled and disassembled very quickly. These pontoons will be transported aboard ship and assembled at their destination into complete working drydocks.

Design of graving drydocks has kept pace with improvements in other types of docking facilities, and the Bureau of Yards and Docks has developed several types of reinforced concrete graving drydocks which have

eliminated the use of plate steel, needed in other phases of the war effort.

Periodic overhaul docking, permitting the cleaning and painting of bottoms and the overhaul of propellers and underwater fittings, is essential for the maintenance of all Naval vessels. In addition to these regular overhauls during wartime, facilities must be available for quickly repairing damaged ships, making possible their return to action in a minimum of time. Experience has verified the old statement that the cheapest and quickest way to build a ship is to repair one already built.

In 1938 the Bureau of Yards and Docks made a comprehensive study to determine what deficiencies, if any, existed in the Navy's drydocking facilities, and as a result of this study construction of a number of graving docks along the coasts of the United States and Hawaii was started. In connection with these projects new methods of construction involving the placing of concrete underwater were evolved. These developments have permitted the construction of drydocks in unsuitable soils at a minimum cost and in much less time than had heretofore been possible.

With the adoption of the expansion program for the Naval forces afloat it was necessary to review the drydock studies and to synchronize the construction of drydocks with the construction of new Naval vessels. The Bureau of Yards and Docks has emphasized that the drydock construction program must not interfere with the shipbuilding program, hence new facilities had to be developed and new manpower had to be trained for the drydock program.

An outstanding feature of the Navy's current drydock program is the speed of drydock construction. The new Pearl Harbor drydock, for example, was completed in approximately 20 months, 1 year ahead of schedule, and was ready for service at the time of the Japanese attack, Dec. 7, 1941. This dock is approximately 50 percent larger than the first drydock built at Pearl Harbor, which required 6 years to build.

Two huge drydocks in the New York Navy Yard were completed in 20 months compared with 8 years for the construction of drydock No. 4 in that yard, a dock half the size of the two new drydocks.

During the past 5 years the Navy has completed or initiated the construction of docking facilities with a capacity in excess of all the world's drydocking facilities, including those of the United States, as of 1937.

In connection with the drydock construction program, the Bureau of Yards and Docks has established a special training school at Tiburon, Calif., for the training of personnel to man these new facilities.

—Official U. S. Marine Corps Photograph.

SUMMER UNIFORMS FOR MARINES

Summer uniforms of the U. S. Marine Corps Women's Reserve, designed on the principle that "coolness makes efficiency," will be two-piece green and white-striped seersucker instead of the traditional military khaki.

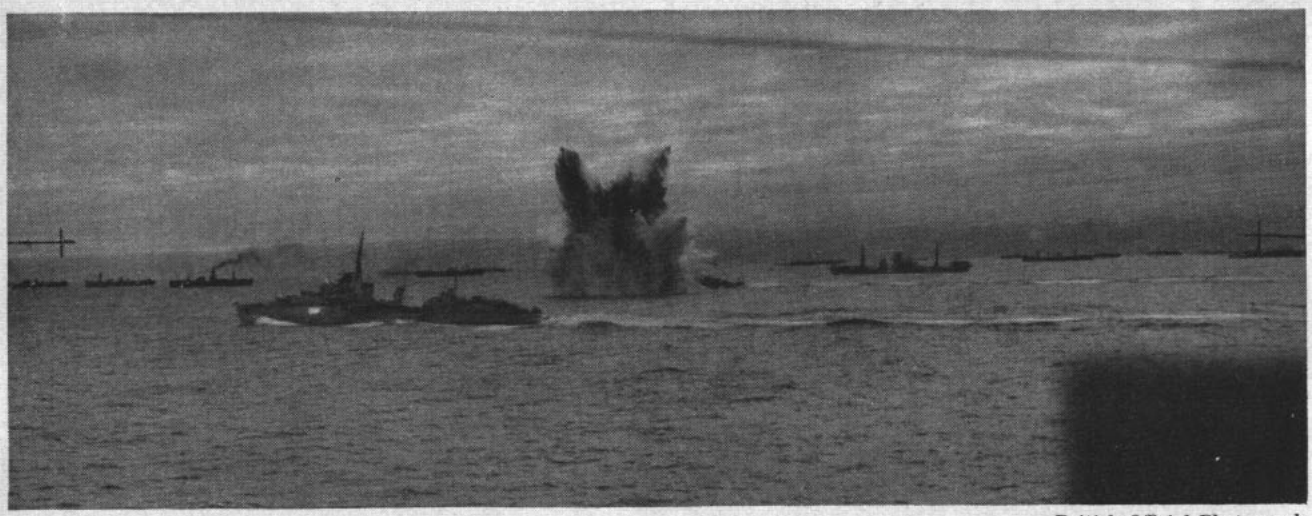
Capt. Anne A. Lentz, Officer of Supply, designer, has announced that the uniforms will feature open V-necks and short sleeves. Shirts and ties have been dispensed with.

Designed for officers and enlisted women alike, the uniforms also will include hats of solid, soft green and pocketbooks in matching color. Every item of the summer uniform will be washable, caps and pocketbooks having detachable covers to ease the laundering problem.

Captain Lentz revealed that officers will wear a peaked cap of cotton twill, adorned with a white, knotted cord and a gold and silver Marine insignia. The hat for enlisted women has a form-fitting crown and stitched brim.

Officers' insignia of rank will be worn on the shoulders, but both officers and enlisted personnel will wear the Marine emblem on the lapels of their suit jackets.

For off-duty, women officers will wear an all-white dress uniform, with white cotton gloves and white pumps.



—British Official Photograph.

CONVOY TO MURMANSK: One of the biggest Allied convoys to Russia fought through a 4-day attack by enemy torpedo planes and U-boats. In incident pictured, an aircraft carrier is hidden as geyser of water shoots up after an enemy plane scores a near-miss.

Murmansk: 38 Days, 168 Bombings

Naval Reserve Officer Lives Through Unbelievable Attacks on Russian Port

This tale of Murmansk is by Capt. Axel W. Pearson, who has represented the War Shipping Administration in two Russian ports for 4 months during the past year. Captain Pearson, former master for the Moore-McCormack line, is a Lieutenant Commander in the U. S. Naval Reserve. The Office of War Information released this account, which is a digest of part of Captain Pearson's official report.

I went to Murmansk to represent the United States Government. We had to have a man in that port, so I went. Between Iceland and Murmansk our convoy was attacked three times—air attack and submarine attack. We escaped the first two attacks. On May 3 we got the third at 12:30 in the morning. There was a flash. Everything seemed to go under.

When I came to I was way down in a hole with water up to my knees. I was very excited, but finally climbed up where I could see out. I could see the whole cargo through a big hole in the ship. As I watched I saw my suitcase go by. I looked at the big steel bulkhead in front of me and remembered that there had been no bulkhead near where I had been quartered.

I don't know how I got out of there. I climbed out somehow and got to the bridge. From there I saw the Third Mate lowering a boat.

I asked the captain if he had a pair of boots I could have. He told me to forget about the boots and try to get off before we were blown up. So we started to lower away. The lines were tangled. Finally we managed to get the boat cut away from the ship. We worked hard to pull away. I put my bare feet in the snow and pulled and pulled.

The convoy went by us. She was going too fast to pick us up without upsetting our boat. Then a trawler came by and picked us up. On the trawler I went to the galley to get warm and stood on top of a sack of potatoes. A man came by and I asked him for a pair of dry socks. He brought me socks and a pair of rubber boots. I borrowed an old pair of trousers.

A storm struck up and that storm saved the trawler. It was snowing and the enemy couldn't find us. The storm carried on until we reached Murmansk on the morning of the sixth.

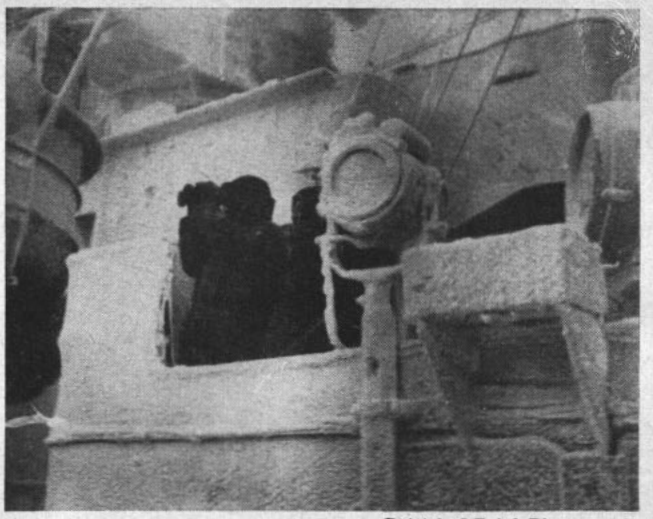
Mr. Cormack, who was doing the same job for the British as I was to do for the United States, met me as we docked. He was helpful during all the time I was in Murmansk.

"You are lucky," he said, "everything will be all right. Take it easy for a while. You need a rest."

I never got that rest. We got bombs morning, noon, and night. We had fourteen raids in one day. I kept account for thirty-eight days. We were bombed one hundred and sixty-eight times. I got tired of putting the record down. The building we were in shook every time the city was bombed. Every day you could look out of the window and see the bombers coming, one big and four little ones. About the time they got as big as your hand, people would rush to the shelter. Even dogs and chickens went to the shelters. Everybody was accustomed to go right on working until the last alarm sounded, and many men work right on through the raids.

The antiaircraft would start popping. There was plenty of antiaircraft there. Make no mistake about it. The bombers would come out of the clouds and would be scattered by the antiaircraft. Many of those bombers never got back home.

The Russians hate the Nazi flyers. You understand this when you see squadron after squadron of bombers



—British Official Photograph.

HEAVY CLOTHING as the seaman at the left puts on is standard on the Murmansk route to protect the men against such weather as displayed in photograph at the right. Temperatures near the coast of Russia often register 20 degrees below zero. Metal "burns" to the touch.

coming over the city. You dive for anything that makes a shelter, cursing all the while. But to the Russians, planes mean interruption of their work. The stevedores work right up until the fires start. Unskilled laborers work until the smoke from the bombs is so thick they can't see. What guts those people have! It didn't make much difference to them how dangerous the work was; they would do it cheerfully. I never saw a discouraged Russian.

"My God, what kind of people are these Russians?," I said every day. They are tough but friendly. They are kind and happy. They seem absolutely sure of winning the war. Yet all is serious. The soldiers you see working on the wharves are men on furlough from the front. Instead of taking leave they come to work on the wharves so that the supplies will go to their men. The women, strong, big, tough women, do a man's work on 11-hour shifts. Everybody thrives on black bread and soup. Never a complaint, except against the Germans. I like the Russians. They know what they're fighting for.

I had to walk thirty miles a day to visit all the American ships that came in to see the condition they were in and to look after the crews.

One Saturday I had to see a captain of a ship. The captain invited me to have dinner with him. We sat down at the table. Then we heard them coming.

All of a sudden—bam!—bam!—the bombing began right along side of us. We got the bomb fifteen feet away from the ship. The face part of the deck was swept clean. The rigging was shot through by shrapnel.

When we had a chance to look out, we saw the city was burning. We couldn't see our building.

"I'm going to beat it," I said to the captain. He went along with me.

"Is it safe?" he said.

I told him that nothing was safe here. Off we went. The railroad track was twisted, freight cars off the tracks, telephone wires down, debris everywhere. A car was burning on the other side of the street. Bodies lay on all sides. We passed one building in front of which lay twenty-eight bodies. This building was still burning.

That day I learned how to be a doctor, undertaker, and chief mourner. I had to identify people. I was called in to identify a chief cook. When I looked at him and at the stacks of bodies piled in that awful, smelly place I knew better than ever what those people were going through. Dead bodies were scattered everywhere. Blood covered the room. Outside the main door were two girls with a bundle apiece—each a dead baby. They looked at me as though they thought I could do a miracle. I couldn't.

Then Mr. Cormack and I walked to the top of the hill and sat down in the snow to look at the city below.

When we got back to the city we had a drink and no talk. Each of us thought of home.

I went from Murmansk to Archangel when the ice there thawed. Archangel was peaceful after Murmansk. Not any bombings. One could rest and sleep. After two months I was ordered home. I returned in September. After all I've been through, this is the most important thing I have to report:

I never saw such courage as our seamen have. Nothing stops them. They talk about bombings and torpedoings as I talk about food. They've got the same spirit those Russians have.

—Official O. W. I. Photograph.

CAPT. AXEL W. PEARSON: "My God, what kind of people are these Russians?"

—Official U. S. Navy Photograph.

A NEW NAVY METHOD: An Army P–40F awaits take-off on a Navy carrier. Today, Navy aircraft carriers transport many such planes to Africa.

The Story of Auxiliary Carriers

Cheap, Quickly Built Craft Are Used for Convoy Work and Transportation of Planes

Triple-threat auxiliary aircraft carriers are being constructed by the dozens in American shipyards.

These carriers, either converted from merchant vessels or designed originally as auxiliaries, each carry a force of aircraft adequate to patrol vast reaches of the ocean around convoys delivering war supplies.

Equipped with catapults, these vessels also can and have served to transport military planes. They carry fueled-up planes to within flying range of combat areas and catapult them into the air for immediate service in fighting the enemy. A substantial number of the planes now operating in North Africa were taken across the Atlantic by these vessels.

The auxiliary carriers, while not suited primarily for combat, are available in emergencies for operation with naval task forces.

Construction work is being done primarily in private shipyards, assisted by the Navy and Maritime commission. Only a small part of the work is being handled at Navy yards.

Having less armor than designed combat carriers, the auxiliaries are outfitted with antiaircraft batteries and small calibre guns. Their speed and complement of planes when on patrol operations are less than those of conventional carriers.

The auxiliary is not a substitute for the heavier combatant type of carrier, but may be produced in large numbers at a much greater speed and at much less cost than the more usual types of carriers. The time used in production from keel laying to completion is less than half, and their cost is only a fraction.

Vice Admiral Frederick J. Horne, USN, Vice Chief of Naval Operations, says the auxiliaries have proved "very successful." Output of the ships, he continues, is "coming along very rapidly."

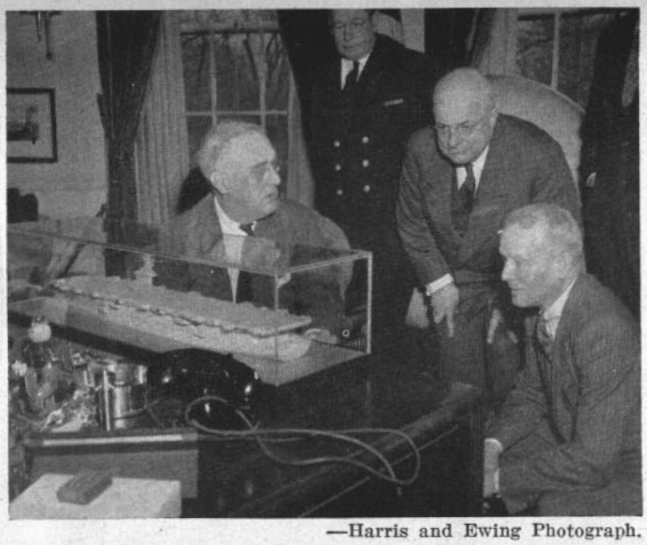
The installation of catapults on the auxiliary craft helps to remedy one defect found in the first converted vessels—the inability of planes to take off in bad weather due to smaller decks and lower speed—Admiral Horne declared.

As to landing, the Admiral said that "you just don't land on any carrier if the sea is too rough." No planes, however, have been lost as yet due to inability to land in bad weather.

The auxiliary aircraft carrier of 1943 springs from an experiment made two years ago. The Navy General Board early in 1941 directed that a C–3 Maritime Commission vessel, the S. S. Mormacmail, be fitted out with a flight deck and outfitted with a number of planes for use as an escort vessel. Converted, she became the U. S. S. Long Island, and at present is in service with the fleet.

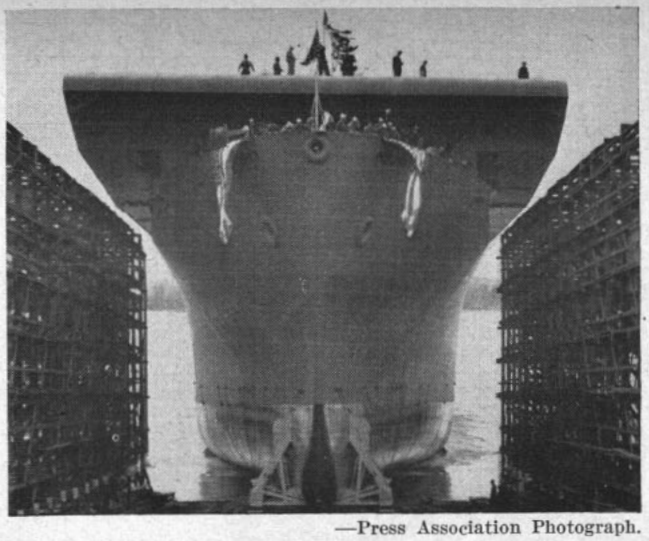
So successful was this experiment that the General Board decided to initiate a program of conversion of some magnitude. A number of C–3 hulls were made available by the Maritime Commission for this purpose. In addition, the Navy ordered the conversion of a number of oilers, vessels used for carrying oil to Navy units, into auxiliary carriers.

Procurement of a substantial number of auxiliaries was not ordered until well into 1942, but already a number are in operation with the fleet. The number ordered was boosted sharply in the latter part of 1942, so that literally scores of them are now under construction on the ways of several shipyards located along both the Atlantic and Pacific coasts. Those more recently ordered were designed from keel to completion as auxiliary aircraft carriers.



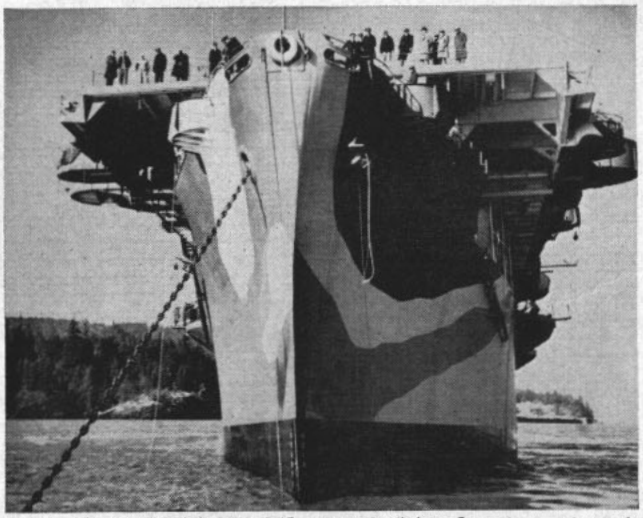
—Harris and Ewing Photograph.

In April, President Roosevelt, Henry Kaiser, and Admiral Emory S. Land inspected a model of a Kaiser aircraft carrier in Washington. Soon after . . .

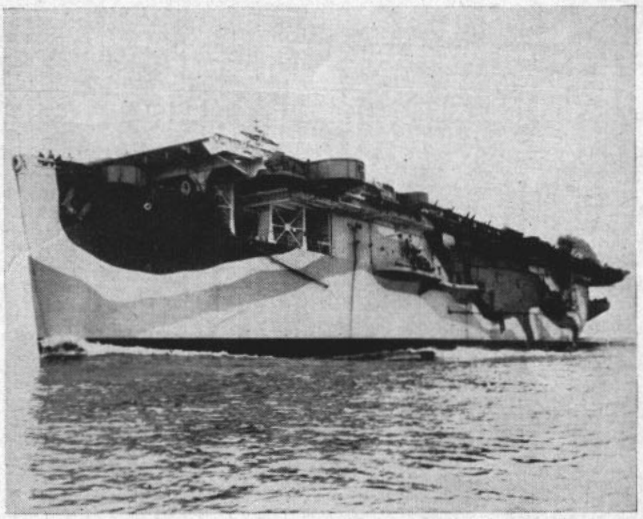


—Press Association Photograph.

. . . A Kaiser carrier—a big version of the model—was launched in Vancouver, Wash. Mrs. Roosevelt christened her.

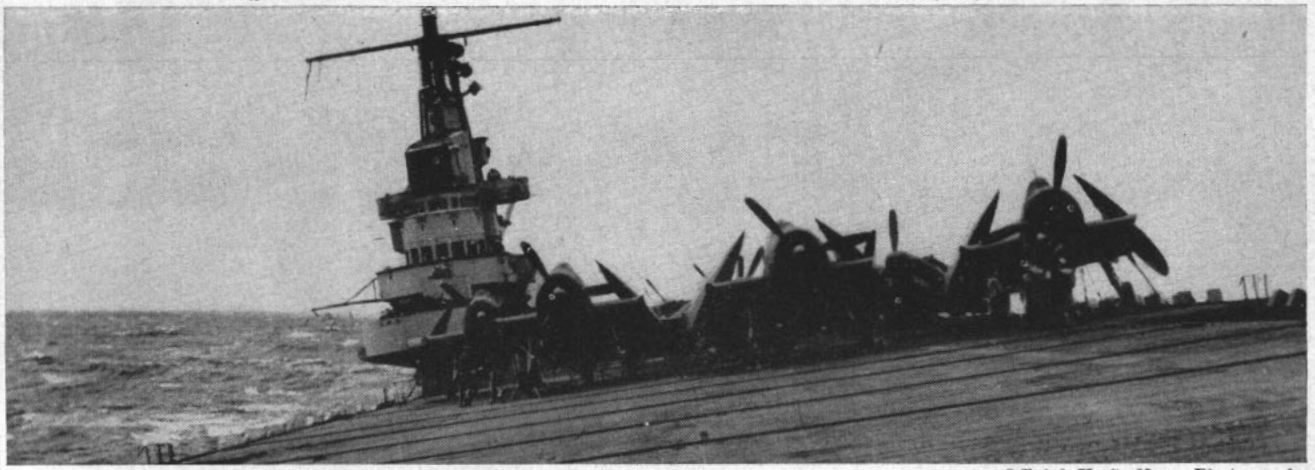


FOR THE BRITISH: The HMS "Tracker," an aircraft carrier made by converting the hull of a cargo ship, made a trial run off Pacific coast . . .



—Press Association Photographs.

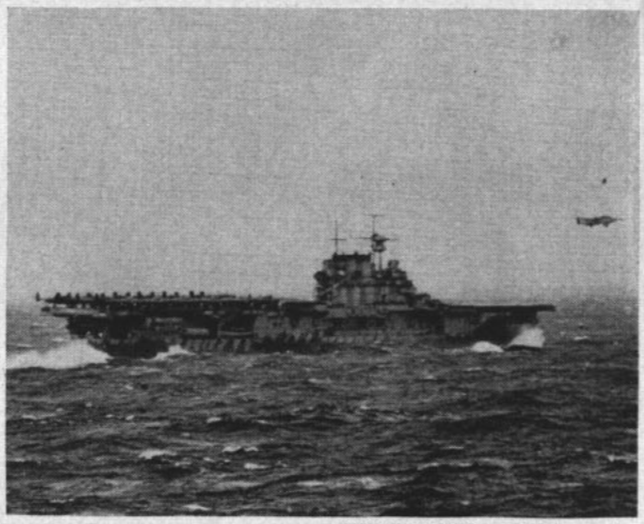
. . . This is another view of the new, fairly small "Tracker." Her purpose: to escort convoys.



—Official U. S. Navy Photograph.

The Navy has just issued this photograph to show slant of deck of a carrier loaded with Army planes. For what happens on a small carrier in weather like this, see story on previous page. Other U. S. Carrier launchings announced in April: The "Cabot," originally planned as a cruiser, the "Breton," and the "Intrepid."

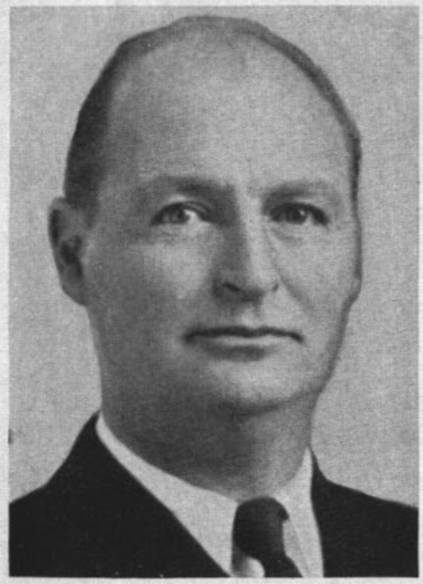
REVEALED: TOKYO BOMBED FROM 'HORNET'



—Official U. S. Navy Photographs.

OFF TO TOKYO: A B–25 North American medium bomber, pictured at left, moves down flight deck of the U. S. S. *Hornet* en route to Japan to bomb important Nipponese industrial centers. At the right is another photo of one of the medium bombers and the *Hornet* just after the take-off. Airmen reported heavy damage both from explosion and fires. President Roosevelt revealed the raid one year ago, but refused to announce where the bombers were based. He told newsmen that the planes were from Shangri-La, mythical Utopia. . . . All but one of the 16 planes which participated were wrecked after completing their mission. Toward the end of April, the world was shocked when the President announced Japan had reported having executed some of the pilots who fell into Jap hands.

First Dental Admiral In Naval History Is Confirmed



—Official U. S. Navy Photograph.

The nomination of Capt. A. G. Lyle (DC) USN, to be rear admiral in the Dental Corps of the Navy has been confirmed by the Senate. Rear Admiral Lyle has been nominated for duty at the U. S. Naval Medical Supply Depot, Brooklyn, N. Y., as inspector of dental material.

NEW NAMES IN THE NAVY

Secretary Frank Knox has approved the naming of a destroyer under construction the U. S. S. *Ingersoll*, honoring both the late Rear Admiral Royal R. Ingersoll, USN, and the late Lt. Royal R. Ingersoll, USN, his grandson. The late Rear Admiral Ingersoll died at LaPorte, Ind., April 21, 1931. Lieutenant Ingersoll's name appeared on Navy casualty list No. 6.

☆

A convoy destroyer has been named Snowden, in command of a squadron in honor of Rear Admiral Thomas of battleships during the World War.

☆

The destroyer escort, *Levy*, launched March 28, was named after the late Commodore Uriah P. Levy, credited with having the Navy abolish floggings.

☆

Drydock No. 4 at the Pearl Harbor Navy Yard, now Thomas Drydock, in memory of Capt. Robt. E. Thomas, CEC, who, by his "outstanding ability, contributed greatly to the construction of important works" at the yard.

☆

A new airfield at Corpus Christi, Tex., has been designated "Waldron Field" in honor of Lt. Comdr. John Charles Waldron who led the famous Torpedo Squadron 8 in its attack, without support or protection of any kind, upon Japanese carrier units during the Battle of Midway. Before attacking, Lieutenant Commander Waldron said: "We will strike, regardless of the consequences."

☆

The destroyer *Black* honors the late Lt. Comdr. Hugh David Black, killed in the torpedoing of the *Jacob Jones* off Cape May, N. J., in the present war.

CHANGE OF COMMAND

Rear Admiral P. N. L. Bellinger, USN, to Commander Air Force, Atlantic Fleet, at Norfolk, Va.

☆

Brig. Gen. James L. Underhill, USMC, relieved as Commandant of the Marine Base at San Diego; new duty not disclosed. Col. William C. James, already on duty in San Diego, relieved Brigadier General Underhill.

☆

Rear Admiral Sydney M. Kraus, USN, to duty as General Inspector of Naval Aircraft, Eastern District, with headquarters in New York; duty immediately preceding was as Special Assistant to the Chief of the Bureau of Aeronautics (Materiel).

JAPANESE: Short List of Words and Phrases

With this issue, the INFORMATION BULLETIN begins a series of word lists on different languages spoken in areas where the Navy is operating. This first list on Japanese, prepared by the Navy's Japanese Language section, is designed to give naval personnel a group of words and phrases that will enable them to speak pidgin Japanese to the enemy. (For Navy men who have to learn the language thoroughly, there is the course in Japanese at the University of Colorado, Boulder, that lasts a year with 16 hours of study a day.) In the list at the right of each column, giving the phonetic pronunciation of the Japanese phrases, the consonants sound the same as in English. These are the vowel sounds: A is ah; e is long a; i is ee; o is long o; u is oo. Distinction between long and short vowels is important.

General Phrases

Come out or I'll shoot	Dete konakereya, utsuzō
How many men with you?	Ikutari oru ka
I am hungry	Naka ga hetta
I am thirsty	Nodo ga kawaita
I do understand	Wakaru
I don't understand	Wakaranai
Man (addressing him)	Ōi
Miss	Ojō-san
No	Iie
Show me	Misete
Speak slowly	Yukkuri itte
Surrender!	Kōsan sei
Understand me?	Wakaru ka?
Yes	Hai
Ahoy!	Oi
Bring	Motte kite
Goodbye	Sayōnara
Gun	Teppō
Hello	Konnichi wa
My name is . . .	Watashi wa . . . to mōsu
Stop	Tomare
What is your name?	Namae wa

To find out how much things cost, you say:

How much?	Ikura ka

Designation

Want cigarettes	Hoshii / Tabako ho-shū
Want to eat	Tabetai
What is this	Kore wa nan da
What's that?	Are wa nan da

Location

Go straight ahead	Massugu itte
Point	Sasu (verb)
Turn left	Hidari ye magatte
Turn right	Migi ye magatte
Where is . . .	. . . doko ka
the camp	Yaei
the dock	Hatoba
the ship	Fune
the station	Eki
the toilet	Benjo

Distances are given in kilometers, not miles. 1 kilometer equals ⅝ of a mile.

Kilometers	Kiromētoru

Time

What time is it?	Nanji ka
Noon	Shōgo
Midnight	Ya han
1:00 A. M.	Gozen ichiji
1:10 A. M.	Gozen ichiji jippun
3:00 A. M.	Gozen sanji
5:00 A. M.	Gozen goji
8:15 A. M.	Gozen hachi-iji jūgofun
10:00 A. M.	Gozen jūji
1:00 P. M.	Gogo ichiji
3:00 P. M.	Gogo sanji
7:40 P. M.	Gogo shichi-iji yonjip-pun
9:25 P. M.	Gogo kyūji nijūgo-fun
11:00 P. M.	Gogo Jūichi-iji
Today	Kyō
Tomorrow	Ashita
When does the ship leave?	Fune wa itsu dera ka
Day	Hi
Day after tomorrow	Asatte, Myō-gonichi
Day before yesterday	Ototoi, Issa-kujitsu
Evening	Ban
Month	Getsu
Night	Yoru
Week	Shūkan
Year	Toshi, nen
Yesterday	Kinō saku-jitsu

Days of the Week

Sunday	Nichiyō (bi)
Monday	Getsuyō (bi)
Tuesday	Kayō (bi)
Wednesday	Suiyō (bi)
Thursday	Mokuyō (bi)
Friday	Kinyō (bi)
Saturday	Doyō (bi)

Japanese Months

Jan.	Ichigatsu
Feb.	Nigatsu
Mar.	Sangatsu
Apr.	Shigatsu
May	Gogatsu
June	Rokugatsu
July	Shichigatsu
Aug.	Hachigatsu
Sept.	Kyūgatsu
Oct.	Jūgatsu
Nov.	Jū-ichi-gatsu
Dec.	Jū-ni-gatsu

Numbers [1]

1	Ichi	Hitosu
2	Ni	Futasu
3	San	Mitsu
4	Shi	Yotsu
5	Go	Itsusu
6	Roku	Mutsu
7	Shichi	Nanatsu
8	Hachi	Yatsu
9	Kyū	Kokonotsu
10	Jū	Tō
11	Jū-ichi	
12	Jū-ni	
13	Jū-san	
14	Jū-shi	
15	Jū-go	
16	Jū-roku	
17	Jū-shichi	
18	Jū-hachi	
19	Jū-ku	
20	Ni-jū	
21	Ni-jū-ichi	
30	Sanjū	
32	Sanjū-ni	
40.	Shijū, (or Yonjū)	
50	Gojū	
60	Rokujū	
70	Shiohiju (or Nanajū	
80	Hachijū	
90	Kyūjū	
100	Hyaku	
1,000	Sen	
10,000	Man	
100,000	Jūman	
1,000,000	Hyakuman	

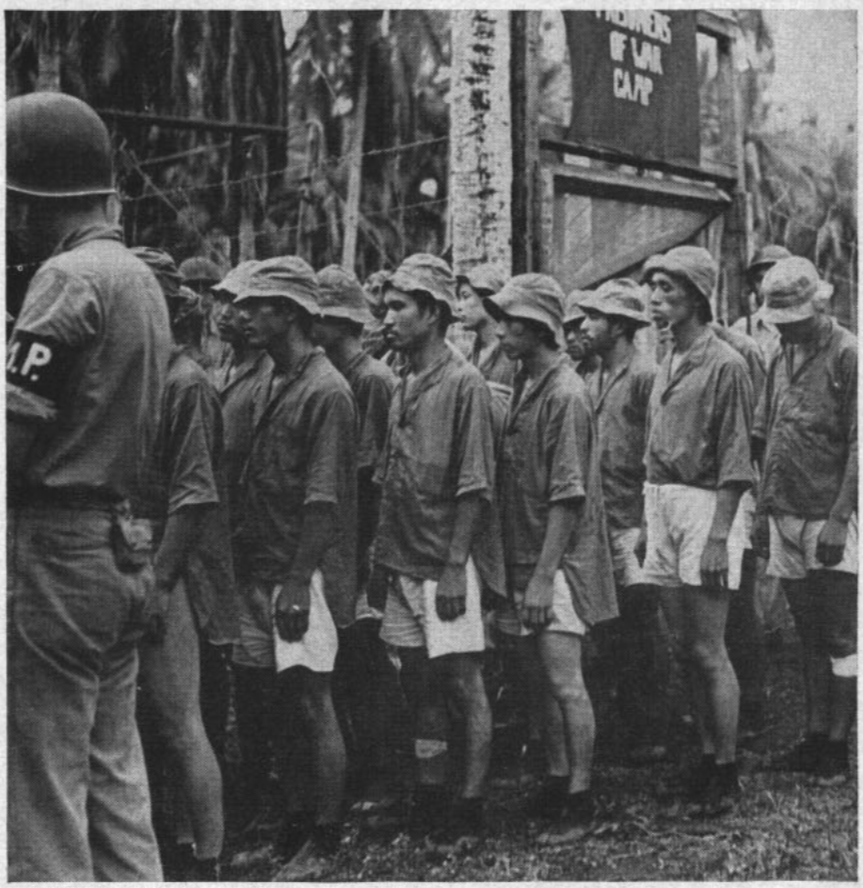
[1] These two ways of counting from one to ten are both constantly used.

Money

Yen	Unit of value corresponding to our dollar
Sen	1/100 of a yen

Military

Ammunition	Danyaku
Gun	Teppō
Officer	Shōkō
Plane	Hikōki
Ship	Fune, Kisen
Warship	Gunkan
Soldier	Heitai



THE ENEMY: You can tell him some things from this lesson.

521904°—43——4

Pronouns

I	Watashi
You	Omae
He	Ano otoko, or, ano
She	Ano onna / hito
They	Ano hitobito
My	Watashi no
Your	Omae no
Our	Washidomo no
Their	Ano hitobito no
This	Kore
These	Kore
who, which, that	(there are no relative pronouns in Japanese)

Prepositions

From	Kara
In	Ni
Inside	Naka ni
Of	No
On	Ue ni
To	Ye
With	To tomo ni
Up to	Made

Conjunctions

And	To, ya
But	Keredomo
If	Moshi
Or	Mata wa

Relationships

Ancestor	Sosen
Boy	Otoko no ko
Brother	
Older	Ani
Younger	Ototo
Both	Kyōdai
Child	Kodomo
Daughter	Musume
Family	Kazoku
Father	Chichi
Girl	Onna no ko, Musume
Grandparent	Sofubo
Husband	Otto, Shujin
Man	Otoko
Mother	Haha
Sister	
Older	Ane
Younger	Imoto
Both	(Kyōdai)
Son	Musuko
Woman	Onna

Human Body

Arm	Ude
Back	Senaka
Body	Karada
Ear	Mimi
Eye	Me
Finger	Yubi
Foot	Ashi
Hair	Kami no ke
Hand	Te
Head	Atama
Leg	Ashi, sune
Mouth	Kuchi
Neck	Kubi
Nose	Hana
Teeth	Ha
Thigh	Momo
Toe	Ashiyubi

Clothing

Belt	Beruto, Obi
Boots	Nagagutsu
Coat	Gaitō
Gloves	Tebukuro
Hat	Boshi
Necktie	Nekutai
Shirt	Waishatsu
Shoes	Kutsu
Socks	Kutsu shita
Trousers	Zubon
Undershirt	Shatsu, hadagi

Surroundings—Natural Objects

Bank (of a river)	Kashi
Darkness	Yami
Daytime	Hiruma
Fire	Hi
Forest	Hayashi
Grass	Kusa
Ground	Tsuchi
Hill	Oka
Jungle	Yabu
Lake	Mizuumi
Mountain	Yama
Ocean	Umi, taiyō
Path	Komichi
Rain	Ame
River	Kawa
Road	Michi, dōro
Spring	Izumi
Stars	Hoshi
Stream	Kawa, nagare
Sun	Hi
Water hole	Mizu tamari
Wind	Kaze

Food, Drink, Tobacco

A cup	Chawan
of coffee	Kōhi ippai
of tea	Cha ippai
A glass	Koppu
of beer	Biiru ippai
Beans	Mame
Beer	Biiru
Bread	Pan
Butter	Bata
Eggs	Tamago
Fish	Sakana
Fruit	Kudamono
Meat	Niku
Milk	Chichi
Potatoes	Imo
Rice dish	Gohan no haita ryōri
Soup	Sūpu, suimono
Water	Mizu
Drinking water	Nomi-mizu, Inryō-sui
Cigarettes	Tabako
Food	Tabemono
Lemons	Remon
Matches	Matchi
Melon	Meron, Uri
Oranges	Mikan
Pipe	Paipu, Kiseru
Salt	Shio
Sugar	Satō
Tobacco	Tabako
Tomatoes	Tamato
Turnip	Kabu
Wine	Sake

House and Furniture

Bed	Toko
Blanket	Ketto
Chair	Isu
Door	To
House	Ie
Kitchen	Daidokoro
Mosquito net	Kaya
Quilt	Futon
Room	Heya
Stairs	Hashigodan
Stove	Sutōbu, Danro
Table	Tēburo
Toilet	Benjō
Wall	Kabe
Window	Mado

Trades and Occupations

Baker	Pan-ya
Barber	Toko-ya
Blacksmith	Kaji-ya
Butcher	Niku-ya
Cook	Kokku, Ryōrinin
Doctor	Isha
Farmer	Hyakushō
Mechanic	Kikaishi
Policeman	Junsa
Servant	Shimobe
Shoemaker	Kutsuya
Tailor	Yōfukuya, Shitate-ya

Animals

Animal	Kemono
Bird	Tori
Chicken	Niwatori
Cow	Ushi
Dog	Inu
Donkey	Usagi uma
Goat	Yagi
Horse	Uma
Mouse or rat	Nezumi
Mule	Raba
Rabbit	Usagi
Scorpion	Sasori
Sheep	Hitsuji
Snake	Hebi

Insects

Ants	Ari
Bedbugs	Nankin-mushi
Fleas	Nomi
Flies	Hai, Hae
Lice	Shirami
Mosquitoes	Ka
Spider	Kumo

Surroundings

Bridge	Hashi
Church	
Christian church	Kyōkaidō
Buddhist temple	O-tera
Shinto shrine	O-miya
City or town	Shi, machi
Market place	Ichiba
Mosque	Kaikyō jiin
Path	Komichi
Police	Keisatsu
Postoffice	Yūbinkyoku
Road	Michi, dōro
Shop (store)	Mise
Street	Machi
Village	Mura
Well	Ido

Miscellaneous

Who?	Dare
What?	Nani
When?	Itsu
Where?	Doko
Why?	Naze, Dōshite
A bit	Sukoshi
Above	Ue ni
Again	Mata
Also	Oyobi
Bad	Warui
Because	Kara
Behind	Ushiro ni
Below	Shita ni
Beside	Soba ni
Black	Kuroi
Blue	Aoi
Cheap	Yasui
Cold	Samui
Clean	Kirei
Deep	Fukai
Dirty	Kitanai
Dry	Kawaita
East	Higashi
Empty	Kara
Enough	Jūbun ni
Expensive	Takai
Far	Toku
Far	Tōi
Full	Ippai
Good	Ii, Yoi
Green	Midorino
Heavy	Omoi
Here	Koko
High	Takai
Hot	Atsui
How many	Ikutsu
Hungry	Himojii
In front	Mae ni
Left	Hidari
Less	Sukunaku
Light	Karui
Like	Yō ni
Long	Nagai
Low	Hikui
Near	Chikaku
Near	Chikai
North	Kita
New	Atarashii
Not yet	Mada
Now	Ima
Old	Furui
Red	Akai
Right	Migi
Sick	Byōki
Shallow	Asai
Short	Mijikai
Small	Chiisai
South	Minami
There	Soko, Asoko
Thirsty	Nodo no kawaita
Together	Issho ni
Well	Genki
West	Nishi
Wet	Nureta
White	Shiroi
Yellow	Kiiroi
Young	Wakai

PUBLICATION CHECK LIST

Designed to call attention to published information which otherwise may be missed. Activity or publisher in parenthesis indicates where publication can be obtained; cost, if any, as indicated. Issuing activities should furnish listings to Editor.

UNICALS

Official

Summary of Regulations Governing the Issuance of Decorations, Medals and Ribbons (Information Bulletin, BuPers): A reprint of the medals and ribbons section in the March Information Bulletin. Includes the first complete color plate of ribbons being worn today.

Free Gunnery Instructors' Training Manual (Restricted: Training Division, BuAer), for aerial gunnery.

Annual Report of the Secretary of the Navy—Fiscal Year 1942. (Secretary's office.) Report of the activities of the Navy Department divided under three headings: general, the Navy Department and the Naval Establishment. Notes expansion and reorganization of older branches and the creation of new branches to meet the war situation.

Using Your Navy Wings (BuAer): A booklet for Navy trainee fliers, describing the activities and purposes of various branches of naval aviation. Includes a list of aircraft and ship nomenclature.

Unofficial

Elementary Japanese, Lt. Col. E. J. Sullivan (Perkins Oriental Books, Pasadena, Calif., $2.50): Emphasizes the familiar form of speech and includes a military vocabulary.

The Navy Officers' Guide, Arthur A. Ageton (Whittlesey House, $3): Information for newly commissioned Waves and other reserve officers.

The Ships and Aircraft of the U. S. Fleet (United States Naval Institute War Edition, $1, published by Ships and Aircraft, New York City): Information and photographs of the U. S. Navy.

PERIODICALS

Official

TraDiv Letter for April 15, 1943 (Training Division, BuPers): "A Film is Born," describing the Navy's production of training films. "Seminary for Sub Hunters," summarizing the course at the Submarine Chaser Training Center, Miami. "Seabees Acquire New Sting," the commando course given the Construction Battalions. "Training the Marine Corps," the training of specialists by the Corps. "The New Navy College Training Program," describing the program utilization of colleges and universities to produce naval officers.

BuAer News Letter, for April 15, 1943 (Restricted: BuAer): "Japanese Fighter Aircraft," details of fighter planes. "Naval Aviation—A Global Force," a picture summary of the expansion and duties of naval aviation. "Technique of Recovery From Inverted Spins," giving instructions.

Waves News Letter, for April, 1943 (Women's Reserve Division, BuPers): "Deferred-Service Enlistment of College Seniors," describing plans for the enrollment of co-eds in the Waves. "Waves in Washington," summarizing activities of the Women's Reserve in the Capital.

United States Naval Medical Bulletin, for March, 1943 (BuMed): "Observations on the Treatment of Battle Wounds Aboard a Hospital Ship," summary of the treatment of 4,000 casualties. "Experiences of the Surgical Service of the U. S. Naval Hospital, Auckland, New Zealand, With Casualties from the Initial Solomon Islands Engagement," describing the treatment of injuries from 11 to 13 days old. "An Experimental Study of Underwater Concussion," a report on water-borne blast injuries. "Night Blindness, Improvement with Vitamin D." Among other articles: "Muscle Hernia of the Leg, a Study of 36 Cases;" "Experiences with Fever Therapy at the Philadelphia Naval Hospital;" "Examination of the Heart in Navy Applicants;" "The Inapt Naval Recruit."

Unofficial

Ships for March 1943 (National Council of American Shipbuilders, 21 West St., New York): "Ships for a Two-Ocean Navy," describing the Naval Expansion Program. "Little Ships Make the Invasions Possible," tells of the use of small craft in modern sea and amphibious warfare.

United States Naval Institute Proceedings for April 1943 (U. S. Naval Institute, Annapolis, Md.): "The Impact of Aviation on Sea Power," an essay on land and sea power and the influence of aviation. "The Navy Education System and the Education Officer," training men for the expanding Navy. "Java Sea: A Memorable Naval Battle," the Japanese push southward, the naval engagements in the Dutch East Indies.

The Marine Corps Gazette, May-June 1943 (Headquarters, U. S. Marine Corps, Washington, D. C.: $2 a year.) "The Marine Corps Schools," prepared by the staff at Quantico, Va.; "Peace and War with Japan," a discussion by Col. C. H. Metcalf, USMC; "Marines Grow Wings at Jacksonville," by Capt. Thomas Holcomb II, USMCR; "The Psychology of the Japanese," by Capt. Sherwood F. Moran, USMCR; "Military Government," by Lt. Clifford P. Morehouse, USMCR; "Russian Tank and Anti-Tank Tactics," by officers of the Red Army; "Defense of an Airdrome," by Lt. Col. Paul B. Nelson, Coast Artillery Corps. "Concerning Family Allowances," by Lt. G. E. Allison, USMC.

Military Review for January 1943 (Command and General Staff School, Fort Leavenworth, Kans., $3 year): "The Armored Force," telling of the organization of armored units. "The General Staff Course," summary of course at the Command and General Staff School. "The Tank Destroyers and Their Use," describing the perfection of tank destroyer weapons. "Combat Intelligence Training in New Divisions," suggesting a basis for combat intelligence training of men in the field.

NEW TRAINING FILMS

The following new training films have been approved for initial distribution:

Classification of Training Look-out Series now changed by authority of the Interior Control Board from Confidential to Restricted.

MN16a		Training Lookouts: Your Importance
	b	Training Lookouts: Bearings
	c	Training Lookouts: Target Angle
	d	Training Lookouts: Position Angle
	e	Training Lookouts: Scanning
	f	Training Lookouts: Night Vision
	g	Training Lookouts: Spotting Submarine
	h	Training Lookouts: P-8 Binoculars
	i	Training Lookouts: Equipment
	k	Training Lookouts: Range
	l	Training Lookouts: Organization
MB–2307		Fighting Freighters
MA–2087		Hand Measuring — Power Tools — Portable Electric Drills
TF–21–1018		Fighting Men—Keep It Clean
TF–21–1021		Fighting Men—Wise Guy
MG–2160a		Handling Life Boats—Rowing
MG–2160b		Handling Life Boats—Commands
MA–2031a		Vacuum Tubes—Elementary Electrode Theory and the Diode Tube
	b	Vacuum Tubes—The Triode and Multi-purpose Tube
SN–1544		Drills and Drilling
SN–62c		Interior Communications—Self Synchronous
MN–1255		Power Drive of the 11M3 Gun—Operation
MN–1256		Power Drive of the 11M3 Gun—Maintenance
MN–1257		Power Drive of the 11M3 Gun—Testing and Adjustment—Fire Control
MA–1705		Radio Antennae
MG–2032		Getting Away From the Ship
SN–1453		Hacksaws
TF12–2		Interior Guard Duty
TF–8–51		Reconstruction and Use of the Standard Navy-Army Package of Dried Plasma
TF–7–96		U. S. Carbine—.30 cal.—Assembly and Disassembly—Part II
SN–1358		Care and Use of Ring Buoys
MB–2003		The Vaagso Raid
MB–1692		Coastal Command and Victory in the Bismarck Sea.

—Keynoter (NTS, Toledo, Ohio).

"Don't worry about me dear—I'm out with a sailor."

Ordnance

(*Continued from page 5*)

which was in the same formation with her, and which might easily have suffered the fate of the carriers which we have lost, without this added protection. Then she went into a night action and with a sister ship and a few destroyers, sank nine ships—battleships, cruisers, and destroyers—in only a few minutes of actual firing. The captain of her sister ship said "Our fire control and the effectiveness of our ammunition exceeded our expectations."

Long-Range Firing

It is only 40 years since naval gunners thought they were doing pretty well to be able to hit a stationary target the size of a ship's hull at 4,000 yards. In this war the *Bismarck* destroyed the *Hood* with her second salvo at 23,000 yards, and we did even better off Casablanca where one of our battleships registered hits on the *Jean Bart* with her first salvo at 26,000 yards and put her out of action with her second. The devices which enable a pitching and rolling ship in rapid motion to strike an enemy also in rapid motion and hull-down over the horizon, and with the wind blowing a zephyr or a gale from any point of the compass, are often as incomprehensible to naval officers out of touch with current progress as they are to laymen.

The process of laying guns for long-range fire involves all sorts of abstruse data, such as courses and speeds of firing ship and target, wind velocities and barometric pressures, powder temperature, and even an allowance for the rotation of the earth during the flight of the projectile. But all this data is incorporated into the problem almost automatically and in amazingly brief time. A fire control-man in the foretop operates a sort of super-gunsight called a director, which follows the target and transmits the data electrically to a plotting room well below decks, where highly complex instruments evaluate all variables involved, mostly automatically, and transmit them electrically to the turrets. With this system, it is not necessary for the men at the guns to see the enemy ship at all.

Smaller Guns

One recent writer has spoken of the naval gun as something which has about reached the limit of its development. He is of course all wrong when it comes to our smaller automatic and semiautomatic guns, and even in the case of our big guns their effectiveness has increased steadily even though they have not themselves changed much in character in the last 20 years. The story of fire-control development is one of the romances of naval history, and far from being completed, it is one of the hottest subjects of the day. The biggest problem which we have had to meet in this war, is, of course, that of improving our anti-aircraft fire control, and while we still have a good way to travel you would be amazed at the degree of progress we have already made.

Use of the Battleship

Now, you will note that I call the battleship gun the most powerful naval weapon; I did not say the most useful. The most useful weapons, or at least the most used, are the airplane bomb and torpedo, the submarine torpedo, the depth charge, and the antiaircraft gun. Our battleship big gun has thus far seen little day action in this war. You can blame the Japs for that. They are not inclined to engage in a battleship fight. We have forced action on them at night, by surprise. But in daytime their planes spot us, and they change course away, so that they can only be struck by our planes. One should remember, though, that a gun doesn't always have to fire to prove useful. Its apparent idleness may result from its acknowledged ability to conquer. It is of course far better to sink the enemy's ships than to frighten them off, but the latter may often serve a good purpose too.

The battleship will of course still further evolve. She may turn into a tough carrier with no heavy guns. She may even leave the sea—if and when all other ships do—and then men will see battleships of the air. But until then, there will always be some type of ship upon the ocean incorporating the battleship principle which is that of the maximum combination of hitting power and staying power.

Antiaircraft Guns

The heaviest United States Naval antiaircraft gun is the 5-inch. With its accurate and rugged fire control system, it has been proven by actual battle results to be the best in the world, for rapidity and accuracy of fire and effectiveness of ammunition. Its high explosive shell, burst by a time fuse, takes good care of any horizontal bombers which come low enough for accurate bombing, and helps out with the defense against dive bombers, torpedo planes, strafers, and other close-flying planes. But the 40-millimeter and 20-millimeter are the better guns for this in-fighting. Both of these guns also use explosive ammunition, but with sensitive contact fuses. The 40 is mounted in twin and four-barrelled mounts, the 20 in singles, and both are plastered all over the topsides of our ships. I can't tell you the exact number of these guns a particular ship carries, but I am certain you would be astonished if I did. Together with the powerful 5-inch batteries, the collection of these guns on each of our new big ships—battleships and carriers—constitutes the heaviest concentration of antiaircraft guns in such a limited space found anywhere in the world.

Even before Captain Gatch's famous "battleship versus plane" action, another of our new battleships, attacked by more than 30 planes—horizontal, glide, and dive bombers, and torpedo planes—put up such a heavy fire that officers on nearby ships thought she had been hit and was burning. She actually was not hit at all, and shot down about one-third of the attacking planes. Some of the others jettisoned their bombs at high altitude, refusing to enter her 5-inch barrage, or approach close to her deadly automatic guns.

The big battleships and carriers have not received all our attention to antiaircraft improvements. The new cruisers, destroyers, escort vessels, PT boats, subchasers, tenders, repair ships, transports, and even cargo ships, both of the Navy and the Merchant Marine, have powerful and accurate antiaircraft batteries which really knock planes down.

The defense is not perfect, of course. We have lost ships, and will lose more, by bombing and torpedoing from the air. But these guns have enabled fleet commanders to take risks which would have been unthinkable 2 years ago; they have saved may a ship and its crew, and many a precious cargo, from total destruction.

RANKS AND RATES

(Together with Designations and Insignia)

OF THE UNITED STATES NAVY

Restoration of the rank of commodore during the past month and the recent creation of new rates and insignia to meet the needs of the rapidly-expanding naval service have focused attention on the whole related field indicated by the above title. The following material has been gathered by the INFORMATION BULLETIN from official publications and Bureau sources as a general reference on the subject.

Rank of Officers

Precedence of rank of officers is shown on the insignia plate on pages 34 and 35, the commodore, a flag officer, ranking between rear admiral and captain.

There has been one other change in the precedence of naval personnel above enlisted ranks. The aviation cadet, formerly ranking with but after the Midshipman, is now classified as an enlisted man in a special category wearing the officer's uniform without a stripe, and now ranks after a warrant officer but before a chief petty officer. The Aviation Cadet is in a special enlisted grade. Aviation Cadets or their beneficiaries are entitled to the same allowance, pensions, gratuities or other benefits as enlisted men of the fourth pay grade. Precedence of line and staff officers is shown on the insignia as corps devices.

Designations of Officers

Designations of line and staff officers is shown in the table on this page. Classification designations of Naval Reserve officers are shown in the section on the Naval Reserve on page 30.

Special Insignia

Descriptions of the special breast insignia, as indicated on the color plate, will be found on page 39.

Enlisted Rates

Additional rates established since the list published in the October 1942, INFORMATION BULLETIN (page 50) include Radarman 1c and Soundman 1c, a new Aviation Radio Technician rating and several specialist classifications. In addition, the name of the former Messman Branch has been changed to Stewards' Branch and all designations within it changed, although rates and duties remain the same.

Besides the listing by precedence of rates, together with abbreviations and pay grades, found on page 33 a brief description of the duties of each rate in alphabetical order begins on page 37. Ratings in which WAVES may qualify also appear on page 37.

The chart on page 36, "Normal Path from AS to Warrants" is designed to indicate which ratings are eligible for which CPO and warrant classifications.

Enlisted Designations

Classes of the Naval Reserve appear on page 31. As noted above, abbreviations of rates appear in the list on page 33.

Enlisted Distinguishing Marks

Several new distinguishing marks have been created in recent months. Descriptions of the marks appear in alphabetical order on page 38.

DESIGNATION OF LINE AND STAFF OFFICERS

Line

Regular officers of the Line carry only "USN" after their names. Reserve officers assigned to the following duties are also Line officers, using designations as shown on page 30, followed by USNR:

A—Aviation
C—Communications
CC—Construction
D—Deck
DE—Deck and Engineering
E—Engineering
I—Intelligence
L—Legal
O—Ordnance

Staff

Regular staff officers carry their corps designation after their names, as follows. Reserve officer designations are shown on page 30.

MC—Medical Corps
HC—Hospital Corps
SC—Supply Corps
ChC—Chaplain Corps
CEC—Civil Engineer Corps
DC—Dental Corps

THE UNITED STATES NAVAL RESERVE

The United States Naval Reserve is established as a component part of the United States Navy to meet wartime needs for a tremendous addition of personnel. The Naval Reserve is subdivided into four categories:

Fleet Reserve: to provide an available reserve of ex-officers and ex-enlisted men of the Regular Navy who may be utilized without further training to fill those billets requiring experienced personnel in the initial stages of mobilization.

Organized Reserve: to provide a trained force of officers and men which added to qualified personnel from other sources will be adequate in numbers and composition to complete the initial war organization of the United States naval forces.

Volunteer Reserve: to provide a force of qualified officers and men in numbers which added to the officers and men in other branches of the reserve will be adequate to fulfill the purpose of the Naval Reserve. The Women's Reserve is a component part of the Volunteer Reserve.

Merchant Marine Reserve: to provide trained officers and men to serve on seagoing vessels of United States registry when such vessels are commissioned by the Navy in time of war.

There are no officers at present in the Fleet Reserve. All organizations of the Organized Reserve having been mobilized for war service, the officers have been transferred to the Volunteer Reserve.

{Classifications within the Naval Reserve are shown on the following pages.}

DESIGNATION OF OFFICERS OF THE UNITED STATES NAVAL RESERVE

A–V (G)	Aviation officers of the Volunteer Reserve appointed for general service.
A–V (N)	Officers commissioned in the Volunteer Reserve and designated as naval aviators upon completion of training as aviation cadets.
A–V (RS)[1]	Aviation officers of the Volunteer Reserve experienced in electrical engineering.
A–V (S)[1]	Aviation officers of the Volunteer Reserve appointed for special service.
A–V (T)[1]	Aviation officers of the Volunteer Reserve who formerly were civil aviation pilots or aviators of the Army, Navy, Marine Corps, or Coast Guard.
CC–V (S)[1]	Officers of the Volunteer Reserve appointed for naval construction duties.
CEC–V (S)	Officers of the Volunteer Reserve appointed for special service in the Civil Engineer Corps.
CHC–V (G)	Officers of the Volunteer Reserve appointed for general service in the Chaplain Corps.
CHC–V (P)	Seniors in theological seminaries commissioned as ensigns (probationary) pending graduation, ordination, and commissioning in the Chaplain Corps.
CHC–V (S)	Officers of the Volunteer Reserve appointed for special service in the Chaplain Corps.
C–V (G)	Officers of the Volunteer Reserve appointed for general communications service.
C–V (L)	Officers of the Volunteer Reserve appointed for communications industrial liaison duties.
C–V (S)[1]	Officers of the Volunteer Reserve appointed for special communications service.
C–V (X)	Officers of the Volunteer Reserve appointed for communications security duties.
DC–V (G)	Officers of the Volunteer Reserve appointed for general service in the Dental Corps.
DC–V (S)	Officers of the Volunteer Reserve appointed for special service in the Dental Corps.
DE–M	Officers of the Merchant Marine Reserve holding deck and engineering licenses in the Merchant Marine.
DE–V (G)	Officers of the Volunteer Reserve appointed to the line for general service in deck and engineering duties.
DE–V (S)[1]	Officers of the Volunteer Reserve appointed to the line for special service in deck and engineering duties.
D–M[1]	Officers of the Merchant Marine Reserve holding deck licenses in the Merchant Marine.
D–V (G)	Officers of the Volunteer Reserve appointed to the line for general service in deck duties.
D–V (S)[1]	Officers of the Volunteer Reserve appointed to the line for special service in deck duties.
E–M[1]	Officers of the Merchant Marine Reserve holding engineering licenses in the Merchant Marine.
E–V (G)	Officers of the Volunteer Reserve appointed to the line for general service in engineering duties.
E–V (RS)[1]	Officers of the Volunteer Reserve who are experienced in electrical engineering appointed to the line for engineering duties.
E–V (S)	Officers of the Volunteer Reserve appointed to the line for special service in engineering duties.
HC–V (G)	Officers of the Volunteer Reserve appointed for general service in the Hospital Corps.
HC–V (S)	Officers of the Volunteer Reserve appointed for special service in the Hospital Corps.
H–V (P)	Officers of the Volunteer Reserve appointed in a probationary status who are students in medical or dental colleges.
H–V (S)	Officers of the Volunteer Reserve appointed for special service and assignment to the Medical Corps.
I–V (S)[1]	Officers of the Volunteer Reserve appointed for special intelligence duties.
L–V (S)	Officers of the Volunteer Reserve appointed for special legal duties.
MC–M	Officers of the Merchant Marine Reserve appointed for general service in the Medical Corps.
MC–V (G)	Officers of the Volunteer Reserve appointed for general service in the Medical Corps.
MC–V (S)	Officers of the Volunteer Reserve appointed for special service in the Medical Corps.
O–V (RS)[1]	Officers of the Volunteer Reserve experienced in electrical engineering appointed for ordnance duties.
O V (S)[1]	Officers of the Volunteer Reserve appointed for special ordnance duties.
SC–M	Officers of the Merchant Marine Reserve, who hold certificates in one of the purser classifications of the Merchant Marine, appointed for duty in the Supply Corps.
SC–V (G)	Officers of the Volunteer Reserve appointed for general service in the Supply Corps.
SC–V (P)	Probationary officers of the Volunteer Reserve appointed for duty in the Supply Corps.
SC–V (S)	Officers of the Volunteer Reserve appointed for special service in the Supply Corps.
W–V (S)[1]	Officers of the Women's Reserve of the Volunteer Reserve appointed for emergency service.

[1] Certain newly-appointed officers are carried in a probationary classification, with the designation (P), pending qualification for transfer to this class.

WARRANT OFFICERS

The following classifications are authorized for warrant officers of the U. S. Naval Reserve:

Grade	Classification	Designation
Boatswain	Deck (General)	D–V (G)
	Deck (Special)	D–V (S)
	Deck, Merchant Marine	D–M
Gunner	Deck (General)	D–V (G)
	Aviation (Special)	A–V (S)
	Ordnance (Special)	O–V (S)
Torpedoman	Ordnance (Special)	O–V (S)
	Deck (General)	D–V (G)
Electrician	Engineer (General)	E–V (G)
	Engineer (Special)	E–V (S)
Radio Electrician	Communications (General)	C–V (G)
	Aviation (Special)	A–V (S)
	Engineer (Special)	E–V (S)
	Communications (Special)	C–V (S)
	Aviation (Special Electrical)	A–V (RS)
	Engineer (Special Electrical)	E–V (RS)
	Ordnance (Special Electrical)	O–V (RS)
Machinist	Engineer (General)	E–V (G)
	Aviation (Special)	A–V (S)
	Engineer (Special)	E–V (S)
	Engineer, Merchant Marine	E–M
Carpenter	Engineer (General)	E–V (G)
	Civil Engineer Corps (Special)	CEC–V (S)
	Construction (Special)	CC–V (S)
Ship's Clerk	Deck (Special)	D–V (S)
	Intelligence (Special)	I–V (S)
Aerographer	Aviation (Special)	A–V (S)
Photographer	Aviation (Special)	A–V (S)
Pharmacist	Hospital Corps (General)	HC–V (G)
	Hospital Corps (Special)	HC–V (S)
Acting Pay Clerk	Supply Corps (General)	SC–V (G)
	Supply Corps (Special)	SC–V (S)

ENLISTED MEN

FLEET RESERVE

F–2	Men assigned to Fleet Reserve upon completion of an enlistment in regular Navy.
F–3–C and F–3–D	Men transferred to Fleet Reserve after 16 or 20 years, respectively, whose transfers were effected before July 1, 1925. All these men have subsequently been transferred to the retired list of the regular Navy.
F–4–C	Men transferred to Fleet Reserve upon completion of 16 years who were serving in the regular Navy on July 1, 1925, or who reenlisted under continuous service immediately thereafter.
F–4–D	Men transferred to Fleet Reserve upon completion of 20 years who were serving in the regular Navy on July 1, 1925, or who reenlisted under continuous service immediately thereafter.
F–5	Men transferred to Fleet Reserve upon completion of 20 years who were not serving in the regular Navy on July 1, 1925. Includes those who first enlisted after July 1, 1925, and those who reenlisted under broken service who did not have a regular Navy status on July 1, 1925.

ORGANIZED RESERVE

O–1	Enlisted men of the surface component.
O–2	Enlisted men of the aviation component.

VOLUNTEER RESERVE

Class	Description	Short Title	Remarks
V–1	Men enlisted in peacetime for association with battalions or divisions of the Organized Reserve, or in time of national emergency or war, for active service as required.	General Service—Surface Branch.	Recruiting discontinued for duration of war.
V–1 (ACP)	College Freshmen, Sophomores, and high-school seniors, enlisted and continued in school.	Accredited College Program.	Superseded by V–12 Navy College Training Program.
V–1 (NROTC)	Naval R. O. T. C. Students.	NROTC–V–1.	Superseded by V–12 Navy College Training Program.
V–2	Men enlisted in peacetime for association with squadrons of the Organized Reserve, or in time of national emergency or war, for active service as required.	General Service Aviation Branch.	Recruiting discontinued for duration of war.
V–3	Enlisted men mostly of Communication ratings comprising the enlisted personnel of the Naval Communication Reserve.	Special Service Communication Reserve.	Recruiting discontinued.
V–4	Enlisted men for the performance of duties outside the normal scope of their naval ratings.	Special Service Intelligence Duties.	Recruiting discontinued—RC. L. No. 4–43, Jan. 19, 1943.
V–5	Men enlisted in the grade of aviation cadet for flight training leading to naval aviator designations and commission as ensign, AV (N), U. S. N. R., or as second lieutenant, U. S. Marine Corps Reserve. Also includes high school and secondary school boys who have reached 17th birthday who are enlisted as apprentice seamen, Class V–5, for transfer when qualified to Aviation Cadet, V–5, or, if they drop out of school or fail to graduate, transfer to Class V–6.	Aviation Cadets.	
V–6	Enlisted men required for mobilization in addition to other classes of Volunteer Reserve.	General Service All Branches.	All general Service procurement through enlistment or induction made in this class.
V–7	Men enlisted as apprentice seamen for V–7 training preliminary to appointment as Reserve midshipmen and future appointment as ensign, U. S. N. R.	Midshipmen	
V–8	Men enlisted and designated student aviation pilots for training leading to designation as aviation pilot.	Aviation Pilots.	No direct enlistments being made.
V–9 and W–9	Women enlisted as apprentice seamen for training preliminary to appointment as midshipmen and further training for commission in WAVES or SPARS.	WAVE officer candidates.	
V–10 and W–10	Women enlisted in the WAVES or SPARS for service in the Naval Establishment ashore, including Coast Guard.	WAVES enlisted for service in Enlisted Ratings.	
V–11	Men who were enlisted pending action on their applications for commission.	V–11.	Discontinued.
V–12	*Successful candidates for Navy College Training program for officer candidates; enlistment in Class V–12 if under 18 years of age, or inducted and enlisted in SV–12 if over 18 years.	Navy College Training Program.	Tests, April 2, 1943, selected groups reporting to colleges July 1, 1943, and on or about Nov. 1, 1943.

*New V–12 Navy College Training program will be inaugurated about July 1, 1943, will absorb most of the college students now enlisted in the Navy and Marine Corps, those who enlisted in the Army Enlisted Reserve Corps with Navy, Marine Corps, or Coast Guard preference and those who hold student probationary commissions in the N. R.

MERCHANT MARINE RESERVE

M–1—Enlisted men of United States Merchant Marine, procured for service in seagoing vessels or in training for such service.

M–2—Enlisted men with salvage or seagoing experience procured for service in the local defense forces, or for salvage work. Are also eligible for general duty.

PRESENT MONTHLY PAY AND ALLOWANCES OF NAVY AND NAVAL RESERVE

(Reprinted with addition of pay of midshipmen and aviation cadets, and allowances of enlisted men, from S. and A. Memoranda No. 487, April 1, 1943. Figures here cover general categories only. See Busanda sources for detailed information)

COMMISSIONED AND WARRANT OFFICERS AND MIDSHIPMEN

Rank	Pay (Dollars)		Allowances: With dependents		Allowances: Without dependents	
	Pay	Personal cash allowance (payable as specified in art. 2142-1 (a) S. and A. Manual)	Rental	Subsistence	Rental	Subsistence
Admirals	666.67	183.33	120	42	105	21
Vice admirals	666.67	41.67	120	42	105	21
Rear admirals (upper half)	666.67		120	42	105	21
Rear admirals (lower half)	500.00		120	42	105	21

Rank and Service for Pay Period Purposes	Pay period	Base pay	Service for Longevity Purposes: Over 3 years	Over 5 years	Over 6 years	Over 9 years	Over 10 years	Over 12 years	Over 15 years	Over 17 years	Over 18 years	Over 20 years	Over 21 years	Over 23 years	Over 24 years	Over 27 years	Over 30 years	With dependents: Rental	With dependents: Subsistence	Without dependents: Rental	Without dependents: Subsistence
Commodores and captains	6	333.33	350.00	.....	366.67	383.33	.....	400.00	416.67	.....	433.33	.....	450.00	.....	466.67	483.33	500.00	120	42	105	21
Commanders:																					
Over 30 years	6	333.33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500.00	120	42	105	21
Under 30 years	5	291.67	306.25	.....	320.83	335.42	.....	350.00	364.58	.....	379.17	.....	393.75	.....	408.33	422.92	.....	120	63	105	21
Lieutenant commanders:																					
Over 23 years	5	291.67	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	393.75	408.33	422.92	437.50	120	63	105	21
Under 23 years	4	250.00	262.50	.....	275.00	287.50	.....	300.00	312.50	.....	325.00	.....	337.50	.....	.....	.....	.....	105	63	90	21
Lieutenants:																					
Over 17 years	4	250.00	.....	.....	.....	.....	.....	.....	.....	312.50	325.00	.....	337.50	.....	350.00	362.50	375.00	105	63	90	21
Under 17 years	3	200.00	210.00	.....	220.00	230.00	.....	240.00	250.00	.....	.....	.....	.....	.....	.....	.....	.....	90	42	75	21
Lieutenants (junior grade):																					
Over 10 years	3	200.00	.....	.....	.....	.....	230.00	240.00	250.00	.....	260.00	.....	270.00	.....	280.00	290.00	300.00	90	42	75	21
Under 10 years	2	166.67	175.00	.....	183.33	191.67	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75	42	60	21
Ensigns:																					
Over 5 years	2	166.67	.....	175.00	183.33	191.67	.....	200.00	208.33	.....	216.67	.....	225.00	.....	233.33	241.67	250.00	75	42	60	21
Under 5 years	1	150.00	157.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	42	45	21
Commissioned warrant officers:																					
Over 20 years, creditable record	4	250.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	325.00	337.50	.....	350.00	362.50	375.00	105	63	90	21
Over 10 years, creditable record	3	200.00	.....	.....	.....	.....	230.00	240.00	250.00	.....	260.00	.....	270.00	.....	280.00	290.00	300.00	90	42	75	21
Under 10 years	.....	175.00	183.75	.....	192.50	201.25	.....	210.00	218.75	.....	227.50	.....	236.25	.....	245.00	253.75	262.50	75	42	60	21
Midshipmen	.....	65.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warrant officers	1	150.00	157.50	.....	165.00	172.50	.....	180.00	187.50	.....	195.00	.....	202.50	.....	210.00	217.50	225.00	60	42	45	21

ENLISTED MEN

Pay grade	Classification	Base pay	Years of Service: Over 3 years	Over 6 years	Over 9 years	Over 12 years	Over 15 years	Over 18 years	Over 21 years	Over 24 years	Over 27 years	Over 30 years	Allowances (per day basis): Quarters	Allowances (per day basis): Subsistence	Government contribution to family allowances (pay grades 4 to 7) Monthly basis
1st	Chief petty officers with permanent appointments.	$138.00	$144.90	$151.80	$158.70	$165.60	$172.50	$179.40	$186.30	$193.20	$200.10	$207.00	$1.25 paid all enlisted men not furnished Government quarters; additional $1.25 paid men of first 3 pay grades for dependents prevented by orders of competent authority from living with them and not furnished Government quarters.	$1.00 paid aviation cadets not subsisted at Government expense; $1.50 paid all other enlisted men not subsisted at Government expense or furnished Government messing facilities.	Wife alone, $28; wife and 1 child, $40, with $10 for each additional child; no wife but 1 child, $20, with $10 for each additional child; 1 parent, $15, 2 parents, $25; other allowances listed in S. and A. Memo.
	Chief petty officers with acting appointments.	126.00	132.30	138.60	144.90	151.20	157.50	163.80	170.10	176.40	182.70	189.00			
2d	Petty officers, first class	114.00	119.70	125.40	131.10	136.80	142.50	148.20	153.90	159.60	165.30	171.00			
	Stewards, first class														
	Cooks, first class														
3d	Petty officers, second class	96.00	100.80	105.60	110.40	115.20	120.00	124.80	129.60	134.40	139.20	144.00			
	Stewards, second class														
	Cooks, second class														
	Musicians, first class														
4th	Petty officers, third class	78.00	81.90	85.80	89.70	93.60	97.50	101.40	105.30	109.20	113.10	117.00			
	Firemen, first class														
	Stewards, third class														
	Cooks, third class														
4th (spl.)	Aviation cadet	75.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
5th	Nonrated men, first class (except firemen, first class, and musicians, first class).	66.00	69.30	72.60	75.90	79.20	82.50	85.80	89.10	92.40	95.70	99.00			
	Firemen, second class														
	Musicians, second class														
6th	Nonrated men, second class (except firemen, second class, and musicians, second class).	54.00	56.70	59.40	62.10	64.80	67.50	70.20	72.90	75.60	78.30	81.00			
	Firemen, third class														
7th	Nonrated men, third class (except firemen, third class).	50.00	52.50	55.00	57.50	60.00	62.50	65.00	67.50	70.00	72.50	75.00			

NAVY NURSES

Designation	Relative rank	Pay period	Base pay	Years of Service: Over 3	Over 6	Over 9	Over 12	Over 15	Over 18	Over 21	Over 24	Over 27	Over 30	Allowances: Rental	Allowances: Subsistence
Superintendent	Captain	6	$333.33	$350.00	$366.67	$383.33	$400.00	$416.67	$433.33	$450.00	$466.67	$483.33	$500.00	$105	$21
Assistant superintendents	Commander	5	291.67	306.25	320.83	335.42	350.00	364.58	379.17	393.75	408.33	422.92	437.50	105	21
Directors	Lt. Comdr.	4	250.00	262.50	275.00	287.50	300.00	312.50	325.00	337.50	350.00	362.50	375.00	90	21
Assistant superintendents	Lieut.	3	200.00	210.00	220.00	230.00	240.00	250.00	260.00	270.00	280.00	290.00	300.00	75	21
Assistant directors															
Chief nurses	Lieut. (j. g.)	2	166.67	175.00	183.33	191.67	200.00	208.33	216.67	225.00	233.33	241.67	250.00	60	21
Nurses	Ensign	1	150.00	157.50	165.00	172.50	180.00	187.50	195.00	202.50	210.00	217.50	225.00	45	21

ENLISTED RATINGS

Abbreviations and Pay Grades

Seaman Branch

	Abbreviations	Pay grade
Chief Boatswain's Mate	CBM	1
Boatswain's Mate, First Class	BM1c	2
Boatswain's Mate, 2d Class	BM2c	3
Coxswain	Cox	4
Chief Turret Captain	CTC	1
Turret Captain, First Class	TC1c	2
Chief Gunner's Mate	CGM	1
Gunner's Mate, First Class	GM1c	2
Gunner's Mate, 2d Class	GM2c	3
Gunner's Mate, 3d Class	GM3c	4
Chief Torpedoman's Mate	CTM	1
Torpedoman's Mate, First Class	TM1c	2
Torpedoman's Mate, Second Class	TM2c	3
Torpedoman's Mate, Third Class	TM3c	4
Chief Quartermaster	CQM	1
Quartermaster, First Class	QM1c	2
Quartermaster, 2d Class	QM2c	3
Quartermaster, Third Class	QM3c	4
Chief Signalman	CSM	1
Signalman, First Class	SM1c	2
Signalman, Second Class	SM2c	3
Signalman, Third Class	SM3c	4
Chief Fire Controlman	CFC	1
Fire Controlman, First Class	FC1c	2
Fire Controlman, 2d Class	FC2c	3
Fire Controlman, 3d Class	FC3c	4
Seaman, First Class	S1c	5
Seaman, Second Class	S2c	6
Apprentice Seaman	AS	7

Artificer Branch

Chief Electrician's Mate	CEM	1
Electrician's Mate, First Class	EM1c	2
Electrician's Mate, 2d Cl.	EM2c	3
Electrician's Mate, 3d Cl.	EM3c	4
Chief Radioman	CRM	1
Radioman, First Class	RM1c	2
Radioman, Second Class	RM2c	3
Radioman, Third Class	RM3c	4
Chief Carpenter's Mate	CCM	1
Carpenter's Mate, First Class	CM1c	2
Carpenter's Mate, Second Class	CM2c	3
Carpenter's Mate, Third Class	CM3c	4
Chief Shipfitter	CSF	1
Shipfitter, First Class	SF1c	2
Shipfitter, Second Class	SF2c	3
Shipfitter, Third Class	SF3c	4
Patternmaker, First Class	PM1c	2
Patternmaker, 2d Class	PM2c	3
Chief Radio Technician	CRT	1
Radio Technician, First Class	RT1c	2
Radio Technician, 2d Cl.	RT2c	3
Radio Technician, 3d Cl.	RT3c	4
Radarman, First Class	RdM1c	2
Radarman, Second Class	RdM2c	3
Radarman, Third Class	RdM3c	4
Soundman, First Class	SoM1c	2
Soundman, Second Class	SoM2c	3
Soundman, Third Class	SoM3c	4
Chief Printer	CPrtr	1
Printer, First Class	Prtr1c	2
Printer, Second Class	Prtr2c	3
Printer, Third Class	Prtr3c	4
Painter, First Class	Ptr1c	2
Painter, Second Class	Ptr2c	3
Painter, Third Class	Ptr3c	4
Chief Telegrapher	CT	1
Telegrapher, First Class	T1c	2
Telegrapher, 2d Class	T2c	3
Telegrapher, Third Class	T3c	4

Artifier Branch—Engine Room Forces

Chief Machinist's Mate	CMM	1
Machinist's Mate, First Class	MM1c	2
Machinist's Mate, Second Class	MM2c	3
Chief Motor Machinist's Mate	CMoMM	1
Motor Machinist's Mate, First Class	MoMM1c	2
Motor Machinist's Mate, Second Class	MoMM2c	3
Chief Water Tender	CWT	1
Water Tender, First Class	WT1c	2
Water Tender, Second Class	WT2c	3
Chief Boilermaker	CB	1
Boilermaker, First Class	B1c	2
Boilermaker, Second Class	B2c	3
Chief Metalsmith	CM	1
Metalsmith, First Class	M1c	2
Metalsmith, Second Class	M2c	3
Molder, First Class	Ml1c	2
Molder, Second Class	Ml2c	3
Fireman, First Class	F1c	4
Fireman, Second Class	F2c	5
Fireman, Third Class	F3c	6

Aviation Branch

Chief Aviation Pilot	CAP	1
Aviation Pilot, First Class	AP1c	2
Aviation Pilot, Second Class	AP2c	3
Aviation Chief Machinist's Mate	ACMM	1
Aviation Machinist's Mate, First Class	AMM1c	2
Aviation Machinist's Mate, Second Class	AMM2c	3
Aviation Machinist's Mate, Third Class	AMM3c	4
Aviation Chief Electrician's Mate	ACEM	1
Aviation Electrician's Mate, First Class	AEM1c	2
Aviation Electrician's Mate, Second Class	AEM2c	3
Aviation Electrician's Mate, Third Class	AEM3c	4
Aviation Chief Radioman	ACRM	1
Aviation Radioman, First Class	ARM1c	2
Aviation Radioman, Second Class	ARM2c	3
Aviation Radioman, Third Class	ARM3c	4
Aviation Chief Radio Technician	ACRT	1
Aviation Radio Technician, First Class	ART1c	2
Aviation Radio Technician, Second Class	ART2c	3
Aviation Radio Technician, Third Class	ART3c	4
Aviation Chief Metalsmith	ACM	1
Aviation Metalsmith, First Class	AM1c	2
Aviation Metalsmith, Second Class	AM2c	3
Aviation Metalsmith, Third Class	AM3c	4
Aviation Chief Ordnanceman	ACOM	1
Aviation Ordnanceman, First Class	AOM1c	2
Aviation Ordnanceman, Second Class	AOM2c	3
Aviation Ordnanceman, Third Class	AOM3c	4
Chief Parachute Rigger	CPR	1
Parachute Rigger, First Class	PR1c	2
Parachute Rigger, Second Class	PR2c	3
Parachute Rigger, Third Class	PR3c	4
Chief Aerographer's Mate	CAerM	1
Aerographer's Mate, First Class	AerM1c	2
Aerographer's Mate, Second Class	AerM2c	3
Aerographer's Mate, Third Class	AerM3c	4
Chief Photographer's Mate	CPhoM	1
Photographer's Mate, 1st Cl.	PhoM1c	2
Photographer's Mate, 2d Cl.	PhoM2c	3
Photographer's Mate, 3d Cl.	PhoM3c	4

Special Branch

Chief Yeoman	CY	1
Yeoman, First Class	Y1c	2
Yeoman, Second Class	Y2c	3
Yeoman, Third Class	Y3c	4
Chief Storekeeper	CSK	1
Storekeeper, First Class	SK1c	2
Storekeeper, Second Class	SK2c	3
Storekeeper, Third Class	SK3c	4
Chief Paramacist's Mate	CPhM	1
Pharmacist's Mate, First Class	PhM1c	2
Pharmacist's Mate, Second Class	PhM2c	3
Pharmacist's Mate, Third Class	PhM3c	4
Hospital Apprentice, First Class	HA1c	5
Hospital Apprentice, Second Class	HA2c	6
Bandmaster	Bmstr	1
First Musician	1stMus	2
Musician, First Class	Mus1c	3
Musician, Second Class	Mus2c	5
Chief Buglemaster	CBgmstr	1
Buglemaster, First Class	Bgmstr1c	2
Buglemaster, Second Class	Bgmstr2c	3
Bugler, First Class	Bug1c	5
Bugler, Second Class	Bug2c	6
Chief Specialist	CSp(*)	1
Specialist First Class	Sp1c(*)	2
Specialist Second Class	Sp2c(*)	3
Specialist Third Class	Sp3c(*)	4

*Insert letter indicating specialty:

(A) Physical Instructor
(C) Classification Interviewer
(G) Special Gunnery Instructor (Aviation)
(I) Operator (Elec. Acct. Machine)
(M) Mail
(O) Ordnance Matériel Inspector
(P) Photographic Specialist
(R) Recruiter
(S) Shore Patrol
(T) Teacher
(V) Transport Airman
(W) Chaplain's Assistant

Commissary Branch

Chief Commissary Steward	CCS	1
Ship's Cook, First Class	SC1c	2
Ship's Cook, Second Class	SC2c	3
Ship's Cook, Third Class	SC3c	4
Baker, First Class	Bkr1c	2
Baker, Second Class	Bkr2c	3
Baker, Third Class	Bkr3c	4

Stewards' Branch

Chief Steward	CSt	1&1A
Steward, First Class	St1c	2
Steward, Second Class	St2c	3
Steward, Third Class	St3c	4
Chief Cook	CCK	1&1A
Cook, First Class	Ck1c	2
Cook, Second Class	Ck2c	3
Cook, Third Class	Ck3c	4
Steward's mate, 1st Class	StM1c	5
Steward's mate, 2d Class	StM2c	6
Steward's mate, 3d Class	StM3c	7

521904°—43——5

INSIGNIA OF

AND RELATED

OFFICERS

AND MIDSHIPMEN, WARRANTS AND CADETS[1]

	SHOULDER BOARDS[2]	SLEEVE STRIPES[2]	PIN-ON DEVICES
ADMIRAL			
VICE ADMIRAL			
REAR ADMIRAL			
COMMODORE			
CAPTAIN			
COMMANDER			
LT. COMMANDER			
LIEUTENANT			
LIEUTENANT (JG)			
ENSIGN			
CHIEF WARRANT			WARRANT SPECIALTY IN SILVER
MIDSHIPMAN			
WARRANT			WARRANT SPECIALTY IN GOLD
AVIATION CADET			

OFFICER'S CREST

NAVY NURSE CORPS

MARINE CORPS EMBLEM[5]

NAVY FOU

CORPS DEVICES[3,4]

LINE

MEDICAL

HOSPITAL

SUPPLY

CHAPLAIN

CHAPLAIN (Jewish)

CIVIL ENGINEER

DENTAL

COAST GUARD AND OTHER SERV

OFFICER'S CREST

CORPS DEVICE

EMBLEM (Used on SPAR lapels)

COAST GUARD

OFFICER'S CREST

USMS

CORPS DEVICE ENLISTED MAN

MARITIME SERVICE

CAPS OF OFFICERS, MIDSHIPM

COMMAND

FLAG

JUNIOR OFFICER AND CHIEF WARRANTS

WAVE

SPECIAL BREAST INSIGNIA

NAVAL AVIATION

NAVAL OBSERVER

FLIGHT SURGEON

SUBMARINE

AIR CREW

SUBMARINE COMBAT

ENLISTED DISTIN

AIRSHIP SERVICE

AVIATION UTILITY

SUBMARINE SERVICE

GUN CAPTAIN

BOMBSIGHT MECHANIC

B

EXCELLENCY IN COMMUNICATIONS

C

EX-APPRENTICE

GUN POINTER FIRST CLASS

GUN DIRECTOR POINTER, FIRST C

PARACHUTE MAN

AIR GUNNER

EXPERT RIFLEMAN EXPERT PISTOL SHOT

GUN POINTER SECOND CLASS

SERVICE STRIPES FOR ENLISTED MEN

ONE FOR EACH 4 YEARS SERVICE

AFTER 12 YEARS SERVICE WITH GOOD CONDUCT

ENLISTED CAPS

C P O

USN

STEWARDS

OTH

1 Shown in order of precedence. 2. Stars (except on Flag Officers' shoulder boards) indicate Line officers. Substitute corps insignia for stars on others. 3 Showing, left to right, First, Second, Third and Fo

THE U. S. NAVY

SERVICES

ED ANCHOR

COAST GUARD EMBLEM

WAVES

NAVY DEPARTMENT SEAL

CES WEARING NAVAL UNIFORM

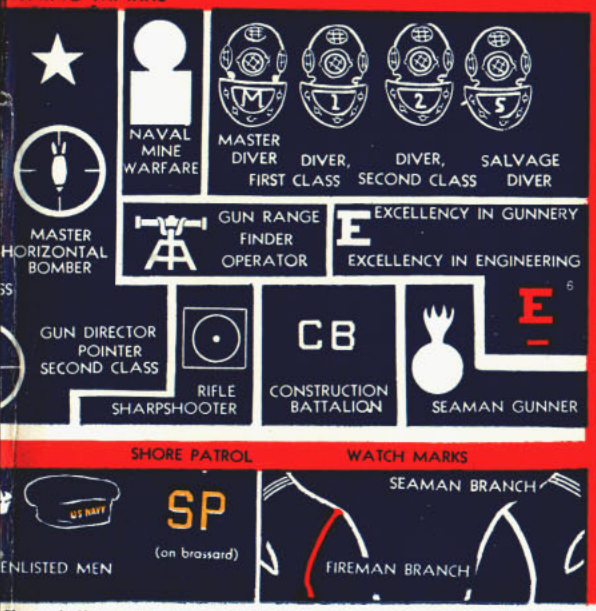
OAST AND GEODETIC SURVEY

PUBLIC HEALTH SERVICE

N, WARRANTS AND CADETS

WARRANT SPECIALTIES [5]

ISHING MARKS



SHORE PATROL

WATCH MARKS

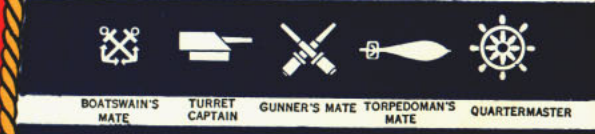
ENLISTED RATING BADGES [4]

ENLISTED CUFF STRIPES [4]

ENLISTED

SPECIALTY MARKS [5]

SEAMAN BRANCH

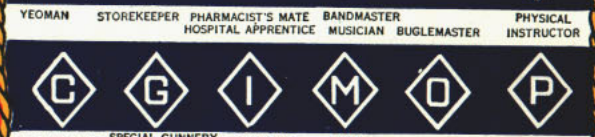


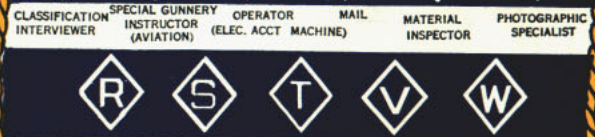
ARTIFICER BRANCH

ARTIFICER BRANCH—ENGINE ROOM FORCE

AVIATION BRANCH

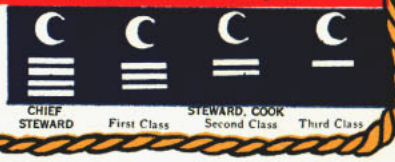
SPECIAL BRANCH





COMMISSARY BRANCH

STEWARDS' BRANCH (showing bars worn for various grades)



Classes. 4. Also pin-on devices (except Line) 5. This plate shows only insignia worn on Naval Uniforms. Marine Corps insignia follows Army insignia in general. 6. Bar indicates awards for successive years.

Normal Path of Advancement from AS to Warrants

WARRANTS, SHOWING RATES REQUIRED FOR EACH

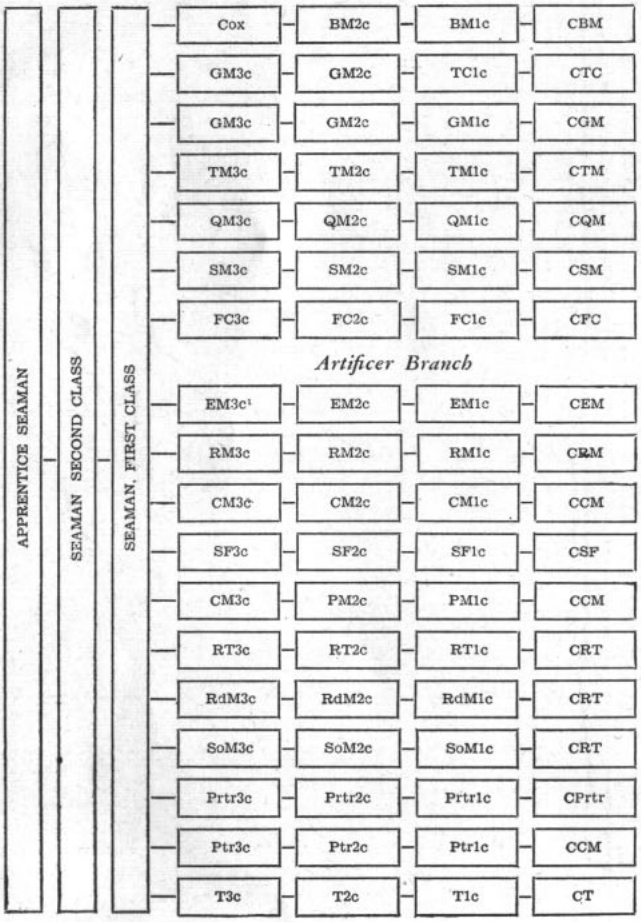
{All rates are for both chiefs and first class}

BOATSWAIN—Any rating of the seaman branch.
GUNNER—Gunner's mate, torpedoman's mate, turret captain, fire controlman, aviation ordnanceman.
TORPEDOMAN—Torpedoman's mate.
ELECTRICIAN—Electrician's mate.
RADIO ELECTRICIAN—Radioman, aviation radioman, radio technician, radarman, soundman.
MACHINIST—Artificer branch, engine-room force, aviation pilot, aviation machinist's mate.
CARPENTER—Any rating of the artificer branch or aviation metalsmith.
SHIP'S CLERK—Yeoman.
AEROGRAPHER—Aerographer's mate.
PHOTOGRAPHER—Photographer's mate.
PHARMACIST—Pharmacist's mate.
ACTING PAY CLERK—Any branch.

(Attention is invited to the BuPers Manual, part D, chapter 6, for the specific qualifications and requirements in establishing eligibility for appointment to a warrant grade.)

FROM APPRENTICE SEAMAN TO C. P. O.

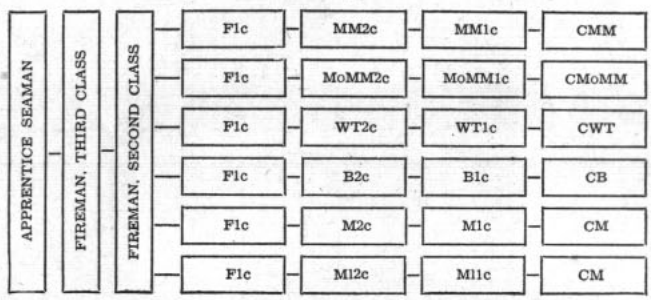
Seaman Branch



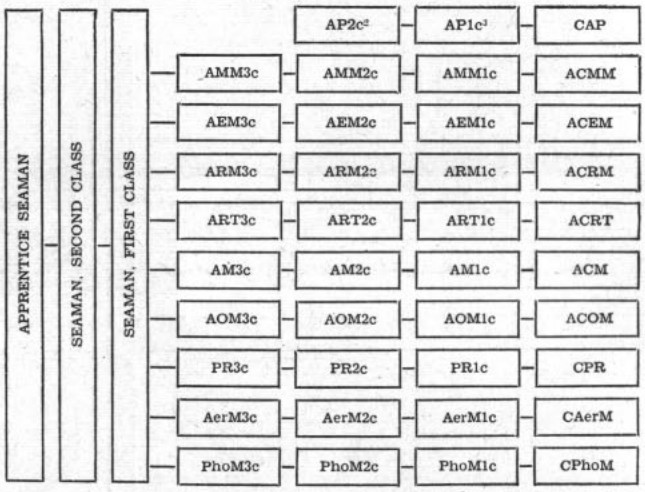
Artificer Branch

[1] May also come from Fireman.

Artificer Branch—Engine Room Force

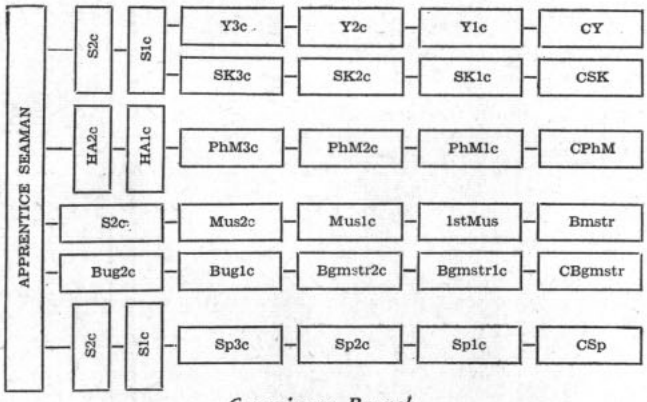


Aviation Branch

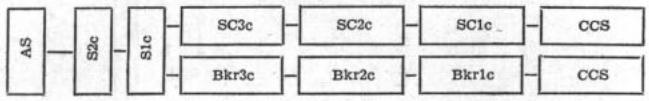


[2] The rating of AP2c is retained for disciplinary action.
[3] Designated AP1c after completion of pilot training.

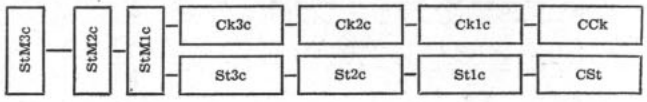
Special Branch



Commissary Branch



Stewards' Branch



DUTIES OF THE RATES

Because duties vary with the type and size of ship or activity, no exact description can be given of the responsibilities of the different ratings for enlisted men. The following descriptions, however, are applicable in general.

AEROGRAPHER'S MATE—Reads meteorological instruments. Interprets weather data, and draws weather charts for forecasting weather conditions.

AVIATION ELECTRICIAN'S MATE—Installs, inspects, maintains, and repairs all electrical equipment in aircraft.

AVIATION MACHINIST'S MATE—Maintains and repairs aircraft engines, propellers, fuel systems, brakes, hydraulic system, gears, starters. Operates machine shop tools.

AVIATION METALSMITH—Repairs and maintains airplanes and aircraft parts other than engines and ordnance.

AVIATION ORDNANCEMAN—Maintains and repairs aviation armaments. Handles and stows explosives.

AVIATION PILOT.—Acts as pilot or co-pilot of planes and airships. Does aerial navigation.

AVIATION RADIOMAN—Operates radio transmitting and receiving equipment of Naval aircraft. Maintains and cares for radio batteries. Enciphers and deciphers Navy code messages. Adjusts direction finders.

AVIATION RADIO TECHNICIAN—Maintains and repairs aviation radio equipment and equipment using vacuum tube and other radio-type parts.

BAKER—Operates ovens. Does any kind of baking, operates all baking apparatus, takes charge of ship's bakery.

BANDMASTER—Trains musicians, conducts band or orchestra, prepares musical arrangements and musical programs. Plays several instruments.

BOATSWAIN'S MATE—Supervises deck divisions and large groups of seamen. Usually acts as senior petty officer of deck divisions. Supervises manning and operation of loading and unloading gear, anchor, and mooring gear.

BOILERMAKER—Repairs and tests fireroom and boiler equipment, renews parts, repairs boiler plates and brickwork of boilers.

BUGLEMASTER—Trains buglers. Acts as drum major and instructs bugle corps.

BUGLER—Sounds necessary bugle calls.

CARPENTER'S MATE—Does carpentry and joinery work; repairs or replaces deck planking and other woodwork. Lays and repairs tiling. Repairs and maintains small boats. Caulks seams.

COMMISSARY STEWARD—Supervises ship's galley. Takes complete charge of foodstuffs. Plans menus. Keeps records. Directs cooking and preparation of foods. Buys food. Directs storing of provisions.

COOK—Prepares food for officers' mess.

COXSWAIN—Handles small boats and supervises small groups of seamen on deck or boat duty.

ELECTRICIAN'S MATE—Stands watch on main switchboard, main gyro compass, and in main control room of electrically driven ships. Maintains and repairs electrical circuits and electrical equipment.

FIRECONTROLMAN (M)—Tests, maintains, and repairs electrical and optical fire-control equipment.

FIRECONTROLMAN (R)—Stands rangefinder watch. Spots vessels or aircraft using optical equipment.

FIREMAN—Fires the boilers. Maintains fireroom equipment. Also operates boat engines.

FIRST MUSICIAN—Assists Bandmaster in preparing musical arangements and in training and rehearsing band or orchestra. Plays instrument, including solo parts, in band or orchestra.

GUNNER'S MATE—Maintains guns, gun mounts, and gun parts. Acts as gun crew chief of small gun or member of crew of larger gun.

HOSPITAL APPRENTICE—Cares for bed patients.

MACHINIST'S MATE—Operates, maintains, and repairs main and auxiliary engines, steering engines, anchor machinery, turbines, pumps, and related equipment. Repairs machine equipment, using machine and hand tools.

METALSMITH—Works in copper, brass, and sheet metal. Repairs piping. Draws out, tempers, anneals, and case-hardens metals. Makes plans, time and cost estimates.

WAVE ENLISTED RATES

The following rates are now authorized for the Women's Reserve:
Aviation Machinist's Mate.
Aviation Metalsmith.
Aerographer's Mate.
Hospital Apprentice, second and first class.
Parachute Rigger.
Pharmacist's Mate.
Radioman.
Storekeeper.
Yeoman.
Specialist (T) (Teacher)
Specialist (P) (Photography).
Specialist (S) (Supervising enlisted women).
Seaman, first class.
Seaman, second class.
Apprentice seaman (rating held while enrolled in school).

MOLDER—Makes molds and cores for ship and machine castings. Operates small foundry.

MOTOR MACHINIST'S MATE—Operates, maintains, makes adjustments and repairs on diesel and gasoline engines. Adjusts and overhauls diesel and gasoline engines and parts.

MUSICIAN—Plays an instrument in a band at ceremonies and while marching in military formation, and in band or orchestra for entertainment.

PAINTER—Prepares and applies paints and varnishes. Lays and repairs tiling. Estimates painting jobs.

PARACHUTE RIGGER—Packs and repairs parachutes and other fabric aviation equipment. Operates a sewing machine.

PATTERNMAKER—Executes intricate patterns for molding metal castings. Estimates time, materials, and cost in patternmaking and casting. Does fine woodwork.

PHARMACIST'S MATE—Renders medical assistance and administers to patients. Compounds drugs, makes laboratory analyses, and assists in hospital administration.

PHOTOGRAPHER'S MATE—Operates "still" and motion-picture cameras, taking pictures under all conditions. Does darkroom and related work.

PRINTER—Operates printing equipment, duplicating equipment, and book binding equipment.

QUARTERMASTER—Stands bridge watch. Prepares and computes navigational data. Applies navigational data to charts. Plots courses. Supervises bridge crew.

RADARMAN—Stands radar watch and remains alert through long periods. Uses and regulates radar equipment. Converts relative bearing to true bearing and reads ranges. Reads and plots polar coordinates.

RADIOMAN—Sends and receives messages by code or radio phone. Uses typewriter. Makes minor adjustments and repairs to radio receivers and transmitters.

RADIO TECHNICIAN—Maintains and repairs radio equipment and equipment using vacuum tube and other radio-type parts.

SEAMAN—Performs ordinary deck duties in connection with the upkeep and operations of a ship. Stands watch as look-out, telephone talker, messenger, or similar duty. Member of gun crew.

SHIPFITTER—Uses hand and machine tools of shipfitter's shop to lay out metal sheets and sections for repairs to ship's structure. Bends, repairs, and fits pipes, tubing, and structural sections. Does forging, welding, soldering.

SHIP'S COOK—Supervises and prepares food for general mess. Operates all cooking apparatus. Inspects

provisions. Plans menus. Is responsible for food storage.

SIGNALMAN—Sends and receives messages by flaghoist, flashing light, and semaphore. Stands watch on signal bridge. Does "spotting" work, identifies vessels and aircraft. Assists Quartermaster on smaller ships.

SOUNDMAN—Operates special sound detection equipment, and interprets sound characteristics of echoes.

SPECIALIST A—Conducts and organizes physical fitness drills. In charge of physical training program.

SPECIALIST C—Interviews and classifies enlisted personnel.

SPECIALIST G—Trains aviation and small-arms gunners on moving targets.

SPECIALIST I—Supervises or operates mechanical tabulation equipment.

SPECIALIST M—Operates Naval post offices.

SPECIALIST O—Inspects ordnance matériel at manufacturing and assembly plants.

SPECIALIST P—Does special "still" and motion-picture photographic work and photographic process printing.

SPECIALIST R—Assists in the recruiting of Naval personnel.

SPECIALIST S—Patrols shore and port areas where there are a large number of naval personnel on leave or living among civilian populations. WAVE Sp(S) is barracks leader responsible for discipline and general welfare. Acts as recreational leader and personal counselor.

SPECIALIST T—Instructs in or performs duties in special technical or scientific fields.

SPECIALIST V—Employed in airport operations for air transport service.

SPECIALIST W—Assist in the office of the Chaplain in clerical work and in social welfare. In charge of religious music.

STEWARD—Takes charge of officers' mess. Arranges menus, prepares food, and supervises the purchase and service. Supervises the work of the steward's mates.

STEWARD'S MATE—Serves at table in officers' mess. Takes care of officers' quarters and laundry.

STOREKEEPER — Operates a stock room or store. Keeps related records and accounts.

TELEGRAPHER—Operates teletype and telegraph equipment on shore stations.

TORPEDOMAN—Maintains and repairs torpedoes, torpedo parts, control mechanisms, and torpedo equipment including directors and air compressor systems. Handles and maintains depth charges. Tests, operates, and repairs hydraulic release gears and release tracks.

TURRET CAPTAIN—Takes charge of a gun turret and its crew. Does assembly and repair work on all types of Naval guns. Handles ammunition. Operates periscopes and range finders. Understands electric fire control and firing mechanisms.

WATERTENDER—Takes charge of boiler room. Supervises firemen. Maintains and operates boiler room equipment including pumps, condensers, etc. Performs repairs on boiler room equipment.

YEOMAN—Performs typing, stenographic, clerical and other office duties.

ENLISTED DISTINGUISHING MARKS

Distinguishing marks are prescribed as sleeve marking for men who have met certain qualifications additional to those required for their rating, or who are members of a crew that has attained a specified merit in certain prescribed competitions. Distinguishing marks are embroidered in silk, in white on blue for blue clothing and in blue on white for white clothing.

AIR GUNNER—Men who have successfully completed the prescribed course in air gunnery, or who have qualified in accordance with standards approved by the Bureau of Naval Personnel, wear the Air Gunner's mark, a winged machine gun, midway between the shoulder and elbow of the left sleeve for men of the seaman branch and on the right sleeve for others.

AIRSHIP—Enlisted men qualified for lighter-than-air airship duty are entitled to wear a blimp on the right sleeve midway between the wrist and elbow.

AVIATION UTILITY—All enlisted personnel assigned to aviation duties wear a winged insignia midway between the wrist and elbow, on the left sleeve for men of the seaman branch and on the right sleeve for others.

BOMB SIGHT MECHANIC—Men who have qualified as bomb sight mechanics wear a winged B midway between the shoulder and elbow, or one inch below the rating badge, on the left sleeve for men of the seaman branch and on the right sleeve for others.

CB—Rated men in the Seabees wear, midway between the wrist and the elbow upon the arm on which their rating insignia appears, the blocked letters "CB."

EX-APPRENTICE—Enlisted men who have passed through the rating of apprentice wear the mark on the breast of jumpers just below the loop holding neckerchiefs. Chief petty officers wear it on the coat sleeve under the rating badge midway between the elbow and wrist.

EXPERT RIFLEMAN AND PISTOL SHOT—Enlisted men who have qualified as expert riflemen and/or expert pistol shots wear a target on the right sleeve about midway between the wrist and elbow. Rifle sharpshooters wear the same mark except the inner ring is omitted.

GUN CAPTAIN—A man regularly detailed by the commanding officer of a vessel as a gun captain, except of a secondary battery gun (less than 4-inch), wears a gun, axis horizontal, muzzle pointing forward, midway between the shoulder and elbow on the left sleeve for men of the seaman branch and on the right sleeve for others.

GUN POINTER—Men who have qualified as gun director pointers or gun pointers, first or second class, wear a mark of cross wires of a gun sight midway between the shoulder and elbow of the left arm for men of the seaman branch and right arm for others. Gun director pointers, first class, and gun pointers first class, wear a star one inch above the mark.

GUN RANGE-FINDER OPERATOR—Men who have qualified as gun range-finder operators wear a range-finder midway between the shoulder and elbow on the left arm for men of the seaman branch and on the right arm for others.

MASTER DIVER—Men qualified as master divers wear the diving helmet with breast plate with the letter "M" on the breast midway between the shoulder and elbow of the left sleeve for men of the seaman branch and on the right sleeve for others. Divers, first class, wear the mark without the "M."

MASTER HORIZONTAL BOMBER—Men who have qualified as master horizontal bombers wear cross wires of a gun sight with a falling bomb in the center midway between the shoulder and elbow on the left sleeve for men of the seaman branch and on the right sleeve for others.

NAVAL MINE WARFARE—All graduates of the Mine Warfare School who meet certain qualifications wear, midway between the wrist and elbow on the right sleeve for those of the seaman branch and on the left sleeve for those of the artificer branch, a mine and anchor.

NAVY E (C)—Members of turret, gun, mine and torpedo crews and ship and fire-control parties and members of the engineer's force who have made exceptionally high scores in special forms of gunnery exercises or excellence in engineering wear the Navy E. Men of the communications branch wear a Navy C for excellence. The mark is worn on the right sleeve of

men of the seaman branch and on the left by others. Any personnel who have received consecutive awards for efficiency in gunnery, engineering, or communications are authorized to wear a horizontal bar under the mark for each consecutive award.

PARACHUTE MAN: Qualified enlisted men who have graduated from one of the Navy's parachute schools are entitled to wear the insignia of a Parachute Man, a descending parachute, halfway between the wrist and the elbow on the left sleeve.

SEAMAN GUNNER—Men who have qualified as seamen gunners and men who attended the Seaman Gunner's School wear a mark of a bursting shell midway between the shoulder and elbow on the right sleeve or one inch below the rating badge.

SUBMARINE—Enlisted men who have qualified for submarine duty are entitled to wear the submarine insignia on the right sleeve, midway between the wrist and elbow.

SPECIAL BREAST INSIGNIA

NAVAL AVIATOR'S INSIGNIA: A gold embroidered or bronze gold-plated metal pin, winged, foul anchor surcharged with a shield. The embroidered device shall be on a black background. It is worn on the left breast of officers who have qualified as naval aviators.

NAVAL AVIATION OBSERVER'S INSIGNIA: Officers holding designation as naval aviation observers wear the same insignia as for a naval aviator as to gold wings, but the central device shall be an "O" circumscribing an erect plain anchor, both in silver. The "O" and the anchor to be in bold relief; the center of the "O" being filled with gold.

FLIGHT SURGEON'S INSIGNIA: Officers of the Medical Corps who have qualified as flight surgeons wear insignia similar to the naval aviator as to gold wings, but the central device shall be a slight convexed oval crest surcharged with gold oak leaf and silver acorns. Worn on the left breast.

SUBMARINE INSIGNIA: A bronze gold-plated metal pin showing bow view of a submarine proceeding on the surface with bow rudders rigged for diving, flanked by dolphins with their heads resting on upper edge of rudders. Worn by officers who have qualified in submarines or who have qualified to command submarines. Worn with dolphins horizontal on the left breast, located just below the center of ribbons or medals.

AIR CREW INSIGNIA—Authorized for flight crews of Navy planes who have been duly designated as members of Air Crews. Commissioned and warrant officers who have been designated as Naval Aviators or Naval Observers, and enlisted ratings who have been designated as Naval Aviation Pilots, shall *not* be eligible to receive or wear the Air Crew insignia.

SUBMARINE COMBAT—A silver-plated metal pin showing the broadside view of a submarine proceeding on the surface with a scroll at the bottom upon which gold stars as merited shall be mounted. The insignia is to be awarded to officers and men who complete (or who have completed since December 7, 1941) one or more patrols during which time the submarine sinks, or assists in sinking, at least one enemy vessel, or accomplishes a combat mission of comparative importance. Further successful patrols shall be indicated by gold stars mounted on the scroll, the third star being indicative of four or more successful patrols.

CLASPS AUTHORIZED FOR AREA CAMPAIGNS

Pursuant to the provisions of Alnav 287, clasps for area campaigns are authorized as follows, all dates inclusive:

Central Pacific, beginning December 7, 1941, terminal date to be announced.

Asiatic, December 8, 1941, to March 3, 1942.

Corregidor-Bataan, December 26, 1941, to May 6, 1942.

Aleutian Islands, beginning June 3, 1942, terminal date to be announced.

New Guinea, November 1, 1942, to January 24, 1943.

Northwest Africa, beginning November 5, 1942, terminal date to be announced.

Clasps may also be worn for the following service: Armed Guard, Escort, Anti-submarine, and Special Service.

Combat with the enemy or duty which in the judgment of fleet commanders is equally hazardous shall be a prerequisite to the wearing of these clasps. The total number of clasps authorized to be worn by any individual in accordance with the foregoing shall be indicated on the appropriate area ribbon by a bronze Arabic numeral in the center thereof.

One bronze star is authorized for each of the following engagements:

Pearl Harbor, December 1941; Wake Island, December 1941; Makassar Straits, January 1942; Marshall-Gilbert Raids, January-February 1942; Lombok Strait, February 1942; Java Sea, February 1942; Wake-Marcus Raids, February-March 1942; Salamaua, March 1942; Tokyo Raid, April 1942; Coral Sea, May 1942; Midway, June 1942; Makin Raid, August 1942; Guadalcanal-Tulagi Occupation (includes First Savo) August 7–9, 1942; Defense and Capture of Guadalcanal, August 10 to later date; Eastern Solomons (Stewart Island), August 23–25, 1942; Cape Esperance (Second Savo), October 11–12, 1942; Santa Cruz Islands, October 26, 1942; Algeria-Morocco Occupation, November 5–11, 1942; Guadalcanal (Third Savo), November 12–15, 1942; Lunga Point (Fourth Savo), November 30–December 1, 1942; Wake Island Raid, December 1942.

Recently authorized insignia for air and submarine combat are considered adequate recognition of air and submarine operations not included in the engagements listed.

Not more than one clasp for special service may be authorized by fleet commanders for minor engagements not included in other categories.

The provisions of this Alnav will in due course be promulgated in detail by general order.

TWO WAVE JOBS

—Harris and Ewing Photograph.

Twenty-six Washington WAVES are receiving instruction in jujitsu, the Japanese art of self defense.

—Official U. S. Navy Photograph.

A WAVE Hospital Corpsman apprentice second class gives an injection.

Invisible to the human eye but not the camera, explains the "Hoist," San Diego NTS, are the Boogitts, who can make it almost impossible to get a sidewalk clean.

How To Beat the Gremlins

Know and Anticipate Their Actions, Ship and Station Papers Advise

"Are they bothering you, too?"

If they are you're not an exception. Gremlins, judging from reports reaching the INFORMATION BULLETIN, are making trouble for men and officers everywhere.

Packing their seabags with dirt, tricks, and general trouble, the little people who appeared in great numbers and first came before the public eye tormenting the Royal Air Force during the blitz of 1940, have joined the Navy to mess up the detail.

Their delight is your trouble. They play no favorites. Gremlins, it is now known, harass not only airmen but groundlings and seamen as well. They have as much fun pestering the boatswain's mate as they do jamming the ribbon in the yeoman's typewriter.

Campaigns to curb the activities of the little people, the INFORMATION BULLETIN learns, have been undertaken by numerous ships and naval establishments.

Recruits at NTS, San Diego, have gone all out against the Bootsnoot. Printers on the U. S. S. *Wyoming* are plotting ways to trip up the etaoin

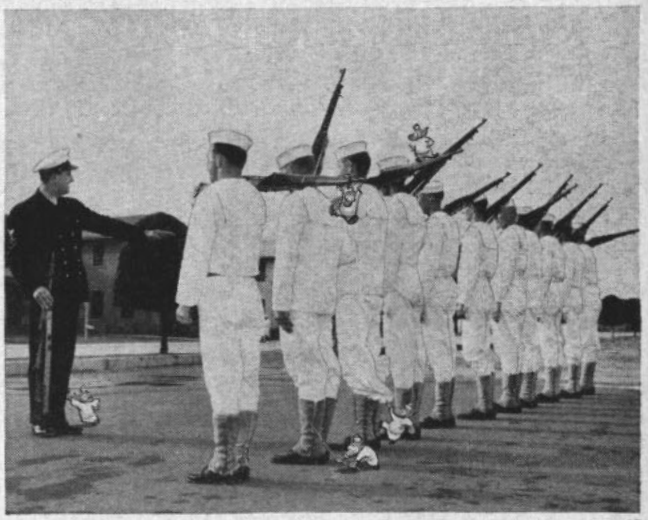
Editor's note.—As late as April 11, there appeared in the New York *Times* an article that said that the only gremlins recognized so far were those that haunted the RAF. This, together with reports from Navy ships and stations such as those here, and still more reports from U. S. Army camps where the gremlin known as Bombii makes accurate bombing impossible, will possibly set off a feud between students of gremlinology. The debate: Whether U. S. gremlins are the original article, or close relatives. But whether or no, the RAF has announced one way to appease the gremlins and win them to your side: Keep them supplied with the one thing they want most—plenty of used postage stamps. This advice the INFORMATION BULLETIN passes on for whatever it is worth.

San Diego 'Hoist' Discovered These Gremlins

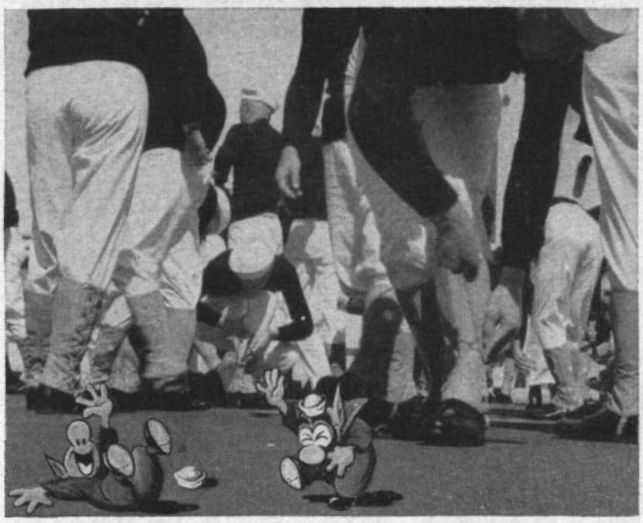
This is a Libberdy Gibbet. Sailor wants to go ashore.

Sniggetts, identified by crossed eyes, mix shoe sizes.

Griggetts concentrate on one recruit at a time, make load unbearable . . .



. . . At inspection they also yank out trouser legs, pull down rifles.



Griggetts have crude sense of humor, laugh at untied shoe laces . . .

Tiggetts tamper typewriters. Flyswatter will fail to faze them.

and shrdlu gremlins, among others. Other ships and stations, troubled with various clans and types of gremlins, are devising various methods to put the nefarious little people on the spot. One solution has been advanced:

"Know your gremlins," said the Hoist, NTS, San Diego station paper. "Beat them to the punch by anticipating their actions."

Among the first gremlins to enter the Navy, said the Hoist, were some that arrived at training stations, known to recruits as Bootsnoots.

"They irritate barbers," said the Hoist, "guiding their shears close to scalps."

Other Bootsnoots meanwhile keep busy unlacing leggings and shoes, dirtying white hats, tearing buttons off peacoats and awakening buglers on time.

Yeomen and storekeepers complain about the Stantites, the Fixpixies and Greeleybums, all Gremlins who persist in injecting nonsense into the most solemn and important copy and papers.

When preparing the Wrangler, ship's paper on the *Wyoming*, printers said the Fixpixies et al. made them incapable of spelling, left out middle initials, made seamen out of coxswains, boatswain's mates out of yeomen and put a picture of a depth charge where the "old man" should have been.

The "Farragut News," printed by NTS, Farragut, Idaho, reported the presence of Trudgetts, gremlins who trip people running for busses, fill up busses and cause you to miss the last one back from town. Also noticed were the Mudgetts, wearing rubbers seven sizes too large to track mud into barracks. Favorite trick of the Mudgetts is to wait for an inspection party to appear and then call their chums for a dance on the deck. A Mudgett requires no sleep and works all day Sunday on a 24-hour basis.

Student officers at Davis-Monthan Field, Tucson, Ariz., reported in the "Desert Log," field paper, that certain other gremlin clans, known as Tridgetts, utilized old vacuum cleaner bags, butt buckets and worn out razor blades to mess up barracks between classes.

From the fleet come reports of the Sniggetts who "unwash" bulkheads, "unswab" decks and perform all the other "uns," concentrating their devilment on field day. The Blodgetts, working at night, tarnish and "unpolish" brass and other bright work.

There are the Bunketts, oil-drinking gremlins who go on "jags" in the engine room, tormenting firemen, machinist's mates and water tenders by emptying bunkers, putting salt water in boilers, and throwing emery dust into bearings.

Up on deck there are the Wiggetts and Zongetts, cousins, harrying members of the deck force. Wiggetts spend hours thinking up ways to throw the boatswain's mate over the side while tearing holes in tarpaulins and stealing emergency rations and gear out of boats.

The Zongetts, dividing their activities between gunner's mates, torpedo-

Gremlins Invade Capital, Too

While most ships and naval establishments today are complaining about gremlins, the Washington, D. C., Navy Yard reports an invasion of "elves of a different type."

Terming the invader a "Gobfin," the "Bulletin," yard publication, says:

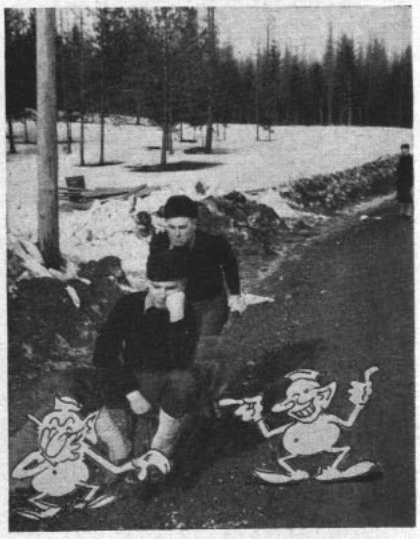
"The Gobfin is a sailor gremlin. The little Gobfin is only half an inch tall and has a nose more than twice his natural height. The end of his nose is red from prying into other peoples' business.

"Johnny Gobfin wears a bright yellow sailor suit with big, black polka dots, a pink sailor cap and white shoes with a peppermint stripe." The Gobfin is said to make a man gripe, walk out of step, or even jump ship.

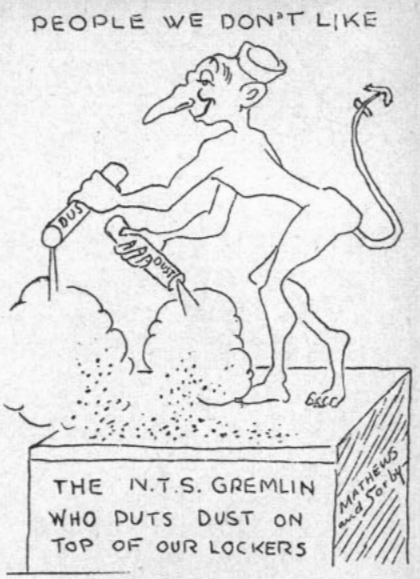
These Were Exposed by Farragut NTS 'News'

Fridgett spoils window cleaning, also spreads dust over windows and slides down bulkheads with soot on shoes.

Mudgetts make tracks. Note their footwork at left behind men who must sweep and mop over and over.



Trudgett will do anything possible to make a sailor miss a bus, then will stay to enjoy victim's discomfort.



Gymremlins were discovered by "The Desert Log," Davis-Monthan Field, Tuscon, Ariz.; close-up at right shows gymremlin in one of his most nefarious activities.

men, and turret captains, release air from torpedoes, cause hang fires and scrape grease from guns. Another of their favorite tricks is jamming .30 and .50 caliber machine guns or emptying cooling systems.

The Tiggetts, one of the first clans of gremlins to go to sea, are the bane of the bridge force, putting ink spots and blots on maps and charts, jarring the navigator's elbow and breaking searchlights whenever possible.

Grohms hang out in the radio shack, putting static in earphones and fouling up messages to and from the ship. Working similarly against storekeepers are the Jeebies, getting Small Stores in an uproar and sending the small-sized sailor back to his locker with clothes large enough for Paul Bunyan.

Most annoying of all gremlins, judging from not especially reliable reports, are the Libberdy Gibbets, working in teams at gangways and gates, stealing liberty cards, shoving hats at an unregulation angle and throwing bus and train schedules into confusion.

The meanest of all gremlins, however, is the Miggett, scourge of the mess hall.

Said the San Diego Hoist of this fellow:

"Long experience has taught the Miggett that his most strategic post is at the elbow of a server. The Miggett waits until a sailor has his eye focused on a particularly luscious pork chop, then, just as the server's fork comes within range, the Miggett nudges the server's elbow and the fork comes up with a chop the size of a postage stamp, three-fourths bone and fat."

Although nearly all are troubled by Gremlins of various creeds and practices, few American seamen have actually seen any.

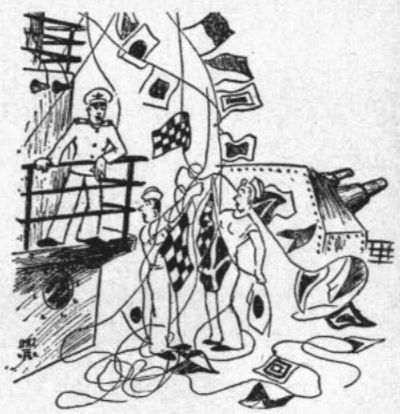
One seaman on the U. S. S. *North Carolina,* however, says he caught one crew unaware during the change in the mid-watch. Stepping from the second deck passageway, this is what he saw:

"There they were, as I had imagined them, much like their brothers and cousins of previous fame. I got a good look at one as he scampered beneath a red standing light. He was about a foot high, wore pointed suede shoes, tight yellow britches, and red jacket with a ruffle at the neck. A long yellow feather stuck jauntily from a green stocking cap. Most noticeable difference between this seagoing gremlin and his infamous cousin of high-altitude and R. A. F. fame were his long, slender fingers.

"As my eyes became accustomed to the light, I could see them at the height of their glory. There, perched atop a bulkhead ash and butt receptacle was the leader of the gang, directing activities and busily strewing butts, orange peels, burnt matches, and candy wrappers about the deck. His comrades were scampering hither and yon with other debris. Some were stuffing it into a section of the portable suction hose; others were putting apple cores and orange peelings into the submersible pump."

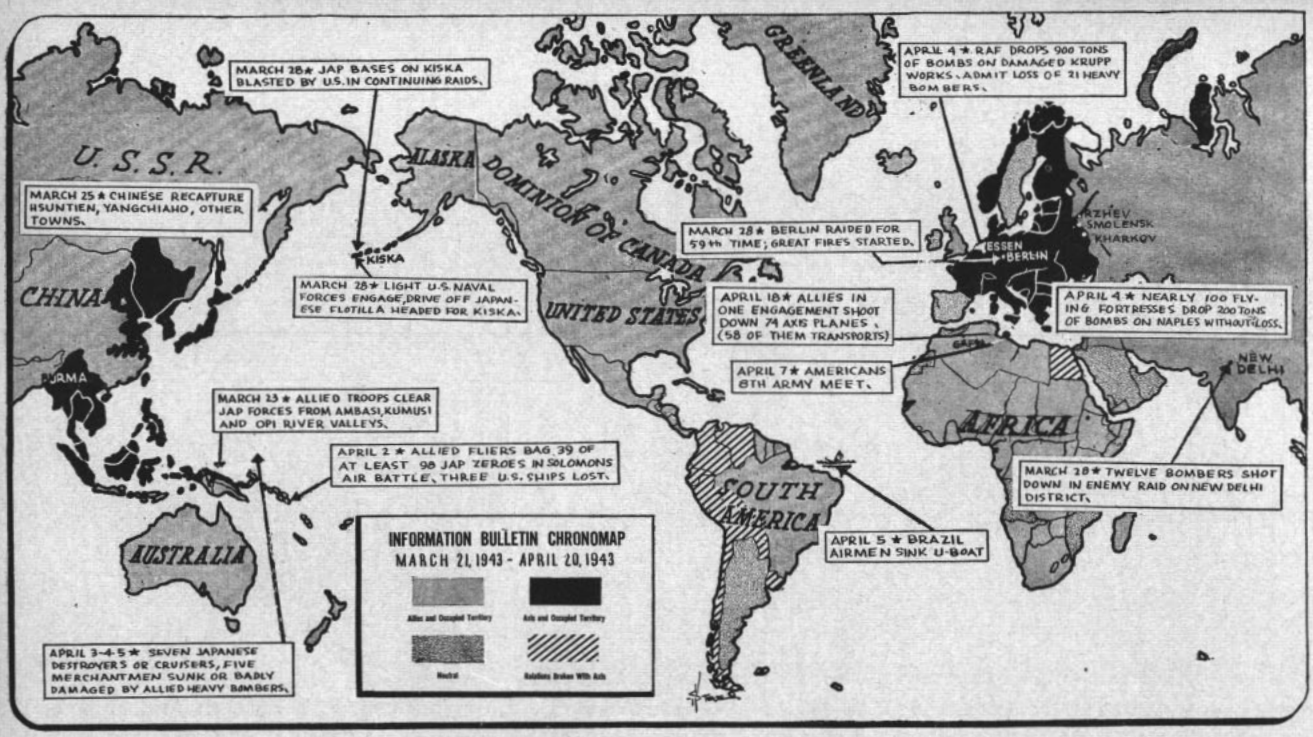
Sea gremlin was pictured by "Knots and Fathoms," University of Colorado.

Gremlins to Blame?



—The Antenna.

"Let it go—I had the message sent by radio."



THE MONTH'S NEWS:

(Period of March 21 Through April 20)

Allies Sweep on in Tunisia; Stalemate in Russia Continues; Continental Targets Are Bombed

War Fronts

NORTH AFRICA: Allied troops today knock at the gates of Tunis and Bizerte. To get through the Mareth line, General Montgomery forced Nazi Field Marshal Rommel to divide his army in two parts in Southern Tunisia. By March 28 the British held the line. Allied bombers, including hundreds of USAAF planes, blasted objectives not only in Tunisia, but in Italy and Sicily as well. At least one Italian cruiser was sunk, along with a number of Axis cargo ships carrying supplies to Tunisia. Allied planes on April 18 alone knocked down 85 Italian and German planes, 58 of them transports; 74 of them in one engagement—a record for Africa. Towns recaptured by the 8th Army as it moved North included Gabes, Sfax, Sousse, Enfidaville. In Sfax, citizens tossed bouquets at the British tanks.

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THE PACIFIC: Heavy bombing attacks by Allied planes headlined the activity. In a four-day period, American airmen raided Jap-held Kiska 28 times. In the Southwest Pacific, an enemy convoy of nine ships fled out of bomber range after two cargo vessels had been sunk. Lae, Jap-held base in New Guinea, has been under constant attack by Allied craft. Rabaul, New Britain, Mubo, Buka, Wewak, the Oro bay area and other enemy-held points were blasted by Allied bombers. A number of enemy merchantmen were sunk. Meanwhile, Japan's aerial activity included three large-scale bombings in four days on Port Moresby and Milne bay, New Guinea. The United States Army Air Force announced that 384 Jap planes had been shot down in aerial combat during January, February, and March, against the loss of 54 U. S. Army craft. (The month's Navy communiques, beginning on page 46, give a complete review of the Navy's Pacific action.)

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ON THE RUSSIAN FRONT: Their winter offensive concluded, the Russians continued to hold most of their regained positions in spite of counter-attacks by the Nazis. In some sectors the Russians continued to advance. Red artillery dominated action along the road to Smolensk on the central front. The Red airforce carried on damaging raids on the Baltic supply ports of Danzig and Koenigsberg. The Russian Government announced that by the end of the Russian winter offensive March 31, the Axis in the winter of 1942–3 had lost nearly 1,200,000 men in killed and prisoners alone and 185,000 square miles of Russian soil. Soviet spokesmen said the Germans met at Stalingrad "the largest defeat in the history of wars." The Russians also said that the Nazis lost 5,090 planes, 9,190 tanks and 20,360 guns, plus quantities of other war materials and supplies.

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CHINA: Japanese reinforcements were thrown in the drive on Chinese troops in the Kingmen area of central Hupeh. Chinese troops recaptured Hsuntien, Yangchiaho and other localities north of the Yangtze river in Hupeh province. Japanese troops attempting to invade Yunnan Province were driven back into Burma. The United States China Air Task force, now merged with the 14th United States Air Force, has destroyed 182 Japanese planes and probably destroyed 63 since July 4, compared with 18 United States planes lost in combat, 16 lost because of mechanical or other difficulties and 10 pilots killed. Japanese attacks in southern Yunnan, Chekiang and central Hupeh Provinces have been repulsed.

☆

GREAT BRITAIN: Relentless American and British bombings of military objectives in Germany and Nazi-occupied countries continued without letup. Strategic targets blasted with bombs ranging from 4,000-pound block busters down to two-pound incendiaries included: the Axis U-boat bases at Lorient and Brest; Ostend, Bel-

gium; Vegesack, Duisburg, Hengelo, Rotterdam, Norwich, Berlin, Bochum, Eindhoven, Trier, Ehrang, Paris, Essen, St. Frieuc, Kiel, Antwerp. Light counterattacks by German planes were made over England. The Allies announced considerable loss of bombers and fighter planes.

☆

BURMA: Japanese troops filtered behind lines of the British who had moved into Burma, turned the northern flank and forced the British to retreat about 13 miles. Both British and American bombers continued heavy raids on military objectives.

The Navy

The new officers' working uniform will be slate gray. Other details: Coat of the same design as the khaki except the lower patch pockets will be smaller; buttons of blue-black plastic; flexible shoulder marks and black embroidered insignia; gray shirt with collar insignia; black tie; black shoes; black or gray socks; plain visored cap with slate gray cover and black braid chin strap.

☆

All Naval Academy graduates this year will be detailed to NAS, Jacksonville, for 10 weeks aviation indoctrination. Half of the class (of 750) will report June 14; the other half, two weeks later.

☆

A new-type, antisubmarine weapon—supplementing rather than replacing depth charges—is already in use.

☆

A new kind of light-caliber shell, especially valuable against enemy aircraft, is being manufactured. Fired from either planes or anti-aircraft guns, the shell is particularly effective in penetrating self-sealing gas tanks and has an explosive quality which engulfs enemy craft in flames.

☆

New armor-piercing methods, giving the Navy's largest guns many times their previous firing power, have been announced, as well as new time fuses for greater long-distance and high-altitude firing.

☆

The War Department has announced a new one-man antitank gun, and smaller and lighter barrage balloons requiring only four-man crews.

☆

New waterproof and weatherproof pilot charts—which can be utilized for catching rain water, protection against the sun and in other ways that might contribute to the safety of ship-wrecked persons—are to be placed aboard all lifeboats and life rafts.

☆

The Patuxent Naval Air Station, one of the largest Navy aviation establishments in the east with facilities for both land and seaplanes, has gone into commission on a 6,500-acre tract near Cedar Point, Md. Army engineers, meanwhile, announced that a fighter plane base near Upper Marlboro, Md., the largest of its kind in the country, would go into commission around the middle of May.

☆

While stressing the seriousness of the enemy submarine problem, the Office of War Information last month said that German submarine commanders had been exaggerating claims of Allied ship sinkings by as much as 160 percent. Reasons: The desire for personal prestige and fear of punishment for failure.

☆

Mrs. Thomas E. Sullivan christened the new destroyer, *The Sullivans*, named after her five sons lost aboard the U. S. cruiser *Juneau* near Guadalcanal.

Home Front

The population of the United States increased 1.2 percent in 1942 to a total of 135,604,000, compared with 133,669,275 in 1941, the Bureau of Census reported. The record 3,020,153 births were attributed primarily to business prosperity, secondarily to anticipation of conscription.

The Disney House bill, raising the national debt limit to $210,000,000,000, repealing the President's salary limitation order, and prohibiting future orders limiting net salaries to less than their level on December 7, 1941, or $25,000, whichever is higher, became law without the President's signature.

The President appointed Chester C. Davis food administrator, to admin-

CASUALTY FIGURES

Casualties among naval personnel through April 17 totaled 25,819. The totals, since December 7, 1941:

	Dead	Wounded	Missing	Total
U. S. Navy	5,505	2,201	10,834	18,540
U. S. Marine Corps	1,546	2,444	2,036	6,026
U. S. Coast Guard	75	20	158	253
	7,126	4,665	13,028	25,819

—Official Radiophoto From OWI.

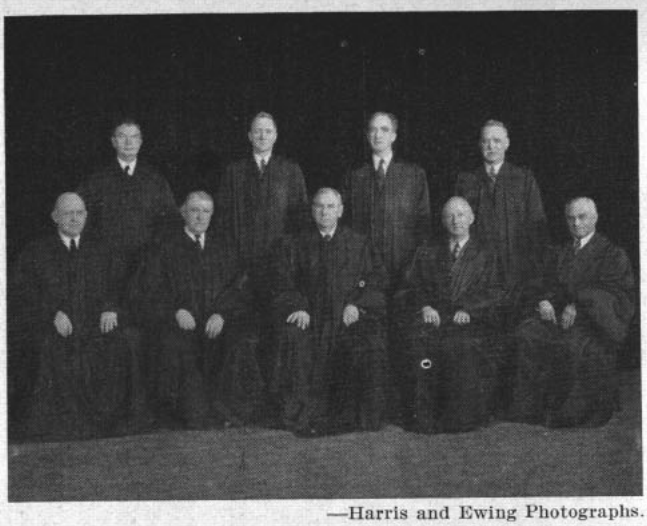
The Most Active War Front Was Tunis, Where the Allies Did Well

Near El Guetta Italian soldiers, taken prisoner, gave American troops cigarettes and insignia from their uniforms. The Allied push in North Africa moved steadily forward during the month and by April 20th, was reaching toward Bizerte and Tunis, only important cities still in the hands of German Field Marshal Rommel's armies. One highlight of the Tunisian fighting during April was the meeting of the British 8th Army and the American 5th Army, which took place after a two-pronged drive against Rommel between the towns of Gabes and Gafsa. The meeting, devoid of fanfare, was described thusly: "An American tankman waved to the British in an armored car and went on about his job." But now the 8th Army could be supplied from Algeria—not Egypt. Meanwhile, Rommel felt the full might of the combined Allied drive; his legions were under almost continuous pounding by land, sea and air forces. In one day, the War Department announced, U. S. Army fliers in fighter and medium bomber planes, delivered 1,399 sorties against the enemy.

TWO PICTURES FROM HOME:

Japanese Sub in Front of Capitol Sells War Bonds

Taken at Pearl Harbor December 7, 1941, this two-man Japanese submarine got to Washington in April and was parked in front of the United States Capitol building. Thousands of citizens peered into its interior through specially installed windows. Admission was the purchase of war bonds and/or stamps.



—Harris and Ewing Photographs.

The Annual Supreme Court Picture

This newest photograph of the United States Supreme Court is the first made since the appointment of Wiley Blount Rutledge, Jr. Seated, left to right: Associate Justice Stanley F. Reed, Associate Justice Owen J. Roberts, Chief Justice Harlan Fiske Stone, Associate Justice Hugo L. Black, and Associate Justice Felix Frankfurter. Standing, left to right: Associate Justices Robert H. Jackson, William O. Douglas, Frank Murphy, and Rutledge.

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ister Agriculture Department's food production, distribution activities, recruitment of farm labor, and Agricultural Adjustment Administration.

British Foreign Secretary Anthony Eden, visiting United States, called for joint action by United States, Britain, China, and Russia "in war and in peace" to achieve "total and unmistakable" victory and "a just and lasting peace."

Fourteen Army and Navy officers from Pacific theater, representatives of Admiral William F. Halsey, Admiral Chester W. Nimitz, and Gen. Douglas MacArthur, concluded secret conferences with United States chiefs of staff in Washington.

More than 2,600 Japanese-American volunteers left Hawaii to train at Camp Shelby, Hattiesburg, Miss.

President Roosevelt vetoed the Bankhead bill to exclude farm benefit, subsidy payments from parity ceilings. The President warned that the bill would swell the cost of living more than five percent, and add more than a billion dollars to the consumers' food budget.

Edward J. Kelly, Democrat, mayor of Chicago since 1933, was re-elected for a four-year term.

President Roosevelt, in a comprehensive executive "Hold the line" order designed to check inflation, froze wages and prices, prohibited workers from changing jobs unless the war effort would be aided thereby, barred rate increases to common carriers and public utilities.

Quotes of the Month

Rear Admiral E. L. Vickery: "In not so many more months American Merchant Marine will be the largest in the world. It will present us with a post-war problem and responsibility of the greatest magnitude. * * * If the war tables now are being turned on the enemy, shipping more than any other physical factor has made this possible. Shipping will 'time the blow' for the second front."

An unnamed United States naval officer: "The Japanese naval tactics on the surface are to stay well away from long-range firing from our surface ships, believing that their chances are improved if they can slug it out at point blank range and at night fighting in which their chances of hitting are equal to ours and the handicap of their thinner armor is virtually canceled out."

Calvin Leon Graham, 12, S1c, after being sent back to the seventh grade after he had fought five months in the Pacific: "I still want to be a sailor."

Lt. Comdr. Robert Montgomery: "We are engaged in a high-speed war with the Japs. Thirty seconds is a lifetime in battle. If you don't make a decision in 30 seconds, you lose your life and your ship."

An American squadron leader, describing a "skip bombing": "You aim the first bomb at the bottom of the ship, right at the waterline, as you come up to the ship from the side. Then you just let a string of bombs walk right up the side of the ship and over it. It's not so good for the ship."

Lt. Comdr. W. A. Hardy: "Our 1943 and 1944 boats (submarines) will be more effective, due to changes resulting from lessons learned by submarine personnel in action."

Lt. Gen. George S. Patton, Jr., Army commander in Tunisia: "When I enter the city of Tunis, I hope someone offers me a bottle of whiskey and a good cigar. * * * The soldier in battle gets damned little credit for what he does; it takes guts to live in a fox hole and eat cold rations."

Rear Admiral William Ward (Poco) Smith, veteran of Midway, Coral Sea, and the Aleutians: "The Aleutians, the land God forgot to finish, the only place in the world where a man can stand waist deep in mud and fight a dust storm, where our soldiers and sailors endure incredible hardships and complete, lonely isolation uncomplainingly."

Brig. Gen. Alden H. Waitt, Chemical Warfare Service: "In war, time is never on the side of the smug or self-satisfied. This is the worst fight we have been in, and if we stop and bend over to tie our shoe laces we are cooked."

LEGISLATIVE MATTERS of NAVAL INTEREST

Rank of Commodore Restored to Navy

President Roosevelt in April signed legislation creating the temporary grade of commodore in the Navy and authorizing temporary appointments to that rank. Secretary of the Navy Knox (Information Bulletin, April 1943) had requested the rank be reestablished because there are a great number of "small command" posts which, while not needing the authority of rear admiral, do need an officer of flag rank.

The President's signature restored the rank of commodore after a period of 40 years, the rank not having been used since shortly after the close of the Spanish-American War. In his new book, "The U. S. Navy Fights," W. Adolphe Roberts writes that the first U. S. commodores were those men who, during the quasi-war with France in 1798, commanded groups of three or more ships. "It was a courtesy title," Roberts says. "The American Navy had no officer higher than a captain until 1862. But when a captain had two or more vessels under him it was customary to address him as 'Commodore.' The designation stuck thereafter, for a senior who had had the honor was rarely asked to serve afloat except as chief of a squadron. The distinction due a rear admiral was accorded, but not an admiral's pay."

Mr. Roosevelt at the same time signed bills giving officers of the Navy, Marine Corps, and Coast Guard authority to act as notaries public for servicemen, and authorizing the sale of naval supplies at naval stations and post exchanges to civilian officers and employees and other persons at isolated stations designated by the Secretary where purchase from private agencies is found to be impracticable.

—Official U. S. Navy Photographs.

L. P. Johnson L. F. Reifsnider Oscar Smith

Four commodores were nominated by President Roosevelt this month, the first to be named under the bill restoring commodores to the naval officer system and the first officers to be assigned that rank on active duty since 1899. Besides the three captains shown here, Capt. Robert Grimes Coman, 55, Santa Rosa, Calif., who has a command at sea, was nominated for the rank. Captain Coman's photograph was unavailable for this issue. Captain Johnson, 56, has been chief of staff to the commander of Atlantic Fleet Amphibious forces; Captain Reifsnider, 55, has a command at sea; Captain Smith, 56, has been on duty in the office of the Chief of Naval Operations, Washington.

Fiscal 1944 Budget Is Navy's Largest

President Roosevelt last month submitted a new Navy Department budget to Congress, requesting appropriations totalling $24,553,638,000 to finance America's expanding sea warfare during the new fiscal year beginning July 1, 1943.

The budget, largest in history, was $916,669,319 greater than appropriations requested during the current fiscal year, but $1,500,000,000 more than the President indicated he would request for the Navy in his general government budget, submitted to Congress last January.

Largest single item in the new budget was for the increase and replacement of ships, for which $9,024,000,000 was requested, an increase of $2,227,739,615 over current appropriations.

It was indicated that several bureaus already have reached the peak of their procurement programs with the proposed appropriations materially smaller than those requested for the current fiscal year. Among these are Aeronautics, Medicine and Surgery, and Ordnance.

A total of $961,058,000, an increase of $211,032,308, was requested for the Marine Corps, and $467,879,000, a decrease of $38,370,610, for the Coast Guard. An appropriation of $210,000,000 was requested for floating drydocks to facilitate speedy repairs to United Nations warships at advance bases.

The bill also proposes removal of restrictions on the number of men who may be inducted into the Navy, Marine Corps, and Coast Guard and removal of the limit on enlisted personnel of the three services who may be assigned to the Navy Department and headquarters of the Marine Corps and Coast Guard.

Appropriations for the United States Naval Academy would be raised from $3,219,402 to $3,395,000 and an additional $15,000 over 1943 appropriations was requested for the Naval War College.

Shortens Academy Courses

The Senate has approved a bill (S. 879) authorizing the President, at his discretion, to reduce the course at the Naval Academy from four to three years.

An act of June 3, 1941, granted the President such authority until August 1, 1945, but it has been interpreted that this authority expired with the class which entered the Academy August 1, 1942.

Break-Down of Proposed Budget

Agency	*1944*	*1943*	*Increase*
Office of Sec. Nav	$36,897,000	$25,018,685	$11,878,315
Bur. Naval Personnel	523,598,000	290,627,642	232,970,358
Bureau of Ships	1,887,000,000	1,808,979,935	78,020,065
Bureau of Ordnance	3,476,800,000	3,954,165,413	−477,365,413
Supplies and Accounts	4,286,211,000	2,643,723,824	1,642,487,176
Medicine and Surgery	73,000,000	152,537,470	−79,537,470
Yards and Docks	1,960,000,000	1,424,645,021	535,354,979
Bur. Aeronautics	1,640,000,000	5,257,981,470	−3,617,981,470
Marine Corps	961,058,000	750,025,692	211,032,308
Increase, repl. of ships	9,024,000,000	6,796,260,385	2,227,739,615
Floating drydocks	210,000,000	----------	210,000,000
Coast Guard	467,879,000	506,249,610	−38,370,610
Departmental salaries	5,124,900	5,143,579	−18,679
Contingent expenses	2,070,100	1,609,955	460,145
Total	24,553,638,000	23,636,968,681	916,669,319

Navy Department Communiques

No. 319: March 21, 1943

South Pacific (Dates East Longitude).

1. On March 19th: Dauntless dive bombers (Douglas) and Wildcat fighters (Grumman F4F) attacked Vila in the Central Solomons. Fires were started.

2. On March 20th: (a) Dauntless dive bombers and Wildcat fighters again attacked Vila. (b) Dauntless dive bombers and Wildcat fighters attacked Munda on New Georgia Island. A fire was started. (c) On the evening of March 20th Flying Fortresses (Boeing B–17) and Liberators (Consolidated) attacked Japanese positions on Kahili in the Shortland Island area.

No. 320: March 22, 1943

South Pacific (Dates East Longitude).

1. On March 21st: (a) During the afternoon, Dauntless dive bombers (Douglas), supported by Wildcat fighters (Grumman F4F), attacked Munda, on New Georgia Island, and Vila, in the Central Solomons. A supply area and an enemy gun position were hit. (b) During the evening, a force of Army Flying Fortresses (Boeing B–17) and Liberators (Consolidated B–24) attacked Japanese positions at Kahili, in the Shortland Island area.

No. 321: March 23, 1943

North Pacific.

1. On March 21st, two groups of Army Liberator heavy bombers (Consolidated B–24) and Mitchell medium bombers (North American B–25) with fighter escort, attacked Japanese positions at Kiska. Except for one large fire, results were not observed.

No. 322: March 24, 1943

South Pacific (Dates East Longitude).

1. On March 23d: (a) A force of Army fighters (Lockheed P–38) strafed the enemy seaplane base at Rekata Bay in the Central Solomons. Results were not reported. All U. S. planes returned. (b) During the night of March 23d–24th, a small number of Japanese planes attacked the airfield on Guadalcanal Island. There was some material damage but there were no casualties to personnel.

No. 323: March 25, 1943

South Pacific (Dates East Longitude).

1. On March 24th: (a) During the evening, Army Flying Fortresses (Boeing B–17) and Navy Avenger torpedo bombers (Grumman TBF) attacked Japanese positions at Kahili in the Shortland Island area. A fire was started. (b) A small enemy ship in the Shortland Island area was bombed with unobserved results. (c) All U. S. planes returned from the above attack missions.

No. 324: March 26, 1943

North Pacific.

1. On March 24th: (a) During the afternoon and evening, Army Liberator (Consolidated B–24) and Mitchell (North American B–25) bombers, escorted by fighters, carried out four attacks against Japanese positions at Kiska. Hits were scored in the target area. (b) All U. S. planes returned.

No. 325: March 27, 1943

North Pacific.

1. On March 25th: (a) Army Liberator (Consolidated B–24) and Mitchell (North American B–25) bombers, escorted by Lightning fighters (Lockheed P–38), carried out three attacks against Japanese positions at Kiska. Bombs were dropped on the runway, hangar and camp area. Low flying fighters strafed Japanese personnel. (b) A. U. S. search plane bombed Abraham Harbor on the southwest coast of Attu Island.

South Pacific (Dates East Longitude).

2. On March 26th: (a) During the morning Liberator bombers attacked Japanese installations on Nauru Island. Hits were scored on the wharf, runway, officers' quarters and barracks area. Four fires were started and several Japanese planes were damaged.

No. 326: March 28, 1943

South Pacific (Dates East Longitude).

1. On March 25th: (a) In the afternoon a force of Wildcat (Grumman F4F) fighters strafed a Japanese barge in Roviana Lagoon, Munda, on New Georgia Island. (b) On the night of March 25th–26th, Canton Island in the Phoenix Island group was bombed by two Japanese planes. Light damage was inflicted. (c) Additional reports reveal that on the night of March 25th–26th, U. S. planes carried out two bombing attacks against Japanese positions on Nauru Island, instead of one attack as previously reported in Navy Department Communique No. 325. In the first of these attacks, Navy Catalina patrol bombers (Consolidated PBY) started fires. In the second attack (previously reported) Liberator heavy bombers (Consolidated) scored hits on enemy installations.

2. On March 27th: (a) On the early morning of March 27th, a total of seven Japanese planes made five attempts to bomb Guadalcanal Island. In two of these attacks bombs were dropped, killing one, injuring 13 others, and causing slight material damage. (b) Avenger (Grumman) bombers, escorted by Airacobra (Bell P–39) and Wildcat fighters, attacked Japanese positions at Vila, in the Central Solomons. Six fires were started. (c) In the early afternoon, Avenger bombers, escorted by Wildcat fighters, attacked Munda on New Georgia Island. A supply dump was blown up and a fire started. (d) On the same afternoon, Dauntless (Douglas) dive bombers, escorted by Wildcat fighters, bombed and strafed Japanese positions in Ugali, on the Northeast coast of Rendova Island in the New Georgia group. One building was destroyed and another was set on fire.

North Pacific.

3. On March 26th, a force of Army Mitchell (North American B–25) medium bombers attacked Japanese positions at Kiska. Hits were scored on a hangar and in the camp area.

No. 327: March 28, 1943

North Pacific.

1. On March 26th, a detachment of our light forces patrolling to the westward of Attu Island, the westernmost end of the Aleutians, made contact with a Japanese force composed of two heavy cruisers, two light cruisers, four destroyers and two cargo ships. The enemy force was headed eastward toward the Aleutians. 2. Gunfire at long range was exchanged. When the engagement was broken off, the Japanese forces were observed heading westward. 3. Announcement of further details will be made when such information will not be of value to the enemy.

No. 328: March 29, 1943

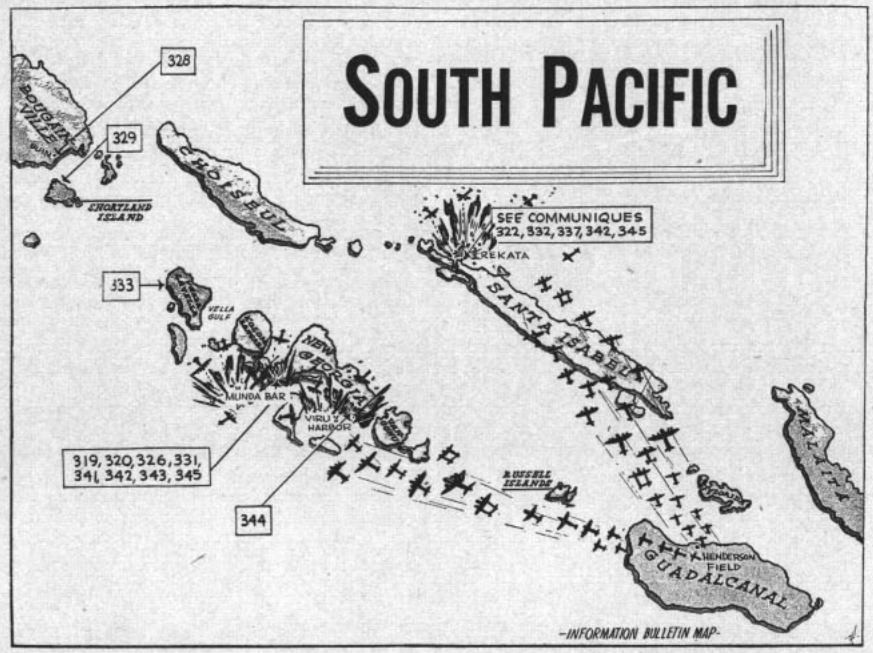
South Pacific (Dates East Longitude).

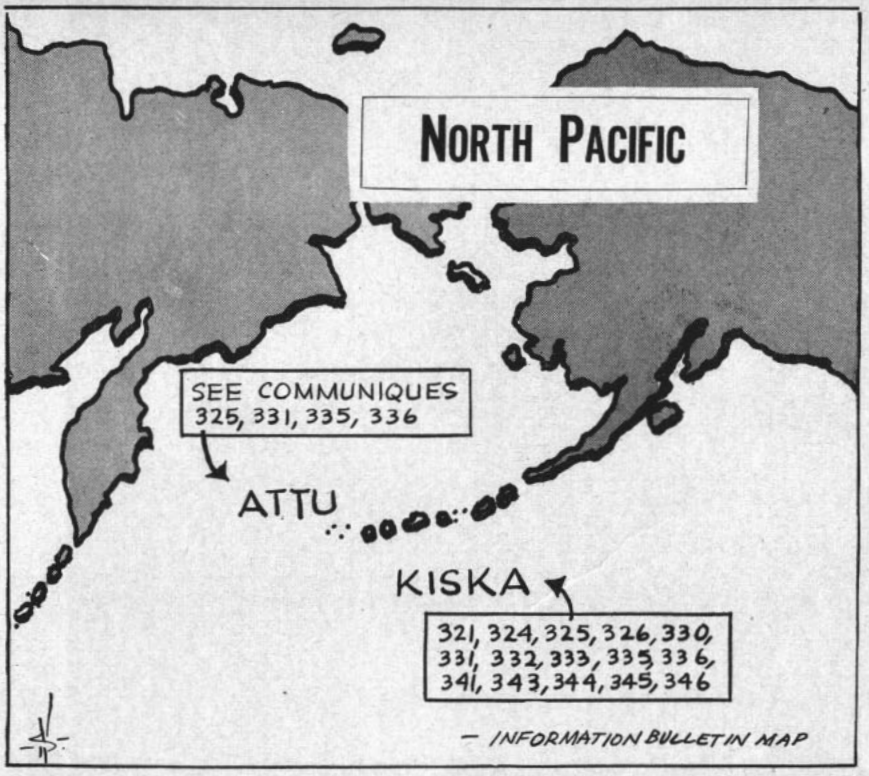
1. On March 29th: (a) During the morning, Army Flying Fortresses (Boeing B–17) attacked Japanese positions at Buin and Kahili in the Shortland Island area. Hits were scored on revetments and a runway. (b) All U. S. planes returned.

No. 329: March 30, 1943

South Pacific (Dates East Longitude).

1. On March 29th: (a) During the morning, a group of Lightning (Lockheed P–38) and Corsair (Vought F4U) fighters attacked the Japanese seaplane base at Faisi in the Shortland Island area. Five to seven Japanese planes were set on fire. (b) Following the attack on Faisi, this same group of fighters carried out a low level strafing attack on a Japanese destroyer off Alu Island, (southeast of Shortland Island). The attack was carried out at such low altitude that three feet of the wing of one plane was sheared off by the





destroyer's mast. The destroyer was left burning. (c) All U. S. planes returned.

No. 330: March 31, 1943

North Pacific.

1. On March 29th: (a) A force of Army Liberator (Consolidated B–24) and Mitchell (North American B–25) bombers, escorted by Lightning (Lockheed P–38) fighters, attacked Japanese positions at Kiska. The runway, camp area and gun installations were bombed and strafed. All U. S. planes returned.

South Pacific (Dates East Longitude).

2. On March 30th: (a) In the early morning, Flying Fortresses (Boeing B–17) attacked Japanese positions at Vila in the Central Solomons and at Kahili in the Shortland Island area. All U. S. planes returned.

No. 331: April 1, 1943

North Pacific.

1. On March 30th: (a) During the morning, Army Lightning (Lockheed P–38) fighters, attacked Japanese positions at Kiska. (b) During the early afternoon, Army Liberator heavy bomber (Consolidated B–24) and Lightning fighters attacked Japanese positions at Holtz Bay, Attu Island. All U. S. planes returned. (c) Later in the afternoon, Army Liberator bombers and Lightning fighters attacked the main Japanese camp area at Kiska. One U. S. bomber was shot down by antiaircraft fire in this attack.

South Pacific (Dates East Longitude).

2. On March 30th: (a) During the afternoon, a force of Dauntless (Douglas) dive bombers, escorted by Wildcat (Grumman F4F) fighters, attacked Japanese installations at Munda, on New Georgia Island. Hits were scored and fires started. All U. S. planes returned.

No. 332: April 2, 1943

North Pacific.

1. On March 30th: In addition to the two attacks reported in Navy Department Communique No. 331, Kiska received two more attacks. During the afternoon, Lightning (Lockheed P–38) fighters attacked the Japanese main camp with unobserved results. Later in the day, Mitchell (North American B–25) medium bombers bombed and strafed Japanese installations and personnel from an altitude below 50 feet. Heavy explosions and large fires were observed.

South Pacific (Dates East Longitude).

2. On April 1st: (a) During the night of March 31st–April 1st, a Catalina (Consolidated) patrol bomber attacked a Japanese surface force of five destroyers and one cargo vessel southwest of Kolombangara Island. At the same time Army Liberator (Consolidated B–24) bombers carried out a low altitude attack on the same force. Results were unobserved. (b) During the morning, 30 to 40 Zero fighters were engaged by a force of Wildcat (Grumman F4F), Corsair (Vought F4U) and Lightning fighters northwest of Guadalcanal Island. Sixteen Japanese planes were shot down. Six U. S. planes were shot down but two U. S. pilots were rescued. (c) A force of Dauntless (Douglas SBD) dive bombers, escorted by fighters, attacked Japanese positions at Suavanau Plantation (Southeast coast of Rekata Bay). Results were not reported.

No. 333: April 3, 1943

North Pacific.

1. On April 1st, a force of Army Liberator (Consolidated B–24) and Mitchell (North American B–25) bombers, escorted by Lightning (Lockheed P–38) fighters, made four attacks against Japanese installations at Kiska. Hits were scored on the enemy main camp area.

South Pacific (Dates East Longitude).

2. On April 2d, Lightning and Corsair (Vought F4U) fighters attacked and set on fire a small Japanese cargo vessel at anchor at Vella Lavella Island, New Georgia group.

No. 334: April 3, 1943

Pacific and Far East.

1. U. S. submarines have reported the following results of operations against the enemy in the waters of these areas: (a) One destroyer sunk. (b) One large transport sunk. (c) Two medium-sized freighters sunk. (d) One medium-sized freighter damaged and probably sunk. (e) One destroyer damaged. (f) One medium-sized freighter damaged.

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

No. 335: April 4, 1943

North Pacific.

1. (a) On April 2d, formations of Liberator heavy bombers (Consolidated B–24) and Mitchell medium bombers (North American B–25) and Lightning fighters (Lockheed P–38) made eight attacks against Japanese installations at Kiska. Hits in the target area were observed. All U. S. planes returned. (b) On the same day a force of Liberator bombers attacked Japanese positions on Attu Island.

South Pacific (dates East Longitude).

2. (a) On April 2d, a U. S. reconnaissance plane encountered a Japanese seaplane west of New Georgia Island and shot it down. (b) In Navy Department Communique No. 332 it was reported that sixteen Japanese Zero planes were shot down by U. S. fighters northwest of Guadalcanal. Further reports reveal that a total of eighteen Japanese Zeros, instead of sixteen, were shot down by the U. S. pilots.

No. 336: April 7, 1943

North Pacific.

1. On April 5th, forces of Army Liberator (Consolidated B–24) heavy bombers and Mitchell (North American B–25) medium bombers, escorted by Lightning (Lockheed P–38) and Warhawk (Curtis P–40) fighters, carried out five attacks against Japanese installations at Kiska and one attack against Attu. Hits were scored on enemy positions.

South Pacific (Dates East Longitude).

2. On April 7th, a group of Dauntless dive bombers (Douglas SBD) and Lightning fighters attacked Japanese positions at Vila, in the Central Solomons. Fires were started.

No. 337: April 8, 1943

South Pacific (Dates East Longitude).

1. On April 6th: (a) During the morning,a force of Dauntless (Douglas SBD) and Avenger (Grumman TBF) dive bombers, escorted by Wildcat (Grumman F4F) fighters, attacked Japanese installations at Vila, in the Central Solomons. Hits were scored in the target area and a large fire was started. All U. S. planes returned. (b) In the early evening, three Japanese planes bombed Guadalcanal Island. There were no casualties to personnel and only light damage was reported. (c) During the night of April 6th–7th, Catalina (Consolidated PBY) patrol bombers attacked Vila. At the same time Flying Fortresses (Boeing B–17) attacked Japanese installations at Kahili, in the Shortland Island area, and also small enemy shipping between Choiseul Island and Santa Isabel Island.

2. On April 7th: (a) During the early morning, a force of Dauntless and Avenger dive bombers, escorted by fighters, attacked Vila. Hits were scored on Japanese antiaircraft positions and the camp area. A large fire was started. (b) In the early afternoon, a force of Avenger and Dauntless dive bombers, escorted by fighters, attacked Rekata Bay, Santa Isabel Island. A Japanese four-engine flying boat was destroyed. All U. S. planes returned. (c) Fifty Japanese bombers, escorted by 48 Zero fighters, attacked U. S. shipping in the vicinity of Guadalcanal Island. U. S. fighters engaged the enemy and shot down 21 Zeros, 5 dive bombers, and 10 other enemy planes whose type was not reported.

—Official U. S. Navy Photograph.

Two Ships, Five Planes: A sailor aboard a United States destroyer operating in the Pacific brings the ship's "score board" up to date—two Japanese ships sunk, five enemy planes brought down by anti-aircraft fire.

Another enemy plane was later observed to crash. U. S. planes lost were one Airacobra, and six Wildcat fighters. One U. S. pilot was rescued.

No. 338: April 9, 1943

South Pacific (Dates East Longitude).

1. On April 8th: Flying Fortresses (Boeing B–17) heavy bombers and Avenger (Grumman TBF) light bombers attacked Japanese positions at Kahili in the Shortland Island area. Due to bad weather, observation of results was not reported.

2. In Navy Department Communique No. 337, it was reported that a total of 37 Japanese planes were destroyed in an enemy attack on U. S. shipping in the vicinity of Guadalcanal Island. Later reports have been received revealing that a total of 34 Japanese planes, instead of 37, were destroyed.

No. 339: April 9, 1943

South Pacific (Dates East Longitude).

1. Further reports of the Japanese air attack on Allied shipping in the vicinity of Guadalcanal Island on April 7th (as reported in Navy Department Communique No. 337) reveal that the following damage was suffered: (a) One destroyer damaged by bombs and later sunk while being towed. (b) One tanker sunk as result of damage by bombs. (c) One corvette sunk as result of damage by bombs. (d) One small fuel oil boat sunk.

2. Next of kin of all casualties will be notified by telegram as soon as possible.

No. 340: April 11, 1943

South Pacific (Dates East Longitude).

1. More complete reports of the Japanese air attack on Allied shipping in the vicinity of Guadalcanal Island on April 7 have been received in the Navy Department, making necessary a revision of the table of losses previously announced in Communiques Nos. 337, 338 and 339. The previous communiques were based on preliminary reports which were announced as soon as possible after being received in the Navy Department.

2. Losses sustained by Allied forces from enemy air attack are revised to stand as follows: (a) One destroyer sunk. (b) One tanker sunk. (c) One corvette sunk. (d) One small fuel oil boat damaged. (e) A total of seven planes lost.

3. Recapitulation and additional verification establish enemy plane losses as: (a) 25 Zero fighters shot down. (b) 12 dive bombers shot down. (c) 2 planes of unidentified type observed to crash in the water.

4. Of the seven U. S. pilots downed with their planes, five have been rescued.

No. 341: April 12, 1943

South Pacific (Dates East Longitude).

1. During the night of April 10th–11th, Catalina patrol bombers (Consolidated PBY) bombed Japanese installations at Munda on New Georgia Island, starting a small fire.

2. On April 11th: (a) In the early morning, Liberator heavy bombers (Consolidated B–24) attacked Kahili in the Shortland Island area. Hits were made on the airfield runway and adjacent anti-aircraft positions. (b) On the same morning, a force of Avenger torpedo bombers (Grumman TBF) carried out an attack on Munda. Fires and heavy explosions resulted.

North Pacific.

3. Warhawk (Curtiss P–40) and Lightning (Lockheed P–38) fighters twice attacked Kiska during the afternoon of April 10th. Results were not observed.

No. 342: April 13, 1943

South Pacific (Dates East Longitude).

1. On April 11th: (a) During the evening, Lightning (Lockheed P–38) and Corsair (Vought F4U) fighters strafed Rekata Bay, Santa Isabel Island. A number of Japanese anti-aircraft positions were silenced. (b) During the night, Flying Fortress heavy bombers (Boeing B–17) attacked Kahili in the Shortland Island area. Two Fortresses failed to return, apparently due to unfavorable weather. Results of the attack were unobserved. (c) During the same night, a Catalina patrol bomber (Consolidated PBY) attacked Munda on New Georgia Island.

2. On April 12th: A force of Avenger torpedo bombers (Grumman TBF) and Wildcat fighters (Grumman F4F) bombed and strafed Vila on Kolombangara Island. Fires were started in the camp area. In this same operation Avengers attacked Ringi Cove, three miles northwest of Vila, and started a fire. No U. S. planes were lost in these two attacks.

North Pacific.

3. On April 11th, formations of U. S. Army planes, composed of Mitchells (North American B–25), Warhawks (Curtiss P–40) and Lightnings (Lockheed P–38), carried out four bombing attacks on Kiska. Hits were scored and fires were started in the enemy camp area.

No. 343: April 14, 1943

South Pacific (Dates East Longitude).

1. During the night of April 12th–13th, Army Liberator heavy bombers (Consolidated B–24) bombed Munda, on New Georgia Island. 2. On April 13th, during the morning, Avenger torpedo bombers (Grumman TBF), escorted by Corsair (Vought F4U) and Lightning (Lockheed P–38) fighters, bombed and strafed Munda. Bombs were dropped on the runway and dispersal areas, and fires were started from hits scored on an ammunition dump and in the camp area.

North Pacific.

3. On April 12th formations of Army Mitchell medium bombers (North American B–25), with Corsair (Vought F4U) and Lightning (Lockheed P–38) fighters, carried out six attacks on Japanese installations at Kiska. Hits were scored on the runway, gun emplacements, and the main camp area.

No. 344: April 15, 1943

North Pacific.

1. On April 13th, during the day, ten attacks were carried out against Japanese installations at Kiska by formations of Army Liberator (Consolidated B–24) heavy bombers, Mitchell (North American B–25) light bombers, and Warhawk (Curtiss P–40) and Lightning (Lockheed P–38) fighters. Beached enemy float planes were strafed. Many hits were scored and fires were started in the runway and main camp area.

South Pacific (Dates East Longitude).

2. On April 14th, during the afternoon, Avenger (Grumman TBF) torpedo bombers and Wildcat (Grumman F4F) fighters bombed and strafed Japanese barges and installations in Viru Harbor, New Georgia Island. Several fires were started.

No. 345: April 16, 1943

South Pacific (Dates East Longitude).

1. On April 15th: (a) During the morning Avenger torpedo bombers (Grumman TBF), escorted by Wildcat fighters (Grumman F4F), bombed Japanese installations at Munda, on New Georgia Island. (b) During the afternoon Dauntless dive bombers (Douglas), with Wildcat fighter escort, attacked Japanese installations at Vila, on Kolombangara Island. A building, believed to be a power generating station, was destroyed. (c) Still later in the day Avenger torpedo bombers, escorted by Corsair (Vought F4U) and Wildcat fighters, attacked and sank an 80-foot Japanese vessel in Rekata Bay, on Santa Isabel Island.

North Pacific.

2. On April 14th formations of Army Liberator heavy bombers (Consolidated

B–24) and Mitchell medium bombers (North American B–25), supported by Lightning (Lockheed P–38) and Warhawk (Curtiss P–40) fighters, carried out eight attacks on Kiska. Hits were scored in the Japanese camp area, damaging the runway and revetment area.

No. 346: April 17, 1943

North Pacific.

1. On April 14th two additional attacks were made by Army Warhawk (Curtiss P–40) and Lightning (Lockheed P–38) fighters against Japanese installations at Kiska, raising to ten the total of attacks on that date. 2. On April 15th Japanese installations at Kiska were attacked thirteen times by formations of U. S. Army planes. Liberator heavy bombers (Consolidated B–24), Mitchell medium bombers (North American B–25), and Lightning and Warhawk fighters carried out these raids. Many hits were scored in the main camp and on the runway and hangar areas, causing numerous fires and explosions. One heavy bomber was shown down by enemy antiaircraft fire.

No. 347. April 17, 1943

Pacific and Far East: 1. U. S. submarines have reported the following results of operations against the enemy in the waters of these areas: One large supply ship sunk. Two medium-sized cargo ships sunk. One large minelayer sunk. One small patrol ship sunk. One destroyer damaged. One medium-sized transport damaged. 2. These actions have not been announced in any previous Navy Department Communique.

No. 348. April 18, 1943

South Pacific: (All dates are East Longitude.) 1. On April 16th: (a) During the night, Flying Fortresses (Boeing B–17), Liberator (Consolidated B–24) heavy bombers and Avenger (Grumman TBF) torpedo bombers attacked Japanese installations at Kahili and shipping at Ballale, in the Shortland Island area. A tanker and a cargo ship were possibly damaged. (b) During the night, two Japanese planes attacked Guadalcanal Island, resulting in light casualties to United States personnel and minor damage to matériel. It is believed that one of the Japanese planes was shot down by United States antiaircraft fire. 2. On April 18th, a number of Lightning (Lockheed P–38) fighters engaged two Japanese bombers, escorted by six Zero fighters, over Kahili, in the Shortland Island area. The two bombers and three of the Zeros were shot down. Later, another Japanese bomber was encountered by the same group of Lightnings and destroyed. One United States fighter is missing.

North Pacific: 3. On April 16th: (a) A formation of Army Liberator heavy bombers bombed Japanese installations on Attu Island. (b) On the same day, formations of Army Liberator heavy bombers and Mitchell (North American B–25) medium bombers, escorted by Lightning and Warhawk (Curtiss P–40) fighters, carried out ten attacks against Japanese positions at Kiska. Hits were scored in the vicinity of the runway and in the main camp area. All United States planes returned.

No. 349 April 19, 1943

South Pacific: (All dates are East Longitude). 1. On April 17th: (a) In the afternoon, Dauntless (Douglas) light bombers and Wildcat (Grumman F4F) fighters bombed the Japanese dispersal and runway areas at Munda, in the Central Solomons. (b) During the night, Avenger (Grumman TBF) torpedo bombers attacked two Japanese cargo vessels in the Shortland Island area. Five hits were scored on a large ship of about 10,000 tons which was later seen in a sinking condition. Two other cargo vessels were encountered by Avengers and two hits were scored on one ship and a number of near hits on the other vessel. (c) The same night, formations of Liberator (Consolidated B–24) and Flying Fortress (Boeing B–17) heavy bombers and Avengers attacked Kahili, in the Shortland Island area. Hits were scored on the runway and dispersal areas, resulting in fires visible for 30 miles.

—Official U. S. Army Radiotelephoto.

Army's First Radio Telephoto

This picture, showing an American gun crew dug in during the battle for Gafsa, was transmitted March 18, the first photograph to be sent by the Army Signal Corps via radiotelephoto direct from the African battlefront. Five radiotelephoto circuits, operating from battle zones throughout the world, soon will be sending to the U. S. pictures of American troops in action a few hours after the pictures are taken.

North Pacific: 2. On April 17th: (a) During the afternoon, a formation of Army Liberators bombed Japanese installations on Attu Island. (b) On the same day, Army Mitchell (North American B–25) medium bombers, escorted by Warhawk (Curtiss P–40) and Lightning (Lockheed P–38) fighters, carried out nine attacks on Japanese positions at Kiska. Hits were observed in the camp and hangar area. One building was entirely destroyed, gun positions were silenced and three beached planes were strafed.

No. 350: April 20, 1943

South Pacific (Dates East Longitude). 1. On April 18th: (a) During the night, Liberator (Consolidated B–24) heavy bombers attacked Japanese installations at Munda, in the Central Solomons. Hits were scored on the runway and a large explosion resulted. (b) The same night, Guadalcanal Island was bombed by Japanese planes, resulting in slight casualties to U. S. personnel and very slight damage to matériel. One of the Japanese bombers was shot down.

North Pacific. 2. On April 18th Japanese positions at Kiska were attacked 9 times by formations of Army Warhawk (Curtiss P–40) and Lightning (Lockheed P–38) fighters. In these attacks a total of 17 tons of bombs was dropped. Hits were scored in the North Head, Salmon Lagoon, and main camp areas. Fires were started in the submarine base area.

—Official U. S. Navy Photograph.

Count 'em, Shipmates

Nineteen Rising Suns adorn the Grumman Wildcat Fighter of Technical Serg. R. W. Greenwood, USMC, Jamesport, Mo., attached to Henderson Field in Guadalcanal—one for each Japanese plane that the plane is credited with downing. Although several pilots have flown the plane on successful missions, the sergeant has remained plane captain.

DECORATIONS and CITATIONS

1st Marine Division (Reinforced) Given Unit Citation

The First Marine Division, Reinforced, under the command of Maj. Gen. Alexander A. Vandegrift, USMC, has been cited by President Roosevelt for its offensive operations in the Solomon Islands August 7 to December 9, 1942.

The citation was presented by Secretary of the Navy Knox to Lt. Gen. Thomas Holcomb, Commandant of the Marine Corps, in the Secretary's office.

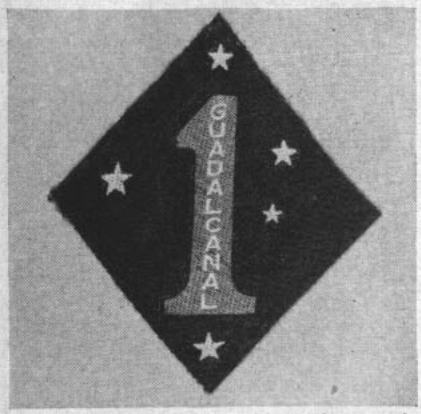
The First Marine Division, and attached units, spearheaded the successful landing assault on Guadalcanal, Tulagi, Gavatu, Tanambogo, and Florida Islands August 7, launched the first U. S. land offensive of the war as they drove the Japanese back from the Guadalcanal airfield, and in the next several months inflicted severe losses on the enemy.

The citation reads:

"The officers and enlisted men of the First Marine Division, Reinforced, on August 7 to 9, 1942, demonstrated outstanding gallantry and determination in successfully executing forced landing assaults against a number of strongly defended Japanese positions on Tulagi, Gavutu, Tanambogo, Florida, and Guadalcanal, British Solomon Islands, completely routing all the enemy forces and seizing a most valuable base and airfield within the enemy zone of operations in the South Pacific Ocean.

"From the above period until December 9, 1942, this Reinforced Division not only held the important strategic positions despite determined and repeated Japanese naval, air, and land attacks, but by a series of offensive operations against strong enemy resistance drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks. The courage and determination displayed in these operations were of an inspiring order."

Previously, the Marine ground and air detachments on Wake Island, the cruiser U. S. S. *Houston*, the Army's 15th Bombardment Squadron, and Army and Marine Corps forces which fought in the Philippines had received the Presidential Unit Citation.



—Official U. S. Marine Corps Photograph.

Guadalcanal Battle Blaze

Marine Corps veterans of the Guadalcanal campaign may now wear this battle blaze. Designed by Lt. Col. Merrill B. Twining, USMC, Operations Officer in the First Marine Division, the blaze is a medium-blue cloth diamond with a red numeral and white lettering. White stars on the background represent the Southern Cross under which the Solomons Islands action took place.

☆

Seven New Zealanders Win USN Decorations

Seven members of the Royal New Zealand Navy—four officers and three enlisted men—have been awarded medals in the name of the President of the United States by Secretary of the Navy Knox, for destroying an enemy Japanese submarine near Guadalcanal late in January.

The commanding officers of the two corvettes which participated in the action—Lt. Comdr. Gordon Bridson, D. C., and Lt. Comdr. Peter Phipps, D. S. C., both of the Royal New Zealand Naval Volunteer Reserve—received Navy Crosses.

Silver Star Medals were awarded Lieutenants William A. Laurie and James F. A. O'Neill, both of the Royal New Zealand Naval Volunteers and Mechanician R. Harper and Able Seamen A. Dalton and J. Washer, both of the Royal New Zealand Navy.

Immediately upon making contact with the enemy vessel, Lieutenant Commander Bridson launched a determined depth attack, forcing the submarine to the surface. He scored several hits with gunfire and twice during the engagement rammed the enemy ship.

Lieutenant Commander Phipps held the vessel under gunfire until he had driven it back to the beach. His tactics contributed directly to the ultimate destruction of the submarine.

Lieutenant Laurie directed gunfire of such accuracy and intensity against the hostile vessel that her crew was unable to man its armament successfully. Lieutenant O'Neill conducted the gunner action from his exposed battle station on the bridge of his ship, scoring several effective hits on the sub.

In addition to rendering outstanding service while in charge of the ship's damage control party, Mechanician Harper displayed unusual courage and initiative in manning the side of the vessel with rifles.

Dalton skillfully manned the forward Oerlikon gun during periods when his ship's main gun was inoperative, assisting effectively in preventing the successful operation of the submarine's 5-inch gun.

Washer, acting as gunlayer, coolly and skillfully maintained effective fire through open sights after enemy fire had shattered his gun sights.

☆

French Civilian Gets Navy Cross

For the first time in history, the Navy Cross has been awarded to a civilian of a foreign nation, Mr. Rene Malavergne, a French resident of Morocco.

Mr. Malavergne won the Navy's highest decoration for combat action by serving as pilot aboard the U. S. S. *Dallas*, four-stacker destroyer, under Lt. Comdr. Robert Brodie, Jr., USN, in landing operations during the occupation of French North Africa.

Personally taking the helm, Malavergne guided the destroyer through heavy seas, breaking over a bar at the mouth of the Sebou River, snapped a steel cable boom stretched across the river entrance and steamed into the channel.

Though shore batteries, machine guns, and snipers on the banks kept the vessel under heavy fire, Malavergne threaded a tortuous way among the wrecks of merchant ships that had been scuttled in the channel, often literally ploughing through the mud of the shallow river bottom, and landed United States raider forces 10 miles from an airfield that the raiders successfully captured.

NAVY CROSS

Rear Admiral Charles P. Mason, USN, of Pensacola, Fla., for heroism during the Battle of Santa Cruz, October 26, 1942, while in command of the U. S. S. *Hornet*. Throughout the battle, while the *Hornet* was being subjected to violent attacks by overwhelming numbers of Japanese fighters, dive and topedo bombers, Rear Admiral Mason directed the fighting of his ship with cool and aggressive determination. The air forces under his command succeeded in severely damaging and possibly sinking a large number of enemy warships, including an aircraft carrier, three heavy cruis-

ers, and one light cruiser. In addition to this damage to enemy surface vessels, a total of 70 Japanese planes was destroyed, the guns of the *Hornet* accounting for 26 of them.

☆

Capt. Charles P. Cecil, USN, of Flat Rock, N. C., who served as commanding officer of a destroyer group of a task force during action against Japanese forces off Santa Cruz Islands, October 26, 1942, for conducting his group so that units under his command maneuvered skillfully in forming a tight defensive screen around a United States carrier in spite of intense and violent action sustained for an hour and a half.

☆

Capt. Charles P. McFeaters, USN, of Laguna Beach, Calif., who served as commanding officer of a transport carrying troops and supplies to Guadalcanal, for taking his ship into Guadalcanal on three occasions with reinforcements and supplies for the forces ashore, despite heavy aerial bombing, repeated torpedo attacks and bombardments from Japanese shore batteries, and landing his cargoes safely and bringing his ship through unscathed.

☆

Two officers who took their destroyers into the unknown harbor of Safi, French Morocco, and landed without loss the assault troops who captured that strategic port, have been awarded the Navy Cross by Secretary of the Navy Frank Knox in recognition of their skill and daring.

The officers are Lt. Comdr. Robert E. Braddy, Jr., USN, 39, Ga., who commanded the U. S. S. *Bernadou,* and Lt. Comdr. George G. Palmer, USN, 35, Charleston, S. C., skipper of the U. S. S. *Cole.*

Old four-stackers, the *Cole* and the *Bernadou* for many months served in the Atlantic antisubmarine patrol. Then, in November 1942, they joined the armada which was to carry American forces to French North Africa. They were assigned to the attack group making for the strategically important port of Safi, in French Morocco, and given the "suicidal" mission of leading the wave of ships which were to carry the first group of assault troops into the harbor.

Through the heavy cross-fire, from French shore batteries, the *Cole* and *Bernadou* swept into the crowded harbor. They snaked through the vessels lying at anchor, and on toward their appointed objectives. Lieutenant Commander Braddy beached the *Bernadou* to permit the assault force embarked upon her to land immediately. Lieutenant Commander Palmer pushed on through the harbor, maneuvered alongside a dock, and discharged his troops. The soldiers swarmed ashore and made for their objectives. Shortly thereafter, resistance ceased.

—Press Association Photograph.

Secretary Knox presents the Distinguished Service Medal to Mrs. Eloise Walker English, widow of Rear Admiral Robert H. English, for her husband's services as Commander of Submarines, Pacific Fleet. Admiral English was klled in an airplane crash in the San Francisco area. Looking on are daughters Cornelia English, left, and Ensign Eloise English of the Waves, on duty at the Navy Department.

☆

Commander Glenn R. Hartwig, USN, of Highland Park, Mich., and Lt. Comdr. Randolph B. Boyer, USN, of Portsmouth, Va., for bringing their ship alongside their task force carrier which was disabled and listing, and aiding the carrier in a desperate fight against raging fires. Repeatedly driven off by the fury of subsequent air raids, Commander Hartwig and Lieutenant Commander Boyer persisted in returning to the side of the stricken vessel during each cessation of enemy action in order to assist damage-control and evacuate survivors. The action occurred off the Santa Cruz Islands on October 26, 1942.

☆

Commander Frank W. Fenno, Jr., USN, of Westminster, Mass., whose submarine braved Japanese shore batteries and antisubmarine patrols to bring a vast amount of gold, silver, and securities out of the Philippines before Corregidor's fall, a Gold Star in lieu of a second Navy Cross (his first was awarded for the Philippines' action) for sinking a total of 31,000 tons of enemy merchant shipping and damaging another merchantman of 15,000 tons in Pacific waters in immediate proximity to enemy shores.

☆

Lt. Comdr. Earl K. Olsen, USN, of Honolulu, T. H., posthumously, for coolly and efficiently directing the evacuation of the surviving personnel and attempting to carry the body of another officer to a place of safety, after enemy torpedo fire had flooded the engine room where Lieutenant Commander Olsen was stationed during action against Japanese forces off Guadalcanal on the night of November 30–December 1, 1942. As a result of his gallant spirit of self-sacrifice on behalf of the men on watch with him, he succumbed to smoke and toxic gases.

☆

Lt. Comdr. John J. Shea, USN, of Arlington, Mass., listed as missing in action, for directing the fight against fires on the flight deck of the U. S. S. *Wasp,* after the carrier had been crippled by the Japanese bombing attack which later caused her to sink. Lieutenant Commander Shea disregarded the danger from the fires, flying debris, and exploding ammunition to carry on his fight. When the water pressure failed, he employed chemical

fire-fighting equipment in a desperate effort to extinguish a fire in a ready ammunition locker, and was leading out a fire hose to continue his efforts when a terrific explosion occurred. He was not subsequently seen by his shipmates.

☆

Lt. Comdr. John B. Azer, USN, of West Chicago, Ill., for waging submarine warfare against Japanese shipping, sinking a 9,500-ton freighter and damaging a total of 19,139 tons of merchant shipping.

☆

Lt. Comdr. William B. Stovall, USN, of San Diego, Calif., for successfully locating enemy forces, expertly maneuvering his ship into favorable attack position, and boldly engaging the enemy with the result that his submarine was able to sink four large Japanese vessels, three of which were closely convoyed by enemy destroyers.

☆

Lt. William N. Thies, USNR, of Washington, D. C., serving as a pilot during the Aleutian Islands campaign, for constantly seeking out and engaging the enemy, despite the hazards of severe weather conditions, thereby inspiring other members of his squadron to supreme efforts. He participated in all-night patrols and bombing attacks on enemy Japanese ships in Kiska Harbor and succeeded in scoring a hit on an enemy transport, all the while defying continuous and heavy antiaircraft fire.

☆

Lt. Spencer D. Wright, USN, of Newberry, S. C., for leading his section in the initial aerial attack on the Japanese positions in the Solomons. His section covered the landing operations on Gavutu and Tanambogo Islands. Attacking a flight of Japanese seaplanes off Gavutu, Lieutenant Wright's section shot down six flying boats, then destroyed a motor launch on the sea. He personally accounted for three of the planes and the boat. Lieutenant Wright then led his fliers in a strafing assault on the enemy shore installations on the two islands, destroying fuel and ammunition dumps, buildings and motor vehicles, and hampering Japanese troop movements, thus paving the way for the landing of the American ground forces and contributing greatly to the successful occupation of the islands.

☆

Ensign Neal A. Scott, USNR, of Goldsboro, N. C., posthumously, for exhorting his gun crews to sustain heavy and accurate fire against the enemy, although his ship had been badly hit and he himself had suffered a mortal wound, during action against Japanese forces near Santa Cruz Islands, October 26, 1942. His gallant fighting spirit and remarkable courage served as an inspiration to the crew of the ship in helping to render ineffective the enemy attacks.

—Press Association Photograph.

For Cleaning up Guadalcanal: Maj. Gen. Alexander Patch, Jr., commander of Army forces on the South Pacific Island, receives the Navy Distinguished Service Medal from Vice Admiral Aubrey W. Fitch. Behind Gen. Patch are Brig. Gen. R. L. Spragins, Corps Chief of Staff, and Brig. Gen. William R. Woodwart, Artillery Commander.

☆

Ensign Leon W. Haynes, USNR, of Billings, Mont., a pilot of a fighting squadron in enemy waters, for participating in a vigorous and determined dive-bombing attack, in the face of heavy antiaircraft fire, on enemy ships, and as a result of this attack at least one enemy ship was sunk.

☆

Thomas Joel Maloy, CWT, USN, of Milwaukie, Oreg., posthumously, for his actions while serving aboard the U. S. S. *Atlanta* during action against Japanese naval forces in the Solomon Islands area on November 13, 1942. After a torpedo had struck the vessel and his station in No. 1 fireroom was flooding rapidly, Maloy promptly ordered his crew to abandon the area while he remained behind until compelled to relinquish all hope for further use of the fireroom. Subsequently, obtaining an oxygen breathing apparatus, he proceeded to investigate conditions in the forward engine room and was killed while performing this task.

☆

Erwin C. Parmelee, CCM, USN, listed as missing in action, of Haddam, Conn., for the success of his efforts to perfect the damage control organization of his ship, illustrated when his ship remained afloat and accomplished the feat of reaching port after extensive damage had been wrought by an explosion caused by a torpedo hit which detonated the forward magazines and gasoline tank during an engagement with enemy Japanese forces on the night of November 30, 1942.

☆

Donald Roy McAnn, GM1c, USNR, of Rochester, N. Y., posthumously, who served as a member of a photographic detail aboard a United States warship during an engagement with Japanese naval forces in the vicinity of Santa Cruz Islands on October 26, 1942, for taking station in an exposed position in the forward port .50 caliber gun mount and, in addition to obtaining photographs under extremely hazardous conditions, rendering valuable service in relieving members of the gun's crew at frequent intervals until he was fatally wounded by a bomb fragment.

☆

Sam Davis Presley, AMM1c, USN, of Carthage, Miss., who is listed as missing, for abandoning the shelter of his normal battle station when his aircraft carrier was attacked by hostile planes during an engagement with Japanese naval forces in the vicinity of the Santa Cruz Islands, October 26, 1942, and making his way to a plane parked on the flight deck of the carrier. Climbing into the rear cockpit, he manned the flexible guns in effective fire against raiding aircraft until the plane fell over the side and he crashed into the sea.

☆

Ralph Pettengill, WT1c, USN, of New York, N. Y., for courageously securing the Number One boiler when the main steam line was damaged causing the

fireroom to fill with superheated steam during an engagement with Japanese naval forces on the night of October 11, 1942, and continuing to fire boiler Number Two, until it too was put out of commission; for remaining below until he could no longer see the waterglass, then securing the second boiler, stopping the auxiliaries, filling both boilers with water and successfully directing the escape of his fireroom personnel without injury to a single man, before leaving the flooding compartment.

☆

Robert Lee Rheindt, BM2c, USN, of Cuyahoga Falls, Ohio, for his actions during an aerial attack by Japanese forces. When enemy bombers dove at our vessels loaded with gasoline and explosives, Rheindt, standing by in a landing boat, saw a bomb hit a barge carrying aviation gasoline, which immediately burst into flames. Observing men desperately struggling in the water covered with blazing oil, Rheindt unhesitatingly maneuvered his boat through smoke and flames near the furiously burning barge and rescued six men before the intense heat and spread of the flames drove him off.

☆

Richard Frederick Breckenridge, QM2c, USN, of Tacoma, Wash., for refusing to leave his station and go below during a crash dive of his submarine until he succeeded in securing a hatch which had become jammed. The submarine was underway in enemy-controlled waters when the approach of Japanese naval units forced her to crash dive. The wheel of the locks for the hatch leading from the deck to the conning tower became jammed, however, and the hatch would not close sufficiently to keep out the seas. By his action, Breckenridge, risking drowning, saved the conning tower instruments from damage from the seas and enabled the submarine to continue on patrol during which 29,600 tons of Japanese shipping were sunk.

☆

Alvin Lee Marts, F2c, USN, of Delta, Colo., posthumously, for unhesitatingly assisting others in carrying an injured medical officer to the amidships dressing station, although he himself had been severely wounded by a tremendous explosion, during an engagement with Japanese naval forces on the night of November 30, 1942. When he reached the dressing station he collapsed from utter exhaustion and loss of blood and died shortly afterward.

—Official U. S. Coast Guard Photograph.

First Purple Heart for Coast Guard: Lloyd M. Morris, 24, CBM, recently was awarded the Purple Heart, the first Coast Guardsman in history to receive the medal. Morris received the award for wounds received during landing operations in Africa. At the ceremony were, left to right: Rear Admirals L. T. Chalker, H. J. Johnson, and F. J. Gorman, Morris, Vice Admiral Russel R. Waesche, Rear Admirals Stanley V. Parker and Robert Donohue, and Capt. C. A. Park. The six admirals in this photograph are 50 percent of the Coast Guard's total of admirals: One vice admiral and eleven rear admirals, including three retired.

DISTINGUISHED SERVICE MEDAL

Rear Admiral Lyal A. Davidson, USN, of Norfolk, Va., commander of the Southern Attack Group of the Western Naval Task Force during the occupation of French Morocco on November 7–8, 1942, for exercising brilliant judgment and superb seamanship in total darkness and conducting the ships under his command in a successful approach to their stations for the attack on the port of Safi preparatory to further operations against Casablanca.

Early in the following morning, in an efficient ship-to-shore movement, his group effectively silenced three hostile shore batteries, stormed the port and landed troops and equipment without serious damage or loss of life. Their quick capture of Safi, resulting largely from Rear Admiral Davidson's ingenious foresight and skillful leadership, greatly expedited the unloading of tanks and contributed in a vital measure to the success of the whole operation.

☆

Rear Admiral Robert C. Giffen, USN, of Annapolis, Md., who served as commander of the Covering Group of the Task Force assigned the duty of occupying French Morocco in November 1942, for being completely successful in the bold and vigorous tactics employed to protect the other groups of the task force engaged in the assault and landing operations, despite difficult conditions caused by sun glare, smoke screens, and the maneuvers necessitated in avoiding submarine torpedoes. His command assisted substantially in destroying or crippling all hostile surface vessels attempting to sortie from the harbor of Casablanca. Due to the thoroughly planned and perfectly executed operations of this group, opposition from shore batteries and ships within the harbor was effectively neutralized and aerial and submarine attacks were frustrated.

☆

Rear Admiral John L. Hall, Jr., USN, of Williamsburg, Va., who served as acting chief of staff to the commander of the Western Task Force during the landing operations in Africa last November and later as commander of the West Africa Sea Frontier Force and commandant, Naval Operating Base, Casablanca, for organizing, establishing, and assuming command of the Sea Frontier Forces, although continuing to perform the duties of chief of staff, during the period November 8 to 20, 1942. In addition to preventing acts of sabotage during operations at

Casablanca, Safi, Fedala, and Port Lyautey, he effectively reestablished the services of these ports, removed merchant ships which were blocking the harbors, salvaged United States vessels which had been damaged during operations, and cleared the way for Western Task Force units and the convoy which followed them.

☆

Rear Admiral Monroe Kelly, USN, of Williamsburg, Va., commander of the Northern Attack Group of the Western Task Force, engaged in the occupation of French Morocco in November 1942, for conducting the ships of his group in complete darkness to their stations for the assault on the town of Port Lyautey which, with certain airdromes in the vicinity, he had been assigned to occupy preparatory to further operations against Casablanca. Having successfully completed the approach phase, he directed the ship-to-shore movement early in the morning of November 8, landing troops against severe opposition. Throughout the ensuing action, which lasted until the morning of November 11, strong hostile batteries were neutralized by heavy and accurate gunfire from the ships of his group, and the strategic areas captured.

☆

Rear Admiral Ernest D. McWhorter, USN, of Blue Springs, Miss., who served as commander of the Air Group of the Western Naval Task Force, prior to and during the attack phase of the occupation of French Morocco in November 1942, for insuring the complete and successful performance of the tasks assigned to the Group, by the exhaustive, efficient training and indoctrination of his Air Group and by the detailed planning for the tasks, during the exacting and comprehensive preparation for the protection of the Western Naval Attack Force. In gaining control of the air in that area, neutralizing hostile shore batteries, and conducting antisubmarine and air combat patrols while at the same time providing fighter coverage of our own troops landing at three widely separated points, the Air Group shot down 26 planes and destroyed more than 100 on the ground.

☆

Capt. Robert R. M. Emmet, USN, of Wilton, N. H., who served as commander of the Center Attack Group of the Western Naval Task Force in the landing operations in North Africa last November, and who was assigned the duty of capturing the town of Fedala and an important airfield nearby, for skillfully conducting in complete darkness on November 7 all units under his command to their stations for the attack on the town. In the early morning of November 8, he landed troops and equipment in Fedala, and in the face of persistent fire, the Center Attack Group captured the shore batteries. By early afternoon, all organized hostile resistance in the vicinity had ceased.

—Acme Photograph.

For Gallantry at Corregidor:

Commander Eugene Paro received the Silver Star recently for heroic and intrepid conduct while attached to a submarine detachment which carried supplies into Corregidor and assisted in evacuating personnel. Rear Admiral Edward L. Cochrane, Chief of the Bureau of Ships, presented the medal to Commander Paro.

☆

Capt. Jerauld Wright, USN, of Washington, D. C., for assisting in planning the occupation of North Africa and for commanding the submarine in which General Henri Giraud made his escape from France. As a member of the advance party which effected a successful night landing along the northern coast of the African continent and kept a secret rendezvous prior to the outbreak of hostilities, Captain Wright participated in vital conferences preliminary to the invasion of Morocco and Algeria.

SILVER STAR

Capt. Apollo Soucek, USN, of Medford, Okla., who served as executive officer of the U. S. S. *Hornet* during action against Japanese forces near Santa Cruz Islands, October 26, 1942, for skillfully directing difficult operations, including handling of the heavy towing cable and anchor chain, which enabled the aircraft carrier to be taken into tow after she had suffered serious damage. His courageous leadership in this action and during his earlier direction of the control of fires aboard the carrier served as an inspiring example to the *Hornet's* crew.

☆

Commander Sherman E. Burroughs, Jr., USN, of Coronado, Calif., and Commander Leonard J. Dow, USN, of Toledo, Ohio, for conspicuous gallantry and intrepidity while serving on the staff of the Task Force Commander during a series of highly successful offensive missions, including the attacks on the Marshall and Gilbert Islands, the raids on Wake and Marcus Islands, the Battle of Midway, and similar operations in the Central Pacific covering a period from December 6, 1941, to June 14, 1942.

While under constant threat of attack by air and submarines, the Task Force to which Commanders Burroughs and Dow were attached, repeatedly steamed for protracted periods in enemy waters and in close proximity to enemy territory and bases. Largely due to their skill and determination under fire, only minor damage was suffered from attacking heavy bombers. In addition, they contributed materially to the marked success of the other actions through which the Task Force came unscathed after inflicting extremely heavy damage on Japanese installations and shipping.

☆

Commander William R. Smedberg, III, USN, of Arlington, Va., who served as commanding officer of a United States warship during action against a Japanese submarine off Guadalcanal, Solomon Islands. Although his ship was lying at anchor unloading ammunition when the submarine launched a surprise attack, Commander Smedberg successfully evaded an enemy torpedo. His maneuvering and the superb functioning of his entire ship's company enabled him to save his ship and complete an important mission.

☆

Commander Henry G. Moran, USN, of West Haven, Conn., for skillfully directing operations which resulted in extinguishing many violently blazing fires aboard the U. S. S. *Hornet* during action against Japanese forces near Santa Cruz Islands, October 26, 1942, for promptly instituting all possible counterflooding measures when needed, and for working tirelessly throughout the ship in attempting to control the heavy damage. Commander Moran was first lieutenant and damage control officer of the carrier.

☆

Commander Theodore R. Wirth, USN, of Berkeley, Calif., who served as executive officer of a United States

warship during operations in the Southwest Pacific; acted as first lieutenant and damage control officer during the Coral Sea and Midway actions, and as executive officer in the engagements of August 24 and October 26, 1942, for rendering invaluable service while participating in the ship's mission and again when his ship engaged a Japanese surface force off Guadalcanal on November 13, when he remained at his battle station, though wounded in action, persistently alert in spite of exhaustion from loss of blood, and ready to take over conning the vessel.

☆

Commander Dwight Hodge Dexter, USCG, of San Francisco Calif., who landed on Guadalcanal, Solomon Islands, with the Marines on their initial occupation of the islands, for establishing and administering the Local Naval Defense Forces in the face of almost daily enemy attacks by air and nightly bombardment, over a period of many weeks, by Japanese naval units. For nearly four months, until evacuated on account of illness, he maintained an organization which was highly essential to the successful unloading of troops and thousands of tons of vitally needed supplies.

☆

Lt. Comdr. Oscar H. Dodson, USN, of Waco, Tex., who served as communications officer on the U. S. S. *Hornet* during action against Japanese forces near Santa Cruz Islands, October 26, 1942, for directing the reestablishment of radio and visual communications after all normal channels had been destroyed or rendered ineffectual by enemy bombs. Later, accompanied by a volunteer crew, he entered a compartment containing an unexploded bomb in order to destroy the ship's secret publications.

☆

Lt. Irving J. Superfine, USN, of South Bend, Ind., for boarding an abandoned vessel in an active combat area in order to obtain strategic material, while acting as officer-in-charge of a salvage crew in the South Pacific. After working tirelessly over a period of several days, under most difficult and trying conditions, he brought out his ship and a barge containing a valuable cargo, dropping anchor safely in spite of enemy observation and attack.

☆

Lt. Robert E. Dornin, USN, of San Francisco, Calif., serving as executive officer aboard a submarine, for the skill and accuracy with which he performed his duties which resulted in five ships in three convoys being successfully attacked.

—Official U. S. Navy Photograph.

Major Guy G. Narter, USMC, receives the Silver Star medal for gallantry in action on Guadalcanal. Left to right: Secretary of the Navy Frank Knox, Major Narter, and Lt. Gen. Thomas Holcomb, commandant, United States Marine Corps.

Lt. (jg) Roy M. Billings, USNR, of Sacramento, Calif., commander of an Armed Guard crew aboard a merchant ship, for directing the fire of his men with great success and contributing in large part to the destruction of at least eight enemy planes during days of almost continuous attack by German submarines and torpedo and bombing planes. When his ship, rocked by explosions and with shrapnel and debris covering the deck, dropped temporarily out of the convoy, Lieutenant (jg) Billings and his crew remained at their bullet-torn gun stations and continued the fight.

☆

Ensign Floyd M. Symons, USN, of New Orleans, La., a Gold Star in lieu of a second Silver Star Medal; Commander Eugene E. Paro, USN, of Paducah, Ky., and Ensign Ivan G. Nelson, USN, of Middleton, Idaho, all of whom were attached to the Submarine Detachment in action against enemy Japanese forces at Fort Mills, Corregidor, P. I., during the period January 1 to April 10, 1942, for risking their lives on numerous occasions to carry out vital missions during the prolonged seige of Corregidor and the subsequent evacuation of personnel from that hazardous area.

☆

Diosdado Rome, CCk, USN, of Honolulu, T. H., posthumously, for standing by his battle station in the performance of his duties despite the fact that his compartment was flooded and filled with gas as a result of an explosion which damaged his ship during an engagement with Japanese naval forces on the night of November 30, 1942. Although he finally made his way out of the dangerous area and carried on throughout the remainder of the night and part of the next day, he eventually collapsed from the deadly effects of prolonged exposure to the gas.

Carroll Edgar Witham, CBM, USN, of Long Beach, Calif., who was promoted to his present rate (acting appointment) in recognition of meritorius conduct in action, and Samuel J. Rufi, GM3c, USNR, of Warren, Ohio, for entering the smoking mount after an explosion occurred in the forward 5-inch gun mount aboard their warship, causing a number of casualties, extinguishing the flames from the burning clothing of two injured and unconscious members of the gun crew and assisting in carrying them to safety, during the opening offensive against Japanese shore positions in Tulagi Bay, Solomon Islands, August 7, 1942.

☆

Robert Lee O'Brien, CBM, USN, of High Springs, Fla., for promptly and fearlessly risking his life to extinguish the fire resulting from an attack by Japanese aircraft, which seriously threatened the safety of his ship and the personnel on board.

☆

Robert O. Byers, CBM, USN, of Porto Rico, for courageously remaining at his battle station and continuing to perform his duties as range-finder operator aboard a United States warship accurately and efficiently, despite painful shrapnel wounds, until ordered to leave during a lull in the battle with Japanese naval forces near Guadalcanal on the night of November 12–13, 1942.

☆

Hiram Jesse Hodge, CGM, USN, of Pryor, Okla., for immediately ascertaining the damage done to his ship after it had been raked by enemy fire, taking charge and fighting fires and carrying out the wounded during an engagement with Japanese naval forces near Guadalcanal on the night of November 12–13, 1942. He removed with his own hands ammunition which was dangerously overheated, some of which exploded in mid-air as it left the ship.

☆

Luther Graham Keenum, CTM, USN, of Columbus, Miss., for bravely assisting in fighting fires after his ship had been raked by enemy guns during an engagement with Japanese naval forces near Guadalcanal on the night of November 12–13, 1942. In order to operate the magazine flooding valve, Keenum daringly entered a flaming handling room, thereby contributing in great part to the saving of the ship.

☆

James Clyde Hammond, ACMM, USN, of Pensacola, Fla., for his actions while serving as engineering chief, charged with the responsibility of maintaining certain planes of his squadron in readiness for combat, on

Guadalcanal, Solomon Islands, from September 18 to November 7, 1942. Handicapped by extremely difficult and dangerous conditions, Hammond effectively serviced aircraft with a small engineering crew. On one occasion, after a severe hostile shelling, he and his crew, although exposed to fierce artillery fire, labored to salvage undamaged parts from wrecked planes. Working day and night in the midst of exploding bombs and bursting shells, their task made doubly difficult by inclement weather and lack of materials, they successfully reconstructed complete aircraft which launched effective attacks against the Japanese. Often working 24 hours a day to make possible the extensive flight schedule maintained by his squadron, Hammond, by his exceptional technical ability and courageous leadership, contributed in large measure to the success and efficiency of operations in this area.

☆

Jack Walter Shelton, CFC, USN, of Stafford, Va., for remaining at his battle station and coolly and efficiently performing his duties as range finder operator, although painfully wounded by shrapnel, during the engagement with Japanese naval forces near Guadalcanal on the night of November 12–13, 1942. He continued to identify silhouettes as they appeared and gave target angles, speeds and ranges during the height of the battle. (Shelton was advanced to his present rate from fire controlman first class on January 1, 1943.)

☆

Frank Percy Reed, CWT, USN, of Brooklyn, N. Y., for volunteering to lead a hose to the most dangerous part of a fire aboard his warship in an attempt to prevent the explosion of a quantity of ammunition, immediately subsequent to the battle against Japanese naval forces on the night of November 30, 1942. Taking his station in a motor launch, he remained bravely fighting the blaze until ordered to leave when the craft in which he stood had to be jettisoned, as it too had become a mass of flames.

☆

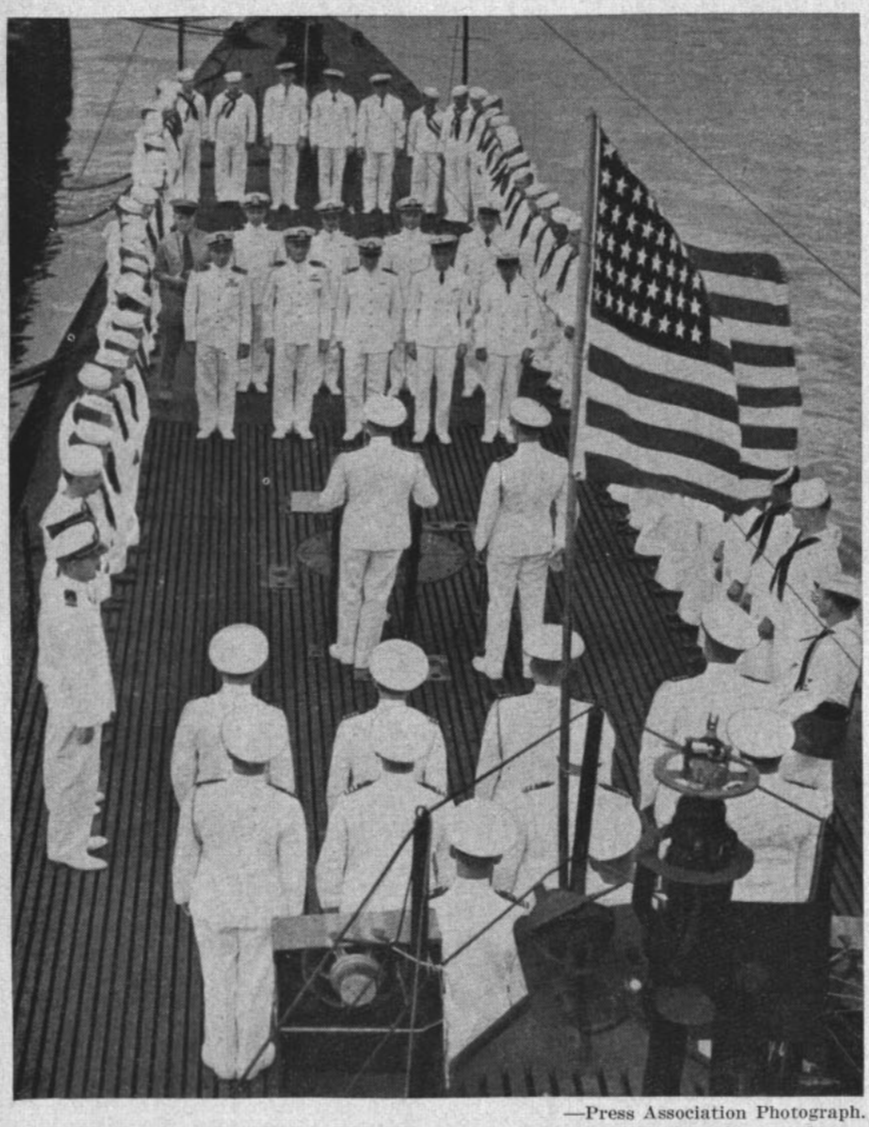
Murray Wynne Reynolds, CEM, USN, of Dorchester, Mass., who served as senior chief electrician's mate aboard a United States warship during the engagement with enemy Japanese naval forces on the night of November 12–13, 1942, and, although badly wounded, continued issuing instructions to his men for effecting necessary repairs to the electrical system which had been put out of commission by enemy fire, until he became so weak from loss of blood that it was imperative to evacuate him to the battle dressing station. His courageous and skillful assistance in re-establishing communications to the bridge and utilizing hand-steering control contributed in great measure to the prevention of further damage to his ship.

☆

Marion Green, CCk, USN, of McClellansville, S. C., for action on a United States warship during the engagement with Japanese naval forces on the night of November 12–13, 1942. After a shell had struck and badly damaged his station in the galley, Green lifted a wounded shipmate to his back and attempted to evacuate him when a second shell struck the galley, killing the wounded man and piercing Green's body with innumerable pieces of shrapnel. Although suffering acutely, he, with utter disregard for his own personal safety, refused to leave his battle station and remained to care for another wounded comrade. (Green was advanced to his present rate from officers' cook, first class, on January 19, 1943, for meritorious conduct.)

☆

Richard Thomas Woodson, ARM1c, USN, of Denver, Colo., who served as a radioman and free gunner in a scout bomber of the U. S. S. *Hornet* Air Group during action against Japanese forces near Santa Cruz Islands, October 26, 1942, for assisting in fighting off a prolonged attack on his plane by numerous enemy fighters and continuing to man his gun throughout the



—Press Association Photograph.

For 61,600 Tons of Enemy Shipping Sunk and 30,000 Tons Damaged:

Nine officers and men of a U. S. submarine were presented awards at Pearl Harbor March 21 by Rear Admiral C. A. Lockwood, Jr., in ceremonies aboard the ship. Left to right, front row, Lt. Comdr. C. C. Burlingame, Vallejo, Calif.; Lt. T. D. Keegan, Staten Island, N. Y.; Lt. R. K. R. Worthington, Philadelphia; A. R. Stegall, CRM, Seattle, Wash., and Robert Anderson, CTMM, Seattle, Wash. Rear row, Ens. D. E. Finch, Everett, Wash.; Lt. J. P. Bienia, New Bedford, Mass.; Lt. K. G. Nichols, San Diego, and T. Duncan, CMoMM, San Francisco. Duncan and those in the front row received the Silver Star, others the Navy and Marine Corps Medal.

The Distinguished Flying Cross

—Official U. S. Coast Guard Drawings.

has been posthumously awarded Lt. John A. Pritchard, Jr., USCG, for a spectacular rescue of two Army airmen, marooned on the Greenland Ice Cap when their Flying Fortress crashed. As portrayed in the drawing at the left, Lieutenant Pritchard landed with his wheels retracted and took off from treacherous ice, carrying the two Army airmen to his cutter. He and his radioman, Benjamin A. Bottoms, MM1c, USCG, were lost the following day while attempting rescue of a third flier. Previously, Lieutenant Pritchard had crossed the Ice Cap on skis and snowshoes to rescue three RCAF airmen, similarly marooned. His meeting with the Canadians, portrayed in the drawing at the right, was commemorated when the RCAF presented a plaque to the Coast Guard in appreciation (INFORMATION BULLETIN, March 1943).

engagement, although he was weak from loss of blood as a result of a serious wound. His loyal devotion to duty during a critical situation contributed in a large measure to the destruction of a large number of Japanese fighters shot down by his group.

☆

Lynn Kessinger Robertson, SF1c, USN, of Peoria, Ill., for risking his life to extinguish a fire aboard his warship which seriously threatened the safety of the ship and the personnel on board, while serving in action against Japanese forces.

☆

Allen Alfred Eylar, SC1c, USN, of Seminole, Okla., for refusing to leave his battle station, although painfully injured during the action with Japanese naval forces off Guadalcanal on the night of November 13, 1942, thereby helping to maintain his battery in readiness until the engagement was over. When he finally reported to the dressing station, he noticed a fire starting in the galley and heroically assisted in putting it out before going back to have his wounds treated.

☆

Louis Deet Bonin, SF2c, USN, of Pelly, Tex., for entering a blazing, smoke-filled compartment and, with utter disregard for his own safety, made a desperate attempt to open a water-tight door in order to extinguish the fire in an adjacent compartment. His action occurred immediately subsequent to the battle against Japanese naval forces on the night of November 30, 1942.

☆

William P. Liddle, Jr., PhM3c, USN, of Goodwill, W. Va., posthumously, for continuously exposing himself to enemy machine-gun and rifle fire in order to administer to his wounded comrades during vigorous attacks by our force on the Japanese-held village of Matanikau, Guadalcanal, Solomon Islands.

☆

Kenneth William Durant, PhM3c, USN, of Algona, Iowa, posthumously, for his actions on Guadalcanal, Solomon Islands, during a Marine offensive in the Matanikau River area, when he worked his way forward with the assault elements despite tremendous hostile fire. After he had administered aid to numerous injured personnel, he halted at the command post in utter exhaustion until a Marine, fatally wounded about 15 yards to the front, called for a corpsman. Unhesitatingly, Durant rushed forward in the face of machine-gun and sniper fire and was killed before reaching the stricken man.

☆

Sam Joseph Carimi, PhM3c, USN, of Memphis, Tenn., for rushing out to the firing line and rendering first aid treatment to his wounded and dying comrades during action against Japanese forces in the Matanikau River area on Guadalcanal, Solomon Islands. His courageous action, performed in the midst of heavy machine-gun fire and bursting hand grenades, undoubtedly saved the lives of several members of the Marine Corps who otherwise might have perished.

☆

Robert Crosby Nunes, FC3c, USN, of Portland, Oreg., for remaining in the vicinity of his battle station after it had become enveloped in flames and assisting in rescuing his injured comrades. Although he himself was suffering from burns and his hair was on fire, Nunes helped to extricate a badly injured officer and then assisted in removing another seriously burned and helpless man to a place of safety. His actions occured while serving on a United States warship immediately subsequent to the battle against Japanese naval forces on the night of November 30, 1942.

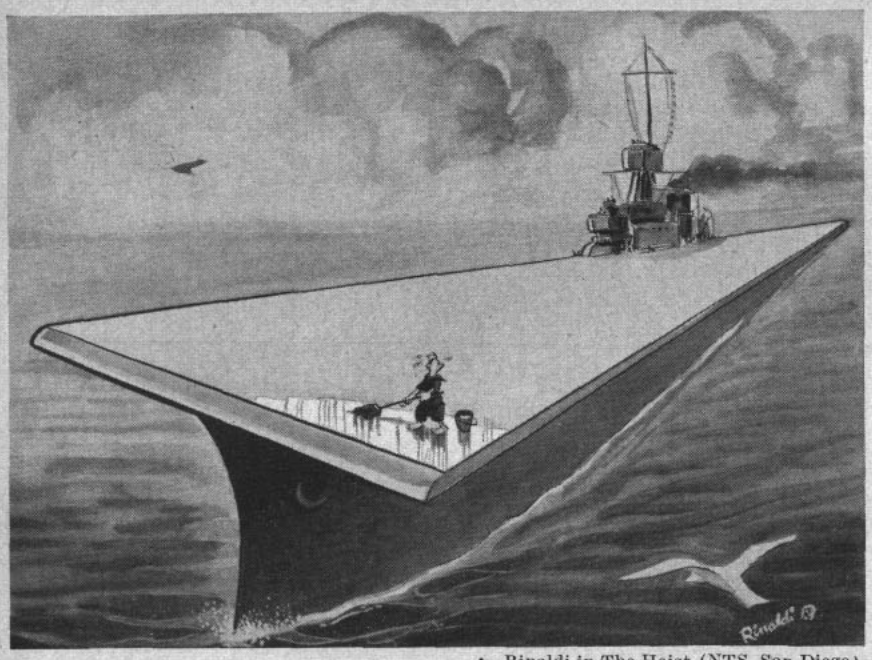
☆

Harry A. Seymour, Jr., S1c, USN, of Phoenix, Ariz., who is listed as wounded in action, for disregarding painful burns and injured hands and breaking out fire hose, coupling it together and fighting fires aboard his warship during the height of battle near Guadalcanal on the night of November 12–13, 1942. Seeing two shipmates whose clothing was ablaze, he courageously extinguished the fire and aided in the removal of the wounded.

☆

John Charles Batease, HA1c, USNR, of Richmond, Va., who, during action against Japanese forces on Guadalcanal, Solomon Islands, on September 14, 1942, moved over the hilltop

(*See page 61*)



—Rinaldi in The Hoist (NTS, San Diego).

into an area which lay between the main lines of fire, remaining there and unselfishly administering to his wounded comrades until he was seriously injured by a mortar shell which landed nearby.

DISTINGUISHED FLYING CROSS

Col. William A. Matheny, USA, of Carrington, N. Dak., and Maj. Francis A. Smith, USA, of Northeast, Md., for leading their heavy bombardment groups in a vigorous and determined bombing assault against an enemy Japanese base and contributing to the fighting spirit which enabled their groups to inflict severe damage on hostile personnel and material.

☆

Maj. Johnathan E. Coxwell, USA, of Billings, Mont., posthumously; Maj. Edward A. Jurkens, USA, of Sterling, Ill., and Capt. Dana B. Billings, USA, of Ripon, Wis., for leading bombing attacks, as commanders of heavy bombardment groups, on a heavily fortified Japanese base and enabling their groups to inflict severe damage on hostile personnel and material.

☆

Lt. John A. Pritchard, Jr., USCG, of Burbank, Calif., and Benjamin A. Bottoms, MM1c, USCG, of Salem, Mass., both listed as missing in action, for saving the lives of two members of an Army bomber crew forced down on the Greenland Ice Cap. Lieutenant Pritchard, at the risk of his own life and that of Bottoms, who was his radioman, skillfully maneuvered his plane to a safe landing on the Ice Cap, took on board the two Army fliers and, in a demonstration of superb airmanship, successfully took off his heavily loaded plane and proceeded back to his ship. The next day Lieutenant Pritchard again landed on the Ice Cap, took aboard one of the fliers and, after a successful take off, started back for his ship. Soon thereafter the plane probably encountered a snow storm which apparently led to its destruction and to the disappearance of Lieutenant Pritchard and Bottoms.

Bottoms rendered valuable assistance to Lieutenant Pritchard on both the flights. He maintained excellent contact by radio between his plane and mother ship, keeping her fully informed of the position of the plane, time of arrival at the scene of rescue operations, conditions prevalent at the scene, and other pertinent data. He also assisted Lieutenant Pritchard in rendering aid to the injured and stranded fliers.

☆

Ensign James C. Weimer, USNR, of Baton Rouge, La., for pressing home his attack in the face of heavy and accurate machine-gun fire and, with the assistance of two other pilots, shooting down in flames a Japanese twin-engined bomber, while on patrol operations as a pilot of the U. S. S. *Hornet* Air Group during action in the Solomon Islands area.

NAVY AND MARINE CORPS MEDAL

Lt. Col. Charles V. Snurkowski (MC), USA, of New Haven, Conn., for swimming to the assistance of an officer who had been caught in a dangerous undertow and was about to go under. When Lieutenant Colonel Snurkowski had brought the officer almost to the beach, both were swept back to sea by an enormous wave which dragged them under the water and then threw them against a jagged rock. Although weak from exhaustion, Lieutenant Colonel Snurkowski nevertheless succeeded in pulling the Naval officer and himself up on the rock in a relatively safe position and managed to hold on until help came.

☆

Ensign Ben Sparks, Jr., USNR, of Lochland, Ohio, for rescuing a Naval Reserve officer who landed in the water after parachuting from a plane which was involved in a midair collision. Immediately, upon observing the crash, Ensign Sparks landed on the water as close as possible to the most seriously endangered man, whose life jacket was torn and useless and who had become badly entangled in the shrouds of his parachute. After crawling down on top of the float and pulling the exhausted officer to safety, Ensign Sparks removed his outer clothing and dived repeatedly in the attempt to rescue another victim of the same crash, continuing tirelessly in his efforts until almost overcome by the fumes of gasoline accumulated on the surface of the water.

☆

Joe E. Howell, F1c, USN, of Hartford, Ala., for swimming out and rescuing survivors off enemy-occupied territory despite the fact that his ship might have been forced to steam away and leave him in the shark-infested waters. He swam out as far as 100 yards on four occasions to get the men who were too exhausted to reach the ship.

☆

Dan Strickland, S1c, USNR, of Westminister, N. C., for risking his life repeatedly to swim through oil-covered, shark-infested waters only a few miles from enemy territory to carry a line to exhausted survivors of a badly damaged ship, following an engagement with Japanese forces near Guadalcanal. When the line parted, he valiantly assisted several men to a drifting life raft which was eventually towed back to his warship.

AIR MEDAL

Lt. Comdr. John F. Tatom, USN, of San Diego, Calif., for deliberately seeking flights into enemy-dominated areas where the most hazardous weather conditions prevailed and for being able, as a result of these flights, to provide Naval and Army aircraft commanders with dependable information and advice vital to air operations against enemy Japanese forces in Kiska, while participating in the

—The Keynoter (NTS, Toledo, Ohio).
"Wipe that opinion off your face."

Aleutian Islands campaign. On one occasion, while making one of his numerous flights in an Air Corps' bombing plane to Kiska and Attu as an observer, he was subjected to heavy antiaircraft fire over Kiska Harbor and his plane was attacked by a formation of Japanese fighters.

☆

Lt. William F. Eadie, USN, of Evanston, Ill., for his successful rescue of Capt. Eddie Rickenbacker and his party on November 12, 1942, after they had been adrift in the Pacific since October 21, 1942. Lieutenant Eadie discovered the raft after a search of more than 10 hours in his scouting plane. He landed his plane on the open sea near the raft, placed the most severely injured man in the cockpit of his small plane, lashed the others to his wings and taxied toward his base 40 miles away, until given assistance by a passing ship.

☆

Harry Claude Ansley, Jr., ARM1c, USN, of Augusta, Ga., listed as missing in action, for contacting a strong force of hostile warships on October 26, 1942, during action against Japanese forces in the vicinity of Santa Cruz Islands, while acting as radioman-gunner and, by maintaining flight over the enemy force for more than an hour, furnishing valuable information which made possible a subsequent attack by our own forces; for, on November 14, 1942, taking part in a raid against a Japanese cruiser force and, later, an attack against hostile transports approaching Guadalcanal. Encountering fierce resistance by antiaircraft fire and enemy fighters, he failed to return from this mission.

☆

David Bruce Small, AP1c, USN, of Detroit, Mich., for his achievement while serving as bow gunner of a patrol plane during action against enemy Japanese forces in the Solomon Islands area on October 26, 1942, in destroying one Zero fighter and driving off others with the assistance of the starboard waist gunner, so that his pilot was eventually able to elude the remainder of the Japanese attack group and thereby save his plane and crew.

☆

William Ernest Edwards, AP1c, USN, of Long Beach, Calif., for his achievement as pilot of a PBY airplane following an accident in mid-air. When a spontaneous burst of flame fanned out of the starboard engine and burned the fabric from one wing and the control surface, Edwards, with his rudder and elevators inoperative, skillfully maintained control of the plane until the disabled engine fell out of the wing. Lowering his floats and effecting a precarious landing at sea, he promptly ordered all hands over the side, then, despite imminent danger of fuel explosion aboard the blazing craft, made his way to the waist compartment, secured two rubber life boats and picked up the entire crew from the water.

☆

Earl Gallagher, ARM3c, USNR, of Los Angeles, Calif., who is listed as missing in action, for contributing in large measure to the development of successful communications among the planes of his squadron during engagements with Japanese forces on October 26, 1942 and November 14–15, 1942, as a radioman-gunner attached to a bombing squadron. Intercepting a radio contact report from a plane in another sector, he enabled his pilot to proceed to a point where he could release his bomb and score a direct hit on a Japanese cruiser.

☆

Albert M. McClure, ARM3c, USNR, of Washington, D. C., who served as radioman and turret gunner in a torpedo bomber of the U. S. S. *Hornet* Air Group during action against enemy Japanese forces near Santa Cruz Islands, October 26, 1942, for performing his task in the face of extremely heavy enemy antiaircraft fire and, by his skill and gallant devotion to duty, contributing in a large measure to the success of the attack on a Japanese heavy cruiser.

☆

Keith Leroy Johnson, ARM3c, USNR, of Minneapolis, Minn., who was attacked by four hostile float planes while serving as radioman-gunner on a search mission from Henderson Field, Guadalcanal, Solomon Islands, for leaving one plane afire and putting the others to flight by his timely and effective fire. Although his own plane was severely damaged and his pilot wounded, he fought off an overwhelming foe in a critical encounter which otherwise might have proved disastrous.

☆

Robert C. Hynson, Jr., ARM3c, USN, listed as missing in action, of Davenport, Iowa, for conducting effective strafing attacks with his free machine guns during retirement from a vigorous raid against a hostile cruiser force in the face of tremendous antiaircraft fire, as radioman-gunner attached to a bombing squadron in the Solomon Islands area on November 14, 1942. Later, he pressed home an attack against an enemy transport force despite strong fighter opposition and, during the ensuing action, bravely fought against repeated assaults by seven Japanese Zeros. He aided in shooting down two of the planes.

COMMENDATIONS

Capt. William H. John, British Merchant Service, for serving as captain of a United States merchant ship which carried an essential cargo across submarine infested waters and delivered it safely after a dangerous voyage.

☆

Ensign William H. Farrer, USNR, of Arkansas City, Kans., officer-in-charge of the Armed Guard crew aboard a merchant ship, for leading his men valiantly to combat the enemy which attacked with submarines and planes and for doing everything in his power to aid his men to reach safety when the ship was torpedoed and sunk.

☆

John Henry Ruehl, Jr., AOM3c, USN, of Redford Township, Wayne County, Mich., for his heroic action while participating in the rescue of the members of a plane which crashed. Ruehl was flying as a passenger in a plane when another plane was seen to crash in a nearby ravine. The pilot of Ruehl's plane flew over the crashed craft and immediately landed at the field to report the accident. Ruehl obtained a fire extinguisher and boarded a tractor which took him to the edge of the canyon in which the plane had crashed, and proceeded down the slope on foot until he jumped on a truck which was rushing to the scene.

When he reached a spot near the wrecked plane, Ruehl leaped from the truck and ran to the burning craft

(See page 63)

where he assisted in removing the injured pilot and one member of the crew to safety. He then fought his way through the flames and exploding ammunition to help in extricating the remaining unconscious crew member from the tangled wreck. A few seconds after the last man had been dragged to safety one of the gas tanks of the plane exploded in a sheet of flame.

☆

Argonne McCown, S1c, USNR, of Robinson Creek, Ky., for his conduct as a member of the Armed Guard crew aboard a merchant ship which was sunk by enemy forces. During an attack by enemy high-level bombers and torpedo planes, McCown followed one of the attacking planes with fire from his gun, sending it to its destruction in the sea.

☆

Hubert Madden Foley, S2c, USN, of Hyattsville, Md., posthumously, for his service as a member of the Armed Guard crew on a merchant ship in a convoy upon which enemy bombers, torpedo planes and submarines launched prolonged and sustained attacks. The Armed Guard crew shot down seven attacking planes and the ship was brought safely to port through the assistance of the Armed Guard crew.

☆

The following members of an Armed Guard crew aboard a merchant vessel for trading gunfire with onrushing enemy planes throughout five days of almost continuous air attacks, sending one crashing into the sea and contributing to the effective antiaircraft barrage of the convoy which accounted for several of the enemy raiders:

George William Aliff, GM3c, USNR, of Baltimore, Md.

Paul Franklin Ballew, GM3c, USNR, of Gastonia, N. C.

John Andrew Batinsky, Cox, USNR, of Brooklyn, N. Y.

Charles Edward Bieber, S1c, USN, of New Orleans, La.

Charles William Clark, GM3c, USNR, of Marianna, Fla.

Leo Edward Grimmenga, S1c, USNR, of Brookfield, Ill.

Herman Duane Lower, S1c, USNR, of Midland, Mich.

Walter Frank Lubas, S1c, USNR, of Northbridge, Mass.

Robert Lee Taylor, S1c, USNR, of Jacksonville, Fla.

Elmer Clarence Marvin, S1c, USNR, of Moline, Ill.

Virgil Franklin McElveen, S1c, USNR, of Brooklet, Ga.

Wilton Oscar Parker, S1c, USNR, of Pickens, S. C.

David Wessling Michael, S1c, USNR, of Fort Worth, Tex.

Curtis Randolph Pierce, S1c, USNR, of LaGrange, Ga.

Seth Thomas, S1c, USNR, of Elkview, W. Va.

Lawrence Jefferson Thornbrough, S1c, USNR, of Clinton, Okla.

William Joseph Turegano, S1c, USNR, of New Orleans, La.

William Carlvan Turner, S1c, USNR, of Jacksonville, Fla.

Chester Milton Wallace, S1c, USNR, of West Union, W. Va.

Jerry Blaze Waller, GM3c, USN, of Atlanta, Ga.

Charles Raymond Ward, GM3c, USN, of Atlanta, Ga.

James Williams, S1c, USNR, of Star City, W. Va.

Raymond Woodrow Wilson, GM3c, USN, of Macon, Ga.

☆

The following members of an Armed Guard crew aboard a United States merchantman which suffered extensive damage as the result of a near miss, for, during an ensuing period of intensive enemy activity, defending their ship against enemy aircraft and, in spite of the difficulties involved, returning the ship to a state of complete repair:

John Haywood Minshew, Cox, USNR, of Maylene, Ala.

Charles Franklin Onstott, Jr., SM3c, USN, of East St. Louis, Ill.

Ora LeRoy Beal, SM2c, USN, of Creston, Iowa.

William Kodad, RM2c, USN, of Dorchester, Mass.

Stanley Quisenberry Meadows, GM3c, USNR, of Mulga, Ala.

James Edwin McFerrin, GM3c, USN, of Bessemer, Ala., who is listed as missing in action.

Byron Foster Roy, BM2c, USN, of Beedeville, Ark., who is listed as missing in performance of duty.

David Phillip Riley, GM3c, USN, of Ludlow, Mass.

Hubert Lemaster, GM3c, USN, of Boaz, Ala.

Robert Wayne Prescott, Cox, USNR, of Castle Rock, Colo.

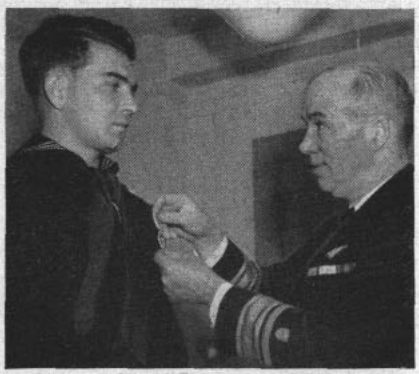
☆

The following, members of an Armed Guard crew aboard a merchant ship which was heavily attacked by enemy submarines and aircraft, for shooting down two of the planes by their skillful antiaircraft fire. During this attack the vessel suffered two torpedo hits and within the space of a few minutes began to settle at the stern. Despite the heavy machine gun fire from the planes the abandonment of the ship was effected successfully and there were no casualties either during the attack or in the evacuation:

Leonard Donald Howard, S1c, USNR, of Baltimore, Md.

Morton Watson Howard, S1c, USNR, of Huntington, W. Va.

Harry Matthew Jackson, S1c, USN, of Walton, W. Va., listed as missing in action.



Twice Wounded —Official U. S. Coast Guard Drawing and Photograph.

by Japanese gunfire and forced to abandon his torpedoed ship near Guadalcanal, George T. Rhodes, MM2c, USCG, "polished off" a Jap in a fist-fight in the water before he was rescued by three Navy men. The Coast Guard drawing at the right shows Rhodes finishing the Jap, who attempted to steal Rhodes' life jacket, with a well-aimed right to the jaw. At the left, the aftermath: He receives the Purple Heart from Rear Admiral Robert Donohue, chief of Coast Guard Personnel.

James Eratus King, Jr., S1c, USNR, of Hawkinsville, Ga.

Leo Joseph Solis, Cox, USNR, of New Orleans, La.

Stanchfield Wright, S1c, USNR, of New York, N. Y.

Antonia Dias Lima, Jr., RM3c, USNR, of Ludlow, Mass.

Edgar Eugene Nall, SM3c, USN, of Big Creek, Miss.

☆

The following Armed Guard crew members for conducting themselves in a courageous and efficient manner and aiding materially in the destruction of several enemy aircraft which attacked their convoy; for continuing to perform their duties after directed torpedo attacks on the vessel which resulted in its sinking, abandoning the burning ship only when so ordered:

Ernest Richard Barclay, S1c, USN, of Chicago, Ill.

John Frederick Becker, S1c, USNR, of Mahanoy City, Pa.

Melvin Lewis Bradley, S1c, USNR, of Bellemoore, Del.

Robert William Beine, S1c, USNR, of New Athens, Ill.

Paul Francis Gallagher, RM3c, USN, of San Francisco, Calif.

Louis George Finch, Cox, USNR, of Lowell, Mass.

Carl Ernest Jewell, SM3c, USNR, of Columbus, Ind.

Jack Parker, S1c, USNR, of Holland, Mich.

Preston Oren Peet, S1c, USN, of Osage City, Kan.

James Solomon Peiffer, S1c, USNR, of Lebanon, Pa.

Neil Lisha Raymond, S1c, USNR, of Saginaw, Mich.

Donald Raymond Strand, S1c, USNR, of Minneapolis, Minn.

Estel Harding Webb, S1c, USNR, of Dayton, Ohio.

☆

Donald Sherman Biggs, S1c, USNR, of Fenton, Mich., for his conduct as a member of an Armed Guard crew aboard a merchant ship during her voyage. Throughout the days when the convoy fought its way through bomb-blasted and submarine infested waters the members of the Armed Guard crew remained at their stations and met each recurrent attack with accurate and effective barrages of antiaircraft fire. Despite Biggs' direct exposure to enemy strafing during one of those attacks, he exchanged fire with an enemy plane, set its starboard engine on fire and forced it to withdraw.

☆

The following members of the Armed Guard crew aboard a merchant ship in a convoy subjected to numerous submarine and air attacks during the voyage, for remaining at their stations and meeting each recurrent air attack with an accurate and effective barrage of antiaircraft fire:

Francis Charles Capobianco, Cox, USNR, of Cambridge, Mass.

David Dean Roark, S1c, USNR, of Edgewater, Ohio.

Frederick Donald Roberts, S1c, USNR, of Albuquerque, N. Mex.

Joe William Romero, S1c, USNR, of Denver, Colo.

Harold Chester Whitney, S1c, USNR, of Chicago, Ill.

Miron Ernest Wonch, S2c, USNR, of Lansing, Mich.

Gerhart Yekel, S1c, USNR, of Bridgeport, Nebr.

John Francis Sullivan, S1c, USN, of Quincy, Mass.

John Freeborn Reed, SM3c, USNR, of Melrose, Mass.

☆

The following members of the Armed Guard crew aboard a merchant ship attached to a convoy which was attack on five separate days during its voyage by numerous enemy aircraft and submarines, for assisting in the destruction of at least three enemy planes:

Irving John Nord, S1c, USNR, of Iron Mountain, Mich.

Dennis Joseph O'Brien, S1c, USNR, of Urbana, Ohio.

Harry Edward Pankau, S1c, USN, of Milwaukee, Wis.

Douglas Lee Parrish, S1c, USN, of Dodge City, Kans.

Kenneth Orr, GM3c, USNR, of Lyon County, Ky.

Walter Merle Pattinson, S1c, USNR, of Belle Fourche, S. Dak.

Robert "E" Lee Watson, S1c, USN, of Jesup, Ga.

John Raymond Werber, S1c, USN, of San Bernardino, Calif.

George Eugene Jorgensen, S1c, USN, of Pacific Junction, Iowa.

Harry Holder Grace, Jr., Cox., USNR, of Minneapolis, Minn.

Robert Keith Eaton, S1c, USNR, of Duncombe, Iowa.

Albert William Edwards, GM3c, USNR, of Backus, Minn.

Edward Vincent Engles, S1c, USN, of Oshkosh, Wis.

George Scott Dobbs, S1c, USNR, of Toronto, Ohio.

Patrick Joseph Doner, S1c, USNR, of Detroit, Mich.

Henric Matthew Drzymale, S1c, USNR, of Weirton, W. Va.

Dale Hansen Dunn, S1c, USNR, of LaHarpe, Ill.

Woodrow Dunn, S1c, USNR, of Indianapolis, Ind.

Herschell Leroy Gragg, S1c, USNR, of Quenemo, Kans.

☆

The following members of an Armed Guard crew aboard a merchant ship in a convoy which was attacked by numerous enemy planes and submarines throughout the voyage, for shooting down at least seven enemy aircraft and damaging many more:

Frank C. Gay, GM3c, USNR, of Denver, Colo.

George Cecil Goddard, GM3c, USNR, of El Rito, N. Mex.

John Henry Harmon, GM3c, USNR, of Denver, Colo.

Cecil Billy Graff, GM3c, USNR, of Weldons, Colo.

Rex Eldon Robertson, S1c, USNR, of Dayton, Ohio.

Leo Grant Palmer, BM1c, USNR, of Pocatello, Idaho.

Dorsey Austin Standefer, BM2c, USNR, of Los Angeles, Calif.

Patrick Henry Gates, Jr., S1c, USNR, of Weston, Colo.

John Preston Gladson, Cox, USNR, of Lusk, Wyo.

Arthur David Garvis, GM3c, USNR, of Ft. Collins, Colo.

William Melvin Frazier, S1c, USN, of Richmond, Va.

Thomas James Fournier, S1c, USNR, of Buffalo, N. Y.

Gerard Edwin Ward, S1c, USN, of Astoria, N. Y.

Michelo Anthony Inguagiato, Cox, USNR, of Chicago Heights, Ill.

Arthur Lee, S1c, USN, of Chicago, Ill.

Elmer Henry Layette, S1c, USNR, of Chicago, Ill.

Lambert Eisso Reitsma, S1c, USNR, of Lansing, Mich.

Felix Edward Rey, S1c, USNR, of Orleans, La.

Lawrence Buddy Roach, S1c, USNR, of Danville, Ind.

Alfred Eugene Richards, S1c, USNR, of Lansing, Mich.

Paul Francis Lendman, S1c, USNR, of Marion, Ind.

Winford Norwood Richardson, S1c, USN, of Conway, S. C.

Donald Quentin Wardell, S1c, USN, of Rocky River, Ohio.

—Dots and Dashes (NTS, Los Angeles).

"You ought to be nicer to them; you can't tell when they may be convoying you."

(See page 65)

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Jacket Numbers

Effective May 1, 1943, jacket numbers will be used in all communications concerning officers in lieu of signal numbers, in accordance with Circular Letter from the Vice Chief of Naval Operations, dated March 27, 1943.

Survey of Men Serving Ashore

All shore activities within the continental limits of the United States have been directed by the Bureau of Naval Personnel to make a survey of enlisted men who reported for shore duty before July 1, 1940, with a view of making them available for transfer to sea duty by June 30, 1943.

Each command has been instructed to report by May 15, 1943, to their District Commandant (or, in the case of activities not operating under a Naval District, to the appropriate command charged with distribution of personnel), showing the number of enlisted men, by ratings, who will have completed three years on shore by June 30, 1943. The term "Shore duty" includes prior duty at other shore stations, shipkeeper assignments, yard craft, recruit training, service school instruction, hospitalization, etc.

A summarized report for the entire District (or appropriate command), showing the total number available for sea duty, by ratings, is to be sent to the Bureau of Naval Personnel on June 1, 1943. Reliefs will be provided from men who have completed recruit training and from class "A" service school graduates, as they become available.

Each activity has been directed to place lower ratings in training as prospective replacements.

Men concerned are to be informed of the directive in order that they may plan their personal and family affairs accordingly.

Above includes all classes of male enlisted personnel, regulars, Naval Reserve, Fleet Reserve and retired, who do not have an approved Bureau classification for "Shore duty only."

National Service Life Insurance Act Amended

The National Service Life Insurance Act has been amended to allow any person on active duty in the Navy, Marine Corps, and Coast Guard, regardless of his date of entry in the service, to secure new policies without medical examination upon application within 120 days from April 12, 1943 (the date upon which the amendment was signed by the President), upon payment of stipulated premiums.

This new amendment includes persons whose applications for insurance have been previously rejected because of failure to apply within a 120-day period from the time of reporting for active duty, as the original act provided.

All Navy officers and enlisted men are reminded that it is to their interest to secure adequate insurance coverage. Those who do not now carry the maximum amount of National Service Insurance, which is fixed by law at $10,000, are strongly urged to apply for it immediately.

As an illustration of the wide acceptance of National Service Insurance by the Navy, Marine Corps, and Coast Guard, at the present more than 1,587,000 applications, representing $12,228,435,000 of insurance, have been made by these branches of the service. In addition approximately 85,000 policies of the United States Government Life Insurance, and more than 42,000 policies of commercial insurance are being carried by Naval personnel, with premiums paid from monthly pay allotments.

BuPers Manual

There has been some confusion with reference to the article numbers of the Bureau of Naval Personnel Manual due to issuance of changes by means of Manual circular letters in advance of the distribution of the Bureau of Naval Personnel Manual, Revised Edition, dated October 1, 1942.

The changes referred to and the new article numbers are as indicated below:

Manual Cir. Ltr. No.	Date	Article No. in old manual	Article to be corrected in new manual
22-42	Dec. 26, 1942	D-10104	D-10109
22-42	Dec. 26, 1942	D-10105	D-10112

The changes issued by Bureau of Naval Personnel Manual Circular Letter No. 22-42 (last Manual circular letter of 1942) and by all Manual circular letters beginning with No. 1-43 must be entered in the Revised Bureau of Naval Personnel Manual issued under date of October 1, 1942, in order that the Manual may be up to date.

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The provisions of Bureau of Naval Personnel Circular Letter No. 159-42 are amended to the extent that enlisted personnel of the regular Navy are now authorized to submit applications for and accept appointments to permanent commissioned rank in the Naval Reserve in the manner previously established for Naval Reserve enlisted personnel.

The procedure outlined in paragraph 3 of the referenced directive governs and shall be carefully followed. The enlisted contracts of men will be terminated upon the acceptance of their appointments pursuant to the provisions of Article D-9107, Bureau of Naval Personnel Manual.

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The Bureau of Naval Personnel requests commanding officers to submit individual recommendations concerning Naval Reserve, regular Navy retired and Fleet Reserve personnel who are qualified to perform duties under conditions hereinafter described in higher temporary ranks and grades as follows:

To ranks up to Lieutenant inclusive, permanent Commissioned Warrant and Warrant Officers serving as such; to rank or grade not above Ensign, temporary Chief Warrant and Warrant Officers and Chief and First Class Petty Officers serving as such.

In all cases recommendations must be accompanied by reports of physical examination on NSM Form Y in duplicate. For Naval Reserve personnel only, submit a questionnaire form similar to Enclosure B to Bureau of Naval Personnel Circular Letter No. 159-42, and comply with further procedure outlined in that directive.

Recommendations and pertinent data to be submitted promptly via the Bureau of Medicine and Surgery in order to insure receipt in Bureau of Naval Personnel prior to July 15, 1943.

Recommendations concerning Naval Reserve personnel shall be restricted to special service classifications only. Recommendations concerning regular Navy retired and Fleet Reservists shall be confined to personnel who are physically qualified to perform duties ashore only.

Attention is invited to the instructions contained in Bureau of Naval Personnel Letter Pers-66-JMS (over) QR1/F19 DARS 2 dated February 9, 1943 (appearing in February 15th edition of the Navy Department Bulletin.)

Recommendations previously submitted will not be considered unless reaffirmed and accompanied by re-

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ports of physical examinations and questionnaire form where appropriate.

Personnel selected for promotions under this directive will be placed on eligibility lists and appointments will be made as the needs of the service require.

Physical Fitness Program of the Navy

Bureau of Naval Personnel Circular Letter No. 54–43 is quoted as follows:

"1. It appears desirable to clarify the relationship which should exist ashore and afloat between the Physical Training Program, the Physical Maintenance Program, and the Recreation Program.

"2. Physical Training is required only at Training Activities. It is an integral part of the over-all Training Program, administered through regular Training authorities, and in accordance with standard curricula and policies determined by the Bureau of Naval Personnel.

"3. The Physical Maintenance Program is designed to help maintain the physical condition of all members of the Service other than those in Training by stimulating their interest and guiding their activity in such maintenance. This program will be administered by the various commands in accordance with advisory directives from the Bureau of Naval Personnel; the administration being largely done under the direction of the Physical Fitness Officers in the complements of the commands.

"4. The Recreation Program includes, as it always has, the responsibility of providing facilities for and and operating a program of games, sports, and contests for the voluntary participation of Naval personnel during leisure time, including Physical Maintenance accomplished by this means. The Physical Fitness Officers and Specialists (A) attached to commands will be available to the officers administering the Recreation Program upon request of the latter to serve as coaches, directors of athletic contests, etc.

"5. Any previous instructions or correspondence in conflict with this letter are hereby superseded."

A physical fitness manual is now in the course of preparation and is expected to be available for distribution within the next few weeks.

Courses in Naval War College

Applications for the following courses of instruction which will be offered, commencing July 1, 1943, at the Naval War College, Newport, R. I., should be forwarded to reach the Bureau of Naval Personnel by May 25, 1943:

Command Course: 15 line officers of the Regular Navy to be selected; of the ranks of Captain, Commander, and Lieutenant Commander.

Preparatory Staff Course: 50 line officers of the Naval Reserve to be selected; of the ranks of Lieutenant Commander, Lieutenant, and Lieutenant (Junior Grade).

Each course will last approximately 5 months.

$50 Uniform Gratuities

Article H–8704, Bupers Manual, and Section 302, Naval Reserve Act of 1938, provide for the payment to Naval Reserve officers an additional $50 uniform gratuity each four years from date of receipt of the initial $100 uniform gratuity, provided that other requirements of the regulations have been met. Applications should be submitted to the Bureau of Naval Personnel on S & A Form 445—Revised.

A survey of the records of this Bureau indicates that a number of Naval Reserve officers now eligible have not submitted vouchers for the additional $50 uniform gratuity. A large number of officers will be eligible on and after September 8, 1943.

Railroads Stop Serving Lunch

Because of the difficulty in obtaining sufficient food supplies under the point rationing program and the scarcity of nonrationed foodstuffs, The Chicago & North Western, Union Pacific, and the Southern Pacific Railroads, including Texas & New Orleans Railroad, have established a program of serving two meals per day in dining car service on transcontinental trains.

Enlisted and noncommissioned personnel traveling on mail orders or the same groups holding cash allowances will be served luncheon. Commissioned officers and their families will be considered in the same category as civilians and will not be served the noon meal.

Only exceptions to the program for civilians are that luncheon will continue to be served on the streamliners and that on the Pacific Limited westbound on the C. & NW. Railroad, luncheon and dinner will be served between Chicago and Omaha.

Breakfast service will continue up to 12 o'clock noon but one cup of coffee per person per day will be served for breakfast only. Dinner will start at 4:30 p. m. on all but the Southern Pacific System, where the hour will be 4 p. m., and will continue until all are served.

Enlisted Training Courses

Requests that are forwarded to the Bureau of Naval Personnel, Training Division, Washington, D. C., for those enlisted training courses that are now in preparation, but for which no definite publication date is available, are crossed off each BNP 676 order and letter request when received. With the present working force, it is impossible to retain back orders for such courses. These publications, therefore, must be re-ordered at a later date when official notices of their availability have appeared in circular letters to all ships and stations. Such notices will also appear in the Bureau of Naval Personnel Bulletin.

The first part of the material for the new enlisted training course for Radio Technician 3c is now ready for distribution. This course, which is available only to Radio Technicians 3c or strikers for that rate, is a special edition that is based on a correspondence course conducted by the Capitol Radio Engineering Institute. It differs from the regular enlisted training courses in that the material consists of 41 assignments, each assignment separately bound. The PT&E of the regular enlisted courses is replaced by two pamphlets titled "Introductory Final Examination," Volumes 1 and 2. Volume 1, which contains the test material for assignments 1 through 20, is ready for distribution. Additional copies of the examination pamphlets may be ordered whenever the men are ready to use them. The Introductory Final Examination is a restricted publication, and must not be removed from the presence of the training officer.

A separate Course Key, also bound

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in two volumes, has been prepared for the use of the training officer, Volume one contains the answers and the methods for solving all the problems in assignments 1 to 20. Care must be taken in handling the Key volumes as only one set of the Course Keys (answer books) will be furnished to the Commanding Office of each ship, station or other activity requesting the course. A supply of Volume 1 of the Introductory Final Examination, Volume 1 of the Radio Technician's Key and assignments 1 to 5, and 6 to 10 are now available from: The Bureau of Naval Personnel, Training Division, Washington, D. C.; the Director of Training, Eleventh Naval District; and the Director of Training Fourteenth Naval District.

The remaining assignments, in packages of five consecutive assignments, will be distributed as follows: 11 to 15, 16 to 20, 21 to 25, 26 to 30, 21 to 35, 36 to 41. Volume 2 of the Introductory Final Examination, which covers assignments 21 to 41, and Volume 2 of the Key for these same lessons will be issued with assignments 21 to 25. Therefore, it will not be necessary to write for the remainder of the course once an activity has received the initial installment of Radio Technician 3c Training Course. That order will have been placed on the mailing list and the balance will be completed without further request.

Operations List of Aircraft and Surface Craft

In the April 15, 1943, issue of the Navy Bulletin, the Chief of Naval Personnel published a list of recommended aircraft and surface craft to be used in recognition training. Its purpose is to standardize and simplify this subject and all interested activities are urged to be guided by this list.

Two advance copies of the list have been sent to each of some 8,000 addressees. As changes become effective in this operational list the revised lists will be published in the Navy Bulletin.

Aircraft Recognition Booklet

The handbook "Aircraft Recognition" put out by the Naval Aviation Training Division, now being distributed, will be followed in greater coverage to all ships and stations by the advance Joint Army-Navy Recognition Pictorial Manual. This new and complete pictorial manual will reach addressees during May.

Sources of Information

The following publications carry much news of interest in the teaching of Recognition and should be consulted periodically by all Recognition instructors: Navy Bulletin, O. N. I. Weekly, Bureau of Aeronautics News Letter.

The Commanding Officers of ships and stations receive these publications regularly.

Personnel Accounting Procedure

A perfection of the standard system of personnel accounting has been developed by Chief Yeoman Abraham Lipschitz, which the Commanding Officer, Enlisted Personnel, Navy Yard, Mare Island, reports reduces paper work materially and is a labor and time saver.

The system could be used to advantage at activities with complements of 300 to 3,000 men, where tabulating machine equipment is not in use.

Briefly, the system employs the gelatin duplicating process, and with one typewriter operation reproduced the required number of file cards and notifications for muster roll record, expiration of enlistment, longevity pay periods, annual census, allowance, checking in and out, marks, division officer notifications, pay office, post office, master-at-arms, berthing, chaplain, dispensary, educational, and money allowance for quarters. Specially printed cards on ruled or perforated sheets, standard in size, are required.

Interested commands may obtain a more detailed description of the system, together with sample forms, by communicating direct with the Commanding Officer, Enlisted Personnel, Navy Yard, Pearl Harbor, Calif.

Lump Sum Payments to A–V(N) Officers

1. The Naval Aviation Cadet Act of 1942 provides in part as follows:

"When officers commissioned pursuant to aviation cadet training are released from active duty that has been continuous for one or more years they, or in the event of death of such officers after continuous active duty for one or more years, the *beneficiary specially designated in the manner prescribed by the Secretary of the Navy,* shall be paid a lump sum of $500 for each complete year of continuous commissioned active service. * * *"

2. Bureau of Naval Personnel Circular Letter No. 128–42 prescribed Form BNP 903 as the manner of designating such beneficiaries for the purposes intended by law.

3. A recent Comptroller General's decision (Comp-Gen B–32089 of February 22, 1943) denied the payment of this lump sum to the widow of an officer, because she was not designated specifically, in the manner prescribed by the Secretary of the Navy, as the officer's beneficiary for this specific purpose.

4. All A–V(N) officers of the Naval Reserve and (NAVC) officers of the Marine Corps Reserve should insure that they have completed and sent to the Bureau of Naval Personnel or to Marine Corps Headquarters, as appropriate, Form BNP 903. In the event an officer has previously submitted Form BNP 903 and desires to change the beneficiary listed thereon, a new Form BNP 903, in duplicate, may be submitted. Payment may be made to the beneficiary designated in the form bearing the latest date. This form may be authenticated by the signature of another commissioned officer. This is simply a witnessing procedure and requires no oath or affidavit. Form BNP 903 should be forwarded directly to the Bureau of Naval Personnel by the officer concerned.

Seamen's Handbook For Shore Leave

The Seaman's Handbook for Shore Leave, an interesting and valuable book for any officer or enlisted man who may go on shore leave abroad, is offered by its publishers, the nonprofit American Merchant Marine Library Association, for sale through Ship's Service activities. This volume contains information on amusements, inexpensive hotels, excursions, libraries and points of interest in 443 ports in 62 countries and 46 islands, a glossary of common words and phrases in each of several foreign languages, and in addition provides warnings of local customs, of value to the uninitiated. The book is of pocket size and the normal price $1. Of course, through Ship's Service a substantial discount will apply.

Interested Ship's Service officers should communicate directly with the American Merchant Marine Library Association, 45 Broadway, New York, N. Y.

Navy School of Music Radio Broadcasts

The 100-piece band and 50-voice chorus of the U. S. Navy School of

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Music is now heard each Wednesday from 1230 to 1300 E. W. T. in a stirring musical program over the Mutual Broadcasting System Network, originating from the Naval Receiving Station, Anacostia, D. C.

In addition to music the program features information pertinent to various naval activities.

Since many graduates of the U. S. Navy School of Music are presently assigned to band units at naval stations and other shore establishments within the continental United States, and those ships operating in coastal waters, the program is of added interest to naval personnel.

Newspaper radio listings may be consulted for time and local stations carrying the broadcast.

'CALLING THE NAVY' BROADCAST TIMES

{As changed from schedule in April issue of Information Bulletin}

Time (EWT)	*Station*	*Kilocycles*	*Meters*	*Area*
0615	WGEO	9650	31	South Pacific, Australia.
	WKRX	7820	31	
0845	WGEO	15330	19.6	India, Scandinavia.
	WBOS	15210	19.7	
1415	WRUL	15350	19.	Europe, North Central Africa.
	WKRX	17760	16	
1900	WKRX	9897.5	32	Greenland, Iceland.

National Service Life Insurance

The effectiveness of the Navy program in training officers in the Naval Training School (Insurance) and then assigning them to the various Naval Districts and Training Stations is indicated by a report received from the Commandant, First Naval District.

The report is that of the Naval Training Station, Newport, R. I., and it discloses that during the month of February 99.96 percent of the men who attended lectures conducted by the insurance officer, applied for policies in an average amount of $9,933. This is an almost perfect record and is the best monthly report received to date.

Excellent results have been obtained at this station as revealed by the following report for the past 6 months:

Month:	*Percent*	*Average*
September	98.7	$8,383.59
October	98.9	8,455.00
November	99.6	9,340.48
December	99.7	9,732.04
January	99.8	9,899.71
February	99.9	9,933.00

These figures together with those received from all other training stations indicate that the Navy's policy to have its personnel 100 percent insured, in the interest of the morale and well-being of the men and their families, its being successfully carried out by the trained insurance officers.

Application is purely voluntary and it is the duty of the insurance officer to explain the benefits of National Service Life Insurance in such manner that the applicant will appreciate its value and realize that it is to his advantage to continue the insurance in force after he leaves the service.

—The Farragut News.

"I intend to go places during the next black-out!"

Neptune and Arctic Circle Certificates

The attention of the Service is again invited to the fact that correspondence and publicity on the subject of Neptune and Arctic Circle Certificates may easily jeopardize the security of a ship or fleet.

Neptune Certificates are available at the Naval Supply Depot, Naval Operating Base, Norfolk, Va., and the Naval Supply Depot, Naval Operating Base, Oakland, Calif. These certificates are available on requisition without charge when it is definitely ascertained how many will be required. Vessels will not carry these certificates in stock.

Arctic Circle Certificates are now available at the Naval Supply Depot, Naval Operating Base, Norfolk, Va., under the same conditions as the Neptune Certificates.

Requests for these certificates should be made to one of the addresses listed above direct and not to the Bureau of Naval Personnel. Correspondence on this subject will not be answered by this Bureau.

Attendance At Fire Fighters' School

The following report on the number of students who have attended the Fire Fighters' School at the Naval Operating Base, Norfolk, Va., is published as an item of possible interest to others in the Naval Service:

Number of students:	*Month and year*
1,489	July and August 1942.
1,564	September 1942.
2,199	October 1942.
3,166	November 1942.
2,215	December 1942.
2,319	January 1943.
2,156	February 1943.
2,826	March 1943.

Total 17,934, to and including March 31, 1943.

It is believed that the above figures testify eloquently as to the keen concern of commanding officers of the Fleet in the indoctrination of their crews in the fundamentals of shipboard fire fighting, a subject which all hands agree is of primary importance in attempting to eliminate "preventable" ships losses.

—Rinaldi in the Hoist.

(!!!)

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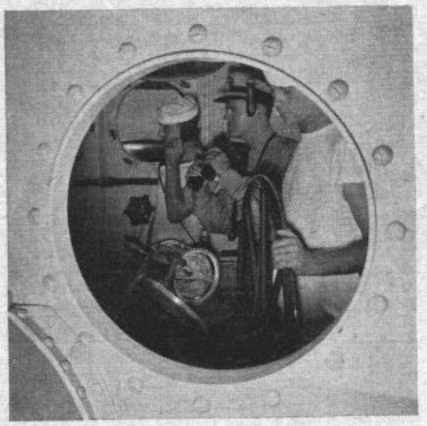
THIS MONTH'S COVER



The wheelhouse, as it is on other ships, is the nerve-center of a PC boat. Here the Officer of the Deck directs the ship's movements. From here he keeps in constant communication with other parts of the ship via battle telephone. On the page opposite: Wooden ships still ride the seas for the Navy. From high up in the mast of a sailing vessel, lookouts scan the sea, and signalmen send messages to other ships. (All cover pictures are official U. S. Navy photographs.)

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DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL