

BUREAU OF

MAY 1944

NAVAL PERSONNEL

INFORMATION BULLETIN

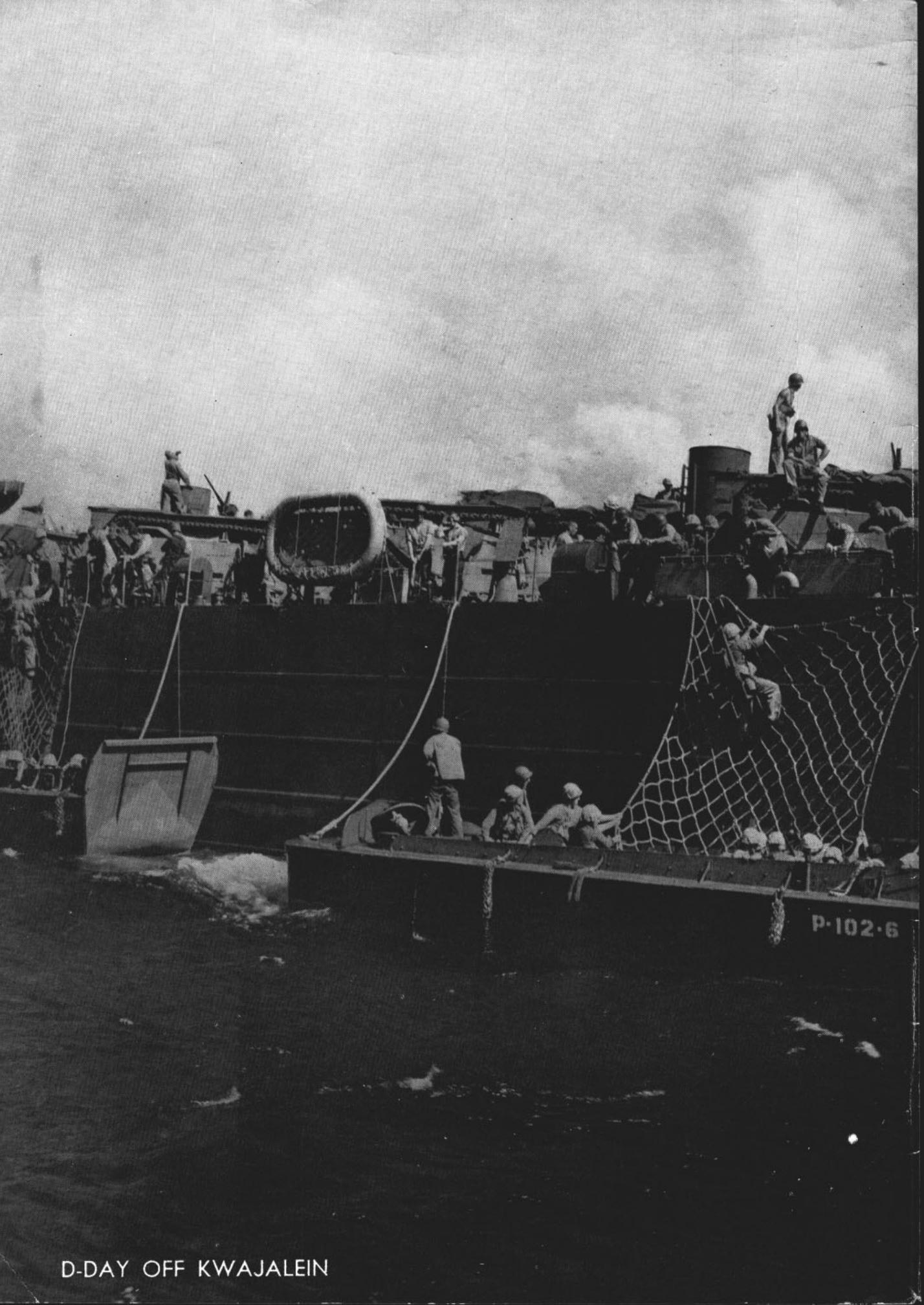
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D-DAY OFF KWAJALEIN

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

MAY 1944

NUMBER 326

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

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The Assistant Chief of Naval Personnel

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REPORT OF PROGRESS

Admiral King Reviews Navy's Steps Toward Victory . . . Notes Successful Teamwork With Army and Allies . . . Sees Fight Going Increasingly Well in Both Europe and the Pacific

THE first complete report on the war progress of the Navy, from its expansion to meet the threat of war through combat operations to 1 March 1944, was forwarded last month by Admiral Ernest J. King, USN, Commander in Chief, U. S. Fleet, and Chief of Naval Operations, to the Secretary of the Navy. The 96-page report analyzes the complexity and importance of naval operations and documents early defeats, progress, victories, strategy and gains to date.

Teamwork has played an all-important role in victories to date, Admiral King concludes. For the first time in military history the Army and Navy have learned to fight as one unit. Further, our Army and Navy have learned to fight in team actions with the armies and navies of our allies.

Summing up the war to date, Admiral King says that we can look back with satisfaction on progress so far and with just pride in the part played therein by the United States.

As of 1 March, the situation in the European theater is increasingly desperate for the enemy and correspondingly encouraging for us. There, our forces participated in driving the enemy out of Africa and Sicily and in the invasion of Italy proper.

In the Pacific, the war against Japan has gone increasingly well of late. The Japanese have been driven back progressively; we have mastered and improved the technique of amphibious operations; our submarines and planes daily cut deeper into Jap shipping and supply, and the numerical inferiorities under which we suffered during the early campaigns have been reversed.

At this writing, we threaten attack on the Marianas, Carolines and Kuriles. These islands comprise what may be called the intermediate zone of the defense of the Japanese Empire.

"Japan will not be directly under attack, as Germany is now," Admiral King points out, "until the citadel area of that empire, island and continental, is under our threat or control, but current and prospective circumstances present a situation which must be as dark and threatening to Japan as it is full of promise to us."

The history of the war in the Pacific is divided by Admiral King's report into four major stages. They are:

1. The Defensive—when we were engaged almost exclusively in protecting our shores and communications;

2. The Defensive-Offensive—dur-



Admiral King

ing which we were able to make some offensive measures although our operations were primarily defensive;

3. The Offensive-Defensive—when we first seized the initiative even though we still had to use a large part of our forces for defense;

4. The Offensive—which began when our advance bases were no longer threatened and we could attack the enemy at places of our choosing.

The Defensive stage of the war started with the strike at Pearl Harbor and ended with the engagement in the Coral Sea. This tragic period saw the loss of the Philippines, Netherlands East Indies, the crippling of the Dutch and Australian navies, the threat to Australia and the long series of Japanese land and sea victories which advanced their forces throughout the Pacific.

The Defensive-Offensive period began with our smashing victory over the Japanese fleet off Midway. This, the report indicates, was actually the turning point of the war in the Pacific. It put an end to a long period of Japanese offensive action and restored the balance of naval power in the Pacific. The threat to Hawaii and the West Coast was removed. Except for the Aleutians, enemy operations were henceforth confined to the South Pacific.

The Offensive-Defensive stage of the war was then launched in the South Pacific. Our first naval operation in this newest stage of the war came 4

May 1942 when carrier-based planes attacked Jap positions on Tulagi. The battles of Guadalcanal, Savo Island, the eastern Solomons, Cape Esperance, Santa Cruz, Kula Gulf, Lunga Point and, finally, the north Solomons campaign, followed in sequence.

The Offensive continues at present and comprises such actions as the Gilberts, Marshalls, Aleutians, and Mediterranean campaigns.

At the outbreak of the war our Atlantic operations consisted chiefly of escorting convoys to Great Britain, Russian and Near East ports. It was necessary to dispose heavy units of the Atlantic Fleet so that they would be immediately available if the German Fleet attacked our shipping. Our units also acted with the British Fleet from time to time.

In addition, the defense of the western hemisphere was involved. This necessitated the stationing of air and surface forces at various points in North and South America and at certain Atlantic islands. The immediate commissioning of a vast number of ships to take part in these widespread theaters of action was necessary.

The Germans have employed the submarine on a world-wide scale but the area of greatest intensity has always been the Atlantic. The U. S. became involved in actions against submarine raiders even before we were actually at war. When war did arrive, the Atlantic Fleet was charged with the protection of troop movements and the great maritime fleet, and escort duties.

The subsequent expansion by the Germans of their areas of submarine operation added to the strain of the already hard-pressed Atlantic Fleet. The Civil Air Patrol, fleets of fishing boats, and all available aircraft were mustered in antisubmarine work. The development of the DE, patrol craft and other measures eventually reduced the submarine menace.

"Submarines have not been driven from the seas," Admiral King's report emphasizes, "but they have changed status from a menace to a problem."

The campaigns in North Africa, Sicily and Italy encompassed naval landing operations of obvious complexity and complications. They involved Army and Navy units of both the U. S. and Great Britain. It was here that the value and development of Allied teamwork received its first bloody tests.

In discussing the value and necessity of coordinated teamwork, Admiral King's report stresses that the Navy, perhaps more than any other of the services, is dependent upon a high quality of engineering skill and practice. Each technician aboard ship must learn not only how to operate his own particular machinery but must operate it so that it will contribute most to the ship as a unit. Each man depends on the other to do the right thing at the right time.

Once a unit is trained to operate efficiently by itself, the next step is to train it to operate with other ships and planes so that all may function as parts of a smooth-running machine. Mobility is one of the prime military qualities. With the increased tempo of our operations, Admiral King points out, the question of timing is all-important.

Teamwork as such has proved its imperative value from the crews of every individual ship up through the chain of command to British and American leaders, who form a "team" known as the Combined Chiefs of Staff. Here the Allies pool knowledge and operational plans to work as one carefully coordinated force against the common enemy.

Stressing that the war as a national effort has called for the full support of national organization, production, manpower, finance and morale, the Cominch report states that this support has been forthcoming in full degree.

As to manpower, Admiral King points out that the regular Navy, which in times of peace serves as a nucleus for expansion in time of war, now represents a small portion of the total number of officers and men. About 90% of commissioned personnel and 80% of enlisted personnel are Naval Reserves.

"Thanks to their hard work, their training and their will to become assets," says the report, "their performance of duty has been uniformly as excellent as it has been indispensable to our success."

As to the purely military side of the war, the report reiterates that one lesson has stood out above all others, that modern warfare can be successfully conducted only by the close and effective integration of the three military arms—ground, sea and air. And the Navy itself is a team of mutually supporting elements—the fleet, the shore establishments, the Marine Corps, the Coast Guard, the Waves, and the Seabees. Each has earned an individual "well done" but all are a part of the one term, the Navy.

The rapidity of naval expansion, Admiral King discloses, has had a profound effect on our military strategy. It has been possible to seize the initiative sooner than we had originally anticipated. This has meant a vast improvement in our military situation everywhere.

The construction of vast numbers of ships and aircraft posed many problems. It was necessary, for instance, that the performance of our aircraft must always be more than a match for the enemy. Changes in design were frequently called for and notable examples of success have been evident. One of these is the recent changeover from the Grumman Wildcat to the Grumman Hellcat.

At the beginning of the naval construction program, 10 new battleships were under construction. At the time of Pearl Harbor, only two of these were in service. Since that time six more have joined the fleet. In speed, firepower and particularly anti-aircraft fire, as well as maneuverability, these ships represent a great advance over previous designs.

The carrier strength of the Navy on 7 December 1941 was seven first-line vessels and one converted merchantman. By the end of 1943, 50 carriers of all types had been put in service and a large number of escort carriers transferred to Great Britain. This remarkable record in construction has carried us to a position of clear superiority in this category.

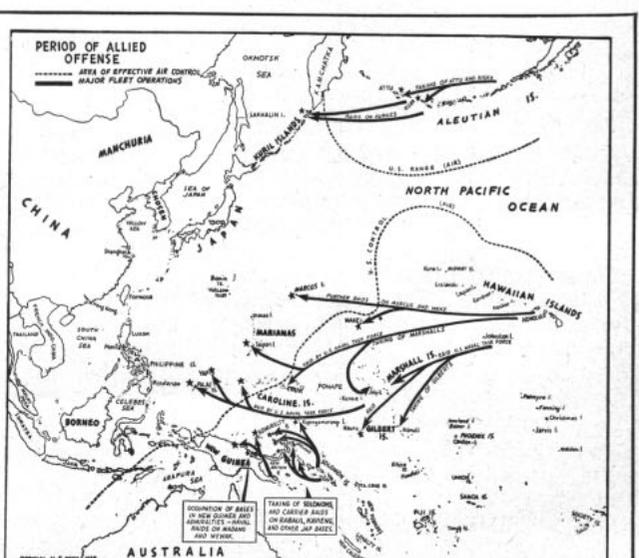
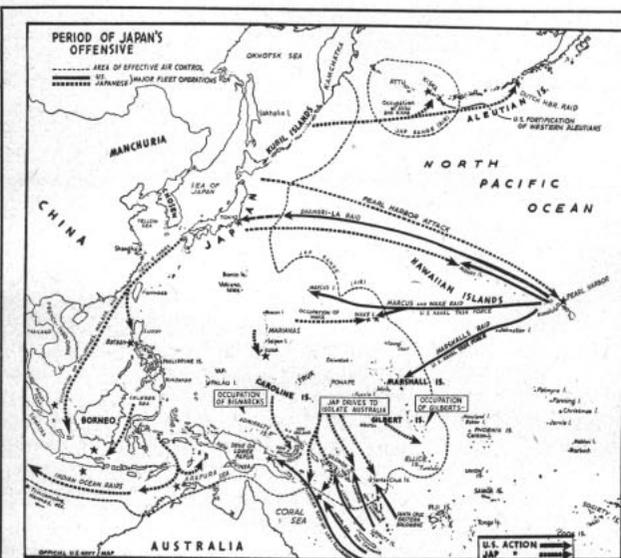
For a period of 15 years or more, there were only three yards with the equipment and know-how for the building of submarines. In addition to the great expansion at these original yards, two more went into submarine production.

One of the most important achievements, the report details, has been the landing-craft construction program. In the second half of 1942 almost a quarter of a million tons of landing craft were produced. The figure increased to one third of a million tons in the first half of 1943 and will make even greater advances in the future.

Personnel expansion has proceeded apace. The Navy on 8 September 1941 numbered 126,418 officers and men. On 31 December 1943 it had grown to a total of 2,252,606. In the same period the Marine Corps expanded from 19,701 to 391,620. The Coast Guard mushroomed from 10,079 to 171,518.

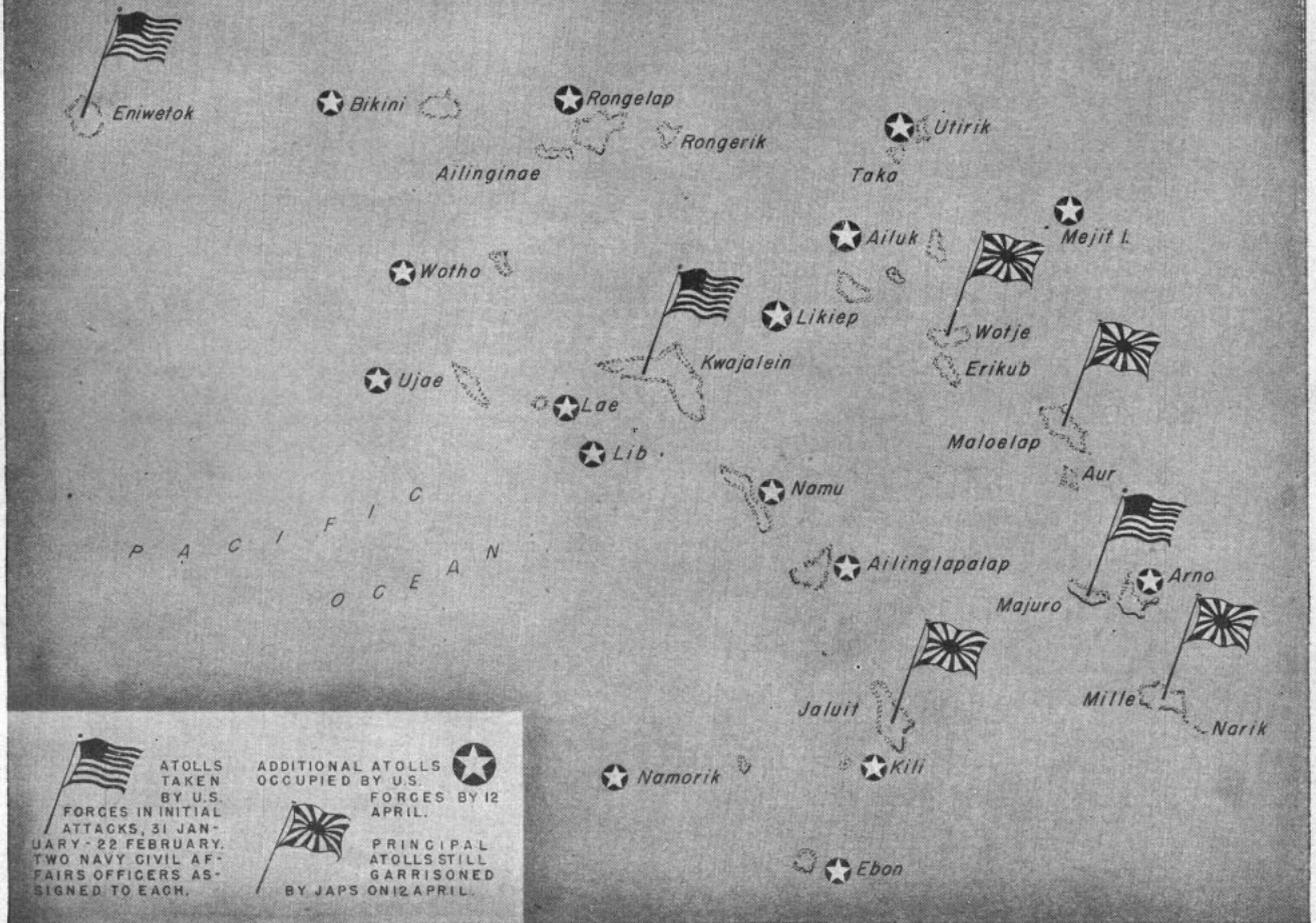
Developments of all these factors of the Navy have now overcome the numerical inferiority which cost us men, ships and territory in the early stages of the war. The enemy now feels the full power of our offensive strength, which will grow in volume.

"Both in Europe and in the Pacific," Admiral King's report ends, "long roads still lie ahead. But we are now fully entered on those roads, fortified with unity, power, and experience; imbued with confidence and determined to travel far and fast to victory."



These maps, released last month by Navy Department, show how we've seized the initiative in the Pacific.

THE MARSHALLS UNDER NEW MANAGEMENT



SCENE OF ACTION: In addition to the two naval civil affairs officers assigned to each of the first three Marshalls atolls occupied by U.S. forces, as shown

above, a Chief CAO was stationed on Kwajalein. CAOs are also being assigned to other atolls as they are occupied by the Americans.

The Navy Governs the Marshalls

Classroom Theories Prove Successful In Handling Natives on Pacific Atolls

On 31 January 1944, Admiral C. W. Nimitz became the military governor of the Marshall Islands, and a team of the Navy's civil affairs officers went to work on three atolls as practical administrators in the first real military government conducted exclusively by the United States in more than 40 years. Back of this fact, duly recorded in the newspapers, there is an interesting story of statesmanlike foresight, careful planning and sound training of personnel.

It might seem a long way from studying anthropology in New York to shepherding the pigs and ducks of some hundreds of natives on Kwajalein or Eniwetok. But the connection is not so vague as it might seem at first blush.

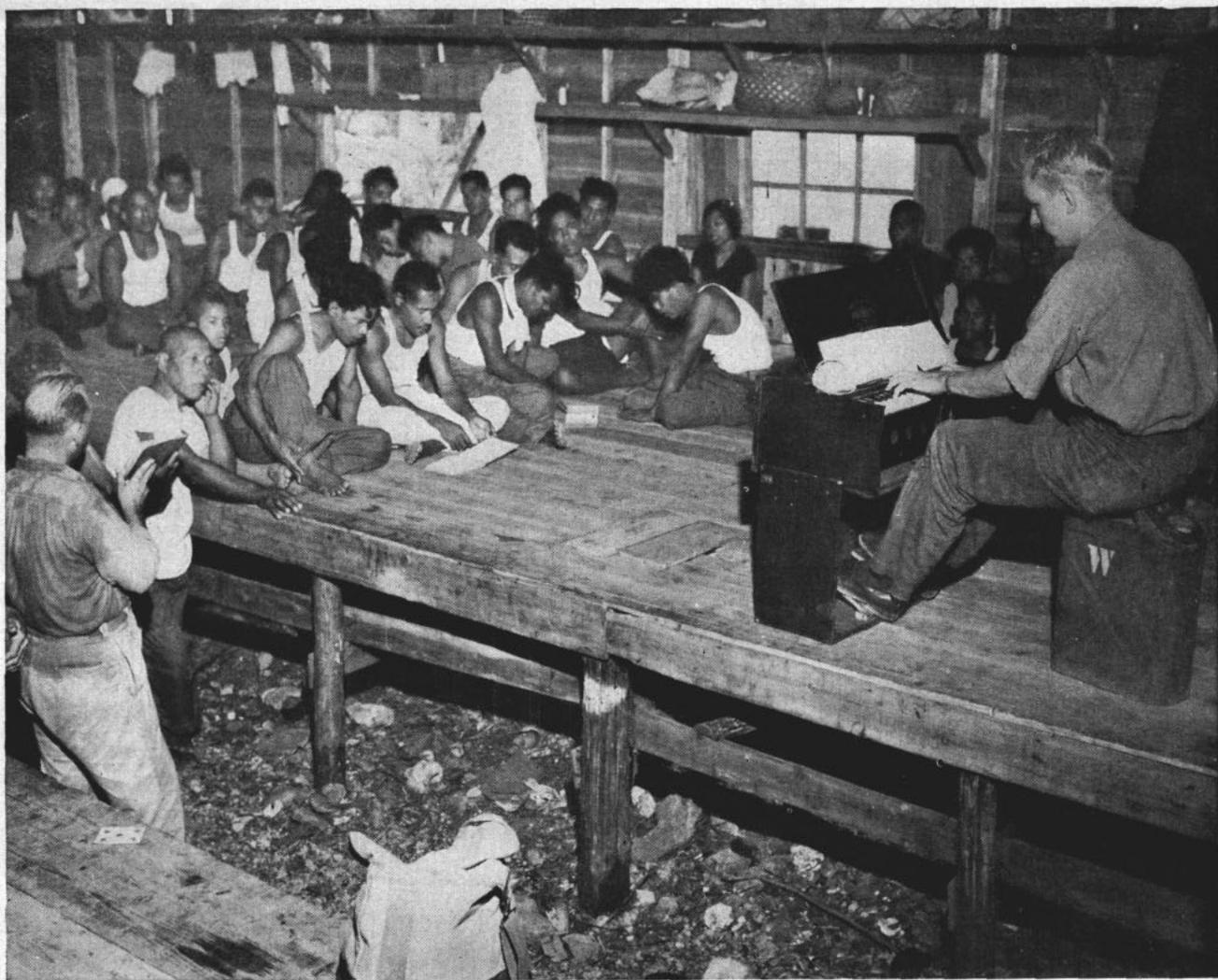
Civil affairs for any occupied area is a specialized problem advantageously handled by specially trained officers. Fortunately, when the Navy went into the Marshalls to take the first piece of Japanese territory captured in this war, there were officers with all the task forces trained in the business of handling natives and native problems. In consequence, the United States has the good-will and cooperation of the Marshall Islanders, and American performance in that occupied area will stand the test of examination in years to come.

In previous wars, there was no such thing as a civil affairs officer, trained for that role. And it was found that they were needed. In consequence, the Navy began in the summer of 1942 to

train a selected group of men for the job. Their first real test came in the Marshalls last January and February, and they measured up well.

A civil affairs officer, typically, is an officer trained in the law, languages, customs and economics of the areas destined to be occupied by our forces. He is attached to the staff of a task-force or area commander, and is made responsible for all dealings with the native population and the local government. He stands between the armed force, naval, Marine or Army, and the civil population, serving the combat forces and likewise giving assistance to the native population.

The attack on the Marshalls came in four lightning strokes, against Ma-



Official U. S. Coast Guard photograph

A Navy chaplain, assisted by a Coast Guard organist, makes friends for us among natives of the Marshall Islands.

juro, Eniwetok, and two island groups of Kwajalein Atoll. There were naval civil affairs officers with each of these forces, and in addition Marine civil affairs officers went in with Marine and Army landing forces, the Marine CAOs remaining only for the initial combat phase.

Long training and preparation helped to insure a smooth performance. Mistakes were made. There were hitches. There always are. But the job was well done, on the whole. And the next job will be done better.

The toughest problems encountered by the Navy's civil affairs officers in the Marshalls came logically out of the peculiarities of the area. There are 34 low coral atolls in the group, strung out in two chains, Ralik and Ratak. Lumped together, they have a total area of only 74 square miles. But there is more significance in the total sea area involved—375,000 square miles, or the area of Texas and half again. The population is small—only about 10,000 in all the Marshalls.

That small population makes the civil affairs problem simpler, in a

way. But it also makes it harder in other ways. When you bring 10,000 American troops onto an island with a native population of 500, there are headaches. All those soldiers want to buy souvenirs, and if left free to spend their money they would strip the island of everything movable in a week. The natives would have plenty of money, and absolutely nothing to buy—and nothing to eat.

A typical atoll might be 25 miles long and 5 miles wide—practically all water. The land best suited to military facilities is usually the land already in use by the natives. Yet the first problem of an occupying force is likely to be the construction of a bomber strip. And that takes most of the area of the largest island of an atoll, usually. At this point, the civil affairs officer is called in. The native population must be moved to other islands when our bulldozers go in to knock down the coconut trees and grade a landing strip.

Moving populations and knocking down coconut trees is likely to create a problem of native food supply—an-

other job for the civil affairs officer. In fact, these were the biggest problems our naval civil affairs officers met—transplanting native populations and insuring their food supply under the adverse conditions following our landing operations.

On Majuro Atoll, two civil affairs officers found themselves in a shirt-sleeves job very quickly. They had to move about 100 natives to an island not needed for military installations. That also meant moving their livestock—pigs, ducks and chickens. The first problem was to break the news to the natives, through their headman. The next was to round them up, with the livestock and portable possessions, take them by truck to a landing beach and get them aboard an LCT. As it happened, it became an overnight journey, and the Navy thoughtfully provided entertainment for the evening aboard ship. Not lacking in friendliness, the Marshall-Islanders-in-transit reciprocated, gave a series of native dances for the entertainment of the naval personnel aboard. Landed on their new island, in the midst of

well-loaded coconut trees, the natives did not lack food acutely. But barley was supplied from captured Japanese food stores, as were shovels, picks, mortars and pestles, to establish the Marshall Islanders in their new location.

Relations were friendly from the outset, because care was taken to treat the natives justly. Civil affairs officers on all the occupied atolls began by getting acquainted with the native kings and magistrates. They prepared in advance by drafting orders for the atoll commanders' signatures, requiring all military personnel to respect the natives and their rights.

To cement relations, the atoll commander on Majuro gave a banquet for the king, the magistrate, the ten headmen and other native dignitaries of the atoll. It was an elegant affair under the palm trees, with steaks that would grace any American table. The atoll commander even broke out in a suit of glistening whites for the occasion—presumably the only white uniform at or near Majuro.

One of the prime difficulties in the atolls of the Pacific is to find enough labor for the urgent construction jobs that follow capture of an island position—jobs such as clearing away rubble, making sanitary installations and building landing strips. This was one of the absorbing problems of a civil affairs officer on the island of Roi, at the north end of Kwajalein. He devoted his time almost exclusively to recruiting and supervising a native labor force, taking them to the job each day and back to their own island each night.

Realizing that the natives would be completely bowled over by the arrival of such vast numbers of American troops, the civil affairs officers on the staffs of task-force commanders made their plans in advance to segregate the native populations on islands not needed for military purposes. In general, the policy is to avoid all contact between natives and troops. But this does not prevent soldiers from taking the eager Marshall Islanders for occasional rides in their jeeps.

The welfare of the natives has to be secondary to military necessity, of course. The war comes first. But with this qualification, everything possible is being done for the civil population in the Marshalls. Hospitals for the exclusive use of the natives were set up promptly on two atolls—and doubtless by now on all that have been occupied by our forces.

Civil affairs problems have had the attention of all ranks. One civil affairs officer back from the Marshalls reports that enlisted men of Army, Navy and Marine Corps have an insatiable curiosity about the native population, and are forever asking questions about their language, customs and habits. Island and atoll commanders with heavy tactical re-

PROCLAMATION NO. 1

TO THE PEOPLE OF

THE MARSHALL ISLANDS:

In prosecuting their war against the Japanese it has become necessary for the armed forces of the United States under my command to occupy this and other islands of the Marshall Islands.

It is the policy of the United States Forces not to make war upon the civilian inhabitants of these islands but to permit them to continue their normal lives and occupations in a peaceable manner, so far as war necessities and their own behavior permit.

In order to preserve law and order and provide for the safety and welfare both of my forces and of yourselves, it is necessary to establish Military Government in the islands occupied by United States Forces.

THEREFORE, I, C. W. Nimitz, Admiral, United States Navy, Commander in Chief, United States Pacific Fleet and Pacific Ocean Areas and Military Governor of the Marshall Island Areas occupied by United States Forces, do hereby proclaim as follows:

I

All powers of government and jurisdiction in the occupied territory and over the inhabitants therein, and final administrative responsibility, are vested in me as Admiral, United States Navy, Commanding the United States Forces of occupation, and Military Governor, and will be exercised through subordinate commanders by my direction.

II

The exercise of the powers of the Emperor of Japan shall be suspended during the period of military occupation.

III

All persons will obey promptly all orders given by me or under my authority; must not commit acts hostile to the United States Forces under my command or in any way helpful to the Japanese; must not commit acts of violence or any act which may disturb public safety in any way.

IV

Your existing personal and property rights will be respected and your existing laws and customs remain in force and effect, except to the extent that it is necessary for me in the exercise of my powers and duties to change them.

V

Until further notice, United States dollar currency, overprinted "Hawaii" and United States coins will be legal tender in the occupied territory and all persons are warned against accepting or dealing in any other currency whatever, except as permitted under my orders.

VI

So long as you remain peaceable and comply with the orders of the United States Forces of occupation, you will be subject to no greater interference than is made necessary by war conditions, and may go about your normal occupations without fear.

VII

Further proclamations and orders will be issued by me or under my authority from time to time. They will state what is required of you and what you are forbidden to do and will be displayed at police stations and in your villages.

C. W. NIMITZ,
Admiral, United States Navy,
Commander in Chief,
United States Pacific Fleet and
Pacific Ocean Areas,
MILITARY GOVERNOR OF THE MARSHALL ISLANDS

Date January 31, 1944

sponsibilities find time to keep a close check on native affairs because they are interesting as well as important. When Admiral Spruance visited Majuro Atoll, he not only inspected military installations but played the leading role in an elaborate flag-raising ceremony in the principal village, and then made a speech to the hundreds of natives gathered for the ceremony.

As developed by the Navy in the Marshalls, military government is something quite different from the familiar pattern of AMG in Italy. In

the Marshalls, there are no troops but American, and the military government, headed by Admiral Nimitz as military governor, is strictly American in character and personnel. Neither is there any distinct civil affairs organization separate from the garrison force. The principal civil affairs officer on an atoll is on the staff of the atoll commander, working directly with other naval, Marine and Army personnel. This insures the closest possible cooperation of landing forces with the civil affairs organization, and

Mejuro Feb 21 1944.
To Captain V. H. Grant U.S.N.
Island Commander. From the People
of Mejuro

This Letter is to Indicate our Deep appreciation for his Treatment of the Native Population Especially Arranging for Safe Transportation of Families, Livestock and Household Possessions from Waj and Hiniloke. The People also appreciate greatly the 181 Sacks of Beans and the Shovels presented to them by the Island Commander.

Thank fully
189. Waj Sailem and Socho Aikia, D. T.

Mejuro Feb 21 1944.
From Capt V. H. Grant U.S.N.
Islands Commander.

Jen armij in ailiniv
Letter in ej Kwalok am monono
Kamolol kin joj non armij otenjij
kin am karok am ial non mutin ko
kab menun mour ko. kab muvir otenjij
Jen Waj & Hiniloke aolep armij
elap am kamolol kin jibuka Rualite
roul juon bags in Mumi. kab Shovels
ko kwar ketok non kin otenjij
Jen kwe so kwaj Komissar in ailiniv.

Hommola
Waj Sailem and Socho Aikia

PROCLAMATION at left (opposite page), telling the Marshall Islanders why the Americans had come and setting up the legal basis for the new government of the occupied areas, was issued in both English and Japanese by Admiral Nimitz, in his capacity as military governor, when the U.S. forces landed on Kwajalein. Reproduced above, in both English and Marshallese, is an expression of thanks from the natives of Majuro to the U.S. commander of that atoll.

in later phases of the operational staff of the island and atoll commanders with the civil affairs officers.

It was found in the Marshalls that naval officers assigned to civil affairs work never lacked for something to do. The tactical commander turns to his civil affairs officer whenever a problem arises which may entail relations with the native population. Whenever it is necessary for an officer or working party to go into areas reserved for the natives, it is the settled practice to send a civil affairs officer

along—to facilitate dealings with the natives and so smooth the way for rapid, frictionless accomplishment of the task in hand. Likewise, when a flag officer pays a visit to an atoll, it is customary to assign a civil affairs officer to accompany him on any inspection of the area. Especially in the first month or two, there is likely to be considerably more than enough to keep several civil affairs officers busy on any populated island cluster.

The problems vary widely from island to island. Where there is strenu-

ous fighting, as on Kwajalein, the first urgent job of the civil affairs officer may be to recruit native workers to bury dead Japs. At another place, the main problem is the shifting of native populations. Elsewhere, it may be the provision of emergency food supplies to the civil population, whose livelihoods have been upset by interruption of the copra trade—their only export.

For all these jobs, the Navy's civil affairs officers have been carefully schooled in advance. With some exceptions, they come from a nine months' course at the Naval School of Military Government in Columbia University. Four classes of officers have now been graduated there, totalling perhaps 150. They are scattered through Europe, Africa, the United States and the Pacific area, as far as Australia—some of them working with AMG, others in what might be called operational training with port directors or sea frontier establishments. Others are right at jobs for which they were primarily trained—in the atolls of the Pacific.

Their training covers the languages, customs, law, geography, economics and history of the Far Pacific area. They begin with international law, the source of their authority as civil affairs officers. They learn something of the distinctive laws and customs of the areas marked out for eventual occupation. They study in particular detail the economic problems of military occupation, for the danger of inflation and economic disaster is especially serious on small islands when great numbers of free-spending, souvenir-hunting soldiers move in.

The whole course at Columbia centers on anthropology—the formidable name for an interesting subject. In this field, one learns something of how different peoples live and think—their eating habits, their tribal customs, their social taboos, their rituals. Military government involves many things, but most of all it is a matter of understanding how a subject population will react to highly unsettled and strained circumstances, and a matter of handling them in the right way. Nine months is a long time to go to school during a war. But it is not too long for those who must learn the complexities of native life in a variety of little-known Pacific areas.

Back of any successful undertaking in the field of military government—as in operations—there is a great deal of painstaking planning. The military government in the Marshalls, headed by Admiral Nimitz and conducted by island and atoll commanders and civil affairs officers under them, is not an exception to the rule. Many months in advance the civil affairs officers who went in with the task forces were studying the islands, the technique of military government, the nature of the Japanese administration in the islands. Months before the attack was



Official U. S. Marine Corps photograph

WAR'S HAVOC, like this on Kwajalein, often complicates the problem of providing for the natives of occupied areas by destroying natural sources of food. Often, too, the occupying forces need some of the best land for military installations and must move the natives to new homes.

launched a detailed plan for military government of the area was developed, at first in the school at Columbia, then in the office of the Chief of Naval Operations, Occupied Areas Section, with the help of interested bureaus and operations sections. Still further planning was done at Pearl Harbor, where information from the forward area could be fitted into the picture and plans revised to take account of the latest intelligence reports. That is not the sort of work that makes headlines. But it is essential.

The Marshalls represented a small job, in the field of civil affairs. Even when all the atolls are taken, and included in the military government, it will be a small job. There are much larger tasks ahead for many more of the Navy's civil affairs officers.

The tasks ahead are not only bigger, but different in character, and this is reflected in the constant change of the pattern of training. The problems of small coral atolls and their scanty populations and primitive economies are not at all like the problems of populous, highly developed Oriental regions. Thus it is that oncoming groups of civil affairs officers will have studied different languages, and will have had more thorough training in economics and finance, with less emphasis on tribal organization and similar matters of anthropology. The effort is being made to train men for rather specific problems and areas.

One of the first problems the island

commanders met in the Marshalls, for example, was what to do with the Japanese yen in the possession of the natives. Were they to call it in? And,



Official U. S. Navy photograph

FUTURE CAOs study languages and customs of potential occupied areas at the Navy's School of Military Government and Administration at Columbia University, New York City. The teacher in this class is assisted by a Malayan youth, seated at the head of the table.

if so, how should this be done, and should American dollars over stamped "Hawaii" be circulated instead? This is the sort of problem a naval officer might find baffling—unless he had been trained in economic problems of military occupation. What to do with enemy property? How to settle native disputes over land rights? How to punish uncomprehending natives caught violating military ordinances, for whom a jail sentence would be just a welcome chance to get some good food without working? Such problems call for a know-how that is not to be found in a navigation book—or even in Navy Regs.

It needs to be said, however, that classroom training, however well-planned and thorough, is not enough. Linguistic talents and a profound knowledge of the law and custom of an occupied area are not a substitute for common sense, physical endurance, and a solid grounding in the Navy's organization and procedures. Consequently, civil affairs officers are drawn as far as possible from the naval service, rather than civilian life; and all of them are indoctrinated in strictly naval subjects, both in formal schooling and by assignment after graduation to various naval activities.

Taking it all in all, the working of naval military government in the Marshalls confirms that there is an important job for the civil affairs officer, and that if he is carefully chosen and thoroughly trained, he will be successful in the discharge of his mission.

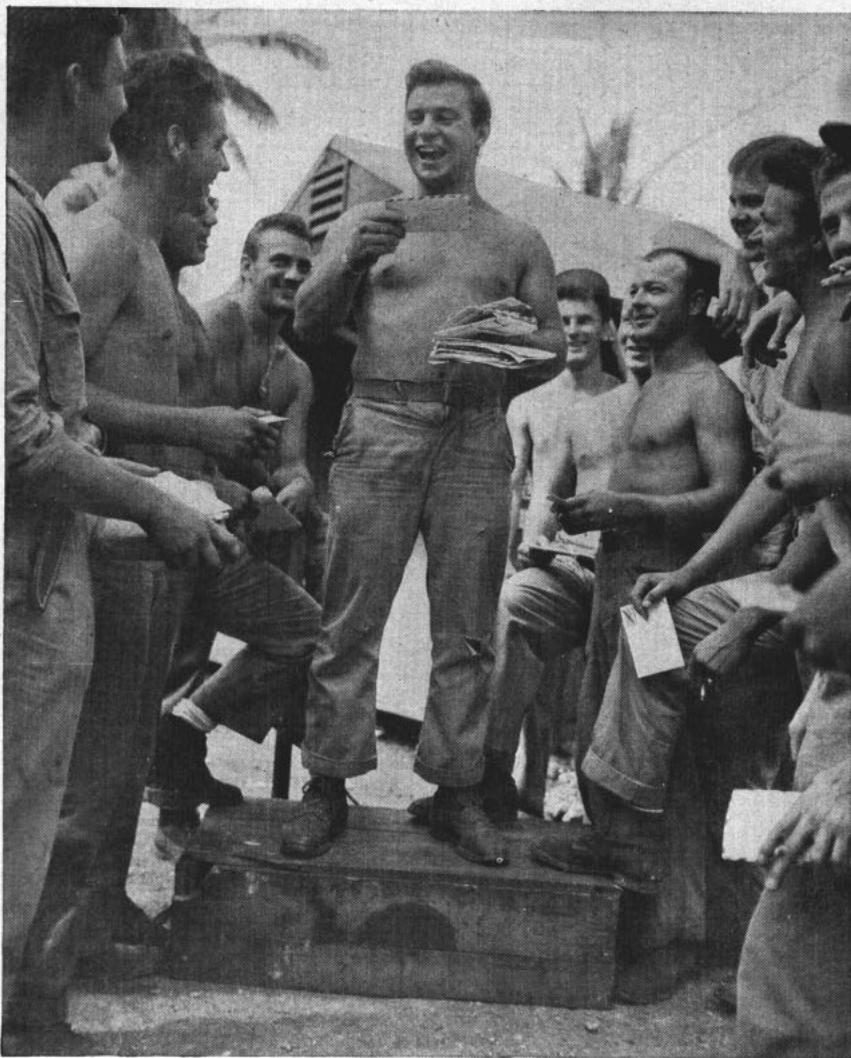


ENGEBI

Aerial Photographs Show Actual Assault on Island in Marshalls

ON Engebi Island, part of Eniwetok Atoll, the Japanese had one of their most important airfields in the western Marshalls. The photograph above illustrates the teamwork with which American forces captured it last February in exactly six hours and five minutes. Flares at upper left in the picture signal U. S. warships in the background to lift their bombardment of the shell-pocked target as landing craft streak from the right toward a smoke screen laid by our carrier-based planes to hide the actual storming of the beach. At right, looking like excited water bugs, are the approaching assault craft as seen from closer range. Both pictures are official U. S. Navy photographs, taken from the air.





Mail from home is distributed at Espiritu Santo in the New Hebrides.

'MAIL CALL!'

The Story Behind That Welcome Signal . . . And Some Tips on How to Make It Sound Sooner for You

THE magazine you are reading now is one of nearly 250,000 copies which have been mailed by the Navy to the far corners of the world. Its itinerary to you may have covered thousands of miles or only a few. Perhaps it chased your ship or company from battlefront to battlefront or waited in some fleet post office for your ship to make port.

It may have been part of a cargo that dodged submarine and air attack or been brought to you by muleback or by the newest of huge flying boats. The circulation of a quarter of a million copies of this magazine to wherever in the world men of the Navy are in action poses mail problems which would be insurmountable for anything except a naval publication. But Navy mail got this one to you,

just as it has delivered thousands on thousands of other copies to the scattered forces of the Navy everywhere.

"But if the Navy is able to do a mail job of that size," you may say to yourself, "why can't I get one little letter from my wife on time?"

There are any number of reasons why your mail may be delayed, even with a vast and highly geared Navy mail organization carefully routing it. But when your mail is lost, or undelivered, the blame almost inevitably can be placed at one of two sources—you or the person who wrote you—even though it is true, of course, that ships do get sunk and mail does go to the bottom with them.

Mail to members of the armed services overseas has reached the staggering total of 25,000,000 pieces a

week. Nearly 3,000,000 of these are insufficiently or incorrectly addressed! And the situation is just as bad with domestic mail.

Some idea of the tenacity and efficiency of the Army and Navy postal clerks can be drawn from the fact that, of these millions of poorly or wrongly addressed letters, more than 97% eventually reach their destinations. But the delay usually, and understandably, runs into months.

There are some letters which just never get to their destination, like the favorite of the Postal Affairs Section of the Division of Naval Communications. This one, which also had an unintelligible return address, was directed to:

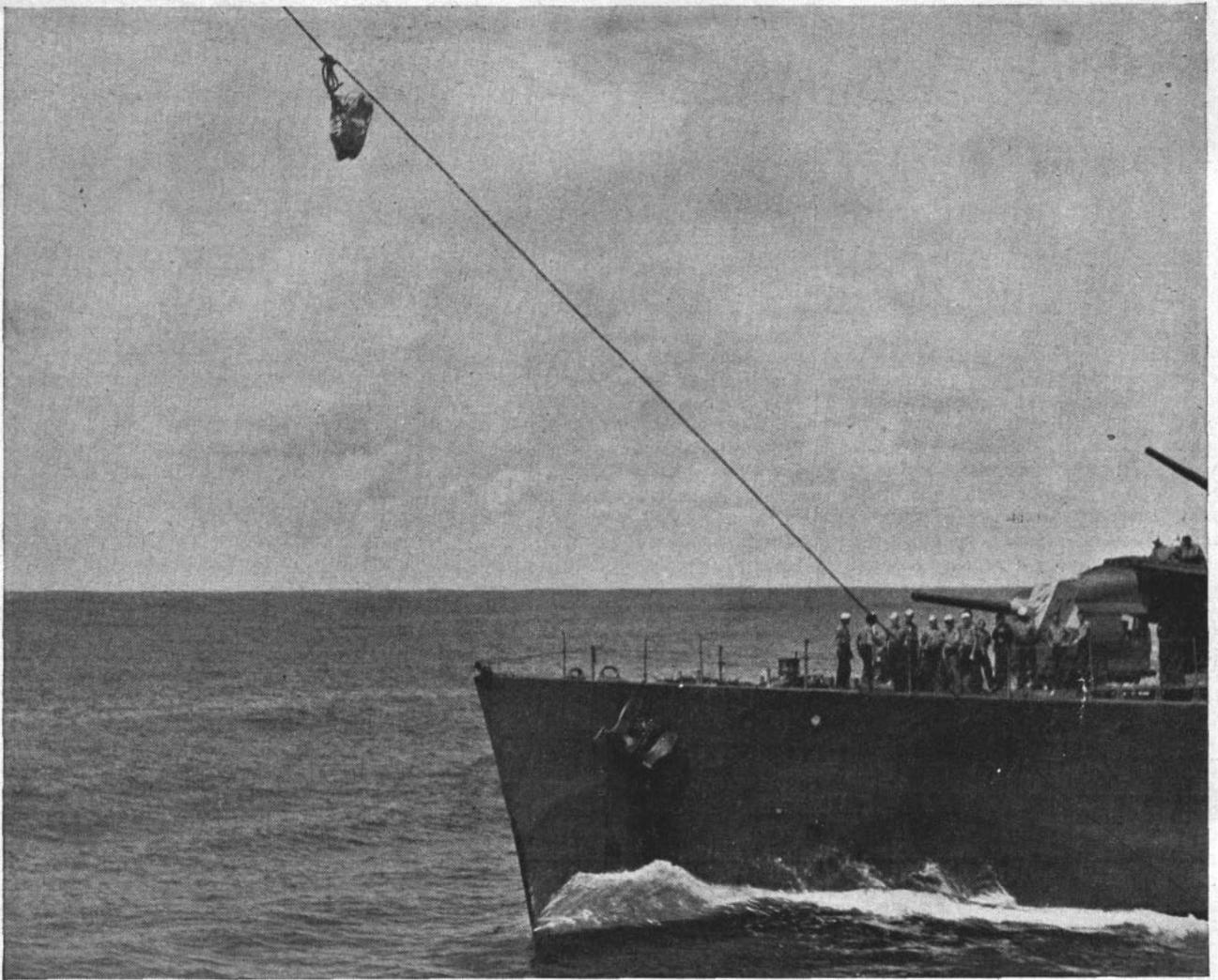
Man In U. S. Naval Fleet Reserve
With Seventh Day Adventist Wife;
(Joined Navy in 1915)
(Was a Methodist then)
Washington, D. C.

This, of course, is an extreme example, as is the letter from a serviceman to the office of the Army's Adjutant General which was addressed to "The Angel and The General, Washington, D. C." But the Postal Affairs Section wishes that Navy men the world over would realize that a simple mistake in spelling or numbering may make a man just as hard to find as the fleet reservist with the Seventh Day Adventist wife.

For instance, the careless writing of Navy No. 727 may make it look like 121. And vice versa. A badly written 131 often appears to be (3). These may seem to be simple and easily corrected mistakes. Usually they are. But before they're corrected, the careless writing of a single figure may have sent the letter thousands of useless and mistaken miles.

The handling and distribution of wartime mail, even when it's correctly addressed, is a complicated and intricate operation. Security necessitates codes, keys and numbers. A great percentage of naval personnel is continually on the move. Transportation is through hazardous waters and fields. The added obstacles of distance, supply, casualty and routine transfers make the Navy Mail Service much more complex than the routine pickup and delivery of a domestic post office.

Since mail from home is admittedly a primary factor in morale of men overseas, the Navy makes every human effort to see that you get your mail as soon as possible wherever you are. There are a total of 9,125 postal clerks and thousands of assistants assigned by the Navy, Marine Corps and Coast Guard to sort and forward your mail. At last count there were over 1,700 Navy post offices. The huge fleet post offices in San Francisco and New York cover a city block in each case and are equal in size to a building over 10 stories high. Each handles over 30,000,000 outgoing letters and 5,900,000 parcels in a month.



Official U. S. Navy photographs

A sack of mail is transferred at sea from a destroyer to a larger ship.

In addition, a vast amount of mail is sent to men of the Navy serving within the U. S. This mail is handled through regular postal channels.

Before the war every country in the world, with few exceptions, was represented by ships sailing the seven seas. Today Americans are scattered all over the world and only the overburdened transports of the Allied nations are available to carry mail.

War has interrupted trade routes, and few ports of entry are available to which mail can be transshipped with ease. Mail to the Orient via the Pacific has ceased. Certain Atlantic and Mediterranean routes are the only ocean lanes open to mail for Americans in the Far East. Air transportation is the only service to many far-flung overseas and advance bases.

Despite these substantial obstacles, Navy mail will get to you as quickly and surely as possible—if you'll use a little care in helping it on its way. Since nobody can get your present Navy address unless you send it to him yourself, directly or indirectly, make sure that you send it correctly.

The following is a list of rules which, if followed by everyone, would cut mail complaints about 99%.

1 Spell out your full name even if it's Marmaduke Cholmondeley Brown. There are about 750 M. Browns and scores of M. C. Browns in the Navy.

2 Do not use nicknames. Your current mail orderly may know you intimately as "Tony" or "Bud" or "Red." But how about the strange orderly who's going to handle your mail at the next ship or station?

3 Spell out your activity, too. Don't write 26th "Bat." or "NCB" for 26th Construction Battalion. There may be marines or soldiers in the neighborhood and thus another 26th Battalion.

4 Don't combine Navy numbers with mobile unit numbers. Get your current mailing code number and address from your current post office and use that one only. When you move, be sure to get the new one

right. Mail will chase you around the world, but it takes time.

5 If you're sending a parcel, or expect one, make sure—or urge the sender to make sure—that it's properly wrapped against multiple handling and rough treatment. Wartime handling is necessarily indelicate and hurried. Also, ship's holds in tropical climates get hot!

6 Don't mail perishable or breakable articles unless you take special care in the packaging. Don't mail inflammables.

7 Take extra care in the writing of your return address. Remember that one carelessly written number may send your next letter from home halfway around the world—in the wrong direction.

8 Don't complain to your correspondents about mail. It only worries them. Report it to the proper officer aboard and let him take it up officially or explain to you the reason for delays.



Tarawa: On the heels of conquest comes a giant patrol bomber loaded with mail.

A simple observance of these rules will keep your Navy mail going and coming regularly, barring wartime emergencies. Such emergencies will delay your mail and there's nothing anybody can do. Ships may rendezvous for battle and, after the action, put in at a different port. Meanwhile, mail is waiting at the home port, and must be resorted and rerouted.

Also, ships do get sunk occasionally and some mail is lost.

When your Navy mail does get lost, no matter whose fault or by what accident, the Navy is ready to put a highly geared and integrated tracing and recovery organization to work trying to find the missing item.

The investigation section of the Postal Affairs Section last year handled claims on 800 articles which were irretrievably lost somewhere between the deposit box and ultimate destination. This section also works with postal authorities and investigating agents on any case involving theft or suspected criminal activity.

If something belonging to you has been lost while in the care of the Navy mail system, don't hesitate to make your complaint. Don't just

shrug it off and assume that a ship was sunk or that the Navy mailmen are uninterested in your personal welfare and loss. Hand all information over to the proper officer of your ship or station for the Navy Post Office. Experienced experts will try to chase down and recover the missing item.

If Navy mail lost it, you'll eventually get paid. The Judge Advocate General approves all legitimate claims, but payment usually has to wait until a congressional appropriation is made to cover a group of such claims. It may take several months, but the reimbursement will come eventually if the claim is legitimate.

A complaint section operates to check every possible reason why you're not getting your mail on time, why it's going to the wrong place, or how it got lost. It is this complaint section which has most reason to hope that naval personnel and their correspondents will be more careful about addresses, spelling and handwriting.

In its efforts to deliver every letter, the Navy Postal Affairs Section has developed a comprehensive directory service. All undeliverable mail is sent to the nearest directory. If one of

these branch directories can't locate the addressee, the letter goes to Washington and there is checked against the files of BuPers for the man's last address. Even there, since there are sometimes delays in receiving official muster rolls, the mail may have to be held for a considerable period before it can be checked.

Approximately 140,000 letters and 2,000 parcels are handled in this central searching unit every month. But one clerk can clear only 300 letters a day.

Another service which the Postal Affairs Section has recently developed for naval personnel away from home is two forms of war cablegrams. One is the EFM—expeditionary force message. The other is the SCM—sender's composition message.

The EFM was originated by the British and is, in effect, similar to the "canned text" messages which the American telegraph companies offer for wired messages of congratulation, regrets, etc. There are 136 stock messages which can be sent to any Allied-controlled portion of the world for the basic rate of 60 cents. The texts cover almost every common request, congratulation, greeting and message.

Since the British originated the EFM messages and their cables carry them to the ultimate destination, the EFM texts are sometimes a little British for American choice. Such phrases as "Good show, keep it up" or "Hearing your voice on the wireless give me a wonderful thrill" may not be quite the words Mac or G.I. Joe would choose. But there are plenty of suitable EFM phrases, and recently the Postal Affairs Section submitted a list of 120 American phrases for combination with the British texts.

The EFM blanks are available at virtually any telegraph station anywhere in the Allied world. Every cable company in America handles them.

The SCM plan has been in effect since February. Any relative or friend who wishes to cable a message to anyone in the Navy at an overseas shore base can send what he or she pleases and pay for it according to the number of words in the text. The sender must be able to furnish the man's full name, rank or rate, service number and either Navy or APO number or code word.

STANDARD NUMBERED TEXTS FOR EXPEDITIONARY FORCE MESSAGES

CORRESPONDENCE

- 1 Letter received. Many thanks.
- 2 Letters received.
Many thanks.
- 3 Telegram received.
Many thanks.
- 4 Parcel received. Many thanks.
- 5 Parcels received.
Many thanks.
- 6 Letters and parcels received.
Many thanks.
- 7 Letter and telegram received.
Many thanks.
- 8 Telegram and parcels received. Many thanks.
- 9 Letters sent.
- 10 Parcels sent.
- 11 Letters and parcels sent.
- 12 Many thanks for letter.
- 13 Many thanks for parcel.
- 14 Many thanks for telegram.
- 15 No news of you for some time.
- 16 Writing.
- 17 Urgent.
- 18 Please write or telegraph.
- 19 Please write.
- 20 Please telegraph.
- 21 Please reply. Worried.

GREETINGS

- 26 Greetings.
- 27 Loving greetings.
- 28 Fondest greetings.
- 29 Love.
- 30 Darling.
- 31 All my love.
- 32 All my love dearest.
- 33 All our love.
- 34 Fondest love.
- 35 Fondest love darling.

36 Best wishes.

- 37 Greetings from us all.
- 38 Loving greetings from all of us.
- 39 Best wishes from all of us.
- 40 Fondest wishes from all of us.
- 41 Best wishes and good health.
- 42 Kisses.
- 43 Love and kisses.
- 44 Fondest love and kisses.
- 45 Well.
- 46 All well at home.
- 47 Best wishes for Christmas.
- 48 Best wishes for Christmas and New Year.
- 49 Loving wishes for Christmas.
- 50 Loving wishes for Christmas and New Year.
- 51 Loving Christmas thoughts.
- 52 Happy Christmas.
- 53 Happy Christmas and New Year.
- 54 Good luck.
- 55 Keep smiling.
- 56 My thoughts are with you.
- 57 Many happy returns.
- 58 Birthday greetings.
- 59 Loving birthday greetings.
- 60 Happy anniversary.
- 61 You are more than ever in my thoughts at this time.
- 62 Best wishes for a speedy return.
- 63 Good show. Keep it up.
- 64 Best wishes for New Year.

HEALTH

- 68 Family all well.
- 69 All well. Children evacuated.

70 All well. Children returned home.

- 71 All well and safe.
- 72 Are you all right?
- 73 Are you all right? Worried about you.
- 74 Please don't worry.
- 75 Hope you are improving.
- 76 Please telegraph that you are well.
- 77 Are you ill?
- 78 Have you been ill?
- 79 Illness is not serious.
- 80 Illness is serious.
- 81 I have left hospital.
- 82 In bad health.
- 83 Health improving.
- 84 Health fully restored.
- 85 Son born.
- 86 Daughter born.

PROMOTION

- 91 Congratulations on your promotion.
- 92 Very pleased to hear of your promotion.
- 93 Delighted hear about your promotion.

MONEY

- 98 Please send me.....pounds.
- 99 Please send me.....dollars.
- 100 Have sent you.....pounds.
- 101 Have sent you.....dollars.

NOTE: The actual amount in words to be inserted and transmitted immediately following the text number.

102 Can you send me any money?

- 103 Glad if you could send some money.
- 104 Have received money.
- 105 Have you received money?
- 106 Have you sent money?
- 107 Thanks for money received.
- 108 Have not received money.
- 109 Unable to send money.
- 110 Sorry cannot send money.

CONGRATULATIONS

- 115 Congratulations on anniversary. Best wishes.
- 116 Congratulations. Lasting happiness to you both.
- 117 Glad and proud to hear of your decoration. Everybody thrilled.
- 118 Loving greetings and congratulations.
- 119 Good luck. Keep it up.
- 120 I wish we were together on this special occasion. All my best wishes for a speedy reunion.

MISCELLANEOUS

- 135 Very happy to hear from you, dearest. Am fit and well.
- 136 Hearing your voice on the wireless gave me a wonderful thrill.

This information is taken at any telegraph office. The message then goes to a naval communications center which, by use of two code words, routes the message first to a district communications center and thence to the man's actual station.

In the first month of operation, 2,500 inbound EFM cables were handled and 1,500 went out from America. Four thousand inbound and 900 outbound SCM messages were transmitted during an equivalent period. These new cable services have solved the problem of vital and important messages between men overseas and their homes.

If all the other difficulties of mail service for naval personnel were corrected, there would still be one fly in the ointment—*transportation*. No matter how well your mail is addressed or handled, if it hasn't a carrier, it's stalled. This was the principal reason for the development of V-mail. V-mail solved the biggest transportation problem. It's so fast, in fact, that there are times when fleet post offices must hold it back for a while—if it were sent right out, it would get to its destination before the addressee got there.

Use of V-mail increased 24% in March. A new V-mail operation planned between advanced bases and fleet units and the Field Branch of the Bureau of Supplies and Accounts, in Cleveland, will soon handle 500,000 pieces of official mail a month—including pay records and accounts.

Although the advantages of V-mail are numerous, many Navy men still seem unfamiliar with them:

- V-mail assures you of air service.
- It insures against loss of letters, since, if the film is lost, a duplicate is forwarded.
- V-mail facilitates and speeds censorship.
- By reducing the volume of ordinary airmail, it leaves air transportation available for important mail which may require enclosures.
- It provides you with ready stationery facilities in the field when paper is scarce or not available.
- Use of V-mail by service personnel serves as an incentive for the folks at home to use the same means of writing. Since outgoing mail furnishes the Navy with its biggest delivery problem—transportation—it's wise to get the home folks in the V-mail habit.

Whether or not you are using V-mail, make one more mental note: you can help both yourself and the Navy by taking a little simple care in writing addresses and return addresses, and by making sure that you have your correct mailing address at all times.

The Navy is just as eager to deliver your mail as you are to get it.



1. These bags, in the FPO at New York, contain mail for one vessel.



2. Mail for the fleet is unloaded from an incoming vessel at Pearl Harbor.



3. Newly arrived mail is picked up by truck on a South Pacific island.

Official U. S. Navy photographs

The Rescuer Goes Overboard

It happened last fall on one of those action-filled cruises of the USS *Card* in which it seemed that anything could happen and generally did (INFORMATION BULLETIN, Dec. 1943, page 2).

The aircraft carrier *Card*, her air squadrons and escorting destroyers, USS *Borie*, USS *Goff* and USS *Barry*, won the Presidential Unit Citation for sinking more U-boats than any other combat team in history. You may recall the amazing story of the night battle to the death between the *Borie* and a Nazi sub, in which the American ship rammed and pinned down the U-boat and then fought it out John Paul Jones style with guns, pistols, knives and even empty shell cases.

Anyway, this happened about a week before the *Borie* went down, and at the end of a heavy day of battling with a submarine wolf pack.

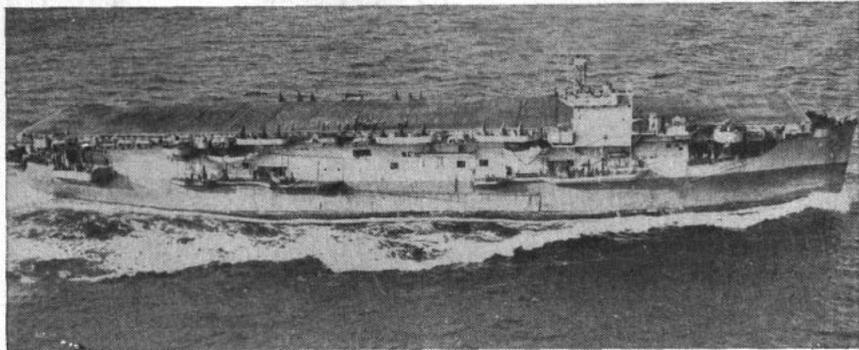
Lts. (jg) Roger C. Kuhn, USNR, Plymouth, Ind., and Harry E. Fryatt, USNR, Waukesha, Wis., were the last pilots to come in that October evening. Lieutenant Kuhn put his heavy Grum-



Capt. Isbell and Lt. Kuhn

man TBF torpedo bomber down on the bobbing flight deck of the *Card* without accident, but the problem of getting Lieutenant Fryatt and his crew safely aboard was something else. For landing a plane on one of the new escort carriers when the North Atlantic is kicking up is no cinch at any time, and the gathering darkness made it doubly difficult. But the thing that had everyone in the task group worried was that Lieutenant Fryatt's plane had taken a 40-mm. shell through its wing shortly before while fighting a surfaced U-boat. The hit damaged his landing gear and hydraulic system. When Lieutenant Fryatt lowered his plane's wheels for the landing, only one came down. Nor would it go up again so that he could try to bring the plane in on its belly.

Capt. Arnold J. Isbell, USN, Washington, D. C., commander of the *Card* and the task group, considered the situation. If he ordered Lieutenant Fryatt to crash-land in the heavy, running seas, the chances were that the crew either would not get out of the wrecked plane in time or, if they did, could not be located in the dark-



The USS *Card*

ness. The same odds prevailed if the plane pivoted on its one wheel and went over the side in attempting a deck landing. But there was a chance the plane would stay on the deck.

Just as Lieutenant Kuhn got out of his plane, he heard Captain Isbell's decision over the bull-horn: Clear the deck for a crash-landing. Lieutenant Kuhn watched the preparations, saw them park his plane near the bow beyond the barriers as an added stop, and then ran below.

For he, Kuhn, and Lieutenant Fryatt were buddies. They had roomed together, played together and flown together since joining the squadron.

"I didn't want to see him come in," said Lieutenant Kuhn later, "for I felt that the chances of his staying on deck were about one in a hundred. I ran down to my room, not knowing just what to do and feeling very helpless. I noticed Doc's (Lieutenant Fryatt's) flashlight on his desk, and thought of the dark water.

"I looked up at his bunk and then I told myself that it wouldn't be empty that night if I could help it. So I grabbed the flashlight, ran up to a spot on the forecabin, climbed the ladder to the forward edge of the flight deck, just ahead of my parked plane, and waited developments.

"My reasoning and my position on the flight deck might not have been wise, but if he was going over the side, I wanted to be where I could go in after him. I chose the only reasonably safe place on the flight deck where I could take a running jump

after him if the plane pivoted on its one wheel and went over the side."

What actually happened, however, was far different from what he had planned. Lieutenant Fryatt made several attempts to land, and finally got the signal from the carrier landing officer to come in. He was high, however, and missed all the stops and barriers. His wing tip struck the island of the carrier, knocking off part of the wing. The plane then hit the deck on the other side of the last barrier, crashed full into the parked plane and stopped dead. Lieutenant Fryatt, his gunner and radioman got out of their bomber, unhurt.

As Captain Isbell declared later, the TBF made a perfect billiard. But the "No. 2 ball," Lieutenant Kuhn's plane, was driven clear off the table for a scratch. And Lieutenant Kuhn went with it.

He was knocked some 30 feet forward and over the edge of the flight deck, landing on the forecabin rail on the deck below. Badly bruised and cut, Lieutenant Kuhn was still conscious and aboard the ship. But as he landed on his back on the rail, he looked up and saw his heavy plane coming down on top of him.

"I had to push myself over the rail or be crushed," he said; "so I went tumbling 40 feet or more down into the water, the plane just a few feet behind. I hit on my shoulders, with my feet in the air, and managed to get a few feet under before the airplane crashed. It missed me, I think, by inches.

"The plane, however, shot backwards and up to the surface, catching my leg on the ragged edge of the wing. I got clear, and swam like hell. All this happened—bang, bang, bang. The ship wasn't even past me, and I was afraid I'd get sucked under by the screws. Then, as the ship went by, I thought of the rubber raft in my plane; but as I tried to swim to it, it turned up its tail and went nose down to Davy Jones' locker.



Official U. S. Navy photographs

TBF

"There were a couple of life jackets floating nearby. I grabbed them, wrapped them around my arm and then unbuttoned my jacket to get my flashlight. I pushed the button and it worked."

Few aboard the carrier saw the officer go over, but the cry "Man overboard" soon boomed over the bull-horn. A petty officer attached to Lieutenant Kuhn's squadron, R. L. Goodwin, ACOM, USNR, Cape May, N. J., quickly threw over several life jackets—those the officer grabbed.

A cheer went up from the ship when Lieutenant Kuhn's flashlight blinked on in the now near-pitch darkness, and orders were sent to the destroyer *Barry* to attempt the rescue. Everyone aboard wondered how he happened to have the light with him.

But Lieutenant Kuhn's troubles were not yet over. His legs were practically numb, making swimming all but impossible. In those seas, it was a diffi-

cult job for the destroyer to bear about and pick him up.

"I was an awfully long time reaching the 'can,'" he said. "It was dead in the water, or seemed so, apparently waiting for the waves to bring me to them. Probably they were afraid of running me down. The water was icy and I began to get drowsy. I had to keep hitting myself on the head to keep from losing consciousness.

"Then someone of the *Barry* threw me a line. He was a crack shot, for the buoy hit me square on the head. There was a bump there the next day. I wrapped the line around me several times and waited to be pulled in.

"All of a sudden, the destroyer started full speed astern, and I was skipping across the surface of the water like an Hawaiian on an aquaplane. Why, I'm not sure, but someone said later that there was a sub nearby and it threw a torpedo at us.

"Then they slowed down, and I was pulled abroad like a bass on a hook.

A sea ladder was thrown over the side, but I couldn't climb it, and several men came down and helped me aboard."

Transferred to a hospital ashore, Lieutenant Kuhn was weeks mending. Shortly after Christmas, however, he was back at sea flying antisubmarine patrol.

"I've heard people say," he declares, "that when you get in a jam like that your whole life passes before your eyes and you vow that if you get back you'll stop playing around and settle down. That really happened to me, and I told myself if I got out of this, I'd marry my girl and not wait around anymore."

On Christmas Eve, a week after he was out of the hospital and two days before he went back to sea, Lieutenant Kuhn did marry his girl. She was Ens. Mary A. Lichtenwalner, a pretty Navy nurse from Emmaus, Pa., who helped nurse him back to health at the naval hospital.

Seven-Day Voyage on a Raft

A story of the death struggle of the *USS Juneau* and of seven terrible days on a life raft without food or water lies behind the recent presentation of the Legion of Merit to Joseph P. Hartney, SM1c, USN, of New Britain, Conn.

The 22-year-old signalman, a veteran of five years in the Navy, joined the *Juneau* shortly after her commissioning at the New York Navy Yard in February, 1942, and saw much action in the succeeding months.

The *Juneau's* end came on 13 November 1942. In the early hours of that morning she took part in the furious close-range battle in which a huge Japanese invasion force was turned back with heavy losses in its attempt to recapture positions in the Guadalcanal-Tulagi area. The 6,000-ton cruiser did her full share in repulsing the Japanese ships, but later that day she suffered torpedo hits that sent her to the bottom.

Hartney was carried under water with her, then blown a few feet clear of the surface by another explosion.

When the water calmed, Hartney joined a small group of survivors huddled on and around a life raft, life floats and debris. In the grim night that followed, several men died. Sharks attacked the next day and one took the skin off the hand of a man next to Hartney on the raft.

Then a plane roared overhead and dropped an uninflated rubber raft several hundred yards from the group. Hartney, despite the sharks, decided to make a try for it.

Hartney reached the raft, inflated it and paddled back. He believed that land was about 55 miles away and, after receiving permission from one of

the injured officers aboard the large raft, decided to go for help. James Fitzgerald, S1c, of Manchester, Conn., volunteered to go with him. They also took Lt. (jg) Charles Wang, a torpedo officer of the *Juneau*, who was badly hurt and in need of medical attention.

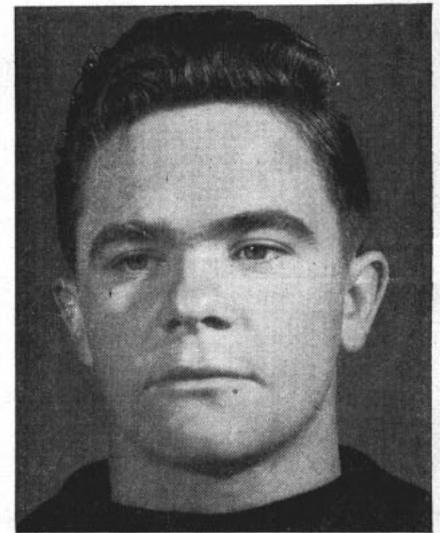
Their equipment consisted of the raft, a pump, the paddles, a patching kit, a bailing bag and a knife that Hartney happened to have in his dungarees. They had no food, no water. The officer was placed in the rear of the raft, and Hartney and Fitzgerald paddled until exhausted, then rested, then paddled some more.

Hartney figured direction by sun and moon. In the mornings he pumped more air into the raft. Sometimes Hartney and Fitzgerald passed the time singing Irish songs. Using Lieutenant Wang's collar pins as hooks and his shoe laces as line, they tried fishing, but without success. They did catch some rain water in the bailing bag.

On the third day they spotted some planes approaching. As they came closer the men saw they were Japanese. They fell flat on the raft and escaped detection.

Their bitterest disappointment came on the sixth day. They sighted a PBY on patrol. Hartney hastily took his paddle, shined the aluminum blade by scraping it with his knife, turned its flat surface to the sun and signalled. "He sees you, he sees you!" shouted Fitzgerald.

Apparently the pilot did. The plane swung over the raft and began preparations to come down. But before it could do so, a sudden squall closed down on the area and blotted the plane from sight.



Official U. S. Navy photograph
Joseph P. Hartney, SM1c, USN

A terrific storm followed and for nine hours the men had all they could do to keep from being swamped. But they came through, and when the weather cleared they were within sight of San Cristobal island.

Early in the morning of 21 November their raft grounded on a coral reef a couple of hundred yards from shore. Exhausted, they slept there that night and waited until high tide carried the raft on the beach.

They found water, then discovered natives who fed them and sent word to a white trader on a neighboring island. He sent a boat and took them to his island, where Hartney used a bright piece of metal to flash signals to a passing patrol bomber. It came down and picked them up.

When Hartney got back to the U. S. he learned for the first time that he was the father of a baby girl.



Official U. S. Navy photograph

'Old Dobbin' Backs Up the Line—And Gets In An Occasional Lick of Her Own at the Enemy

Her heart is in the battle line but her job is to keep other ships in action.

That's the mission of the USS *Delta*, a fleet repair ship for landing craft used at Sicily and Salerno. Each time the landing craft have gone forth across the Mediterranean to battle, the *Delta* has remained behind, waiting for the battered casualties to return and be patched up for further service.

"We are just 'Old Dobbin'," says Capt. Colin D. Headlee, USN, the commanding officer. "My crew know that they can't be there in the invasion, so they think the best way they can hit the enemy is by doing the best job they can in the shortest possible time. You will never hear any complaints about overwork on this ship, but if a man ever botches a job, and they seldom do, you ought to hear the rest of them ride him."

"Old Dobbin" she may be, but her crew have been under fire on seven different occasions, two of them extremely heavy air raids, and her gunners have knocked down two enemy planes. The men have the parts of one plane, which they salvaged.

Originally built for the Matson Line to run in the sugar trade between San Francisco and Honolulu, the *Delta* was taken over by the government upon completion and spent the first year of her service carrying Navy cargo from East Coast ports to Iceland. She had some narrow squeaks from subs, but crew veterans remember especially the 130-mile-an-hour hurricane which struck the *Delta* when she was moored at a dock in Iceland.

"We were moored to a big chain which all the ships were accustomed to use at that dock," recalls Comdr. Sidney Huguenin, USNR. "Well, sir, when that wind had dropped, we had torn up the street for about two blocks.

The chain had been buried under the paving."

After a year of cargo service the *Delta* was converted to a fleet repair ship, with Captain Headlee still in command. During the summer and early winter of 1942, material worth \$2,000,000 was assembled and laid out in her storerooms. Until two weeks before sailing for North Africa, no spares for landing craft had been included. Then priority was given such items, and officers and men worked day and night in temperatures averaging 10 degrees above zero to meet the sailing date.

The ship is equipped with light and heavy machine shops, welding shops, printing shops, boat repair shops, blueprint and photo laboratory, electrical shop, engraving shop, carpenter shop, foundry, radio repair shop, optical shop, sail loft, etc. She can repair anything from watches to boilers.

The *Delta* works on two 12-hour shifts and serves two sets of meals during a 24-hour period, one for the day workers and one for the night shift.

One of the most difficult jobs ever given the *Delta* was the repair of the great door of an LST. The door had to be brought on board; but as it slants in position on the LST, the exact angle had to be determined before work could start.

Another LST came alongside with 16 shell hits, and a bomb had gone entirely through her. A large amount of electrical damage had been done as well. She was ready for service in six days. Two large vessels were converted to headquarters ships. One ship came in with her fire control system completely out of order and half the wiring disconnected. Without plans or diagrams, she was put back in service in five days.

When another LST came alongside

for repairs to bomb damage, *Delta* men found the bomb, a dud, still rolling around in one of the LST's tanks, where it had reposed for nearly two weeks. Soon after she was repaired, this LST was back again. This time a bomb had gone entirely through her. "That fellow was pushing his luck," remarked Captain Headlee.

When German planes came over in force, men of the *Delta* manned their antiaircraft batteries and got one plane the first night. Their ship was the target of several attacks, in which bombs raised geysers of water all around her, but she emerged unharmed.

By the time the big raid came the ship had previously been under attack six times. "The boys had turned from the hunted to the hunters," said Captain Headlee. "It was amazing the way they had come up from their first raid, and how cool they were. You ought to see them hold their fire until they can pick out a plane."

It was the same night that the *LCI-1*, which received a Presidential Unit Citation (INFORMATION BULLETIN, Dec. 1943), was struck by a bomb. Small boats from the *Delta* went to the rescue, although they were in danger of catching fire and exploding from the flames. Coxswains in charge of the small boats did not even wait for orders. The entire crew of the *LCI* was rescued without a fatal casualty.

Captain Headlee has hand-picked his officers and men, and they include a seasoning of old-timers. Seven officers, including the skipper, have had an aggregate of 208 years of Navy service.

When they aren't working, the *Delta's* crew like to shoot. Captain Headlee boasts that he has at least 100 enlisted men capable of participating in shooting competition with other teams. *Delta* teams have vied with teams from a Dutch ship, two British ships, and the finest that a British antiaircraft regiment could produce. In each instance the *Delta* has at least doubled the score made by her opponents.

The captain's chief competition in shooting comes from Lieut. Herbert C. Borne (SC), USN, and Lt. Comdr. William F. Eglit, USNR. Lieutenant Borne regularly can shoot matchsticks from the top of a target, explode live cartridges stuck in the bullseye and split playing cards edgewise with his .45 pistol.

The versatility of the men aboard is another source of pride to the captain. Former business men, artists, construction men, jewelers and old Navy men form a team which can turn its hand to any conceivable job.

Teamwork on the *Delta* even extends to our allies. British officers frequently are guests aboard and often join in the target shooting ashore. British enlisted men often dine with the *Delta* crew.



Official U. S. Navy photograph

Alert eyes check and verify every family allowance application.

Keeping the Home Fires Burning

There Are Humor, Headaches, Hard Work in Handling Family Allowances for 1,500,000 Dependents of Naval Personnel

"Dear Sir: My husband was inducted last week. Where is my family allowance check?"

By the thousands such letters pour daily into the orderly beehive of the Dependent Benefits (Family Allowance) Unit, Casualties and Allotments Section, Welfare Division, BuPers.

Such letters reflect the vast change in our nation's civilian welfare brought about by the Servicemen's Dependents Allowance Act, originally adopted 23 June 1942 and expanded and amended 26 October 1943.

More than a million and a half dependents of naval personnel are now receiving family-allowance benefits monthly. When our Navy has grown to its peak of some 3,000,000 by mid-summer, there will be hundreds of thousands more receiving checks.

Combined payments for family-allowance benefits to dependents of naval personnel, not including those of Marine Corps and Coast Guard personnel, now run more than \$50,000,000 a month, counting both the portion deducted from the pay of service personnel and the government's contribution. This means, on the average,

\$1,666,667 a day, \$69,444.45 an hour, \$1,157.47 every minute.

Family Allowance means much more than a numbered check in the mail first of every month: it means food, clothing, shelter and, it is hoped, small personal comforts which spell peace of mind to the loved ones of servicemen and women.

But in no sense is family allowance "home relief." It is recompense for the sacrifice alike by the folks at home and those in service.

It gives to the serviceman an assurance that the persons he clothed and fed on his civilian earnings will be clothed and fed now that he has gone to war.

A program involving so many persons necessarily involves many and various problems on the part of the payee and payor.

Family Allowance is big business in any sense. The unit's staff (mostly WAVES) works day and night shifts in Arlington Annex just outside Washington, on a production line rivaling that of bomber factories in skilled workmanship and unflagging output.

A high output of work per person

results each 17-hour day as a consequence of careful planning and administration. A 24-hour work day is now considered necessary and, it is expected, a third shift will therefore soon be added.

Forecasts of work loads based on experience and estimates of recruiting have proved amazingly correct, thus permitting a nicely balanced distribution of work.

As the flood of family-allowance applications follows the course of the stepped-up induction and recruiting, however, it will become more difficult to forecast accurately the number of cases to be handled.

Careful planning will not, of course, take care of the complications that can arise when, for instance, two persons of about the same age and the same birthplace have the same three names, live in the same town on the same block and have parents of about the same given names. It is easy enough to understand how such cases come up when it is remembered that there are more than 20,000 Smiths and 15,000 Johnsons in the Navy.

Family Allowance has plenty of

humor, too; for instance, this letter from a housewife:

"Bureau of Naval personnel

"Though I write you as I live out on a farm and I have four more children and I have to keep a hired girl as I have to work on the farm and I wonder if I could get an extra allowance for the hired girl and if I can what plans must I make to get it would appreciate a hearing from you."

Of course it is not quite so amusing when an officer has to answer this type of letter:

"Dear Sirs:

"I am contemplating divorce from a non-service man and marriage to an enlisted man in the U. S. Navy. In order to save time and money, I may resort to a Mexican divorce by mail, to which my husband would agree. Following such a divorce, would marriage contracted in any State in the Union, to the man in the Navy, be considered legal? Would I be entitled to the dependency allotments, insurance, veteran preference, widow's pension, etc? If I do secure, instead, a California divorce, shall I need to wait for the final decree, requiring a year, or will the interlocutory decree be sufficient to permit marriage as above explained, legal in the opinion of the United States Government? All three persons concerned in this case are legal residents of California."

All harassed Family Allowance could do was advise the lady to see a lawyer.

For all the thousands and thousands of servicemen and women whose family-allowance applications are accepted and administered quickly and routinely, there is still an amazing number of cases which have to be handled and rehandled patiently, painstakingly, and prayerfully.

Actually it's relatively simple for the serviceman and dependent to an-

swer the questions required. But there can be delay if even one question is answered incorrectly.

"We need more co-operation from the serviceman and from his dependents if we are to cut down the number of dissatisfied 'customers,'" explains an officer in charge of correspondence. "Most of the delays in receiving checks are caused by mistakes and oversights in filling out applications and affidavits.

"For instance, the Post Office Department will not forward a check when the beneficiary has moved. So BuS&A sends out with its first check a number of change-of-address cards which are extremely simple to fill out and send in.

"But almost invariably, after a dependent moves, we receive a letter shortly after the first of the month complaining that 'My check has not arrived'. This means that we have to start corresponding and checking to straighten out the situation."

There have been many thousands of checks returned because of no forwarding address. In every case Family Allowance has had to write to the serviceman—after looking up his service record, finding his duty attachment and checking the case.

Indicative of the shifting face of wartime America are the tens of thousands of changes of address occurring in this program alone each month.

Other headaches caused by the thoughtlessness of would-be beneficiaries include mis-sending hundreds of letters each week to the Office of Dependency Benefits operated by the Army at Newark, N. J., then fuming about not receiving a prompt reply from BuPers.

Family Allowance is, on the surface, a morass of statistics. Beneath the surface it is the story of dependents and of the crew of Family Allowance hard at work to send them support.



APPLICATION for family allowance is made at recruiting station.

Let us take a typical case, that of John Smith, AS, from the time his application reaches the Intake Department of Family Allowance until his dependents receive their check.

The application, made out at the recruiting station, reaches the Files Branch (Intake Department), which in the past year has grown from a few cabinets to 600 four-drawer units occupying 18 rooms.

Say that Smith is newly inducted.

His application is immediately approved for initial payment by the Processing Branch, and the "A" dependents—a wife and two children—are approved as recipients of the government-paid first month's check.

Unless complications arise, the authorization is on its way to BuS&A for payment within from 24 to 48 hours. At BuS&A, the case is handled with equal dispatch. Then the regular allowance, under which payments begin the following month, is processed through to authorize continuing monthly payments.

Smith also said that his mother depends on him for her chief support. As a potential "B-1" dependent, Mother Smith receives an initial payment. Then the Processing Branch forwards the application on to the Correspondence Branch, which sends to the mother a dependency affidavit that is, in effect, a financial statement.

Upon the return of her affidavit, properly filled out, the Adjudications Branch approves the case and hurries another authorization to BuS&A's Field Branch at Cleveland for the mother.

Thus Family Allowance, in an amazingly short time, has forged a link between Smith in boot camp and his family at home, providing for the family's welfare and Smith's peace of mind.

The resources of the U. S. postal system and the vast network of American railroads speed Smith's and the government's contribution to his dependents each month.



Official U. S. Navy photographs

FOLDER IS MADE for every case and is kept on file here for ready reference. Often expanded, the Files Branch now occupies 18 rooms.



Official U. S. Navy photograph

STAFF OF 500, mostly Waves, speeds the process of turning family allowance applications into checks. Above: correspondence branch

Of course not every case goes as smoothly as Smith's.

Family Allowance considers that its two prime jobs are to authorize, first, initial payments and, second, regular allotments in a vast majority of the cases of dependents. This is a simple matter as long as all information is provided properly in the application and in the dependency affidavits completed by Class "B" and "B-1" dependents.

"The recruiting stations have done a magnificent job in forwarding applications with complete information," says a Processing Branch officer.

"They impress on the minds of new inductees the importance of giving accurate and full information, such as the birth dates of minor children and correct addresses and of forwarding such documents as divorce papers and affidavits on the custody of minor children."

Family Allowance is not confined to the United States alone. It is granted to people residing in many foreign countries all over the world.

The Files Branch daily handles between 4,000 and 5,000 applications, making a separate file folder for each. In these folders are kept all the subsequent action records and correspondence pertaining to Family Allowance.

The bulk of the applications and mail flowing from the Intake Department moves on to the Processing Branch, which in turn edits and channels it to Special Operations, Correspondence or Adjudications Branch.

If John Smith, AS, or his family had written requesting further consideration of a denial of family allowance benefits to a "B" dependent, the Reconsiderations Office in the Adjudications Branch would give further careful study to the case.

Under this carefully arranged reviewing procedure, the Reconsiderations Office obtains additional information and an officer reviews the entire case, so that, if possible, the appeal

for the benefits may be granted.

Some people do not care to write directly to Family Allowance. One, for instance, wrote to the President, asking him "to speak to the Admiral" about her family allowance.

It's not hard to see why, though, the Reconsiderations Office would not grant an allowance for "a friend of

the family who's been living with us for quite a while."

But, day after day, the mail reflects the real, personal problems of the people we've had to leave at home. There's the anxious, understanding wife, who knows that eventually she'll receive her check, but:

"My husband enlisted in the U. S. Navy in October and was told I would receive a check by December, a certain amount for our son, which is six years old, and myself. Thinking there must have been some mistake, I'm taking this opportunity in writing you. Would you be so kind as to write and tell me about the allotment. I have been trying to get along without them but find I could use the money in keeping things going on as usual."

Her check was already on the way.

Whatever changes in the family-allowance picture may result from new legislation or from the rapid growth of the Navy, the men and women who make up Family Allowance at Arlington Annex will meet them in their stride. They have decided—after the stress of handling more than one million items between last 1 November and 18 March—that they are prepared to take on all comers.

How Family Benefits Have Been Expanded

Amendments to the Servicemen's Dependents Allowance Act, effective 1 November 1943, caused a veritable Vesuvian eruption of activity in the Family Allowance Unit. To meet the administrative problems which resulted, personnel was doubled.

Following are the major changes in the act and a picture of some of the work involved in meeting them:

1. The expansion of the program made all enlisted personnel, including those in the first three pay grades, eligible for family-allowance benefits. There were at that time some 500,000 in the first three pay grades, more than half of whom immediately filed family-allowance applications. Personnel receiving monetary allowances in lieu of quarters for dependents on 1 November 1943, as well as those who had applied for such allowances by that date and who were found entitled to them, were given the option of continuing to receive such credits provided they had an allotment in effect for the support of dependents in an amount at least equal to the quarters allowance. Personnel receiving credit for quarters allowance were not eligible to receive family-allowance benefits, but could elect to come under the family-allowance program. This election, once made, was, however, irrevocable. In thousands of cases contact had to be made with men in the fleet to ascertain their intention, and allotments had to be checked.

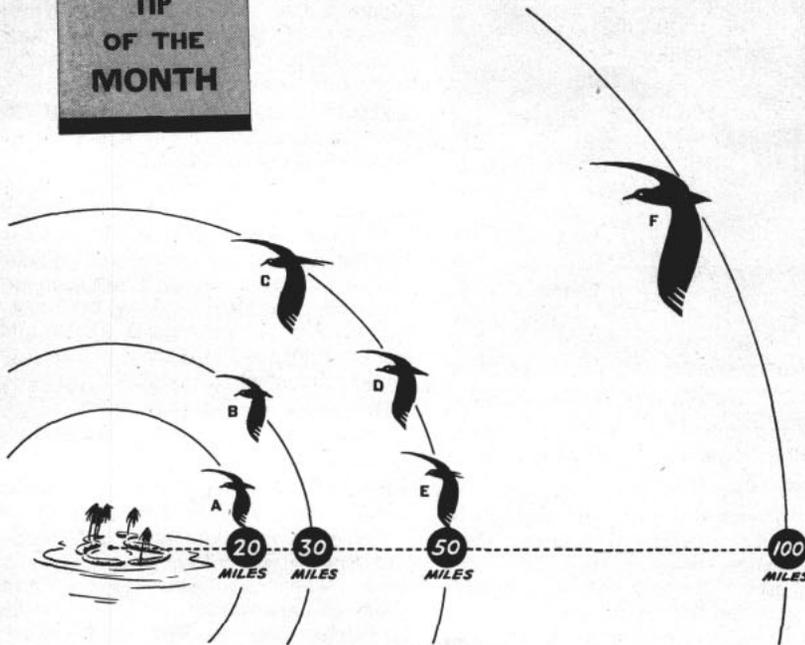
2. In order to give greater benefits to collateral dependents (mothers,

fathers, brothers and sisters) who were in fact dependent upon enlisted personnel, two classes of collateral dependents were created: (a) those dependent upon the enlisted men for "chief support," that is, over 50 per cent of their income, were grouped as "B-1" and received more substantial allowances; (b) those dependent for a "substantial" portion of their support were listed as "B". This necessitated the readjudication of every Class "B" payment on the books; new affidavits had to be sent and each case readjudicated. Nearly 200,000 cases were reviewed in under three months.

3. The amendment further introduced the "initial family allowance" payment, which was to be made at the earliest possible moment following entry upon active service in a pay status, provided an application was filed within 15 days of that date. This payment was to be made to bridge the gap between civilian and military service and was to be borne entirely by the government. A system which was established to permit applications to be taken at the recruiting stations has worked extremely well.

These far-reaching amendments caused certain operating difficulties in the program. In many cases personnel at far-off stations did not receive word for considerable time. To make sure that the dependents of naval personnel receive the maximum benefits under the law, the Department has recently issued Alnav 78, containing further instructions.

South Pacific Birds as Pilots



This diagram shows the distances that land-based birds common to the South Pacific have been known to range out to sea. Identifying letters correspond to those under sketches below.

IF YOU were adrift in the South Pacific, a good indication that land was not far away would be the presence of land-based birds.

Land birds often range many miles out to sea in their constant search for food. Normal ranges of six of those you're most likely to see in the South Pacific ocean areas are shown in the diagram at left. In the early morning hours they will generally be observed flying away from land, in the evening toward it. If their courses can be observed, and set by star, it may eventually direct you to land.

In addition to being pioneers in the field of navigation — the ancient Polynesians first depended upon the course of flight of land-based birds to guide them in their wanderings over the entire South Pacific area — all birds common to the region, including the friendly gulls, are edible and may be eaten raw.

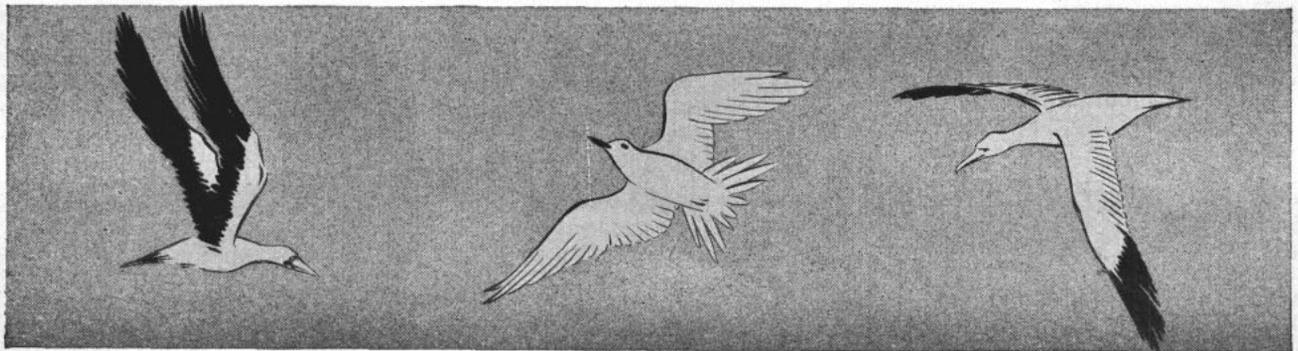
Below on this page are sketches and brief descriptions of six of the more common land-based birds of the South Pacific. By studying their outstanding features — size, coloring, shape of wings and tail — you can readily identify them in flight.



A. Noddy Tern: Head gray, almost white on forehead; underparts dark brown; length 14 to 16 inches, wing 10 to 11 inches.

B. Brown Booby: Commonest of this family in tropics; brown upper parts, white abdomen; length 28 to 30 inches, wing 14 to 16.

C. Frigate Bird: Black plumage, brownish underparts; forked tail; long, hooked bill; length 40 inches, wing 21 to 26.



D. Blue-Faced Booby: Plumage mainly white; wing feathers, tail chocolate brown; length 32-36 inches, wing 16-18.

E. White Tern: White with dusky tinge on tail and leading edges of wings; forked tail; length 12-13 inches, wing 8-10.

F. Red-Footed Booby: White, tinged with buff; tail and leading edge of wings dark; length 26-29 inches, wing 13-15.

ENLISTED RATINGS of the U. S. NAVY

A year ago, in May 1943, the INFORMATION BULLETIN published its special section on "Ranks and Rates of the U. S. Navy," later widely issued as a separate reprint. In the year that has since passed, the need for greater specialization in the Navy's enlisted ratings has resulted in a tremendous increase in the number of such ratings—from a total of 65 then to almost 100 now—an increase of 50%.

The Navy's manpower, like its ships, has changed a great deal during this war. Fighting a more complex war than seagoing men have ever known before, the Navy is working with many new types of ships, vast and complicated mechanisms, new methods and techniques, equipment that makes fullest use of science's latest inventions and devices.

All this called for a more precise degree of specialization in the men who were to handle this equipment, and a more precise method of marking their abilities—a development described more fully in the article, "Every Man Where He's Best Fitted" (INFORMATION BULLETIN, Oct. 1943), which told the story of the Navy's program of scientific selection and classification.

To make possible more accurate placement of personnel and thereby increase the combat efficiency of the service, BuPers instituted far-reaching changes in the Navy rating structure, resulting in the establishment of many new ratings and many new subdivisions of ratings. The following material has therefore been gathered by the INFORMATION BULLETIN from official publications and other sources as a general reference on the subject.

Information concerning the duties of the various ratings, the normal path of advancement, the specialty marks for all ratings, and a complete list of ratings, with abbreviations and pay grades, will be found on the pages which follow.

DUTIES OF ENLISTED RATINGS

This section is intended for information rather than official guidance. Because duties vary with the type and size of ship or activity, no exact description can be given here of all the responsibilities and duties of each rating. 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.

AIRSHIP RIGGER—Adjusts, repairs and replaces rigging. Sets and adjusts air and helium valves. Repairs fabric. Assembles and repairs controls and equipment (except electronic, electrical and special).

AVIATION ELECTRICIAN'S MATE—Installs, inspects, maintains, replaces and repairs electrical systems and 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 MACHINIST'S MATE C (Aviation Carburetor Mechanic)—Maintains, overhauls and tests aircraft carburetors, fuel pumps and fuel-tank regulators. Installs, repairs and makes necessary adjustments to carburetors.

AVIATION MACHINIST'S MATE F (Aviation Flight Engineer)—Checks mechanical and material condition of planes, and efficiency of engines in preflight and flight conditions. Makes repairs and adjustments. Not as-

signed to other than multi-engine planes.

AVIATION MACHINIST'S MATE H (Aviation Hydraulic Mechanic)—Maintains, repairs and tests hydraulic systems and equipment on aircraft.

AVIATION MACHINIST'S MATE I (Aviation Instrument Mechanic)—Installs, overhauls, cleans and repairs aircraft instruments; adjusts and calibrates them for accuracy.

AVIATION MACHINIST'S MATE P (Aviation Propeller Mechanic)—Maintains and overhauls propellers; makes field checks on them. Also straightens, repairs and balances propellers.

AVIATION METALSMITH—Maintains and repairs metal aircraft surfaces; also, sheet plastic material. Lays out, fits, cuts and forms sheet metal; does riveting, welding, heat treating.

AVIATION ORDNANCEMAN—Installs, maintains and repairs aviation armaments. Boresights, synchronizes and test-fires guns; handles and stows munitions.

AVIATION ORDNANCEMAN B (Aviation Bombsight Mechanic)—Installs, maintains and repairs the bombsight, automatic pilots used in bombing, and other related equipment.

AVIATION ORDNANCEMAN T (Aviation Turret Mechanic)—Installs, maintains and repairs electric and hydraulic turrets.

AVIATION PILOT—Acts as pilot or copilot of planes or airships. Does aerial navigation.

AVIATION RADIOMAN—Operates radio and other electronic equipment of aircraft. Enciphers and deciphers code

messages. Makes routine radio repairs, minor electronic repairs.

AVIATION RADIO TECHNICIAN—Installs, maintains and repairs aircraft electronic equipment. Essentially a ground-crew man.

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

BOATSWAIN'S MATE—Supervises deck divisions and large groups of seamen. Supervises manning and operation of all topside gear.

BOATSWAIN'S MATE A (Master-at-Arms)—Performs personnel administration functions ashore. Assigned to barracks as master-at-arms. When necessary, musters, forms and drills group to which assigned.

BOILERMAKER—Repairs and tests fire-room and boiler equipment, renews parts, repairs boiler plates and brick-work of boilers.

BUGLEMASTER—Supervises 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 patches linoleum. Repairs and maintains small boats. Caulks seams.

CHIEF COMMISSARY STEWARD—Supervises ship's galley. Takes charge of foodstuffs. Plans menus. Keeps records. Directs cooking and preparation of foods. 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.

FIRE CONTROLMAN—Tests, maintains and repairs electrical and optical fire-control equipment.

FIRE CONTROLMAN R (Rangefinder Operator)—Stands rangefinder watch. Spots gunfire, using optical equipment.

FIRE CONTROLMAN S (Submarine)—Operates and maintains fire-control installations aboard submarines. Checks fire-control optical instruments and checks alignment of periscopes and fire-control equipment.

FIREMAN—Stands watch throughout engineer department. Striker for engineer artificer rating.

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—Does nursing under supervision, prepares and administers simple medicines, maintains sanitary conditions.

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.

MACHINIST'S MATE G (Industrial Gas Generating Mechanic)—Sets up, operates and maintains equipment for the generation of oxygen, acetylene, carbon dioxide, nitrogen and hydrogen or the purification of helium.

MACHINIST'S MATE R (Refrigeration Mechanic)—Operates, maintains, adjusts, repairs and overhauls refrigerating and air-conditioning equipment.

MACHINIST'S MATE S (Shop Machinist)—Does all work requiring skillful use of machine 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.

MINEMAN—Assembles, disassembles, maintains and repairs mines and assists in minelaying operations.

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

MOTOR MACHINIST'S MATE—Operates, maintains, adjusts, repairs and overhauls internal combustion engines.

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 on ship's surfaces. Sandblasts and spray-paints ships' bottoms.

PAINTER V (Aircraft Painter)—Spray-paints aircraft surfaces. Uses dopes, lacquers and enamels. Makes minor repairs to fabric-covered skin surfaces. Does camouflage and insignia painting.

PARACHUTE RIGGER—Packs and repairs parachutes, life rafts, life jackets and cargo chutes. Repairs fabric equipment used in aviation and flight clothing. Uses sewing machine.

PATTERNMAKER—Executes patterns for molding metal castings. Does fine woodwork.

PHARMACIST'S MATE—Renders medical assistance and administers to patients. Assists in surgery, eye-ear-nose-and-throat, out-patient department, physiotherapy or drug dispensing. Compounds drugs, makes laboratory analyses and assists in hospital administration. Note: designator (DP) following rate indicates Dental Prosthetic Technician, skilled in making artificial dentures, bridges, inlays, crowns, etc.

PHOTOGRAPHER'S MATE—Operates "still" and motion-picture cameras, taking pictures under all conditions, and performs duties related to aerial

photography. Does darkroom and related work.

PRINTER—Operates printing and book-binding equipment.

PRINTER L (Lithographer)—(1) As a press operator, prepares plates; inks; adjusts and runs press to insure proper feeding, register and delivery; performs maintenance and repairs. (2) As a transfer man, cleans and stores plates, performs transfer operations involved in preparation, restoration and proper maintenance of lithographic plates.

PRINTER M (Offset Duplicating Process)—Operates small offset duplicating machines. Reproduces copy photographically on film or paper; opaques, retouches, "cuts-in," assembles and "strips" negatives. Operates press, performs bindery and finishing operations, and does routine upkeep and repairs.

QUARTERMASTER—Stands bridge watch. Assists Navigator in connection with correction of charts and computing navigational data, upkeep and care of navigational instruments, magnetic compasses and chronometers. Supervises bridge crew.

RADARMAN—Stands radar watch. 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, radar, sound and other radio-type equipment.

SEAMAN—Performs ordinary deck duties in connection with the upkeep and operations of a ship.

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 welding; makes metal repairs.

SHIP'S COOK—Supervises and prepares food for general mess. Operates all cooking apparatus. Inspects provisions. Plans menus. Is responsible for food storage. Also: **SHIP'S COOK B (Butcher)**.

SHIP'S SERVICE MAN B (Barber)—Cuts hair, and, where facilities permit, gives other barber services. Maintains equipment used.

SHIP'S SERVICE MAN C (Cobbler)—Makes repairs to men's and women's shoes. Rebuilds shoes when necessary. Maintains equipment used.

SHIP'S SERVICE MAN L (Laundryman)—Washes and removes stains from clothes and uniforms, and maintains laundry equipment.

SHIP'S SERVICE MAN T (Tailor)—Sews by hand and by machine. Makes repairs, sews on badges and insignia, does alterations. Presses garments,

removes spots and stains, and maintains equipment.

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.

SONARMAN—Operates sound-detection equipment.

SONARMAN H (Harbor Defense)

SPECIAL ARTIFICER D (Special Devices)—Maintains, calibrates, tests and adjusts synthetic training devices. Uses hand and power tools. Has working knowledge of electricity, hydraulics, pneumatics and optics as related to his work.

SPECIAL ARTIFICER I (Instruments)—Repairs office machines such as typewriter and calculator, or watches and clocks.

SPECIAL ARTIFICER O (Optical)—Repairs and adjusts optical equipment, such as rangefinders, periscopes and gunsights.

SPECIALIST (A) (Physical Training Instructor)—Conducts and organizes physical fitness drills as directed. Assists in physical training program.

SPECIALIST (C) (Classification Interviewer)—Interviews, tests and classifies enlisted personnel.

SPECIALIST (F) (Fire Fighter)—Primarily a fire-fighter instructor who trains men to combat fires aboard ship.

SPECIALIST (G) (Aviation Free Gunnery Instructor)—Trains aviation and small-arms gunners on moving targets.

SPECIALIST (I) (Punched Card Accounting Machine Operator)—Supervises or operates mechanical tabulation equipment.

SPECIALIST (M) (Mail Clerk)—Operates naval post offices.

SPECIALIST (O) (Inspector of Naval Materiel)—Inspects ordnance, aircraft and engineering materiel at manufacturing and assembly plants. Rating of men performing these duties was discontinued in Dec. 1942. Petroleum technicians are now rated Sp(O).

SPECIALIST (P) (Photographic Specialist)—Does special "still" and motion-picture photographic work and photographic process printing. Special designators after rate indicate Photogrammetry (PG), Laboratory (LB), V-Mail (VM), and Motion Picture Production (MP).

SPECIALIST (Q) (Communication Specialist)—Works on various forms or aspects of communications, as indicated by designator following rate: (CR) for Cryptographer, (TE) for Technician, (IN) for Radio Intelligence. Only men assigned highly specialized duties of a confidential nature, who come under the cognizance of CNO (DNC) are assigned this rating. Yeomen performing communication duties, or personnel who do routine

encoding and decoding are not eligible.

SPECIALIST (R)—(Recruiter)—Assists in the recruiting of naval personnel.
SPECIALIST (S)—(Shore Patrol and Security)—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)—(Teacher)—Instructs in or performs duties in special technical or scientific fields. Designator (LT) after rate indicates Link Trainer Instructor.

SPECIALIST (V)—(Transport Airman)—Employed in airport operations for air transport service.

SPECIALIST (W)—(Chaplain's Assistant)—Assists in the office of the chaplain in clerical and musical work, and social welfare. Plays piano or organ and directs group singing.

SPECIALIST (X)—(Specialist not elsewhere classified)—Includes essential specialists, for which designators were established as follows: (ED) Engineering Draftsman, (TD) Topographical Draftsman, (CT) Cartographer, (PL) Plastics Expert, (TS) Air Stations Operations Desk (Time Shack), (QM) Operations—Plotting and Chart Work, (PI) Pigeon Trainer, (SB) Telephone Switchboard Operators and Supervisors, and (VA) Visual Training Aid. In addition, personnel experienced in the field of journalism or radio who are serving in official public-relations activities, and punched-card-sorting-machine-operator supervisors, are eligible. Personnel performing duties not covered by the foregoing will not be rated Sp(X).

SPECIALIST (Y)—(Control Tower Operator)—Controls airport traffic at naval air stations. Operates radio telephone, interphone, light gun and recorder equipment, making necessary operating adjustments.

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.

STOREKEEPER—Operates a stockroom or store, or an accounting system. Assists in procurement of and stows and issues general stores, clothing, small stores, ship's stores and provisions. Assists in disbursing.

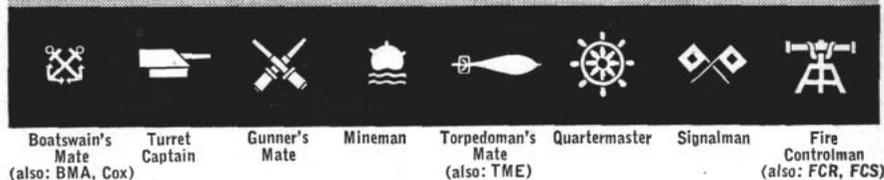
STOREKEEPER D (Disbursing Storekeeper)—Handles mass disbursing activities (roughly 300 accounts or more) and has extensive knowledge of disbursing regulations and instruc-

(Continued on Page 27)

ENLISTED SPECIALTY MARKS

(In order of precedence)

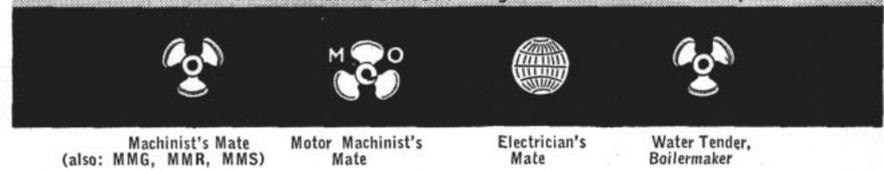
SEAMAN BRANCH



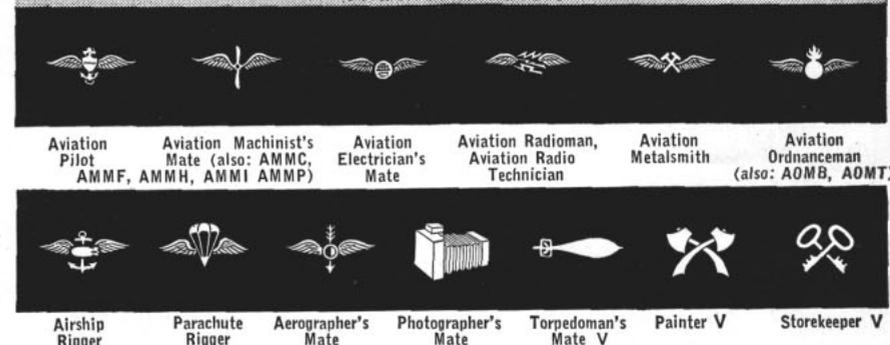
ARTIFICER BRANCH



ARTIFICER BRANCH Engine Room Force



AVIATION BRANCH

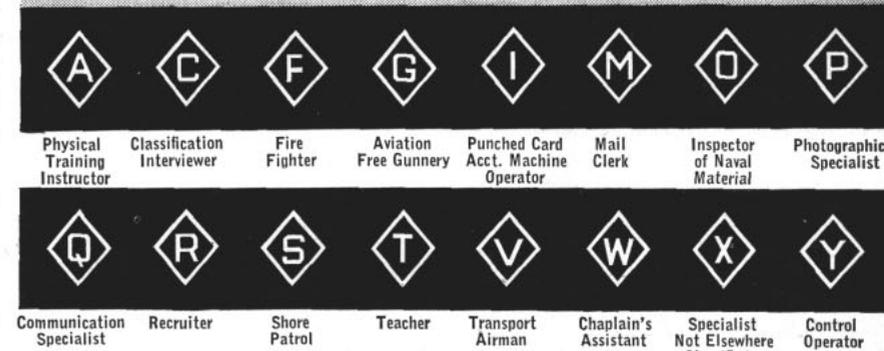


SPECIAL BRANCH

COMMISSARY BRANCH



SPECIALISTS



STEWARD'S BRANCH (showing bars worn for various grades)



Changes In Enlisted Status

BuPers Letter Stresses Rules for Change Or Advancement in Rating; References Listed

With 50% more ratings now authorized than existed a year ago, and a Navy whose enlisted strength has grown tremendously, many requests are received by BuPers in regard to changes of status of enlisted personnel. To contribute to a more thorough understanding of the instructions regarding advancements, reductions and changes in rating, the Bureau has issued Circular Letter 93-44 (N.D. Bul., 31 Mar., 44-379) for the guidance of all officers concerned with the administration of enlisted personnel.

The letter emphasizes, among other points, that waiver of one-half the normal service in rating is authorized *only* for outstanding individuals; that requests for advancement of more than one grade at a time will not be approved; that sea service is required for advancement to CPO ratings only; and that ratings should reflect the man's ability to perform the duties of his rate at sea. Considerations governing advancement or change in rating are stressed.

For convenience, the pertinent references on the subject are listed below:

ADVANCEMENT IN RATING

Armed Guard personnel—BuPers ltr Pers-67-Hn/P17-2 of 26 Jan. 1944.

Coast Guard personnel serving with Navy—BuPers C.L. 17-42 (to be revised in near future).

Changes of status to permanent appointment—BuPers C.L. 11-42.

Construction Battalion personnel—Construction Battalion Circular Letter 26-43.

Current instructions—BuPers C.L. 110-43 (N.D. Bul., 1 July 1943, R-1185) and BuPers C.L. 77-44 (N.D. Bul., 15 Mar. 1944, 44-314).

General requirements—Arts. D-5104, D-5200, D-5201, D-5202, BuPers Manual.

Marks, general—Art. D-8019, BuPers Manual.

Meritorious—Alnav 163 of Dec. 1941.

Permanent enlisted status of men holding temporary commissions—BuPers C.L. 26-42.

Procedure for effecting—Art. D-5112, BuPers Manual.

Radio materiel schools, primary and advanced—BuPers ltr Pers-67-Hn/P17-2/MM of 28 Jan. 1944.

Ship repair personnel—BuPers C.L. 42-44 (N.D. Bul., 15 Feb. 1944, 44-186).

V-10 personnel—Pers-67-Hn/QR/P17 of 29 Dec. 1943.

CHANGES IN RATING

General—Art. D-5114, BuPers Manual; BuPers C.L. 110-43, encl. (D).

Obsolete ratings—BuPers C.L. 108-41 (corrected) (Contained in BuPers C.L. 0-43).

Radiomen to radio technicians—BuPers C.L. 94-43 (N.D. Bul., 15 June 1943, R-1136).

Special instructions re: RM—BuPers C.L. 38-44 (N.D. Bul., 15 Feb. 1944, 44-182).

Specialist (Y)—BuPers ltr Pers-67-Hn/P17-2/MM of 9 Feb. 1944 (to comdts. and COs NAS and Naval Air Centers).

REDUCTION IN RATING

General instructions—Art. D-5113, BuPers Manual.

Marks, standards established—Art. D-8020, BuPers Manual.

REPORTS

General—BuPers C.L. 110-43, encl. (A).

Pages 9-10 of service records—Art. D-4022, BuPers Manual.

NORMAL PATH OF ADVANCEMENT

SEAMAN BRANCH

APPRENTICE SEAMAN	SEAMAN, SECOND CLASS	SEAMAN, FIRST CLASS	Cox	BM 2c	BM 1c	CBM
			*	BMA2c	BMA 1c	CBMA
			GM 3c	GM 2c	TM 1c	CTC
			GM 3c	GM 2c	GM 1c	CGM
			MN 3c	MN 2c	MN 1c	CMN
			TM 3c	TM 2c	TM 1c	CTM
			TME 3c	TME 2c	TME 1c	CTME
			QM 3c	QM 2c	QM 1c	CQM
			SM 3c	SM 2c	SM 1c	GSM
			FC 3c	FC 2c	FC 1c	CFC
			FGR 3c	FGR 2c	FGR 1c	CFCR
			FCS 3c	FCS 2c	FCS 1c	CFCs

* Any pay-grade 4 rate, performing master-at-arms duties, limited to shore duty only, may be changed to BMA2c upon Bureau approval.

ARTIFICER BRANCH

APPRENTICE SEAMAN	SEAMAN, SECOND CLASS	SEAMAN, FIRST CLASS	RM 3c	RM 2c	RM 1c	CRM
			RT 3c	RT 2c	RT 1c	CRT
			RdM3c	RdM2c	RdM1c	CRdM
			SoM3c	SoM2c	SoM1c	CSoM
			SoMH3c	SoMH2c	SoMH1c	CSoMH
			GM 3c	GM 2c	GM 1c	CGM
			SF 3c	SF 2c	SF 1c	CSF
			M 3c	M 2c	M 1c	CM
			ML 3c	ML 2c	ML 1c	CML
			PM 3c	PM 2c	PM 1c	CPM
			SAI 3c	SAI 2c	SAI 1c	CSAI
			SAO 3c	SAO 2c	SAO 1c	CSAO
			SAD 3c	SAD 2c	SAD 1c	CSAD
			PTR 3c	PTR 2c	PTR 1c	C PTR
			T 3c	T 2c	T 1c	CT

ARTIFICER BRANCH — Engine Room Force

APPRENTICE SEAMAN	FIREMAN, SECOND CLASS	FIREMAN, FIRST CLASS	MM3c	MM2c	MM1c	GMM
			MMG3c	MMG2c	MMG1c	GMMG
			MMR3c	MMR2c	MMR1c	GMMR
			MMS3c	MMS2c	MMS1c	CMMS
			MoMM3c	MoMM2c	MoMM1c	CMoMM
			EM3c	EM2c	EM1c	CEM
			WT3c	WT2c	WT1c	CWT
			B3c	B2c	B1c	CB

AVIATION BRANCH

APPRENTICE SEAMAN	SEAMAN, SECOND CLASS	SEAMAN, FIRST CLASS	AP2c ¹	AP1c ²	CAP	
			AMM3c	AMM2c	AMM1c	ACMM
			AMMC3c	AMMC2c	AMMC1c	ACMMC
			AMMF3c	AMMF2c	AMMF1c	ACMMF
			AMMH3c	AMMH2c	AMMH1c	ACMMH
			AMMI3c	AMMI2c	AMMI1c	ACMMI
			AMMP3c	AMMP2c	AMMP1c	ACMMP
			AEM3c	AEM2c	AEM1c	ACEM
			ARM3c	ARM2c	ARM1c	ACRM
			ART3c	ART2c	ART1c	ACRT
			AM3c	AM2c	AM1c	ACM
			AOM3c	AOM2c	AOM1c	ACOM
			AOMB3c	AOMB2c	AOMB1c	ACOMB
			AOMT3c	AOMT2c	AOMT1c	ACOMT
			AR3c	AR2c	AR1c	CAR
			PR3c	PR2c	PR1c	CPR
			AERM3c	AERM2c	AERM1c	CAERM
			PHOM3c	PHOM2c	PHOM1c	CPHOM
			TMV3c	TMV2c	TMV1c	CTMV
			PTRV3c	PTRV2c	PTRV1c	CPTRV
			SKV3c	SKV2c	SKV1c	CSKV

1—The rating of AP2c is retained for disciplinary action.
2—Designated AP1c after completion of pilot training.

SPECIAL BRANCH

APPRENTICE SEAMAN	SEAMAN, SECOND CLASS	SEAMAN, FIRST CLASS	Y3c	Y2c	Y1c	GY		
			SK3c	SK2c	SK1c	CSK		
			SKD3c	SKD2c	SKD1c	CSKD		
			SKT3c	SKT2c	SKT1c	CSKT		
			PRTR3c	PRTR2c	PRTR1c	CPRTR		
			PRTRL3c	PRTRL2c	PRTRL1c	CPRTRL		
			PRTRM3c	PRTRM2c	PRTRM1c	CPTRM		
			SSMB3c	SSMB2c	SSMB1c	CSSMB		
			SSMC3c	SSMC2c	SSMC1c	CSSMC		
			SSMT3c	SSMT2c	SSMT1c	CSSMT		
			SSML3c	SSML2c	SSML1c	CSSML		
			HA2c	HA1c	PHM3c	PHM2c	PHM1c	CPHM
			Bug2c	Bug1c	MUS3c	MUS2c	MUS1c	CMUS
					BGMSTR3c	BGMSTR2c	BGMSTR1c	CBGMSTR

COMMISSARY BRANCH

AS	S2c	S1c	SC3c	SC2c	SC1c	CCS
			SCB3c	SCB2c	SCB1c	CCS
			BKR3c	BKR2c	BKR1c	CCS

SPECIALISTS

AS	S2c	S1c	SP(*)3c	SP(*)2c	SP(*)1c	CSP(*)
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* Insert letter indicating specialty.

STEWARD'S BRANCH

STM3c	STM2c	STM1c	ST3c	ST2c	ST1c	CST
			CK3c	CK2c	CK1c	CCK

Eligible Ratings for Advancement to Respective Warrant Ranks

(All rates are for both chiefs and first class)

- BOATSWAIN — Any rating of the seaman branch.
- GUNNER — Gunner's mate, torpedoman's mate, torpedoman's mate V, turret captain, fire controlman, aviation ordnanceman.
- TORPEDOMAN — Torpedoman's mate, torpedoman's mate V.
- ELECTRICIAN — Electrician's mate.
- RADIO ELECTRICIAN — Radioman, aviation radioman, radio technician, radarman, sonarman.
- 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.

ENLISTED RATINGS

Abbreviations and Pay Grades

Seaman Branch

	Abbreviation	Pay Grade
Chief Boatswain's Mate	CBM	1
Boatswain's Mate, First Class	BM1c	2
Boatswain's Mate, Second Class	BM2c	3
Coxswain	Cox	4
Chief Boatswain's Mate A (Master-at-Arms)	CBMA	1
Boatswain's Mate A, First Class	BMA1c	2
Boatswain's Mate A, Second Class	BMA2c	3
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, Second Class	GM2c	3
Gunner's Mate, Third Class	GM3c	4
Chief Mineman	CMN	1
Mineman, First Class	MN1c	2
Mineman, Second Class	MN2c	3
Mineman, Third Class	MN3c	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 Torpedoman's Mate E (Electrical)	CTME	1
Torpedoman's Mate E, First Class	TME1c	2
Torpedoman's Mate E, Second Class	TME2c	3
Torpedoman's Mate E, Third Class	TME3c	4
Chief Quartermaster	CQM	1
Quartermaster, First Class	QM1c	2
Quartermaster, Second 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, Second Class	FC2c	3
Fire Controlman, Third Class	FC3c	4
Chief Fire Controlman R (Range-finder Operator)	CFCR	1
Fire Controlman R, First Class	FCR1c	2
Fire Controlman R, Second Class	FCR2c	3
Fire Controlman R, Third Class	FCR3c	4
Chief Fire Controlman S (Submarine)	CFCS	1
Fire Controlman S, First Class	FCS1c	2
Fire Controlman S, Second Class	FCS2c	3
Fire Controlman S, Third Class	FCS3c	4
Seaman, First Class	S1c	5
Seaman, Second Class	S2c	6
Apprentice Seaman	AS	7

Artificer Branch

Chief Radioman	CRM	1
Radioman, First Class	RM1c	2
Radioman, Second Class	RM2c	3
Radioman, Third Class	RM3c	4
Chief Radio Technician	CRT	1
Radio Technician, First Class	RT1c	2
Radio Technician, Second Class	RT2c	3
Radio Technician, Third Class	RT3c	4
Chief Radarman	CRdM	1
Radarman, First Class	RdM1c	2
Radarman, Second Class	RdM2c	3
Radarman, Third Class	RdM3c	4
Chief Sonarman	CSoM	1
Sonarman, First Class	SoM1c	2
Sonarman, Second Class	SoM2c	3
Sonarman, Third Class	SoM3c	4
Chief Sonarman H (Harbor Defense)	CSoMH	1
Sonarman H, First Class	SoMH1c	2

Sonarman H, Second Class	SoMH2c	3
Sonarman H, Third Class	SoMH3c	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
Chief Metalsmith	CM	1
Metalsmith, First Class	M1c	2
Metalsmith, Second Class	M2c	3
Metalsmith, Third Class	M3c	4
Chief Molder	CM1	1
Molder, First Class	M11c	2
Molder, Second Class	M12c	3
Molder, Third Class	M13c	4
Chief Patternmaker	CPM	1
Patternmaker, First Class	PM1c	2
Patternmaker, Second Class	PM2c	3
Patternmaker, Third Class	PM3c	4
Chief Special Artificer I (Instruments)	CSAI	1
Special Artificer I, First Class	SAI1c	2
Special Artificer I, Second Class	SAI2c	3
Special Artificer I, Third Class	SAI3c	4
Chief Special Artificer O (Optical)	CSAO	1
Special Artificer O, First Class	SAO1c	2
Special Artificer O, Second Class	SAO2c	3
Special Artificer O, Third Class	SAO3c	4
Chief Special Artificer D (Special Devices)	CSAD	1
Special Artificer D, First Class	SAD1c	2
Special Artificer D, Second Class	SAD2c	3
Special Artificer D, Third Class	SAD3c	4
Chief Painter	CPtr	1
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, Second Class	T2c	3
Telegrapher, Third Class	T3c	4

Artificer Branch—Engine Room Force

Chief Machinist's Mate	CMM	1
Machinist's Mate, First Class	MM1c	2
Machinist's Mate, Second Class	MM2c	3
Machinist's Mate, Third Class	MM3c	4
Chief Machinist's Mate G (Industrial Gas Generating Mechanic)	CMMG	1
Machinist's Mate G, First Class	MMG1c	2
Machinist's Mate G, Second Class	MMG2c	3
Machinist's Mate G, Third Class	MMG3c	4
Chief Machinist's Mate R (Refrigeration Mechanic)	CMMR	1
Machinist's Mate R, First Class	MMR1c	2
Machinist's Mate R, Second Class	MMR2c	3
Machinist's Mate R, Third Class	MMR3c	4
Chief Machinist's Mate S (Shop Machinist)	CMMS	1
Machinist's Mate S, First Class	MMS1c	2
Machinist's Mate S, Second Class	MMS2c	3
Machinist's Mate S, Third Class	MMS3c	4
Chief Motor Machinist's Mate	CMoMM	1
Motor Machinist's Mate, First Class	MoMM1c	2
Motor Machinist's Mate, Second Class	MoMM2c	3
Motor Machinist's Mate, Third Class	MoMM3c	4
Chief Electrician's Mate	CEM	1
Electrician's Mate, First Class	EM1c	2
Electrician's Mate, Second Class	EM2c	3
Electrician's Mate, Third Class	EM3c	4
Chief Water Tender	CWT	1
Water Tender, First Class	WT1c	2
Water Tender, Second Class	WT2c	3
Water Tender, Third Class	WT3c	4
Chief Boilermaker	CB	1

Boilermaker, First Class	B1c	2
Boilermaker, Second Class	B2c	3
Boilermaker, Third Class	B3c	4
Fireman, First Class	F1c	5
Fireman, Second Class	F2c	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 Machinist's Mate C (Aviation Carburetor Mechanic)	ACMMC	1
Aviation Machinist's Mate C, First Class	AMMC1c	2
Aviation Machinist's Mate C, Second Class	AMMC2c	3
Aviation Machinist's Mate C, Third Class	AMMC3c	4
Aviation Chief Machinist's Mate F (Aviation Flight Engineer)	ACMMF	1
Aviation Machinist's Mate F, First Class	AMMF1c	2
Aviation Machinist's Mate F, Second Class	AMMF2c	3
Aviation Machinist's Mate F, Third Class	AMMF3c	4
Aviation Chief Machinist's Mate H (Aviation Hydraulic Mechanic)	ACMMH	1
Aviation Machinist's Mate H, First Class	AMMH1c	2
Aviation Machinist's Mate H, Second Class	AMMH2c	3
Aviation Machinist's Mate H, Third Class	AMMH3c	4
Aviation Machinist's Mate I (Aviation Instrument Mechanic)	ACMMI	1
Aviation Machinist's Mate I, First Class	AMMI1c	2
Aviation Machinist's Mate I, Second Class	AMMI2c	3
Aviation Machinist's Mate I, Third Class	AMMI3c	4
Aviation Chief Machinist's Mate P (Aviation Propeller Mechanic)	ACMMP	1
Aviation Machinist's Mate P, First Class	AMMP1c	2
Aviation Machinist's Mate P, Second Class	AMMP2c	3
Aviation Machinist's Mate P, Third Class	AMMP3c	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
Aviation Chief Ordnanceman B (Aviation Bomb-sight Mechanic)	ACOMB	1
Aviation Ordnanceman B, First Class	AOMB1c	2
Aviation Ordnanceman B, Second Class	AOMB2c	3
Aviation Ordnanceman B, Third Class	AOMB3c	4
Aviation Chief Ordnanceman T (Aviation Turret Mechanic)	ACOMT	1

DUTIES OF RATES

(Continued from page 23)

tions. Is competent in the use of office machines.

STOREKEEPER T — (Technical Storekeeper)—Procures, stows, preserves and issues technical material, such as hull and machinery spare parts (exclusive of aviation material), ordnance, electronic equipment.

STOREKEEPER V (Aviation Storekeeper)—Procures, stows, preserves and issues aviation material. Specially trained in identification of aviation parts and supplies, and in maintenance of aviation supply records.

TELEGRAPHER—Operates teletype and telegraph equipment on shore stations.

TORPEDOMAN'S MATE—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.

TORPEDOMAN'S MATE E (Electrical)
TORPEDOMAN'S MATE V (Aviation)—Assembles, disassembles, maintains and repairs aerial torpedoes and their parts. Loads torpedoes on airplanes.

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 rangefinders. Understands electric fire control and firing mechanisms.

WATER TENDER—Takes charge of boiler room. Maintains and operates boiler - room equipment, including pumps, etc. Performs repairs on boiler-room equipment.

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

Aviation Ordnanceman T, First Class	AOMT1c	2	Ship's Service Man T, Third Class	SSMT3c	4
Aviation Ordnanceman T, Second Class	AOMT2c	3	Chief Ship's Service Man L (Laundryman)	CSSML	1
Aviation Ordnanceman T, Third Class	AOMT3c	4	Ship's Service Man L, First Class	SSML1c	2
Chief Airship Rigger	CAR	1	Ship's Service Man L, Second Class	SSML2c	3
Airship Rigger, First Class	AR1c	2	Ship's Service Man L, Third Class	SSML3c	4
Airship Rigger, Second Class	AR2c	3	Chief Pharmacist's Mate	CPhM	1
Airship Rigger, Third Class	AR3c	4	Pharmacist's Mate, First Class	PhM1c	2
Chief Parachute Rigger	CPR	1	Pharmacist's Mate, Second Class	PhM2c	3
Parachute Rigger, First Class	PR1c	2	Pharmacist's Mate, Third Class	PhM3c	4
Parachute Rigger, Second Class	PR2c	3	Hospital Apprentice, First Class	HA1c	5
Parachute Rigger, Third Class	PR3c	4	Hospital Apprentice, Second Class	HA2c	6
Chief Aerographer's Mate	CAerM	1	Chief Musician	CMus	1
Aerographer's Mate, First Class	AerM1c	2	Musician, First Class	Mus1c	2
Aerographer's Mate, Second Class	AerM2c	3	Musician, Second Class	Mus2c	3
Aerographer's Mate, Third Class	AerM3c	4	Musician, Third Class	Mus3c	4
Chief Photographer's Mate	CPhoM	1	Chief Buglemaster	CBgmstr	1
Photographer's Mate, First Class	PhoM1c	2	Buglemaster, First Class	Bgmstr1c	2
Photographer's Mate, Second Class	PhoM2c	3	Buglemaster, Second Class	Bgmstr2c	3
Photographer's Mate, Third Class	PhoM3c	4	Buglemaster, Third Class	Bgmstr3c	4
Chief Torpedoman's Mate V (Aviation)	CTMV	1	Bugler, First Class	Bug1c	5
Torpedoman's Mate V, First Class	TMV1c	2	Bugler, Second Class	Bug2c	6
Torpedoman's Mate V, Second Class	TMV2c	3			
Torpedoman's Mate V, Third Class	TMV3c	4			
Chief Painter V (Aircraft Painter)	CPtrV	1			
Painter V, First Class	PtrV1c	2			
Painter V, Second Class	PtrV2c	3			
Painter V, Third Class	PtrV3c	4			
Chief Storekeeper V (Aviation Storekeeper)	CSKV	1			
Storekeeper V, First Class	SKV1c	2			
Storekeeper V, Second Class	SKV2c	3			
Storekeeper V, Third Class	SKV3c	4			

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
Ship's Cook B (Butcher), First Class	SCB1c	2
Ship's Cook B, Second Class	SCB2c	3
Ship's Cook B, Third Class	SCB3c	4
Baker, First Class	Bkr1c	2
Baker, Second Class	Bkr2c	3
Baker, Third Class	Bkr3c	4

Specialists

Chief Specialist (*)	CSp(*)	1
Specialist (*), First Class	Sp(*)1c	2
Specialist (*), Second Class	Sp(*)2c	3
Specialist (*), Third Class	Sp(*)3c	4

* Insert letter indicating specialty:

- (A) Physical Training Instructor
- (C) Classification Interviewer
- (F) Fire Fighter
- (G) Aviation Free Gunnery Instructor
- (I) Punched Card Accounting Machine Operator
- (M) Mail Clerk
- (O) Inspector of Naval Materiel
- (P) Photographic Specialist:
 - (PG) Photogrammetry
 - (LB) Laboratory
 - (VM) V-Mail
 - (MP) Motion Picture Production
- (Q) Communication Specialist:
 - (CR) Cryptographer
 - (TE) Technician
 - (IN) Radio Intelligence
- (R) Recruiter
- (S) Shore Patrol
- (S) Personnel Supervisor
- (T) Teacher:
 - (LT) Link Trainer Instructor
- (V) Transport Airman
- (W) Chaplain's Assistant
- (X) Specialist not elsewhere classified:
 - (ED) Engineering Draftsman
 - (TD) Topographical Draftsman
 - (CT) Cartographer
 - (PL) Plastics Expert
 - (TS) Air stations operations desk (time shack)
 - (QM) Operations—plotting and chart work
 - (PI) Pigeon Trainer
 - (SB) Telephone Switchboard Operator Supervisor
 - (VA) Visual Training Aid
- (Y) Control Tower Operator

Stewards' Branch

Chief Yeoman	CY	1	Chief Steward	CSt	1
Yeoman, First Class	Y1c	2	Steward, First Class	St1c	2
Yeoman, Second Class	Y2c	3	Steward, Second Class	St2c	3
Yeoman, Third Class	Y3c	4	Steward, Third Class	St3c	4
Chief Storekeeper	CSK	1	Chief Cook	CCK	1
Storekeeper, First Class	SK1c	2	Cook, First Class	Ck1c	2
Storekeeper, Second Class	SK2c	3	Cook, Second Class	Ck2c	3
Storekeeper, Third Class	SK3c	4	Cook, Third Class	Ck3c	4
Chief Storekeeper D (Disbursing Storekeeper)	CSKD	1	Steward's Mate, First Class	StM1c	5
Storekeeper D, First Class	SKD1c	2	Steward's Mate, Second Class	StM2c	6
Storekeeper D, Second Class	SKD2c	3	Steward's Mate, Third Class	StM3c	7
Storekeeper D, Third Class	SKD3c	4			
Chief Storekeeper T (Technical Storekeeper)	CSKT	1			
Storekeeper T, First Class	SKT1c	2			
Storekeeper T, Second Class	SKT2c	3			
Storekeeper T, Third Class	SKT3c	4			
Chief Printer	CPtr	1			
Printer, First Class	Ptr1c	2			
Printer, Second Class	Ptr2c	3			
Printer, Third Class	Ptr3c	4			
Chief Printer L (Lithographer)	CPtrL	1			
Printer L, First Class	PtrL1c	2			
Printer L, Second Class	PtrL2c	3			
Printer L, Third Class	PtrL3c	4			
Chief Printer M (Offset Duplicating Process)	CPtrM	1			
Printer M, First Class	PtrM1c	2			
Printer M, Second Class	PtrM2c	3			
Printer M, Third Class	PtrM3c	4			
Chief Ship's Service Man B (Barber)	CSSMB	1			
Ship's Service Man B, First Class	SSMB1c	2			
Ship's Service Man B, Second Class	SSMB2c	3			
Ship's Service Man B, Third Class	SSMB3c	4			
Chief Ship's Service Man C (Cobbler)	CSSMC	1			
Ship's Service Man C, First Class	SSMC1c	2			
Ship's Service Man C, Second Class	SSMC2c	3			
Ship's Service Man C, Third Class	SSMC3c	4			
Chief Ship's Service Man T (Tailor)	CSSMT	1			
Ship's Service Man T, First Class	SSMT1c	2			
Ship's Service Man T, Second Class	SSMT2c	3			

WAVE ENLISTED RATES

The following rates are now authorized for the Women's Reserve:

Aerographer's Mate	Specialists:
Aviation Machinist's Mate	(C)—Classification Interviewer
Aviation Machinist's Mate I (Aviation Instrument Mechanic)	(G) — Aviation Free Gunnery Instructor
Aviation Metalsmith	(I)—Punched Card Accounting Machine Operator
Aviation Radio Technician	(M)—Mail Clerk
Baker	(P)—Photographic Specialist
Electrician's Mate	(Q) — Communication specialist
Hospital Apprentice	(R)—Recruiter
Pharmacist's Mate	(S)—Personnel Supervisor
Printer	(T)—Teacher
Printer L (Lithographer)	(W)—Chaplain's Assistant
Printer M (Offset Duplicating Process)	(X) — Specialist not elsewhere classified
Parachute Rigger	(Y)—Control Tower Operator
Radioman	
Radio Technician	
Ship's Cook	
Storekeeper	
Telegrapher	
Yeoman	



AT LEFT: An Allied convoy on its way to a fighting front, seen from an escorting Navy blimp. Official U. S. Navy photograph

rine Cadet Corps and Maritime Service had been created to train officers and seamen for the expanding merchant fleet. Production schedules doubled and redoubled. Then came the Liberty ship, the workhorse of the seas, which by virtue of mass production has carried a volume of arms and other vital supplies without which the global drive toward victory could not have been carried on.

Early in 1942 an executive order by the President created the War Shipping Administration to take over the requisitioning and operation of all merchant vessels suitable for war tasks and combining facilities for maximum service. The Maritime Commission was then free to concentrate its energies on speeding up the output of the shipyards. The chairman of the commission, Rear Admiral Emory S. Land, USN (Ret.), became also administrator of the new agency, which is largely staffed with Maritime Commission personnel who direct normal peacetime ship operations for the commission. Another Navy man, Rear Admiral Howard L. Vickery, USN, vice chairman of the commission, is deputy administrator of the War Shipping Administration.

The best know-how of shipbuilding and ship operation has been brought into the two organizations.

For duration of the war, the War Shipping Administration, in cooperation with the combined Chiefs of Staff, controls operation of all U. S. merchant vessels. In conjunction with the British Ministry of Transport, through the Combined Shipping Adjustment Board, WSA also directs movements of ships in the United Nations shipping pool and makes allocations of tonnage where most needed for prosecution of the war. Recruitment and training is also under WSA.

In 1936, when the Maritime Commission was established, there were in the entire United States only 10 shipyards capable of building oceangoing vessels 400 feet long, and about half of these were devoted to naval construction. In the 15 years between 1922 and 1937 only two oceangoing dry-cargo freighters were built in American yards, in addition to a few tankers and passenger ships. Today more than 60 shipyards, humming day and night, are turning out freighters, tankers and special military types at the rate of five a day. In the less than two and one-half years of our participation in the war on the Axis, more than 3,200 ships, with an aggregate deadweight tonnage in excess of 33,000,000, have poured from the yards.

Under its peacetime program the Maritime Commission in 1937 undertook construction of 50 ships a year

Bridge Around the World

That's the U. S. Merchant Marine . . . Which This Month Will Observe an Anniversary by Sticking to Its Mammoth Job of Delivering the Goods

THROUGHOUT the United States and wherever our vast wartime merchant marine is carrying cargoes of military supplies under the American flag, Monday, 22 May, will be observed as National Maritime Day. It has been so designated by a proclamation of the President in accordance with a joint resolution of Congress in 1933.

The day will be the 125th anniversary of steam's conquest of the Atlantic. It was on 22 May 1819 that the *Savannah*, first steamship to cross the ocean, sailed from that Georgia port on her epochal voyage.

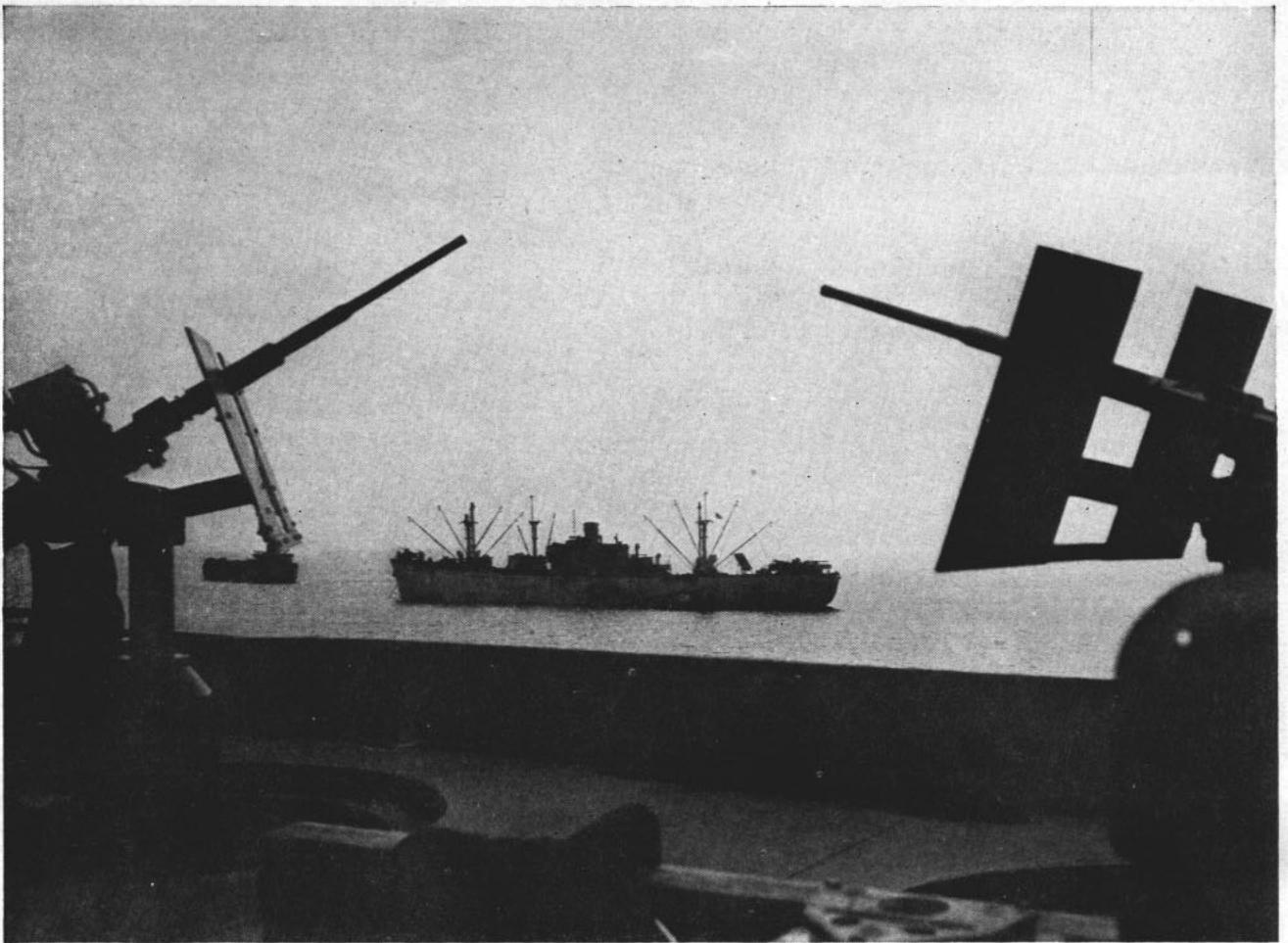
National Maritime Day will spotlight the comradeship and interdependency of the U. S. Navy and the merchant marine in overcoming the stupendous war handicap imposed by the thousands of miles of blue water separating homeland and battlefield.

It was in anticipation of such a situation that Congress in 1936 acted to rehabilitate the country's merchant

fleet. The law it then enacted contained the clear directive that one of the goals would be a merchant marine adequate to be an effective auxiliary of the armed services in time of emergency.

When war engulfed Europe in 1939, the U. S. Maritime Commission, created by the Merchant Marine Act, had under way a long-range program of shipbuilding. It included defense facilities which would make American flag merchant ships valued additions to our fighting fleet. Large, fast tankers were among the first ships built. They are now supplying our vast fleet of naval ships everywhere. Other vessels of the commission's long-range program, the C-types, were quickly available and are now carrying supplies and men to the battlefronts with speed and economy.

By the time the United States was drawn into the conflict by the attack on Pearl Harbor, the Merchant Ma-



Official U. S. Maritime Commission photograph

Liberty ship at anchor off Anzio beach during the Allied landings on the west coast of Italy below Rome.

for a 10-year period. The drive contemplated replacement of over-age merchant ships by modern, fast cargo vessels and high-speed tankers. Then, in collaboration with marine engineers, ship operators and other interests, the Maritime Commission brought out the basic design of C-type vessels, fast and the equal of any of their class afloat. Incorporated in them were construction suggestions made by the armed services. Today they are proving their worth on the ocean lanes.

Contracts were let in accordance with this schedule until the outbreak of war overseas in 1939. It became apparent that American shipbuilders would be called upon to provide the

greater part of replacements for tonnage being sunk or blockaded.

By 1940 shipbuilders realized they were reaching the limit of cargo tonnage that could be constructed with existing facilities. They were already strained by the constantly growing requirements of the Navy. Not only were existing yards incapable of producing more ships than were scheduled, but facilities for increased manufacture of geared-turbine propulsion machinery for C-types and tankers of the long-range program were lacking.

In this crisis the Maritime Commission adapted the time-tested British Sunderland tramp steamer to the possibilities of speed in construction, and the Liberty ship—the famous EC-2—was born. Propelled by the more readily procurable reciprocating steam engines, this war-emergency vessel makes only 11 knots. The Libertys met the need and did the job. They lived up to all expectations, sturdily resisting on innumerable occasions both murderous seas and enemy bombs and torpedoes.

Three elements have contributed to the rapid, mass production of Liberty ships, more than 2,000 of which have been delivered. They are: (1) Prefabrication of large sections of ships,

made possible principally by new welding techniques; (2) a central purchasing plan, by which competitive buying by shipyards is avoided and manufacture of ships' parts distributed more evenly, and (3) adherence to a high degree of standardization of ship design and parts, which not only simplifies construction but also permits interchanging of parts between yards.

In common with other craft venturing into war zones, Liberty ships have defense installations manned by naval personnel. These and other Navy men have been eye-witnesses of the effectiveness with which Liberty ships have carried out their missions, constituting a life-line to all fronts.

Illustrative of the effectiveness of mass production is the fact that while an average of 241 days was required to produce the first to be built, average time from keel-laying to delivery in all the dozen yards concentrating on Liberty ships has been reduced to a little more than 50 days. Some yards have turned them out at the rate of slightly more than a month building time. Construction of similar but smaller ships in the first World War took at least 10 months.

As the cargo tonnage of the United Nations, depleted by U-boat and aerial



INSIGNIA of the U.S. Maritime Service: At left, officer cap device; right, typical petty officer rating badge (CBM).



Unloading cargo from a Liberty ship to an LCT in the invasion at Anzio.

attack, was restored, it was possible for the Maritime Commission to start curtailment of the Liberty ship program and begin production of the faster and generally more efficient Victory ship. The first of these 15- to 17-knot, 6,000-horsepower, geared-turbine freighters was launched early this year; five have been delivered (April 1), and others of the more than 300 on order are coming off the ways.

In the meantime, tankers, C-types and special types for the Army and Navy are being built under Maritime Commission contracts at a rate which promises to add at least 16,000,000 deadweight tons to the history-making shipbuilding tally before 1944 ends.

In addition to operating the expanding Merchant Marine, the War Shipping Administration is responsible for manning the ships. Its training organization has three divisions. They are the Merchant Marine Cadet Corps, which trains a selected group of young men as ship officers; the Maritime Service, which operates schools for apprentice seamen, up-grading of unlicensed personnel to officers, up-grading of licensed personnel and specialized training; and five state maritime academies, operated by state governments with partial support from Federal funds. The recruitment and

manning organization of WSA supplements the efforts of owners, operators and maritime unions in calling experienced men to man merchant ships.

On innumerable occasions teamwork of merchant crews and the Navy Armed Guard crews aboard their vessels have saved the ships in combat action, often resulting in the destruction of attacking submarines and aircraft. A recent example was the successful defense of the Liberty ship *Anne Bradstreet* in which German torpedo and bombing planes lost heav-

ily. The net result of the slashing duel in the Mediterranean was the Nazis' loss of four warplanes, minor damage to the freighter and one gunner wounded by shrapnel.

The master of the Liberty ship said: "The men and their commanding officer who comprise the Armed Guard of the *Anne Bradstreet* are all volunteers. They are for the most part in their late 'teens or early 20s, coming out of civilian life to do their part. Only one of them had been on the high seas before this war. Months of patient training had equipped them to cope with any emergency.

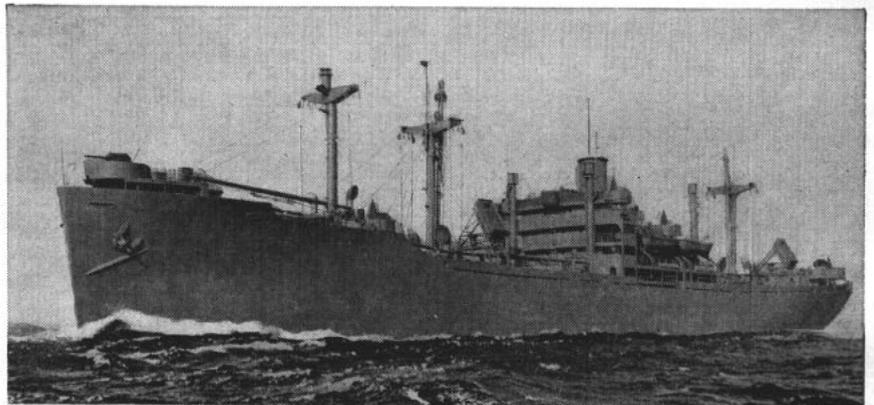
"This hectic surprise engagement was their moment, a supreme test of that training, but, even more, it was a test of each man's courage and character. It was the time for which they had waited and for which they had disciplined themselves through interminable hours on watch.

"Finally, it was the reason for which they had been put on the vessel. Here again, also, was evidence to justify the heavy arming of the Liberty ships, and the excellent training of the men who man the guns. We, the licensed personnel of the *Anne Bradstreet*, salute these men. Perhaps the finest commentary on their spirit were the cheers and hurrahs that swept the vessel as each of the attacking planes burst into flames and crashed."

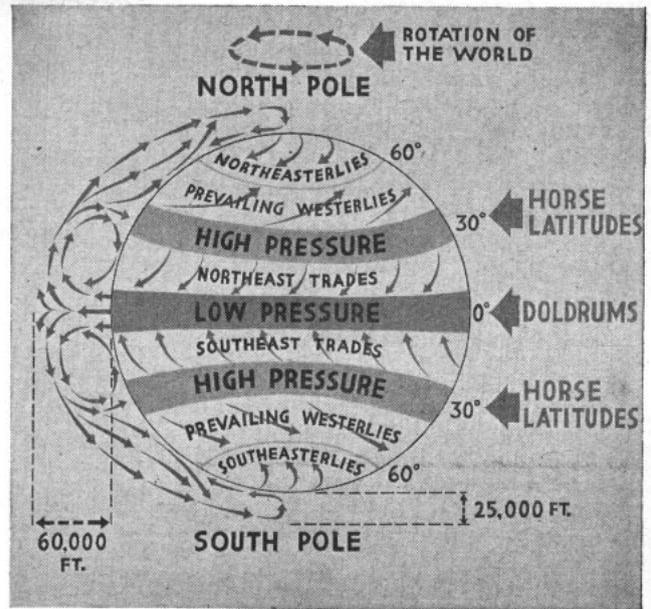
Enrolled in the American merchant marine today are 125,000 officers, cadets, and seamen. Since the United States went to war more than 5,500 have lost their lives at sea, while more than 500 are interned in Axis camps.

Behind the lines, in the nation's shipyards, are 582,000 workers, 12% of them women, while in contributory war plants are a million more fashioning the myriad parts that go into the building of a ship.

On the impending National Maritime Day three minutes only will be allowed for observance in these imperative industries, that production may not suffer interruption. On the high seas everywhere the nation's cargo fleet will be plowing forward with the Army and Navy.



Official U. S. Maritime Commission photographs
The new Victory ship, 15- to 17-knot successor to the 11-knot Liberty type.



THE ATMOSPHERE: All factors which make up the weather as we know it occur in the troposphere.

CIRCULATION: The general flow of air in the troposphere follows a definite and fixed pattern.

Meet the Weather

By Knowing What Causes It You Can Make It Fight on Your Side

Men who protect their lives with weapons they have learned to use have learned also that they can protect their lives from—and with—the weather if they know how to deal with it.

Fog, for example, was on the side of the Allies when the British carried out their historic evacuation of Dunkirk. That fog greatly handicapped the Luftwaffe, and the British saved countless thousands of men to fight again. Fog helped us when we recap-

itured Attu by permitting our forces to land on the beaches while the uplands, with the strong Jap defenses, were completely observed.

A cold front (more about that later) hid the Japanese planes as they flew to the attack on Pearl Harbor. Soon afterward a U. S. Navy task force, in raiding the Marshall and Gilbert Islands, took advantage of clear weather to attack and get out, then took cover in a poor-weather area that shielded it from aerial reprisals.

Weather, in brief, is the state of the atmosphere. Knowing how to use it begins with understanding how the atmosphere acts.

Air Currents

The earth is surrounded by an envelope of gas called the atmosphere. Life depends upon this gas, for it contains the air we breathe. Flight also is dependent upon it, for it is the action of the airfoil within this envelope of air that provides lift which makes aviation possible. In addition, the flow of air from one point to another, commonly referred to as the wind, has a definite influence on the flight path of an airplane.

Compared with the size of the earth, the vertical thickness of the atmosphere is as thin as a sheet of paper twisted tightly around an orange. Atmosphere is composed about 99% of oxygen and nitrogen. The remaining 1% is distributed among several other gases, of which one is water vapor. As altitude increases, the atmosphere thins out and becomes rarified.

The first 18,000 feet above the surface of the earth contains half the weight of the atmosphere. The next 18,000 feet—up to an altitude of 36,000 feet—contains a fourth of the atmospheric weight. The remaining fourth ranges from 36,000 feet up

Aerology Booklets Now Available

The weather has now been served up by the Aviation Training Division office of CNO, in nine short, easy-to-read booklets. Designed to educate aviation pilots in meeting all kinds of weather conditions, the booklets nevertheless contain much practical information of value to all naval personnel.

Known as the Aerology Series, these booklets are: Ice Formation on Aircraft, Thunderstorms, Fog, Air Masses and Fronts, The Warm Front, The Cold Front, The Occluded Front, Flying the Weather Map and The Equatorial Front.

The first six already have been printed, and the remaining three will be ready for sale in the near future. The first six may be obtained now for 10 cents each from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., and the Aviation Training Division is recommending that the booklets also be

placed on sale through ship's service stores.

For aviation schools and establishments the Aviation Training Division will fill any requests within reason for copies. The booklets will become standard texts in Navy aerology schools.

Illustrations for them were executed by the Walt Disney studios, and the drawings are as entertaining and informative as the colorful, simple, direct style of the text. They literally take the weather apart and put it back together.

The Disney studios also have made films, all but two in color, to go along with each of the booklets. The films run from 15 to 20 minutes in length. Naval establishments wishing to obtain them should address their requests to Chief of Naval Operations, OP33J6.

The article on these pages is based on the Aerology Series, and the accompanying illustrations are from those booklets.

ward to several hundred miles from the surface of the earth.

On this basis, let's take the atmosphere and divide it by name. The lower portion, close to the earth's surface, is known as the troposphere; the upper portion is the stratosphere, a practically cloudless area rich in ozone. Separating them is a narrow boundary zone called the tropopause.

The weather we know is cooked up and served, as it were, in the troposphere. This zone of weather varies in thickness from about 60,000 feet in the tropics to about 25,000 feet over the polar regions. Over the middle latitudes it goes to about 36,000 feet. The depth of the troposphere varies slightly with the seasons, expanding during the summer, contracting in the winter, due largely to the heating of the earth's surface and the atmosphere by the sun.

The earth receives and radiates the energy of the sun. Because the earth is composed of land and water, an unequal amount of heat is absorbed over various regions. Land absorbs heat more rapidly and heats to a higher degree than does water. Much more radiant energy is received over the equatorial belt than over the polar regions. The hot air over the equator tends to rise, the cold air over the poles to sink.

Rising air over the equator results in low barometric pressure, sinking air over the polar regions in high barometric pressure. Air flows from high toward low pressures, and therefore there is a tendency for air to flow from the poles toward the equator at low levels and for warm air to flow from the equator to the poles at high levels.

Rotation of the earth from west to east influences this interchange of air between the equator and the poles, and this deflects the winds. For example, if you stand facing the direction in which the wind is blowing in the northern hemisphere, winds are deflected to your right. In the southern hemisphere, winds are deflected to



HOW FRONTS FORM: Air around the equator, heated by the sun, rises and flows toward the poles. Part of it sinks at around 30 degrees latitude, building up a high-pressure belt of warm air in those regions. The rest continues toward the poles, where it is cooled and sinks, contributing to a high-pressure dome of cold air there. Ultimately the high-pressure areas, growing stronger and stronger, invaded the middle latitudes. Where the cold- and warm-air masses meet is called a front.

your left. Because this rotation is a constant factor, atmospheric movement over various portions of the earth's surface holds to a fairly definite pattern.

Now for the wind, and where and how it blows. Only the northern hemisphere will be discussed here, because the exact reverse will hold true in the southern hemisphere. Divide the northern hemisphere into three zones, Zone A from the equator to latitude 30 degrees north; Zone B, from 30 to 60 degrees north, and Zone C, between 60 degrees north and the North Pole.

There are two distinct layers of wind patterns over each of these zones. One is close to the earth's surface (troposphere), the other at high levels. The first zone, A, is bounded on the south by a belt of low barometric pressure called the doldrums, where the winds are light and variable as they converge from both hemispheres. The doldrums are famous in sea stories as an area of calms where sailing ships were cursed by lack of wind and where they are frequent showers, thunderstorms, and heavy rainfall.

Bounding this zone on the north is a high-barometric-pressure belt known to seamen as the "horse latitudes."

Here the air currents are divergent and have a tendency to subside or sink. There is relatively low humidity, almost clear skies. Because of the scarcity of rainfall, most of the world's deserts lie within this region.

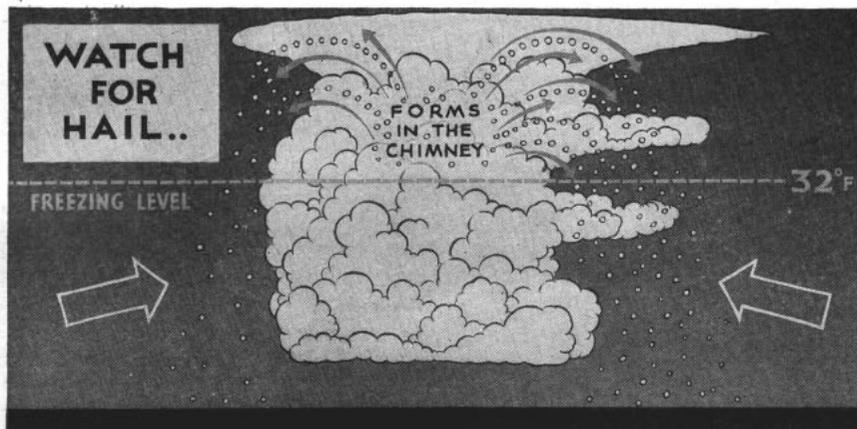
The "horse latitudes" get their name from the days when windjammers, carrying livestock, would run out of fresh water and have to push their cargoes of horses overboard.

Since the wind tends to flow from high- to low-pressure areas, the prevailing wind of Zone A flows from the "horse latitudes" in the north to the doldrums in the south. Because of the natural tendency of winds to deflect to the right in the northern hemispheres, winds in Zone A are north-east and are known as the "northeast trades."

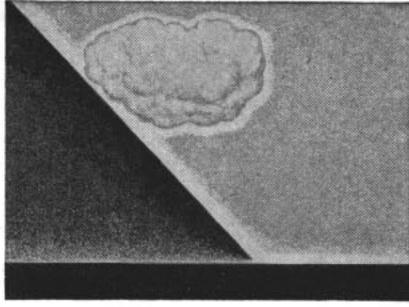
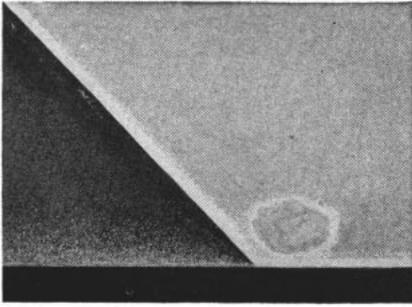
Going northward from the equator, Zone B is bounded on the south by the high-pressure belt of the "horse latitudes" and on the north by a low-pressure belt referred to as the polar front, or sub-pole low, where winds are stormy and extremely variable. Here again, the winds flow from the high-pressure toward the low-pressure areas, with deflection to the right in the northern hemisphere on account of the earth's rotation. Thus, the winds of Zone B are southwesterly. This zone is known to sailors as the region of "stormy westerlies." These winds gain in strength as the latitude increases.

Between the low-pressure belt of the polar front and the high-barometric-pressure area at the North Pole is Zone C, where the winds, flowing from high to low pressure, are known as the "polar easterlies."

When the captain of a ship wants calm seas and little or no wind for refuelling, he tells his aerologist several days in advance. The aerologist can pick the area and the day that will be best. But he doesn't expect miracles in the northern latitudes or "stormy westerlies" because there gales sometimes blow for days. The



HAIL results when violent upward currents of air in a thunderstorm carry rain spray above the freezing level to form balls of ice.



HOW FRONTS ACT: When cold air meets warm air, each mass tends to remain intact, with the cold air, being heavier, sliding beneath the warm air or the warm air advancing over the cold. The cold air acts as an inclined plane which forces the warm air upward. As the warm air rises, it expands and cools. When it has cooled so much that it no longer can hold all the water vapor it is carrying, the excess moisture condenses out as clouds. If rising and cooling continue, rain or snow may fall.

aerologist only diagnoses the weather. He doesn't make it.

Air Masses and Fronts

While air and the atmosphere have almost everything in common, the surface of the earth greatly influences the air. If the underlying surface of the earth is uniform, and air currents are favorable, the air mass takes on a uniformity in a horizontal direction, chiefly in its temperature and humidity. This uniformity, which is the essence of an air mass, depends upon the source from which the air comes, and the path it follows after leaving its source. Its source and the path it follows determine whether the air mass is warm or cold, moist or dry, stable or unstable.

A cold-air mass is one which is colder than the surface over which it is flowing, as when polar air flows towards the middle latitudes. Upon being warmed by contact with the surface of the earth, the air develops vertical currents, like those you can see in a container of water on a hot stove.

Such a condition results in a bumpy ride in rough air for the pilot who is flying overhead. These vertical currents through which the plane passes are characterized by vertical clouds known as cumulus. If the path of the air movement is over land, not much moisture is picked up and fair weather may be encountered, or there may be woolpack clouds in the sky. On the other hand, if the cold-air mass travels over water, it picks up much more moisture, which is carried to higher and higher levels. Cumulonimbus clouds, producing showers, may form.

Cold-air masses contribute to good surface visibility, because smoke, haze and moisture are carried upward and spread through a deep layer of air.

Air which is warmer than the surface over which it is moving is defined as a warm-air mass. The most important sources of warm-air masses are the ocean regions of the "horse latitudes" where the air is warm, fairly stable and high in moisture

content. Cooling of this mass as it travels toward colder regions hinders turbulence and completely cuts off any vertical current, so that the air flow is almost entirely horizontal.

As a result, the pilot flying in warm air will encounter smooth air and cloud forms of the sheet variety. The warm mass, however, will tend to concentrate, near the surface of the earth, the factors that reduce visibility. There may be fog, with low visibility and ceilings.

The low-pressure belt around the equator is the result of rising air caused by the sun's excessive heating in that region. As the air rises and flows toward the North Pole, part of it sinks at around 30 degrees north latitude, building up the high-pressure belt in that region. The remainder of the air continues its northward flow toward the pole and through the region of prevailing westerlies, sinking over the North Pole and contributing to the high-pressure dome already existing there.

It is quite obvious that there cannot be a continual evacuation of air from the equatorial zone and a piling up to the north around the pole. If this process continued, all the air eventually would be north of 60 degrees north latitude, with no air over the

equatorial zone. Since this is not true, and no vacuum exists in the atmosphere, there must be some way by which the system of circulation of the atmosphere is kept in balance. What actually happens is that air piles up north of what we call the polar front, a zone between air masses of polar origin and tropical origin. As the air continues to accumulate, the high pressure area becomes stronger and stronger until finally the polar front is unable to hold it in that region and the northeasterly current from the pole breaks through into the area of prevailing westerly wind.

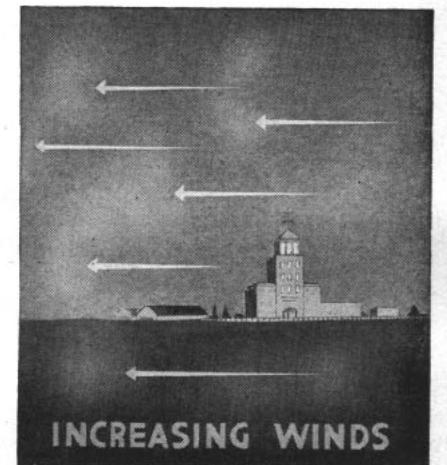
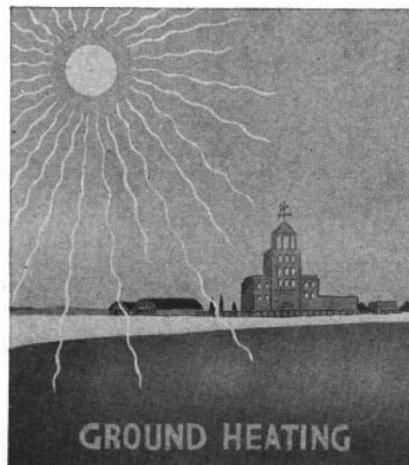
Therefore, the middle latitudes, which lie between the cold and warm areas of the earth, become a battleground, invaded alternately by cold air from the north and warm air from the south. These opposite masses do not mix readily. Each mass tends to remain intact, with the cold air sliding beneath the warm air or the warm air advancing over the cold. The warm air will never crowd out the cold because of their relative densities, but warm air may replace cold air as the cold mass moves out.

The cold air is separated from the warm by a sloping surface which is called a front, a boundary surface between the cold and warm temperatures. It is the mobile line where this boundary touches the surface of the earth that appears on your weather map as a front. Fronts usually extend over several hundred miles and sometimes over a thousand or two.

The sloping frontal surface is the major cause of weather that constitutes a hazard to flight operations, such as turbulent conditions, rain and thunderstorms, hail, icing, snow and fog.

The weather simmers down, as far as fronts go, to three general types: the cold front, which occurs when polar air invades the middle latitudes; the warm front created as tropical air enters the middle latitudes by the eastward movement of polar air, and

(Continued on Page 60)



Two ways in which fog may be dissipated.

Services for the Burial of the Dead at Sea

The full texts of appropriate Navy services for burial of the dead at sea are published here as a matter of interest, particularly to those commands not having chaplains.

PROCEDURE FOR COMMITTAL AT SEA

1. Firing platoon and bugler fall in. Uniform and location as prescribed by the commanding officer.
2. Pass the word, "All hands bury the dead." Sound officers' call Uniform as prescribed.
3. Assembly.
4. Adjutant's call. All divisions face the body.
5. Heave to. Half-mast colors.
6. Bring divisions to parade rest. (All above is the same for every service.)
7. Reading of scripture and prayers. (See below.)
8. Sound attention.
9. Committal.
10. Fire three volleys.
11. Taps.
12. Benediction.
13. Two-block colors.
14. Retreat.

FOR A PROTESTANT

Procedure 1 to 6 inclusive (above) followed by:

7. Reading of scripture and prayers:

The commanding officer or other person appointed by him shall stand near the body and face in such a way that he will be heard by all present. He may read the following invocation:

"I am the Resurrection and the Life, saith the Lord: he that believeth in me, though he were dead, yet shall he live; and whosoever liveth and believeth in me, shall never die."

And/or:

"God is our refuge and strength, a very present help in trouble. Therefore will we not fear, though the earth do change, and though the mountains be shaken into the heart of the seas. For this God is our God forever and ever: He will be our guide even unto death."

And/or:

"Out of the deep have I called unto Thee, O Lord; Lord hear my voice. O let Thine ears consider well the voice of my complaint. If Thou Lord, wilt be extreme to mark what is done amiss, O Lord, who may abide it? For there is mercy with Thee; therefore shalt Thou be feared. I look for the Lord; my soul doth wait for him; in his word is my trust."

Followed by the scripture lesson:

"If God be for us, who can be against us? He that spared not his own Son, but delivereth Him up for us all, how shall He not with Him

also freely give us all things? Who is he that condemneth? It is Christ that died, yea, rather, that is risen again, who is even at the right hand of God, who also maketh intercession for us. Who shall separate us from the love of Christ? shall tribulation, or distress, or persecution, or famine, or nakedness, or peril, or sword? Nay, in all these things we are more than conquerors through Him that loved us. For I am persuaded that neither death, nor life, nor angels, nor principalities, nor powers, nor things present, nor things to come, nor height, nor depth, nor any other creature, shall be able to separate us from the Love of God, which is in Christ Jesus our Lord."—Romans 8.

Or:

"Jesus said, Let not your heart be troubled: ye believe in God, believe also in me. In my Father's house are many mansions: if it were not so, I would have told you. I go to prepare a place for you. And if I go and prepare a place for you, I will come again, and receive you unto myself; that where I am, there ye may be also. And whither I go ye know, and the way ye know. Thomas saith unto him, Lord, we know not whither Thou goest; and how can we know the way? Jesus saith unto him, I am the way, the truth, and the life: no man cometh unto the Father, but by me."—John 14.

Followed by prayers (use any of the following):

"Remember thy servant, O Lord, according to the favour which thou bearest unto thy people, and grant that, increasing in knowledge and love of thee, he may go from strength to strength, in the life of perfect service, in thy heavenly kingdom; through Jesus Christ our Lord, who liveth and reigneth with Thee and the Holy Ghost, ever, one God, world without end. Amen."

And/or:

"O God whose mercies cannot be numbered: Accept our prayers on behalf of the soul of thy servant departed, and grant him an entrance into the land of light and joy in the fellowship of Thy saints, through Jesus Christ our Lord. Amen."

And/or:

"O God, whose days are without end and whose mercies cannot be numbered, make us, we beseech Thee, deeply sensible of the shortness and uncertainty of human life; and let Thy Holy Spirit lead us in holiness and righteousness all our days: that, when we have served Thee in our generation, we may be gathered unto our fathers, having the testimony of a good conscience; in the communion of the Christian Church; in the confi-

dence of a certain faith, in the comfort of a reasonable, religious, and holy hope; in favor with Thee our God, and in perfect charity with the world, All which we ask through Jesus Christ, our Lord. Amen."

And/or: (Note: This is appropriate for use alone or with any other prayer.)

"O God, we pray Thee that the memory of our comrade, _____, fallen in battle, may be ever sacred in our hearts; that the sacrifice which he has offered for our country's cause may be acceptable in thy sight; and that an entrance into Thine eternal peace may, by Thy pardoning grace, be open unto him, through Jesus Christ our Lord."

Conclude with the Lord's Prayer, all hands.

8. Sound attention.

9. The committal:

"Unto Almighty God we commend the soul of our brother departed, and we commit his body to the deep;* in sure and certain hope of the Resurrection unto eternal life, through our Lord, Jesus Christ. Amen."

*Tilt the board and drop the body into the sea.

10. Fire three volleys.

11. Taps.

12. The Benediction:

"The God of peace, who brought again from the dead our Lord Jesus Christ, the great shepherd of the sheep, through the blood of the everlasting covenant; make you perfect in every good work to do his will, working in you that which is well pleasing in his sight, through Jesus Christ, to whom be glory for ever and ever. Amen."

13. Two-block colors.

14. Retreat.

FOR A CATHOLIC

Procedure 1 to 6 inclusive (above.)

The commanding officer or such person as appointed by him shall stand near the body and face in such a way that he will be heard by all present and read as follows:

"Out of the depths have I cried unto Thee, O Lord: Lord, hear my voice. Let Thine ears be attentive to the voice of my supplications.

If Thou, Lord, shouldst mark iniquities: Lord who shall stand?

But Thou dost not remember, for with Thee is merciful forgiveness, that Thou mayest be feared.

I wait for the Lord, my soul doth wait, and in His word do I hope.

My soul looketh for the Lord more than watchmen look for the morning; yea, more than watchmen look for the morning.



Official U. S. Navy photograph

The body of a naval officer is committed to the deep.

O Israel, hope in the Lord, for with the Lord there is mercy and with Him plentiful redemption.

And he shall redeem Israel from all his iniquities." (Ps. cxvii.)

"At that time: Martha said to Jesus: Lord if thou hadst been here, my brother had not died; but now also I know that whatsoever thou wilt ask of God, God will give thee. Jesus saith to her: Thy brother shall rise again. Martha saith to him: I know that he shall rise again in the resurrection of the last day. Jesus said to her: I am the resurrection and the life: he that believeth in me, although he be dead, shall live; and every one that liveth and believeth in me, shall not die forever. Believest thou this? She said to him: Yea, Lord, I have believed that Thou art Christ the Son of the living God, who art come into this world. Thanks be to God."

St. John II.

Prayers

"Enter not into judgment with Thy servant, O Lord; for in Thy sight

shall no man be justified, unless through Thee he find pardon for all his sins. Let not, therefore, we beseech Thee, the hand of Thy justice be heavy upon him, whom the earnest prayer of Christian faith commendeth unto Thee, but by the help of Thy grace, may he escape the judgment of vengeance who whilst he was living, was marked with the sign of the Holy Trinity: Who livest and reignest world without end. Amen."

And/or:

"Grant, O Lord, this mercy to Thy servant departed, that he who in his desires did Thy will, may not receive the punishment of his misdeeds; and that as true faith hath joined him to the company of the faithful here below, Thy mercy may make him the companion of the holy Angels, in heaven, through Christ our Lord. Amen."

And/or:

"O God! the Creator and Redeemer of all the faithful, hear our supplications and through Thy infinite

love and mercy graciously grant to the soul of Thy servant departed the remission of all his sins, by which he may have deserved the severity of Thy divine justice and punishment in the world to come. Vouchsafe to him grace and mercy before Thy divine tribunal, and let him attain to everlasting rest and happiness through the infinite merits of Jesus Christ. Amen."

And/or:

"O God! great and Omnipotent Judge of the living and the dead! before Whom we are all to appear after this short life, to render an account of our works, let our hearts, we pray Thee, be deeply moved at this sight of death, and while we consign the body of the deceased to the deep, let us be mindful of our frailty and mortality that walking always in Thy fear and in the ways of Thy commandments, we may after our departure from this world experience a merciful judgment and rejoice in everlasting happiness, through Christ our Lord. Amen."

The following must always be read:

"Our Father, Who art in heaven, hallowed be Thy name; Thy kingdom come; Thy will be done on earth, as it is in heaven. Give us this day our daily bread; and forgive us our trespasses as we forgive those who trespass against us; and lead us not into temptation, but deliver us from evil. Amen.

"Hail, Mary, full of grace, the Lord is with thee. Blessed art thou among women, and blessed is the fruit of thy womb. Holy Mary, Mother of God, pray for us sinners, now and at the hour of our death. Amen.

"May he rest in peace. Amen."

8. Sound attention.

9. The committal:

The Commanding Officer or such person as appointed by him shall then continue:

"To Thee, O Lord, we commend the soul of Thy servant, _____ (first name only), that having departed from this world he (they) may live with Thee: and whatever sins he has (they have) committed through the frailty of human nature, do Thou, in Thy most tender mercy, forgive and wash away. Through Christ our Lord. Amen.

"Come to his (their) assistance, ye Saints of God meet him (them), ye Angels of the Lord, receive his soul (their souls) and bear it (them) into the presence of the Most High.

"May Christ receive you, who hath called you, and may the Angels escort you into Abraham's bosom.*

*Tilt the board and drop the body into the sea.

"Eternal rest grant unto him (them), O Lord, let perpetual light shine upon him (them), and may his soul (their souls), and all the souls

(Continued on page 46)

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

LETTERS TO THE EDITOR

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

MAY 1944

NAVPERS-0

NUMBER 326

Keeping the Family Spirit

Considering the size of the task confronting us, there is no one who is anything but happy at the tremendous—almost miraculous—expansion of the naval service.

There is, however, one heritage which we must guard and preserve even more zealously *because* of the expansion. That is the family spirit which was the very heart and soul of the relatively small peacetime Navy. In that navy, the uniform was the badge. Everyone belonged to the same closely knit organization. Everyone knew everyone else, or someone who did. Everyone knew all the ships. Problems were common problems and their solutions were genuinely cooperative. A salute was a recognition that one "belonged," officer and enlisted personnel alike.

The strength such a spirit gave the Navy is obvious to anyone who understands the necessity for loyalty, high morale and instinctive cooperation in a naval organization, and it is obvious in today's fleet operations.

With the rapid and overwhelming expansion of the fleet, however, not everyone can know everyone else, nor very many of the ships, nor be able to do much personally in the overall problems—but it does not follow that because the Navy cannot be as closely knit as before, it should not be at least as closely knit as possible under the new circumstances.

You can still keep the uniform the badge—a badge of membership in a greater and more powerful organization, so that you can have even greater pride in it. You can make it your personal business to lend a helping hand whenever possible. You can fight against the cold heartlessness that hugeness and mechanism engender, and you can act with human understanding toward your fellow man—in the knowledge that because you are both in the Navy fighting for a common purpose, you have a bond that gives you added strength.

It may not be quite the intimate spirit that was possible in the smaller Navy—but it is still the *Navy* spirit, and in furthering it you will find personal satisfaction as well as contributing to the *good of the service*.

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from the local commanding officer in all possible instances. Answers to correspondence addressed to the Editor will be through this column only.

RESERVE COMMISSIONS

TO THE EDITOR:

Since a married man is not qualified for V-12, and one must have a certain degree of educational background before he is eligible for V-7, is there any training a married man who is not a college graduate can apply for that would normally lead to a commission in the Naval Reserve?—J.R., Y2c, USNR.

• Yes, routine training in grade and in service schools as established within the forces afloat and ashore. The regulations and requirements for a commission in the Naval Reserve today are more liberal in certain respects than ever before. For example, commissioned warrant officers, warrant officers, chief petty officers and petty officers first class who are recommended by their commanding officers are eligible for consideration for temporary appointments to ranks or grades not above that of lieutenant in the Naval Reserve, for temporary service. There are no specified educational requirements for such a temporary commission.

As to V-7, the educational requirements offer three alternatives: (1) Eight semesters in an accredited college or university with no specified active duty requirement; (2) six semesters and four months of active duty; (3) four semesters and eight months' active duty. Two semesters of college mathematics are required, or, in the absence thereof, the commanding officer's endorsement that the candidate has been examined and is considered to have sufficient mathematical aptitude to complete reserve midshipman training satisfactorily.

It also should be borne in mind that sea duty today is most helpful in securing a commission in the rapidly expanding naval service. A man on shore duty whose application for a commission is not acted upon favorably should arrange for transfer to sea duty through his administrative command in order that he may obtain sea experience to further his chance for a commission.

Men interested in achieving a direct commission will find the information they need in BuPers Circ. Ltr. No. 159-42 (semi-monthly N. D. Bul., 30 Nov. 1942, R-1023); BuPers Circ. Ltr. 152-43 (semi-monthly N. D. Bul., 15 Aug. 1943, R-1326) and Alnav 23 (semi-monthly N. D. Bul., 31 Jan., 44-76). Those interested in V-7 see BuPers' Circ. Ltr. No. 246-43 (semi-monthly N. D. Bul., 30 Nov. 1942, R-1643)—Ed.

TOKYO RAID

TO THE EDITOR:

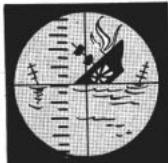
In the table of engagements for which stars have been authorized, published in the MARCH INFORMATION BULLETIN, the Tokyo raid of April 1942 was not included. Approximately 11 months ago, following the release of the story of the Tokyo raid, it was listed in an Alnav as an engagement for which a star was authorized. Please give the official ruling on this. S. B., Lt. (MC), USNR.

• The Tokyo raid and the Wake Island raid of December 1942 originally were listed in Alnav 74, 14 April 1943, as among the engagements for which a star could be worn. After further consideration, however, they were dropped from the subsequent and now authoritative listing of

(Continued on Page 48)

LAST JUNE

The Navy, while reporting the sinking of 20 more Japanese vessels by U. S. submarines, sent surface units into the Central Solomons to land American and Australian troops on Rendova Island, and in the Mediterranean followed up the Axis collapse in Tunisia by helping to capture Italian islands below Sicily.



Quotes of the Month

• *Tokyo radio*: "Our brilliant history is about to be smeared by devils. We must be prepared to die brilliantly to save our nation."

• *Lt. Gen. Alexander A. Vandegrift, USMC*: "The Japanese commentators are excellent morale builders, inasmuch as they compete strongly with our own radio comedians in the record of inciting the longest and loudest laughs."

• *American corporal watching Vesuvius*: "Gosh! Wait'll I tell 'em about this in Muncie."

• *Secretary Knox*: "We shall have to fight our way ashore either in China or Japan itself against the main element of Japan's strength, which is the Army and not its Navy."

• *Brig. Gen. Robert L. Denig, USMC*: "It's all right to dream of victory, but if we want the dream to come true let no one oversleep."

1944 JUNE 1944

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

What will we do THIS YEAR?



21 March—20 April

1. 21 March—Nazis renew stand in battered Cassino.
2. 22 March—Japanese invade India from Burma.
3. 22-23 March—Five thousand Allied planes drop more than 6,000 tons of bombs on Nazi Europe in 24 hours.
4. 28 March-3 April—Allied bombers destroy 288 Jap planes at Hollandia in biggest Southwest Pacific raids.
5. 29 March—Allied bombers of Central and Southwest Pacific forces begin two-way raids on Truk.
6. 29-31 March—Pacific Fleet forces blast Palau, Yap, Woleai.
7. 30 March—U. S. bombers from Mediterranean area begin series of heavy raids on Balkans.
8. 2 April—Red Army sweeps into Rumania.
9. 3 April—British announce German battleship *Tirpitz* set afire by carrier planes.
10. 10 April—Russians capture Odessa.
11. 10 April—U. S. destroyers steam into Hansa Bay to bombard Japanese installations.
12. 11 April—RAF pours 4,000 tons of bombs on French and Belgian railway centers.
13. 13 April—Three thousand U. S. planes from Britain, Italy raid Germany, Hungary, Yugoslavia.
14. 13 April—Australians capture Bogadjim.
15. 14 April—Army Liberators raid Matsuwa in Kuriles.
16. 17 April—Japs thrown back in India.
17. 17 April—Crimea virtually cleared of Axis troops.
18. 18-19 April—Six thousand U. S., British planes pound Europe with record 9,000 tons of bombs in 30 hours.
19. 19 April—Carrier planes from Allied naval force, including battleships, raid Jap installations on Sumatra.

THE MONTH'S NEWS *U. S. Navy Strikes Palau Islands; Red Army Drives into Rumania;*

(Period of 21 March through 20 April)

Allies Step Up Raids on Europe

The War

The war moved onto Axis soil in Europe and struck perilously close to the Japanese homeland last month. For the first time since the start of the Russo-German war, 22 June 1941, the Red Army drove the enemy back over a border of the Soviet Union when it knifed into Rumania on 2 April. On the other side of the world, a U. S. Navy task force smashed at

the Palau Islands, 600 miles east of the Philippines, striking a crippling blow there even as the Japs in the South Pacific fell back before new Allied assaults.

The raid on Palau—Woleai, Ulithi and Yap were also hit—was a three-day attack that began 29 March. Once again the Japanese navy prudently had retired from the scene, but our planes and ships accounted for 28 Jap ships sunk, 18 beached or damaged,

and 160 to 214 planes destroyed. Extensive damage was done to ground installations, ammunition dumps, runways and other targets. One Japanese battleship, intercepted by a U. S. submarine, was torpedoed but escaped. Our losses totaled 25 planes, 18 lives, no ship damage.

Admiral Chester A. Nimitz, in his longest communique of the war, said the Palau strike was our biggest success in the Central Pacific. His state-



Official U. S. Navy photograph

RESULTS AT PALAU: Oil smoke billows up from Japanese vessels bit by carrier planes of the U.S. Navy task force which last month battered enemy ship and bases within 600 miles of the Philippines.

ment was followed a few days later by Admiral King's report of 2,000,000 tons of Jap shipping destroyed since the start of hostilities. The month saw U. S. submarines add to that estimate with the further destruction of 41 Japanese ships, ranging from small cargo ships to scarce tankers.

Timed with the Palau strike, Allied long-range bombers from South Pacific bases joined those of our Central Pacific forces in coordinated pincer air attacks on Truk. The islands making up Truk Atoll and others of the Carolines, particularly Ponape, were subjected to an almost daily blasting.

Meanwhile, mopping up of the last enemy positions in the Marshalls continued apace. By 4 April American sovereignty had been established on Ailuk, Rongelap, Likiep, Utrik, Majit and five other Marshalls atolls. A week later four more atolls and an island had been occupied with scarcely any resistance. Only four Jap-held atolls remained to "wither on the vine"—and the withering process was hastened by a daily rain of explosives from Army, Navy and Marine planes.

As the daily bombings of Truk continued, Admiral Nimitz's communiques referred to them as a "softening up" process. Japan's Kurile Island bases also were being visited every few days by American bombers from the Aleutians. And on 19 April pressure was applied to Japan's swollen empire from still another direction when an Allied carrier-battleship force sent its planes against enemy installations on the northwest tip of Sumatra.

In Europe the month saw the most important Red Army victories of the

war. The Russians advanced in force into Rumania early in April. On 10 April Odessa, important Black Sea port, naval base and industrial center which was one of the first Nazi conquests, was recaptured. At almost the same time a two-pronged drive was launched to clear the Crimea of Axis troops.

By mid-April that task was virtually completed. Sevastopol was under siege and had become the Nazis' own Dunkirk. The pocketed Germans were reported to have left rear-guard units of Rumanian soldiery to protect their retreat. Nazi machine-gun squads in turn "protected" the Rumanian rear guard by mowing down any Rumanians who tried to escape the Russian advance.

Both Rumania and Hungary were reported weary of war and ready for peace terms. The threat to Hungary was enough to cause Hitler to overthrow the Hungarian government on 21 March and set up virtual martial law.

Battered from the east, Hitler found little comfort in the west, where the American and British air assaults against his airplane-production centers was stepped up to new intensity.

Determined to cut German plane production to the bone, the Allied air bombardment forced the Nazis to utilize the greatest portion of the Luftwaffe for home defense.

In Europe, also, air pincers were clamped on the enemy. Early in April long-range Allied bombers from Italy were striking at Budapest and other Balkan rail centers as a direct aid to the Russian campaign. Observers forecast that the time was near when American and British planes would take a coordinated and planned part in Russian ground attacks.

On more than one occasion 3,000 Allied planes were put into the air for assaults on Fortress Europe. The German fighter defense seemed to be weakening. The western "invasion coast" also took a severe battering. Late in March Hitler called a council of his satellite puppet leaders to discuss future defense problems in the Balkans should the Allies strike there.

As the threat of invasion from the west grew daily more acute, Nazi nerves were obviously taut. On 17 April Great Britain stripped all foreign diplomats, with the exception of American and Russian representatives, of time-honored diplomatic privileges. They were forbidden to travel or return home; diplomatic pouches were no longer immune to inspection; code communication with homelands was barred. Censorship was tightened and new restrictions placed on contact with Eire as America and England took measures to prevent Allied fighting men being endangered by espionage.

In the South Pacific the Japanese were staggering, too. On 11 April Allied headquarters announced that most of New Britain was ours as the Japanese fled to a last stand at Rabaul. The once-important enemy bases at Cape Hoskins and Gasmata had been abandoned. Allied airmen promptly turned their main assaults against remaining Jap positions in New Guinea.

Hollandia, one of the last big Jap bases on New Guinea, was subjected to record air assault. While South Pacific-based bombers were blasting Truk, U. S. destroyers steamed into Hansa Bay, New Guinea, by daylight to pulverize that base and other targets along the coast.

On 20 March Marines had landed on Emirau Island, in the St. Matthias group, 84 miles north of Rabaul and

CASUALTY FIGURES

Casualties among naval personnel through 20 April totaled 44,227. The totals since 7 December 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	14,071	3,903	8,307	2,479	28,760
U. S. Marine Corps	4,404	7,732	769	1,945	14,850
U. S. Coast Guard.	320	91	206	617
Total	18,795	11,726	9,282	4,424	44,227

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

Vital Shells Flown From U. S. to Italian Front in 34 Hours

Tons of special shells were flown from the United States to the Italian battle area in 34 hours by the Naval Air Transport Service recently.

French warships supporting Allied ground troops were running out of ammunition, and there were no other shells to fit their guns on that side of the Atlantic. Two big Douglas R5D planes took aboard substantial cargoes of shells and reached Africa with two brief operational stops.

Weather was so bad in North Africa that most planes were grounded, but the two Navy planes received permission to proceed to Bizerte. They arrived in time to keep the French warships firing.

less than 600 miles from Truk. The South Pacific Japanese were clearly in a tight spot. It was estimated that 100,000 of them were isolated and facing certain destruction.

Sharp warfare flared in Burma and India when, after Allied airborne forces had landed in northern Burma to clear that area of Japanese and open a passage to China, Japanese forces crossed the Indian border for a stab at Imphal, key to Allied supply lines into Burma and China.

Momentarily, both Imphal and Kohima, key communication center, were threatened. On 7 April they were reinforced. Slightly over a week later the Allies were on the offensive and had apparently nullified the enemy threat.

Meanwhile American and Chinese forces had fought through the jungles to within 50 miles of Mandalay.

In Italy, both fronts continued in bloody stalemate. The Nazis filtered back into the rubble of Cassino, took new positions and hung on. In an apparent flanking movement, the Allies captured Mount Marrone, 13 miles northeast of Cassino, on 1 April. By mid-April, American patrols were again on the offensive at the Anzio beachhead.

On 4 April the British had still another sea victory to report. Just as the Germans were attempting to move the battleship *Tirpitz* from her anchorage in Alten Fjord, Norway, planes from British carriers found her and struck. The last of the big German raiders suffered numerous bomb hits and was set afire. It was believed that she had been again crippled before fully recovering from torpedoing by midget submarines last fall.

In South Pacific waters British submarines joined American hunters and accounted for seven Japanese ships. The British also revealed the successful use of "two-man torpedoes." These are torpedoes which two men ride astraddle through enemy waters until they reach the side of a hostile ship. The men, wearing light diving outfits, dive with the torpedo, attach the warhead to the enemy ship, set a time mechanism and then escape on their deadly water horse.

The month also brought news of the death of two noted Allied military leaders. Gen. Nicolai Vatutin, hero of Kiev, died in Russia after a lingering illness and major operation. In Burma, Maj. Gen. Orde Charles Wingate, famed raider and jungle commando leader, was killed when an airplane carrying him to the North Burma front crashed against a mountain peak in a storm.

Navy News

• Plans are now being made for the annual Fourth of July cash sale of war bonds to naval personnel, with an unofficial goal of one extra bond per person. Last year, the Independence Day sale netted more than \$4,000,000.

Bond sales to naval personnel in March 1944 totaled \$46,036,481, bringing the grand total of all Navy bond purchases since the program was established in October 1941 to \$512,700,115. Sales for March 1943 were \$17,759,915.

Of the sales for March this year,

\$17,586,675 represented war bond purchases by civilian employes of the Navy under the payroll savings plan; \$25,557,769 were allotment purchases by uniformed personnel of the Navy, Marine Corps and Coast Guard, and \$2,892,037 were cash purchases by military and civilian personnel.

March 1944 also set a new high in war bond allotments, with the 134,000 new allotments for the month lifting the cumulative total to 1,472,382. Naval training centers were first in March payroll participation, with 20% of total pay, while naval air stations led in civilian participation with 96.7% of personnel purchasing. For the entire naval service, civilian participation was 93.5%, and payroll participation was 12.1%.

• To assist discharged naval personnel in making the transition back to civilian life, BuPers has instituted a program of civil readjustment. Officers will be appointed in each activity from which personnel are discharged to inform those returning to civilian life as to their rights and privileges and the assistance available to them from government and civilian agencies. These officers will provide information and advice on such matters as mustering-out pay, the procedure for obtaining a former job or vocational training, and the prospects for continuing education interrupted by the war.

• Monthly production of naval torpedoes now is greater than the entire World War I output, BuOrd revealed last month. Torpedoes produced in 1943 showed an increase of 250% over 1942 and 730% over 1941, while pro-



Official U. S. Coast Guard photograph

NINE JAP PRISONERS, all their fight gone, crouch on the deck of a landing barge as their captors prepare to take them to a nearby transport. Surprised as they huddled in a foxhole during the fighting on Kwajalein, the Japs were captured by four Coast Guardsmen.



WORK AND PLAY: While some of the crew work on bombs and Hellcats on the hangar deck of a new aircraft carrier, others (in background) relieve "sea tension" by watching a movie.

duction in December 1943 was 900% above that in December 1941. A torpedo contains about 5,000 parts and costs between \$10,000 and \$12,000. Another ordnance item requiring great skill and precision in production, the fire-control director, is being turned out in great quantities. Production of directors in December 1943 was 3,000% over December 1941.

• Teamwork enabled the Skull and Crossbones Squadron, only Corsair squadron in the Navy, to destroy 154 Jap planes in the air and two on the ground and sink five small enemy

cargo ships and 16 barges carrying troops and supplies in 76 days of combat flying. Under the command of Lt. Comdr. John T. Blackburn, USN, of Chevy Chase, Md., this squadron participated in more sorties and flew more

combat hours (over 8,000) than any other Solomons-based squadron. In one five-day period the squadron established what is probably an all-time record for any fighter squadron by destroying 60½ enemy planes (one plane was shared with another squadron). In the nearly 40 strikes in which the squadron escorted bombers, not one plane was lost to enemy aircraft.

• Because of a lower attrition rate than had been originally anticipated, the Navy has revised its flight train-

ing program to emphasize quality of pilots produced, rather than quantity. Prospective naval aviators will now be required to spend three college terms in the V-12 program before entering the course in aviation training. Preliminary ground-school phases of the aviation training program will be concentrated in four pre-flight schools and that phase of the program known as "flight preparatory training" will be eliminated. The change will not result in an actual release of large numbers of personnel to other duty.

• Personnel of the Navy Department in Washington, D. C., were commended last month by Norman H. Davis, national chairman of the American Red Cross, for oversubscribing their quota in the annual Red Cross campaign. Thirty-two thousand persons, naval and civilian, contributed \$181,000—\$64,400 over the top. The

Navy Department was the first large government unit to meet and exceed its quota.

• Rear Admiral William R. Munroe, USN, was detached 1 April as commandant of the Seventh Naval District and Commander, Gulf Sea Frontier, to become commandant of the Third Naval District. He replaced Rear Admiral Edward J. Marquart, USN, who was placed on the retired list.

• The Naval Air Transport Service, Pacific Division, which adds another cargo and passenger stop every time the Japs lose another island, is now flying 320,000 miles a week. This is equivalent to nearly 10 trips a day between San Francisco and Tokyo, which the Navy airline plans as its last stop. More than 5,500 passengers are carried monthly by the division, but its principal cargo is freight. In December NATSPAC was operating more than 3,450,000 ton-miles a month.

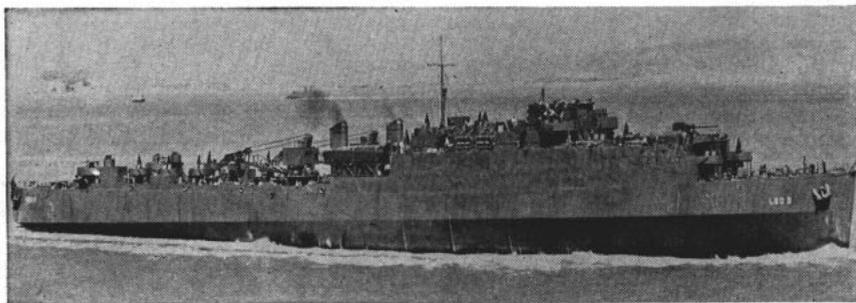
• Twelve officers of the Women's Reserve will be trained for duty as air combat information officers, and upon successful completion of the two-month course at the Air Combat Information Training School, Quonset Point, R. I., will release male officers at the seven air combat information centers in the U. S. for duty at sea or overseas. Most of the candidates for this highly specialized training will be selected from among officers already on duty.

• Navy war casualties arriving in this country from the Pacific are being transferred to inland hospitals in quick, comfortable trips aboard NATS "flying ambulances." One of the first flights transferred 14 patients from the Mare Island Naval Hospital at Mare Island, Calif., to the U. S. Public Health Hospital at Fort Worth, Tex. Only one landing was necessary, at Tucson, Ariz., for gasoline. After a flight of eight hours and five minutes, the patients were being transferred to waiting ambulances in Fort Worth. Within 20 minutes the transport plane was converted back into an aerial boxcar to carry a load of westbound cargo.

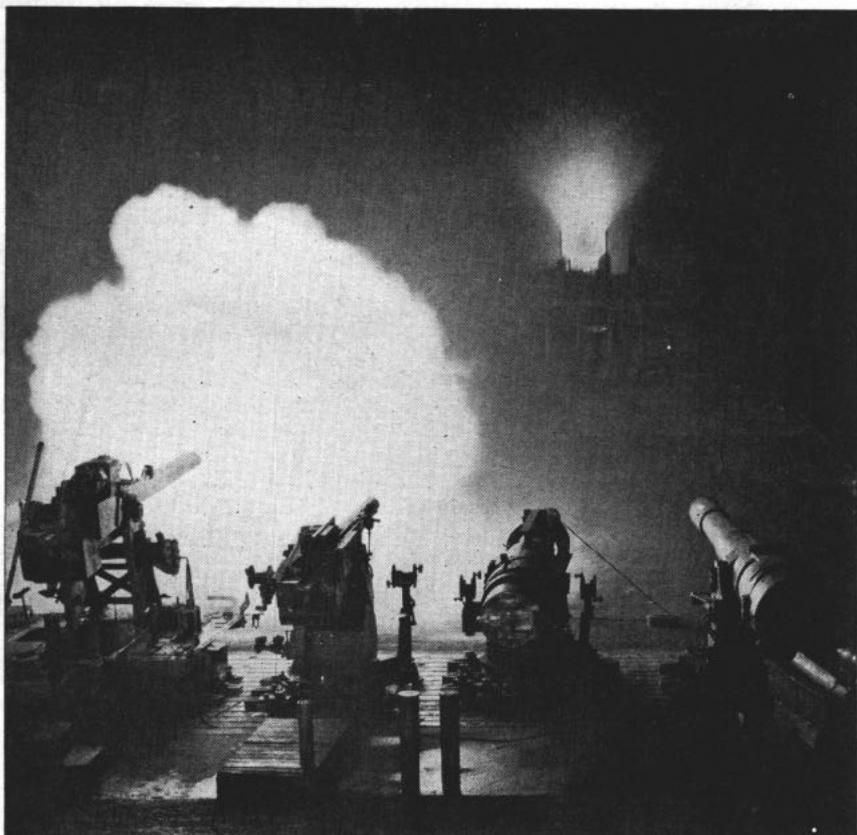
• From an atoll and island commander in the Pacific came another story about the incredible feats of the Sea-



Lt. Comdr. Blackburn



Official U. S. Navy photographs
IT CAN NOW BE SHOWN: This is the 450-foot, ocean-going LSD (Landing Ship, Dock), one of the largest vessels in the Navy's fast-growing amphibious fleet. Its job is to serve as a floating dock.



Official U. S. Navy photograph

TESTING: Mirroring the glare thrown by a blast of a 5-inch gun, the armor plate target throws up a beacon of light as it repels the projectile in tests at the Dahlgren, Va., Naval Ordnance Proving Ground.

bees: Just 10 days after the assault forces landed, they had already hacked an airstrip out of the wildest jungle so well that a visiting officer remarked: "Well, the Japs left this strip in pretty good condition. You people are lucky."

- By using live coral to hard-surface runways, the Navy's Civil Engineer Corps is building island airfields far superior to those the Japanese are constructing. Officers directing the Seabees' work discovered that living coral possesses a natural putty-like quality. The Japanese use the same type of coral from South Pacific atolls, but it is dead, and airstrips captured from them won't stand the weight of our heavier bombers. Since fresh water kills the live coral, our airstrips must be maintained with frequent applications of salt water.

- Eighteen overseas training aids sections have been established, with officer specialists and a full supply of training equipment available for use by personnel of the fleets. These units are organized to provide elementary, intermediate and advance training in almost any naval subject. As a rule, the units are established at bases where ships put in for refueling or repair. The training may be anything from a single film to a regular course of several weeks' duration. The most popular subjects are lookout training,

damage control, first aid, gunnery, seamanship, navigation, communications, recognition, engineering, tactics and many phases of amphibious operations. There are eight training aids sections in England, two in Africa, one each in Recife, Brazil; San Juan, P. R.; Cristobal, C. Z.; Adak, Alaska; Australia, Pearl Harbor, Midway Island and Espiritu Santo, New Hebrides.

The Home Front

On 6 April the Office of War Information announced that the Army had reached its peak strength of 7,700,000. The Navy, it added, needed only 400,000 more men to reach its goal of 3,600,000. These manpower developments brought a change in Selective Service demands which resulted in an indefinite delay in induction for all men over 26 and particularly eased pressure on pre-Pearl Harbor fathers. Draft boards are increasingly strict on deferments for men under 26, regardless of jobs.

Hope that gasoline rationing would be relaxed in the East, which followed news that 58,000,000 barrels of gasoline were taxing storage facilities, was soon dampened by Secretary Ickes' statement that no changes are planned and that the greatest military demands upon gasoline reserves are yet

to be made. Shipments into the eastern area are now running to 1,800,000 barrels daily. Normal demand before the war was about 1,500,000 barrels daily.

* * *

Manufacture of shoes for civilians was cut from 360,000,000 pairs yearly to 314,000,000 pairs. The cut of 46 million pairs was ordered because the supply of available hides is shrinking. Also, the civilian allotment of leather for half soles was cut from 150,000,000 to 135,000,000. Everybody was warned to patch up old shoes as often as possible.

* * *

The War Production Board specifically forbade the use of manila rope for hanging persons. The shortage of manila brought new restrictions which stated that "rope used to carry out the death sentence of a court" must be of agave or Mexican fiber. Cotton rope will replace manila for virtually all commercial purposes.

* * *

The Foreign Economic Administration released figures showing that from March 1941 to January 1944, the United States sent 23,000 tanks and 750,000 other vehicles to our Allies through lend-lease.

* * *

Another baseball season got under way 18 April with nobody willing to predict ultimate winners or even wager that the season would come to a normal close. All teams had their share of 1-A players as well as 4-Fs, discharged veterans, men over 38, and a sprinkling of boys too young for calls to the service. On one thing everybody was agreed: anything can happen and anybody can win. Also, any one of the teams which are starting the season can be a brand new team before October rolls around.

* * *

Aircraft production in March set an all-time monthly record, the Office of War Information disclosed. A total of 9,118 planes of all types rolled off the assembly lines. Of these, 86.5% were bombers, fighters and transports. With delivery of 152 ships during the month, the Maritime Commission said shipyards had constructed 410 ships, totaling 4,115,951 tons, during the first quarter of 1944.

* * *

The Lockheed *Constellation*, new 40-ton airliner with a wingspread of 123 feet and three rudders, on 17 April crossed the continent from Burbank, Calif., to Washington, D.C., in 6 hours and 58 minutes. Howard Hughes, plane manufacturer and movie producer who in 1937 flew a specially designed plane across the country in 7 hours and 28 minutes for the previous record, was at the controls of the new sky giant. The *Constellation* carried 17 passengers and has luxury accommodations for 40 more. As a troop transport it could carry 100 men.

THE WAR AT SEA

Official Reports: 21 March Through 20 April

United States Navy communiques and press releases are separated by dashes from excerpts of other communiques.

All dates local time unless otherwise indicated.

United States Navy Communiques and Pertinent Excerpts of Other Reports

21 MARCH

Navy Department Communique No. 512

Pacific and Far East

U. S. submarines have reported the sinking of 15 vessels in operations against the enemy in these waters, as follows:

One large transport, one medium transport, one large tanker, nine medium freighters, two small freighters, one medium tanker.

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

U. S. Pacific Fleet Press Release

Four enemy positions in the Marshall Islands were bombed by Army, Navy and Marine aircraft on 19 March. Thirty tons of bombs were dropped. On one atoll an ammunition dump exploded and fires and explosions were observed on others. All our planes returned.

CAIRO, Middle East Air—Beaufighters sank two supply vessels at Paros Island 19-20 March and attacked shipping at Nazos and Nios. . . . A merchant ship in convoy off Candia, Crete, was hit 17 March. Despite poor weather, sweeps against enemy shipping have been maintained for the past week.

LONDON, Admiralty—Further successful attacks on Japanese shipping have been reported by His Majesty's submarines operating in Far Eastern waters. During recent patrols seven ships were sunk. In addition, one supply ship of large size and one of medium size were torpedoed and severely damaged. A smaller vessel was set afire and driven ashore.

Off the east coast of Sumatra one of His Majesty's submarines fought a brisk gun action with a large river steamer, scoring more than 20 hits on the enemy vessel which was left burning and sinking. Another submarine attacked an escorted convoy in the Strait of Malacca and obtained two hits on a medium-sized vessel.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Admiralty Islands: Our light naval units shelled Rambutyo Island, and destroyers bombarded enemy hideouts. . . . Wewak: We have destroyed another enemy convoy off New Guinea. Two enemy transports, of 6,000 and 4,000 tons respectively, escorted by three corvettes, were sunk by our air force. Many hundreds of enemy troops were lost. Coordinated with this attack our naval units at night shelled Kairuru and Mushu, sinking many small craft and starting fires visible for 30 miles.

22 MARCH

Navy Department Communique No. 513

The submarine *USS Scorpion* is overdue from patrol and must be presumed to be lost.

The next of kin of casualties in the *Scorpion* have been so notified.



See communique of 21 March.

U. S. Pacific Fleet Press Release

Army, Navy and Marine aircraft bombed four enemy positions in the Marshall Islands 20 March (West Longitude date). A heavy explosion was observed on one of the objectives and lesser damage on others. All our planes returned safely.

CHUNGKING, 14th USAAF—On 18 March fighter-bombers over French Indo-China sank two 800-ton cargo vessels and damaged two more. A 1,000-ton steel vessel was sunk at Campha Port. A 1,000-ton and a 750-ton cargo ship were left smoking in Tonkin Gulf.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—St. Matthias Group: Our ground forces, supported by strong naval and air elements, have seized a portion of the St. Matthias group north of Kavieng. This completes isolation of all enemy units in the Bismarck Archipelago and places us in bombing range of Truk. . . . Kavieng: Our naval units bombarded shore positions for three and a half hours, pouring in 1,000 tons of shells. Whole sections of the town were completely destroyed and ammunition dumps exploded. . . . Open Bay: Six enemy barges were destroyed. . . . Bougainville: Our air and naval units destroyed two barges.

23 MARCH

U. S. Pacific Fleet Press Release

Army and Navy bombers struck Ponape and Kusaie 21 March (West Longitude date). Fires were started among warehouses and barracks. Army, Navy and Marine planes bombed four enemy atolls in the Marshalls. An ammunition dump was exploded at one base. Seventy tons of bombs were dropped in these operations. All our planes returned.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Aitape area: Our air patrols sank an enemy destroyer and two cargo ships of 1,000 and 1,500 tons. . . . Ubihi: Our fighters destroyed or damaged two fighters.

24 MARCH

Navy Department Communique No. 514

Pacific and Far East

U. S. submarines have reported the sinking of 11 vessels as a result of operations against the enemy in these waters as follows:

One converted minelayer, two small freighters, three medium-sized transports, one medium-sized tanker, three medium-sized freighters, one large tanker.

These sinkings have not been reported in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

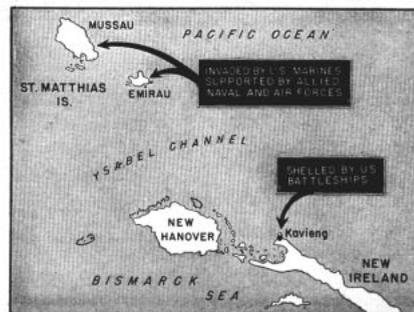
Thirty-three tons of bombs were dropped on four enemy positions in the Marshalls by Army, Navy and Marine aircraft 22 March (West Longitude date). On 21 March Navy planes bombed Ant Island. A large fire was set on one of the Marshall atolls and installations hit on another.

MOSCOW, Russian broadcast—Air reconnaissance of the Red Banner Baltic Fleet in the Gulf of Finland discovered two groups of enemy ships. Two 2,000-ton transports, a patrol ship and a patrol pontoon were sunk. The patrol ship was sunk by an airman who steered his plane at the ship and struck it.

25 MARCH

U. S. Pacific Fleet Press Release

Seventh AAF Liberators bombed Wake Island 23 March (West Longitude date). Petroleum storage tanks and barracks were hit. Antiaircraft fire was intense. Army,



See communique of 22 March.

Navy and Marine aircraft bombed four enemy bases in the Marshalls. Army bombers hit Ponape on 22 and 23 March. Ant Island was bombed 23 March. Approximately 115 tons of bombs were dropped in these operations. All of our planes returned.

Navy Department Press Release

A medium-sized U. S. merchant vessel was torpedoed and sunk by an enemy submarine in January in the Arabian Sea. All members of the crew were rescued and survivors have been landed at Boston, Mass.

A German submarine was recently sunk in the Mediterranean after a ceaseless pounding by gunfire and depth charges by two U. S. destroyers. It was twilight when the battle first started and night settled down as it continued. As soon as the destroyer's searchlight picked out the U-boat the German opened fire. The gunfire from the destroyers was so effective that the submarine was quickly in dire difficulty and the destroyers abandoned plans to ram it. The sub settled until it was vertical and then sank stern first.

BERLIN, Nazi broadcast—"German U-boats recently sank 46,000 tons of merchant shipping and five destroyers and escort vessels in the North Atlantic and Mediterranean. Two British torpedo boats were destroyed in the British Channel and two more so heavily damaged that their loss must be assumed."

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Wewak: Our heavy units at night sank a 500-ton cargo vessel. . . . Hansa Bay: Naval units attacked Bogia and coastal targets. . . . Madang coast: Medium units attacked barges and bivouac areas.

26 MARCH

U. S. Pacific Fleet Press Release

Liberator bombers of the 11th AAF bombed Paramushiru and Onnekotan Islands in the Kuriles and Fleet Air Wing 4 bombed Shimushu 25 March (West Longitude date). One of our planes was lost. On 24 March Navy planes sank two cargo vessels near Ponape and the 7th AAF bombed Ponape. On the same day Army, Navy and Marine aircraft bombed and strafed three enemy-held positions in the Marshalls. All our planes returned.

NAPLES, Allied Navy—Enemy strong points in the Anzio area were shelled by a British destroyer 24 March. The same night another British destroyer engaged an E-boat with gunfire and finally sank it by ramming.

27 MARCH

U. S. Pacific Fleet Press Release

Army and Marine aircraft bombed Ponape 25 March (West Longitude date). They were intercepted by 15 Zeros. Four Zeros were shot down and one probably shot down. Corsair fighters strafed the runways. Intense antiaircraft was en-

countered. Ujelang Atoll was also strafed. On the same day Army, Navy and Marine aircraft struck four enemy-held bases in the Marshalls. All our planes returned from all these operations.

CHUNGKING, 14th USAAF — Mitchell bombers attacked shipping and harbor installations at Hainan Island. Complete reports indicate one 1,200-ton and one 1,000-ton enemy vessel were sunk. Our aircraft received minor damage from small-arms fire.

28 MARCH

U. S. Pacific Fleet Press Release

Army and Marine aircraft bombed Ponape 26 March (West Longitude date). Nine of 15 intercepting Zeros were shot down by our fighters and three probably shot down. The town and military installations were heavily hit. Antiaircraft fire was intense.

Navy search planes strafed a vessel near Ujelang and bombed Kusale and Pingelap. On the same day Army, Navy and Marine aircraft raided three enemy positions in the Marshalls.

29 MARCH

U. S. Pacific Fleet Press Release

Army, Navy and Marine bombers and fighters struck four enemy positions in the Marshalls 27 March (West Longitude date). Meager antiaircraft fire was encountered. None of our planes was shot down. On the same day a Navy search plane dropped bombs on Pakin Island.

LONDON, Admiralty — On an offensive sweep near Fjmuiden on the Netherlands coast this morning, Royal Navy light coastal forces attacked an enemy convoy under an escort of R-boats. During the action which followed several R-boats were damaged. All His Majesty's ships returned safely to harbor.

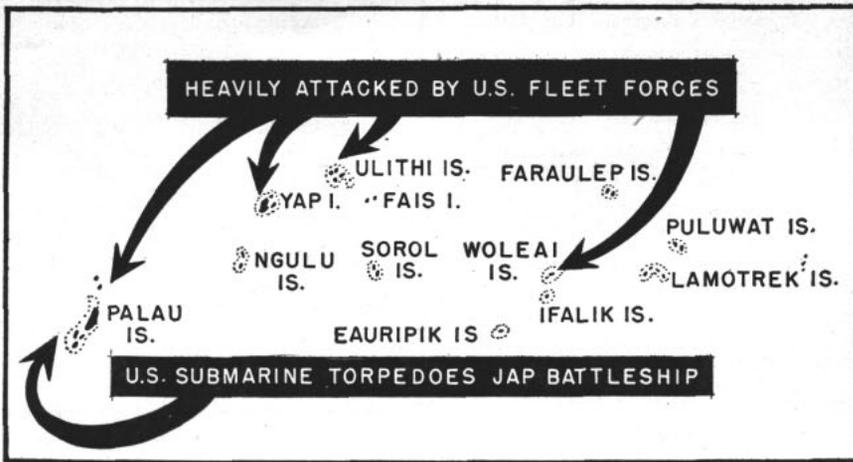
Other coastal forces penetrated to within two miles of Dieppe and attacked a convoy of three small ships with a medium-sized escort vessel and four R-boats. In the course of this action one R-boat was extensively damaged and a heavy explosion was later heard coming from the direction of the convoy. All His Majesty's ships returned safely.

30 MARCH

U. S. Pacific Fleet Communique

Strong fleet forces at dawn Wednesday, 29 March (West Longitude date), initiated heavy attacks on the Japanese-held Palau Islands. After discovery of approach of our forces by enemy planes searching from their bases in the Carolines and New Guinea, their ships were observed fleeing the area before our units could reach attack positions. Our attacks continue. No further details are as yet available.

(Editor's Note: Secretary Knox later revealed that the first "incomplete" report from Admiral Nimitz showed that every Japanese ship anchored at Palau, Woleai



See communiques of 30 March and 7 April.

and Yap was either sunk or damaged by our forces. Three other Japanese ships were sunk while attempting to flee. Our losses were eight fighter planes, eight torpedo bombers and 11 bombers. The attack on the Palau Islands started 30 March and was concluded 1 April.)

U. S. Pacific Fleet Press Release

Liberators of the 7th AAF bombed Eten and Moen islands in the Truk Atoll 29 March (West Longitude date). Fires were started. Intense antiaircraft fire was encountered. Ponape was bombed by a Navy search plane. Fires were started in the hangar area. Marine aircraft hit buildings and gun positions on Ujelang Island. Forty-five tons of bombs were dropped on enemy positions in the Marshalls by Army and Marine aircraft. Oil storage tanks were fired and runways damaged.

31 MARCH

Navy Department Communique No. 515

As a result of operations in the Mediterranean theater during the period 22 January 1944 to this date, the following ship losses were sustained due to a variety of causes:

One motor minesweeper (YMS-50), one large minesweeper (AM-106), eight landing craft and one harbor tug (YT-198).

The next of kin of casualties of the above vessels have been notified.

U. S. Pacific Fleet Press Release

Seventh Army Air Force Liberators bombed Dublin, Param, Uman, Fefan and Moen in Truk Atoll on 29 March (West Longitude date). Another Liberator bombed Ponape. On the same day Army, Navy and Marine aircraft bombed four enemy bases in the Marshalls. All our planes returned from all these operations.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Open Bay: Two of our PT-boats operating far forward against enemy barge traffic were sunk by air attack. Preliminary reports indicate that friendly planes may have attacked them mistakenly. . . . **Wewak:** One lugger was sunk and others damaged as 95 tons of bombs were dropped on harbor and bivouac areas. . . . **Bougainville:** During a previous bombardment one of our PT-boats close inshore was hit by a shell, probably from one of our own destroyers, and sunk. Four men were reported lost.

Caroline Islands: Our medium units at night bombed the airdrome at Woleai (38 miles south of Guam). Two large fires were started with intermittent explosions continuing one-half hour.

BERLIN, Nazi broadcast — "German U-boats sank four ships totaling 23,000 tons in the Atlantic and Indian Oceans. Moreover, they shot down two enemy bombers."

1 APRIL

U. S. Pacific Fleet Press Release

Liberator bombers of the 7th AAF bombed Dublin, Moen and Eten islands in Truk Atoll on 30 March (West Longitude date). On Moen, hits were made on the airstrip and barracks area. Several

delayed explosions were observed. Two enemy planes intercepted our bombers but all returned.

Three enemy positions in the Marshalls were bombed and strafed by the 7th AAF planes and Marine aircraft. A Marine Dauntless bomber was shot down by antiaircraft and its crew rescued by one of our destroyers.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—New Ireland: Our fighters attacked a 2,000-ton vessel at Simberi and forced it to be beached. . . . **Wewak:** We lost a PT-boat by shore fire during a recent attack on barge traffic.

Caroline Islands—Truk: Our Solomons-based heavy units at dawn bombed fuel and storage areas at Dublin Island, causing large fires with smoke rising 8,000 feet. . . . **Woleai:** Our heavy and medium units at night bombed the airdrome at Woleai and enemy installations at Eauripik Island, 60 miles to the southwest.

BERLIN, Nazi broadcast — "In the fight against British and American shipping, the German Navy and Luftwaffe sank 29 merchant ships totaling 156,000 tons during March. Another 11 ships totaling 176,000 tons were damaged. In attacks on enemy warships, 22 destroyers and escort ships, two submarines and 12 motor torpedo boats were sunk. Four destroyers and 15 torpedo boats were damaged."

2 APRIL

U. S. Pacific Fleet Press Release

Dublin, in the Truk Atoll, was bombed by Liberators of the 7th AAF on 31 March (West Longitude date). Two enemy fighters were in the air but did not press home the attack. Medium antiaircraft was encountered which did no damage to our planes.

Mitchell medium bombers of the 7th AAF, accompanied by 4th Marine Aircraft Wing fighters, bombed Ponape. In a separate strike a single Liberator also bombed the island. Marine and Army aircraft also bombed three enemy positions in the Marshalls. Antiaircraft positions, gasoline storage dumps and an ammunition dump were struck.

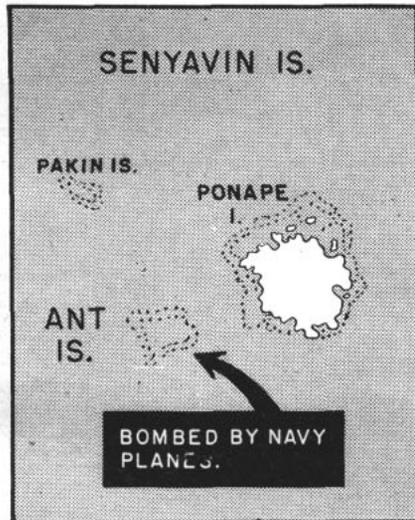
3 APRIL

U. S. Pacific Fleet Press Release

Eleven atolls in the Marshall Islands have been reconnoitered by our air force and U. S. sovereignty established thereon subsequent to the occupation of Kwajalein, Eniwetok, and Majuro atolls. They are Wotho, Ujae, Lae, Lib, Namu, Ailing-lapalap, Namorik, Ebon, Kill, Arno and Bikini.

Most of these atolls were taken without resistance. Light opposition on others was quickly overcome. We took some prisoners.

Seventh Army Air Force Liberators bombed Dublin in Truk on 1 April (West Longitude date). Three fighters which attempted interception caused no damage to our planes. On the same day Army and Marine aircraft bombed Ponape. In the Marshalls, four enemy-held atolls were bombed by Army, Navy and Marine aircraft.



See communiques of 24 March.

LONDON, *Admiralty*—Naval aircraft have carried out a successful bombing attack on the German battleship *Tirpitz* in Alten Fjord, northern Norway. Several hits were obtained.

NAPLES, *Navy*—During recent operations in the Adriatic light forces of the French Navy encountered a convoy of enemy vessels. After a sharp encounter the convoy and its escort were entirely destroyed. The French forces withdrew without damage or casualties.

4 APRIL

**Navy Department Communique
No. 516**

Pacific and Far East

U. S. submarines have reported the sinking of 14 vessels as a result of operations against the enemy in these waters as follows:

Two medium tankers, 11 medium cargo vessels, one small cargo vessel.

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

U. S. Pacific Fleet Press Release

Dublon and Eten in Truk were bombed on the night of 2 April (West Longitude date) by Liberators of the 7th AAF. Three enemy fighters attempted interception but none of our planes were hit. On the same day 7th AAF Mitchells bombed and strafed the airfields at Ponape. In the Marshalls, three enemy positions were bombed and strafed by Army, Navy and Marine aircraft. Runways were hit and a small ship and dock were set afire.

LONDON, *Admiralty*—While engaged on escort duty in the North Atlantic recently the frigate *Waskesiu* destroyed a U-boat trying to attack a valuable convoy. The frigate forced the submarine to the surface with depth charges and then illuminated the damaged craft with a star shell.

The frigate then opened fire in company with the frigate *Nene*. Hits were scored which prevented the German crew from manning the deck guns and a few minutes later the craft sank stern first. Nineteen survivors were picked up and made prisoners.

CAIRO, *Middle East Air*—Several attacks have been made on enemy shipping in the Aegean Sea in the past few days. Beau-fighters scored numerous strikes on a supply vessel off southern Greece and left it smoking. Another ship attacked off Naxos blew up in flames. Marauders bombed Leros shipping yesterday.

5 APRIL

U. S. Pacific Fleet Press Release

Ponape was bombed from low level by 7th AAF planes on 3 April (West Longitude date). Moderate anti-aircraft fire damaged three of our planes. Sixty tons of bombs were dropped on enemy positions in the Marshalls by Army, Navy and Marine aircraft. Runways were hit, fires started and other hits were scored among groups of motorized vehicles. Two Navy search planes bombed and sank a vessel docked at Wake Island. All of our planes returned from these operations.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Admiralty Islands*: Our troops have landed on Rambuyto without opposition. . . . *Open Bay*: Our light naval units at night sank two enemy barges and captured a third. . . . *Caroline Islands*: Preceded by a heavy dawn raid our Solomons-based heavy aircraft at midday dropped 46 tons of bombs on warehouse and waterfront installations at Dublon, in Truk Atoll. Large fires were started. In a running battle with 60 enemy fighters, seven were destroyed and two probably destroyed. Five of our planes failed to return.

LONDON, *Admiralty*—Further reports have been received on the successful attack by our naval planes against the German battleship *Tirpitz* in Alten Fjord, Norway. Aircraft carriers supported by other units of the Home Fleet approached and two forces of aircraft were flown to attack, covered by fighter planes. The first strike caught the *Tirpitz* apparently as she was about to move anchorage. Hits were obtained with heavy and medium bombs. The enemy attempted to screen the *Tirpitz* with smoke but nevertheless hits were obtained during the second attack and heavy explosions were observed on the forecastle.

Anti-aircraft fire from the *Tirpitz* and from shore batteries was encountered but,

BOMBED BY U.S. AND ALLIED PLANES OF CENTRAL AND SOUTHWEST PACIFIC FORCES.



See communiques of 30 March-6 April.

by the time of the last attack, had been silenced. Of all the aircraft which took part, only three bombers and one fighter were lost.

Moscow, *Russian broadcast*—In the western sector of the Gulf of Narva, planes of the Red Banner Fleet discovered enemy minesweepers, invasion barges and patrol cutters. Several blows were struck on this fleet. One invasion barge and two cutters were sunk. Thirteen planes were shot down in fierce air fighting.

6 APRIL

U. S. Pacific Fleet Press Release

Four enemy-held atolls in the Marshalls were bombed and strafed by Army, Navy and Marine aircraft on 4 April (West Longitude date). A Corsair fighter was shot down near Wotje and its pilot rescued by a destroyer. Shore batteries opened fire on the destroyer, scoring two hits which did minor damage.

Moen and Dublon Islands in Truk were bombed on the night of 3-4 April by 7th AAF Liberators. On Dublon, bombs were dropped on oil storage tanks, and several fires were set on Moen. One of six enemy fighters was shot down and one probably shot down. Two of our planes are missing. A Navy search plane bombed and probably sank a ship near Moen. Ponape was raided by Army and Marine aircraft.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Caroline Islands*: Later reports on our attack on Truk 2 April credit our bombers with destroying an additional 18 fighters. . . . *Bougainville*: Our air patrols strafed five enemy barges off Motupena Point, sinking one. . . . *Kavieng*: Our Solomons night air patrols bombed Kavieng and Panapai airdromes and strafed enemy targets. One barge was destroyed.

7 APRIL

U. S. Pacific Fleet Communique

Supplementing Pacific Ocean Area Communique 41 [see 30 March], the following information is now available concerning operations of the Pacific Fleet forces under the command of Admiral Raymond A. Spruance, USN, against enemy installations and fortifications in the western Carolinas.

The Palau Islands were attacked on 29 and 30 March (West Longitude date), Yap and Ulithi Islands on 30 March and Woleai Island on 31 March by planes from carrier task forces commanded by Vice Admiral Marc A. Mitscher, USN. Damage to enemy surface ships at Palau included: Sunk: Two destroyers, one unidentified combat ship, two large cargo vessels, six medium cargo vessels, three large oilers, one medium oiler, one patrol boat.

Damaged: one destroyer. Beached and burning: One large repair ship, one medium oiler, two small oilers, one small cargo vessel.

Burning: two small cargo vessels. Beached and damaged: one large cargo vessel, two medium cargo vessels, five small cargo vessels.

Beached: one small cargo vessel. Ground installations destroyed at Palau: Forty buildings at Arakabesan; at seaplane base, four hangars and small buildings; at Malakal, more than 20 warehouses destroyed and extensive damage to docks and numerous large fires; at Korror, warehouses, dumps and hangars destroyed; at Angaur, phosphate plant dam-

aged; at Babelthup, the dock damaged.

Enemy aircraft casualties at Palau were: Destroyed, airborne, 93; destroyed on ground or water, 39; probably destroyed or damaged, airborne, 29; probably destroyed or damaged on ground or water, 20.

At Ulithi several small vessels were sunk, the dock, radio station and other buildings damaged.

At Yap airdrome facilities and buildings in the settlement were damaged.

At Woleai seven planes were destroyed and five probably destroyed and extensive installations were damaged on Marlaon and Woleai Islands, including stores, dumps, buildings and small craft.

During the nights preceding and following our attacks on Palau, our carrier aircraft shot down 17 attacking enemy planes and four were shot down by ships' anti-aircraft fire. Three small enemy craft also were sunk at sea by ships' gunfire.

During the night of 28 March (West Longitude date) one of our submarines torpedoed an enemy battleship of unidentified class departing from Palau under escort. Although she suffered considerable damage, she was able to escape at moderate speed under protection of her destroyer escort.

Our combat losses in these operations were 25 planes and 18 aircraft personnel. There was no damage to our surface ships.

U. S. Pacific Fleet Press Release

Forty-four tons of bombs were dropped on Wake Island by 7th Army Liberators on the night of 5-6 April (West Longitude date). On the same day 7th AAF aircraft bombed Ponape. Four enemy positions in the Marshalls were bombed and strafed by Army and Marine aircraft.

NAPLES, *Navy*—Naval forces were active on the eastern side of the Adriatic. Light coastal forces engaged in hunting small enemy vessels loaded with arms and supplies near the Dalmatian Islands in the last few nights captured three schooners with their cargoes and made prisoners of the crews.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Hollandia*: Our heavy and medium attack planes struck the township and waterfront dump areas with 320 tons of bombs and a quarter of a million rounds of ammunition. Many buildings and gun positions were destroyed. Flames rose 15,000 feet.

8 APRIL

U. S. Pacific Fleet Press Release

Ponape Island was bombed by Mitchells of the 7th AAF 6 April (West Longitude date). Airfields and bauxite works were hit. Anti-aircraft was moderate. Three enemy positions in the Marshalls were bombed and strafed by Army, Navy and Marine aircraft. At one objective an ammunition storage dump was strafed. All our planes returned.

CHUNGKING, *Lt. Gen. Joseph W. Stilwell's headquarters*—Mitchells of the 14th AAF on 7 April on a sea sweep of Tongking Gulf attacked and slightly damaged two 1,200-ton enemy freighters.

NAPLES, *Navy*—British and American light naval forces sank an enemy E-boat

between Leghorn and Elba after a spirited engagement. An enemy flak ship also was blown up. On the same night an enemy schooner loaded with foodstuffs was captured and the crew made prisoner.

LONDON, Air ministry—Yesterday afternoon Beaufighters of the Coastal Command attacked an enemy convoy off the Norwegian coast. A large merchant ship was hit by a torpedo and several smaller ships were damaged by cannon fire.

9 APRIL

U. S. Pacific Fleet Press Release

Operations to soften up Truk continued. Moen and Dublon Islands in the Truk Atoll were bombed by 7th AAF planes on the night of 7 April (West Longitude date). At Moen the airstrip was hit and at Dublon wharves and fuel reservoirs were hit. Single Liberators from the same force hit Oroluk, Ponape and Ujelang. Army and Marine aircraft bombed and strafed Ponape 7 April.

Four enemy-held atolls in the Marshalls were bombed and strafed by Army, Navy and Marine aircraft. At one objective a large explosion was observed. Other fires and explosions were numerous. Antiaircraft fire ranged from moderate to meager.

NAPLES, Navy—On the coast of Dalmatia the enemy-held town of Bar and its harbor with other enemy positions at Ucinj were shelled by light naval forces on the night of 6-7 April. On the same night farther north among the islands our naval forces captured an enemy schooner.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Truk: Our Solomons-based bombers struck Dublon at night with 51 tons of explosives, causing fires and explosions which blanketed the area. Further reports on our 2 April attack bring the total of enemy planes destroyed to 38.

10 APRIL

U. S. Pacific Fleet Press Release

Mitchell bombers of the 7th AAF and Marine fighters struck Ponape on 8 April (West Longitude date). On the same day, 48 tons of bombs were dropped on four enemy positions in the Marshalls by Army, Navy and Marine aircraft. Runways were hit and fires started. Incendiary bombs were dropped on Oroluk by a search plane of Fleet Air Wing 2. All our planes returned.

CEYLON, British Eastern Fleet—Patrols recently carried out in the Indian Ocean by His Majesty's ships, naval aircraft and shore-based RAF planes resulted in the interception of two large blockade runners or supply ships. After being attacked, the enemy scuttled and abandoned both ships.

From one of these ships survivors were rescued and made prisoners, but operations to rescue survivors of the other were halted by the suspected presence of submarines in the area. These successes obtained against ships which were probably carrying valuable cargoes of oil or raw materials were achieved without damage or casualties to His Majesty's ships or aircraft.

CHUNGKING, 14th AAF—Mitchells on a raid at the southern tip of Hainan Island attacked a number of small vessels and damaged a 1,000-ton freighter. . . . Additional reports for 7 April state that our Liberators probably sank a 1,000-ton freighter in the China Sea and two large vessels off Hainan Island. . . . Fighters on a coastal sweep strafed three large barges and several junks, leaving them burning.

11 APRIL

U. S. Pacific Fleet Press Release

Ailuk, Rongelap, Likiep, and Utirik atolls and Mejit Island in the Marshalls have been reconnoitered by our forces and U. S. sovereignty established thereon.

An airfield on Ponape was bombed by 7th AAF aircraft 9 April (West Longitude date). On the same day Army, Navy and Marine aircraft dropped 55 tons of bombs on four enemy positions in the Marshalls. Wharves, barracks, hangars, gun positions and airstrips were hit. One Navy search plane bombed Ulul Island and another strafed two small craft near Ponape.

NAPLES, Navy—It is reported that on 8 April a U. S. minesweeper on patrol off the Anzio beachhead shot down a JU-88. A U. S. destroyer in the same area bombed enemy positions 9 April.

Moscow, Russian broadcast—Three

groups of torpedo planes and bombers of the Black Sea Fleet discovered a caravan of enemy vessels at the approaches to the Danube. A 1,000-ton transport, a landing barge and another barge were sunk. An enemy landing barge was sunk by two torpedo cutters. Aircraft of the Red Banner Fleet sank a trawler and a cutter.

BERLIN, Nazi broadcast—"A British commando unit which landed on the west coast of Rhodes was annihilated to the last man."

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—New Britain: The major portion of the island is now in our control. The enemy is in full retreat from central New Britain and is preparing final positions at Rabaul. Cape Hoskins and Gasmata have been abandoned. . . . **Wevok**: A lugger, several barges and a coastal vessel were destroyed off But. . . . **Hansa Bay**: Our air patrols damaged four barges. . . . **Caroline Islands**: Our medium units at night bombed Woleai and enemy shipping to the northwest.

12 APRIL

U. S. Pacific Fleet Press Release

Liberators of the 11th AAF bombed Matsuwa and Onnekotan in the Kurile Islands on 10 April (West Longitude date). Moen and Dublon in Truk were bombed by 7th AAF planes the same day. Fires were started and a large explosion observed. Six enemy planes were seen but only one attempted interception and did no damage. A single Liberator from this force bombed Ponape Island. Ponape was also bombed by other 7th AAF planes. Army, Navy and Marine aircraft bombed four enemy positions in the Marshalls.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Wevok: A coastal vessel and a barge were destroyed. . . . **Hansa Bay**: Our naval units bombed Nubia, Awar and Condor areas. . . . **Caroline Islands**: Our air patrols damaged two cargo ships of 9,000 tons and 2,000 tons at Woleai Island.

Moscow, Russian broadcast—North Fleet Air Arm planes located 13 enemy supply ships, 9 escort vessels and 2 destroyers in a port. Three supply ships, one escort vessel and one trawler were sunk. One more ship probably was sunk and two were damaged. Planes of the Black Sea Fleet Air Arm sank four enemy barges, four cutters and one torpedo boat.

13 APRIL

U. S. Pacific Fleet Press Releases

Planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles 11 April (West Longitude date). A bomber of the 11th AAF struck Matsuwa. A search plane of Fleet Air Wing 2 bombed a beached ship at Oroluk and another dropped incendiary bombs on Ponape.

Army and Marine bombers and fighters hit buildings, storage areas and small craft at Ponape. Army, Navy and Marine aircraft bombed and strafed three enemy positions in the Marshalls.

Search planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles 12 April (West Longitude date). Hits were obtained on airfields and fires started. Bombers of the 11th AAF bombed Shashikotan and Matsuwa Islands on the same day. All our planes returned.



See communiques of 3 and 5 April.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Caroline Islands: Our air patrols attacked the Satawan airdrome and defenses in the Nomo Atoll, 150 miles southeast of Truk. . . . **Rabaul**: Fighters destroyed or damaged three barges. . . . **Hansa Bay**: Our light naval units sank or damaged four barges at Neptune Point. . . . **Bougainville**: Our naval units at night bombarded shore guns at Mamaganta.

14 APRIL

U. S. Pacific Fleet Press Release

Uman, Param, Dublon, Fefan and Moen in the Truk Atoll were bombed by 7th AAF Liberators on the night of 12 April (West Longitude date). Three airborne enemy planes did not attempt to intercept. Meager antiaircraft fire was encountered. Single planes from this force bombed Ponape and Ujelang.

Forty-five tons of bombs were dropped on four enemy positions in the Marshalls by Army, Navy and Marine aircraft. Hits were obtained on docks, warehouses, barracks and other buildings. A gun position was strafed and a large ammunition dump exploded.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Caroline Islands: Our Solomons-based bombers at night bombed the warehouse area at Dublon. Other patrols bombed the airdrome in Puluwat Atoll, 200 miles to the west. . . . **Ubili**: Our light naval units destroyed four barges at Ula-mona and shelled coastal targets.

Moscow, Russian broadcast—Ships of the fleet sank a 3,000-ton transport, and Soviet aircraft sank three landing barges carrying infantry. In the open sea our aircraft attacked a strongly escorted transport and left it burning fiercely.

15 APRIL

U. S. Pacific Fleet Press Release

Eniwetok Atoll was attacked by enemy bombers before dawn 14 April (West Longitude date). Night fighters of the 4th Marine Aircraft Wing intercepted and shot down two planes and probably another. All bombs landed in the water. Ventures from Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles on the night of 13-14 April. Liberators of the 11th AAF bombed Onnekotan and Paramushiru the same night.

LONDON, Admiralty—The Board of Admiralty regrets to announce that the destroyer HMS *Laforey* has been lost.

16 APRIL

U. S. Pacific Fleet Press Release

Liberators of the 11th AAF raided Matsuwa in the Kuriles on the night of 14 April (West Longitude date). Oroluk, Nauru, Pakin and Ulul islands were bombed by single search planes of Fleet Air Wing 2 on the same date. Airfields on Ponape were bombed by 7th AAF Mitchells the same day. A tanker was sunk and its escorts beached near Ant Island.

Army, Navy and Marine aircraft dropped 46 tons of bombs on four enemy positions in the Marshalls. Hits were obtained on gun positions and barracks.

U. S. Pacific Fleet Press Release

17 APRIL

Liberators of the 7th AAF dropped 38 tons of bombs on Dublon, Fefan and Moen Islands in Truk Atoll before dawn 16 April (West Longitude date). Fires and explosions were observed. One airborne enemy plane did not attempt interception. Two Liberators from this force bombed Ponape.

Pakin, Ulul and Ant Island were bombed by single search planes of Fleet Air Wing 2 on 15 April (West Longitude date). Army, Navy and Marine bombers and fighters bombed and strafed enemy positions in the Marshalls.

CAIRO, Middle East Air—Attacks on enemy shipping continue in the Aegean and southern Greece areas. Beaufighters sank a ship in Koroni harbor after scoring many cannon strikes. Another supply ship heeled over after attack. Shipping was also attacked in Nios and St. Nikolo harbors.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Truk: Our Solomons-based heavy units struck Eten, Parama and adjacent islands, dropping 27 tons of bombs. A small vessel was damaged at Puluwat

Island and Alet Island installations were hit . . . *New Britain*: Five harbor craft were destroyed in Keravia Bay . . . *Bougainville*: Our naval forces attacked barges and targets at night.

18 APRIL

**Navy Department Communique
No. 517**

Pacific and Far East

U. S. submarines have reported sinking 15 vessels as a result of operations against the enemy in these waters, as follows.

One large tanker, two medium tankers, one medium naval auxiliary (repair ship), seven medium cargo vessels, two medium cargo-passenger vessels, one small cargo-passenger vessel, one small cargo vessel.

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

U. S. Pacific Fleet Press Release

Pingelap Island was strafed and Ant Island, Ulul and Pakin bombed by a single search plane of Fleet Air Wing 2 on 16 April (West Longitude date). On the same day 45 tons of bombs were dropped on enemy positions in the Marshalls by Army, Navy and Marine aircraft. Gun positions, barracks and buildings were hit.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—*Truk*: Our Solomons air patrols on successive nights bombed Dublin, causing fires and large explosions. . . *Timor*: At Roti Island our long-range fighters destroyed three coastal vessels. . . *New Ireland*: A small craft was destroyed at Namatanai.

19 APRIL

U. S. Pacific Fleet Press Release

Mitchell bombers of the 7th AAF bombed an airfield at Ponape Island on 17 April (West Longitude date).

On the same day 42 tons of bombs were dropped on enemy objectives on the Marshall Islands by Mitchell bombers of the 7th AAF, Ventura search planes of Fleet Air Wing 2, Dauntless dive bombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Hellcat fighters. Gun positions and buildings were hit. A large fire was started at one objective. The pilot and gunner of a dive bomber forced down by engine trouble were rescued by one of our destroyers.

Single search planes of Fleet Air Wing 2 bombed Pakin and Ulul Islands on 17 April.

20 APRIL

Pacific Fleet Press Releases

Forty-six tons of bombs were dropped on Moen and Dublin Islands in the Truk Atoll by 7th AAF Liberators on the night of 18-19 April (West Longitude date). Three enemy planes were in the air but did not attempt interception. Large fires were started at Dublin town and several explosions were observed. At Moen the airstrip and barracks were hit. Anti-aircraft fire was meager.

On the night of 18 April a search Liberator of Fleet Air Wing 2 obtained a direct hit on a medium cargo vessel south of Pefan Island in the Truk Atoll.

Ponape Island was bombed by 7th AAF Liberators on the night of 18-19 April. Several fires were started. Ponape was also bombed by Mitchell bombers of the 7th AAF and by a single search plane of Fleet Air Wing 2 on 18 April.

A single Liberator bombed runways at Wake Island on 18 April. Anti-aircraft fire was intense.

On the same day 40 tons of bombs were dropped on enemy positions in the Marshall Islands by Dauntless dive-bombers and Corsair fighters of the 4th Marine Aircraft Wing, Mitchell bombers of the 7th AAF, Ventura search planes of Fleet Air Wing 2 and Navy Hellcat fighters. Small craft, gun positions, barracks and runways were bombed and strafed.

KANDY, CEYLON, *Southeast Asia Command*—Bombers and fighters from aircraft carriers who were escorted by a powerful Allied fleet of battleships, cruisers, destroyers and submarines carried out a surprise raid on Sabang and Lho Nga airfields in northern Sumatra at dawn on Wednesday morning. Heavy bombs were used and fighter escorts strafed the ground targets.

At Sabang numerous direct hits were made on the dockyard, a power station, wharf, barracks, hangars, workshops and the radio station, and in the town area large fires were left burning.

Heavy bombs fell on two merchant ships, each of 4,000-5,000 tons. Two Japanese destroyer-escort vessels were strafed and set on fire. Twenty-two planes, including six large transport aircraft, were destroyed on the ground. A 1,000-pound bomb fell on an oil tank, which was left burning with smoke rising to 7,000 feet.

At Lho Nga airfield several aircraft were destroyed on the ground.

The enemy appears to have been taken completely by surprise, but replied to the attack with intense anti-aircraft fire, most of which was light. Three enemy torpedo bombers which later approached the fleet were all shot down by fighters.

One of our aircraft was forced to land in the sea but the pilot was saved by a submarine which surfaced and carried out the rescue under fire from shore batteries. All other aircraft returned to their bases.

[A British Admiralty communique identified the commander of the Allied naval force as Admiral Sir James Somerville, Royal Navy.]

BURIAL SERVICES

(Continued from page 35)

of the faithful departed through the mercy of God rest in peace."

10. *Fire three volleys.*

11. *Taps.*

12. *Two-block colors.*

13. *Retreat.*

Source: Priest's New Ritual.

FOR A JEW

Procedure 1 to 6 inclusive (above.)

7. *Reading of scripture and prayers:*

The commanding officer or such person as appointed by him shall stand near the body and face in such a way that he will be heard by all present and read as follows (all will remain covered during the ceremony):

"I will lift up mine eyes unto the mountains

From whence shall my help come?

My help cometh from the Lord,

Who made heaven and earth.

He will not suffer thy foot to be moved;

He that keepeth thee will not slumber.

Behold, He that keepeth Israel

Doth neither slumber nor sleep.

The Lord is thy keeper;

The Lord is thy shade upon thy right hand.

The sun shall not smite thee by day,

Nor the moon by night.

The Lord shall keep thee from all evil,

He shall keep thy soul.

The Lord shall guard thy going out

and thy coming in,

From this time forth and for ever.

"O Lord, what is man that Thou art mindful of him and the son of men that Thou takest account of him?

What are we? Do we not all seem as vanity, as a shadow that passeth away? In the morning we flourish and grow up, in the evening we are cut down and withered. Thou turnest all men to contrition and sayest unto us: Return ye children of men!

O, that we had wisdom and understanding and realized that when we die we take nothing with us; we do leave much behind. Mark the perfect and behold the upright for theirs is the way of peace. Thou, O Lord, re-

deemest the souls of Thy children and none who serve Thee and love their fellowmen will be forsaken.

"O Lord, help us to find in these ancient yet ever new sentiments, the realization that through our tears we can reach to truth, through the darkness of our sorrow venture toward the light of hope, and through our anguish attain to the great adventure of perfect faith in Thee and Thy wisdom. Love is stronger than death. Though we surrender dust unto dust, through the majesty and might of our love, life will abide with life.

"Take unto Thyself our comrade who has given of his love to this our great country. And let the words of our mouths express the meditations of our hearts."

* * * *

"O God, full of compassion, Thou who dwellest on high! Beneath the sheltering wings of Thy presence, among the holy and pure who shine as the brightness of the firmament, grant perfect peace unto the soul of _____, who has gone unto eternity. Lord of mercy, bring him under the cover of Thy wings, and let his soul be bound up in the bond of eternal life. Be Thou his inheritance, and may his repose be peace. Amen."

8. *Sound attention.*

9. *The committal:*

"Into Thy hands, O Lord, we commend the soul of Thy servant departed, now called unto eternal rest, and we commit his body to the deep."

* *Tilt the board and drop the body into the sea.*

10. *Fire three volleys.*

11. *Taps.*

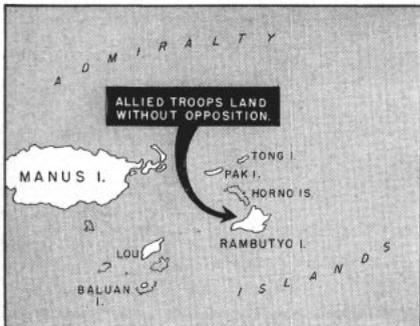
12. *The blessing:*

"The Lord bless thee and keep thee, the Lord make His face to shine upon thee and be gracious unto thee, the Lord lift up the light of his countenance upon thee, and give thee peace. Amen."

13. *Two-block colors.*

14. *Retreat.*

NOTE: Any parts of the above services may be omitted in time of grave emergency, except that the committal should be said if at all possible.



See communiques of 5 April.

The Month's Alnavs in Brief

The following Alnavs were issued in the period 21 March to 20 April 1944:

No. 64 — Revising instructions covering addresses of war prisoners. The address should include the prisoner's name, rank, internment number if known, camp name or number, and country of internment. Across the face of the cover below the address: Via New York City.

No. 65 — Announcing commissioned rank corresponding to present relative rank for members of Navy Nurse Corps, effective 26 February 1944, for duration of present war and six months thereafter. New oaths of office are not required to effect change in status. No changes in existing instructions relating to authority, manner of appointment, service for longevity, or pay status.

No. 66 — Establishing the Naval Air Center, 14th Naval District.

No. 67 — Outlining procedure for reducing the interval of time between the commission of meritorious or heroic acts or service and the announcement and presentation of appropriate awards.

No. 68 — Directing advancement in rating and correction of records and pay accounts of firemen first, second and third class who were reduced in pay grade 1 January 1944 through failure of commanding officers to comply with BuPers Circ. Ltr. 205-43 and in cases of men in transit on 1 January 1944.

No. 69 — Relating to transfer of profits of ship's stores.

No. 70 — Requesting commanding officers (reporting seniors) who consider a temporary officer or reserve officer of the line or staff suitable material for eventual appointment to permanent commissioned or warrant rank in the regular Navy to include a statement to that effect in remarks of fitness reports submitted in the future, including that of 31 March 1944.

No. 71 — Designating, in conformance with act of Congress, the heads of the Paymaster's Department and the Quartermaster's Department of the Marine Corps as "The Paymaster General of the Marine Corps" and "The Quartermaster General of the Marine Corps," respectively.

No. 72 — Relating to wearing of Presidential Unit Citation. Interprets Alnav 137 of July 1943 as providing that only those actually present and who participated in the action, or one of the actions if more than one is mentioned, upon which the citation is based shall wear the ribbon with star permanently. Personnel attached to the cited unit but not present or participating in the basic action or actions and personnel who subsequently joined the cited unit shall wear the

citation ribbon without star and then only while attached to that unit.

No. 73 — Appointment of officers on the active list of the regular Navy, Naval Reserve and Women's Reserve (but not Navy Nurse Corps) of the ranks of ensign and lieutenant junior grade, line and staff corps, with continuous active duty in their respective ranks since 1 March 1943 or earlier to the next higher rank, to rank from 1 April 1944.

No. 74 — Appointment of officers on the retired lists of the regular Navy and Naval Reserve of the same rank and meeting same continuous active duty requirement as in Alnav 73 to the next higher rank, to rank from 1 April 1944.

No. 75 — Directing supply officers ashore within U. S. and at permanent bases outside U. S. to plan report on money value of materials, by classes, carried in APA inventory as of 30 June 1944.

No. 76 — Instructing Navy postal personnel that all letters and postcards pertaining to Federal or state war ballots, and identifiable as such in any manner, be given airmail trans-

portation and the most expeditious handling possible; that the law contemplates that such matter will be carried as airmail, free of postage; that detailed instructions for handling war ballot mail will follow.

No. 77 — Discontinuing immediately (with certain exceptions) submission of NavMed Form B (report of allotment expenditures and obligations) by all ships, including hospital ships; all Marine Corps and construction battalion organizations outside continental U. S., including those in Alaska and Hawaii; all shore-based activities outside continental U. S. where advanced base accounting procedures as prescribed by BuS&A are in effect.

No. 78 — Additional instructions to govern termination of money allowance for quarters for dependents of enlisted men and filing of application for their family allowance. (See story on page 19.)

No. 79 — States that personnel transferred to overseas bases and task forces or fleet units are not obtaining proper mail address instructions prior to their transfer. Unless correct addresses are used, violation of security and unsatisfactory postal service, including delays and losses of mail, will result.

WHAT IS YOUR NAVAL I. Q.?

1. You are most likely to find an isobar: (a) on a weather map; (b) in Iceland; (c) wherever liquor is sold; (d) on the dashboard of a B-24?

2. How did the naval hero, Stephen Decatur, die?

3. Could you have identified each of these aboard old ships: (a) Charley Noble; (b) Jamie Green; (c) Jolly Roger?

4. What type of vessels do the letters DM indicate?

5. What was the Eagle boat?

6. How many blades are there in the propeller design of the Distinguished Flying Cross?

7. What do these signal flags predict? →

8. Which kind of electric current is more extensively used aboard modern naval surface combatant vessels: AC or DC?

9. A grain of powder used in a big gun aboard a battleship is about the size of: (a) a particle of dust; (b) a pea; (c) a man's thumb.

10. An enlisted man objects to trial by deck court. How can he be placed on trial?

11. The island of Truk is situated: (a) south of New Guinea; (b) north of New Ireland; (c) west of the Philippines; (d) east of the Gilbert Islands?

12. After what are mine sweepers named?

13. True or false: Navy nurses,

no matter what their rank, are never saluted by enlisted men.

14. What is the first U. S. cruiser in history to be named after a foreign capital city?

15. What is a "donkey's breakfast"?

16. Can you identify this ship?

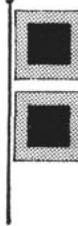
17. How did the life buoy come into its name?

18. Where — and what — is the greatest ocean depth found?

19. Who was the founder of the U. S. Coast Guard?

Answers to Quiz

- (a).
- In a duel (1820).
- (a) Galley smokestack; (b) sail set beneath the bowsprit and jib boom of a tea clipper; (c) black flag of piracy.
- Light minelayers.
- A type of craft developed during World War I to combat U-boats.
- Four.
- Hurricane or whole gale.
- AC.
- (c) A man's thumb.
- By summary court-martial.
- (b).
- Birds and general word classifications of logical and euphonious names.
- False.
- The USS *Canberra*, in honor of the Australian cruiser sunk in the Solomons and the capital city of Australia.
- A seaman's mattress having straw filling.
- The German battleship *Tirpitz*.
- By dropping the last three letters from the word buoyant.
- Northeast of Mindanao Island in the Philippines, sometimes called the Mindanao Deep, 35,400 feet.
- Alexander Hamilton, 4 August 1790.



Letters to the Editor

(Continued from Page 36)

General Order 207 (semi-monthly N. D. Bul., 15 Feb., 44-165).—ED.

PILOT COMMENDED FOR RESCUE

TO THE EDITOR:

There are two heroes in the "Survival in the South Seas" story (INFORMATION BULLETIN, February 1944)—The author and the pilot of the rescue plane. For my money, the rescue-plane pilot deserves recognition, to say nothing of identification.—C.T.D., Lt. (jg), USNR.

• Pilot of the rescue plane was Lt. (jg) Robert L. Hamblin, USN, of Altmar, N. Y., who was commended by Admiral W. F. Halsey Jr., USN, Commander South Pacific Area and South Pacific Force, for "superb skill and judgment" in accomplishing the rescue.—ED.

CPO REQUIREMENTS

TO THE EDITOR:

Can a chief specialist (S), acting appointment, Naval Reserve, be given a permanent appointment if he has served one year in the grade?—J.L.T., CSp. (S), USNR.

• Yes, if serving in a sea-duty status after completing 12 months continuous service under acting appointment. If serving ashore, the requirement is 24 months in pay grade 1-A, with any months of service in a sea-duty status in pay grades 1-A or 2 deductible from the requirement. Sea-duty status is considered as including shore duty beyond the continental United States. For further details, see BuPers Circ. Ltr. No. 110-43 in the 31 December 1943 cumulative edition of semi-monthly N. D. Bul., R-1185, page 754.—ED.

TO THE EDITOR:

What required time must a petty officer first class (no sea-duty qualifications) serve in that classification before he will be eligible for recommendation by his commanding officer for temporary appointment to chief petty officer in the naval reserve?—P.H.S., SK1c, USNR.

• BuPers Circ. Ltr. 110-43 (semi-monthly N. D. Bul., 1 July 1943, R-1185) gives requirements for CPO, acting appointment, USN and USNR, including 18 months in present rate and six months sea duty. The 18-month requirement can be reduced to nine months in certain cases, but the sea service cannot be waived except by the Bureau. For authority and instructions governing advancement in rating to CPO, acting, see also BuPers Circ. Ltr. 77-44 (semi-monthly N. D. Bul., 15 March, 44-314).—ED.

NUMERALS UNAUTHORIZED

TO THE EDITOR:

Information is requested regarding the wearing of bronze (or brass) numerals on the various campaign bars of this war. I would like to know what they stand for, and the authorization for wearing them. My shipmates and I find the BULLETIN very interesting.—G.B.D. Jr., Y2c.

• Numerals are not authorized; see General Order No. 207, Paragraph 2 (semi-monthly N. D. Bul., 15 Feb., 44-165). Latest official list of operations and engagements for which stars may be worn on area service ribbons is also contained in General Order No. 207, and in the INFORMATION BULLETIN of March 1944, page 66.—ED.

MEDAL QUALIFICATIONS

TO THE EDITOR:

Are former merchant marine officers now on active duty in the Navy entitled to wear the American Defense Ribbon with the numeral "1" in the center, providing they were actively engaged in the merchant marine prior to Pearl Harbor and within the designated period of the emergency?—R.W.H., Ens., USNR.

• No. The American Defense Service Medal is authorized only to members of the Navy, Marine Corps or Coast Guard serving on active duty under official orders during the period 8 September 1939 to 7 December 1941 or any part thereof. For details, see General Order 172, 20 April 1942. As to numerals, see answer to letter next above this one.—ED.

NO STAR FOR SURVIVORS

TO THE EDITOR:

I was aboard the USS Vincennes, sunk 9 August 1942 in the Battle of Savo

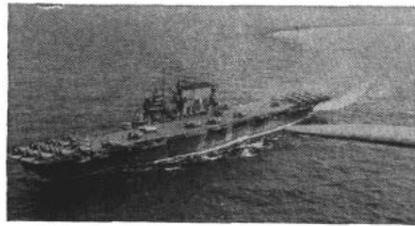
Island. I have seen enlisted men wearing a gold star on their dress blues, and I understood it was to signify a survivor of a sunken ship lost in combat with the enemy. Please advise me if this is authorized.—A.R.E., GMM2c.

• The wearing of a gold star on the uniform of enlisted personnel to indicate survival of torpedoed or sunken ships in enemy combat is not authorized by the Navy Department.—ED.

NO HELICOPTERS

TO THE EDITOR:

In your January 1944 issue, page 24, appears a picture of the USS Saratoga with the caption, "The USS Saratoga heads into the wind to receive returning planes." If so, they must be helicopters. Take a



good look at the crowded flight deck.—E.C.W., SK1c, USNR.

• The caption was correct. You may rest assured that other preparations for receiving returning planes included moving some of those on the flight deck.—ED.

COAST GUARD STANDARDS

TO THE EDITOR:

On page 63 of the March INFORMATION BULLETIN there is a news item headed, "Standards Modified for Commission in the Naval Reserve." Does this apply to members of the Coast Guard Reserve?—A.R.M., BM2c, USCGR.

• No.—ED.

HOW IT STARTED

TO THE EDITOR:

I see by the letters department in your March issue that E.W.A. questions your version of the origin of the globe on the electrician's-mate rating badge (INFORMATION BULLETIN, November 1943, page 70). Well, I heard it your way from a man who already was an old-timer in the Navy when I enlisted in 1911. When the badges were delivered, he said, the mistake was noted; but because of the large quantity delivered, they were accepted rather than cause the contractor a loss by rejection.—H.Y., CBM(PA), USN (Ret.).

• Any other versions?—ED.

EXPEDITIONARY MEDAL

TO THE EDITOR:

In "A Summary of Regulations Governing the Issuance and Wearing of Decorations, Medals and Ribbons for Naval Personnel, NAVPERS 15016, Revised June 1943." It is stated that the Expeditionary Medal will be awarded to officers and enlisted men of the Navy and Marine Corps. Has this medal ever been awarded to anyone in the U. S. Coast Guard? Has it been awarded to anyone in the Coast Guard for action in World War II?

I served an enlistment in the Navy covering World War I and have now been in the Coast Guard for almost two years. At present, I am in command of a large security station. I would like you to know how much the officers and men of this station appreciate your vigorous, interesting, informative magazine. This is the best service information bulletin that I have seen in either war. We use it to a great extent in building morale and in keeping our men informed about new things in the naval service.—F.V.B., Lt., USCGR.

• The Naval Expeditionary Medal has not been authorized for any service in World War II except that performed by the defenders of Wake Island in December 1941. For this heroic engagement, the medal has

not actually been presented, because all the American fighting men who participated are listed officially as missing or prisoners of war. There is no record of the medal having ever been awarded to Coast Guard personnel.—ED.

SHIP'S SERVICE RATINGS

TO THE EDITOR:

BuPers recently has established rates for barbers, cobblers, tailors and laundrymen working in ship's service departments. But what about men in other ship's service positions? I refer particularly to the men in the offices who handle the bookkeeping and accounting end of it, who assist in administrative and supervisory duties and who handle the stocks?—W.W.A., SK1c, USNR.

• Only the four ship's service ratings you mentioned above were deemed necessary at this time. Appropriate ratings already exist to provide necessary personnel to handle other duties than those provided by the ship's service men's ratings. It is the policy of BuPers to use civilian employees to the greatest extent possible in full-time ship's service work ashore. This policy was amplified in a letter from BuPers (Pers-563-MED/JF of 23 February 1944) inviting wives, dependents and relatives of officer and enlisted personnel to apply for positions in ship's service departments ashore.—ED.

DISABILITY AND PROMOTION

TO THE EDITOR:

What is the status regarding promotion to chief petty officer or warrant officer of regular Navy men assigned to limited shore duty only due to physical disabilities caused by injuries received in action with the enemy?—R.E.W., EM1c, USN.

• Men performing limited shore duty are eligible for promotion to chief petty officer if they are able to perform the duties of the rate. Such men, however, are not eligible for warrant grade.—ED.

TO SALUTE OR NOT . . .

TO THE EDITOR:

Question 18 of your saluting quiz (INFORMATION BULLETIN, Jan., 1944) says: "An officer, covered and walking down a passageway of a Navy building, encounters a senior officer who is uncovered. Should he salute?" Your answer was "Yes." I was always under the impression all salutes had to be returned and don't see how it could be in this case as the senior officer is not covered . . . Also . . . page 20 shows an enlisted man reporting covered and rendering a salute. The officer is uncovered and I maintain he will be unable to return the salute.—J.D., RM3c, USCG.

• You salute if you are covered—regardless of whether the person you salute is covered or not. Since Navy Regulations (Art. 266 [3]) specify that the salute can be executed only when covered, an officer without headdress cannot return a salute (although he may acknowledge it by nod or greeting).—ED.

CLOTHING ALLOWANCE

TO THE EDITOR:

Am I entitled to the \$250 clothing allowance under these circumstances? I first entered the Navy in May 1913 and was transferred to the Fleet Naval Reserve (Class F4C) in April 1930. I was called up in February 1940 for physical examination and was classed as unfit for duty at sea or afloat. On 1 May 1940 I was retired on disability. On 3 March 1942 I was reexamined and classed as fit for shore duty, and I reported for duty that date. Inasmuch as I was not supposed to keep any uniform after I was retired, I feel I am entitled to the allowance.

Another question I would like answered concerns my longevity pay. I'm only drawing 45 per cent. All my active service was continuous, with an honorable discharge. Am I entitled to the 50 per cent or not?—A.H., CW T, USN, (Ret.).

• To your first question, the answer is No. By law, only enlisted personnel reporting for active duty on and after 1 June 1942 are entitled to the cash clothing allowance. As to your second question, more information would be necessary to answer it, because of the wide scope of present laws. You should submit an official request to the Chief of Naval Personnel for statement of service for pay purposes.—ED.

ANSWER x 15

TO THE EDITOR:

On page 59 of the March issue of the INFORMATION BULLETIN you had a quiz entitled "How Is Your Arithmetic?" Problem 1 was "Write 10 by using five 9s." Your solution was 99 divided by 99 plus 9 equals 10. The enclosure [below] indicates 15 other possible solutions. It is not expected that this is an exhaustive list, but it is passed on for your interest.—L.E.M., Lt. (jg) (SC), USNR.

HOW TO WRITE 10 BY USING FIVE 9s

- | | |
|--------------------------------------|--|
| 1. $9 + 9 - 9 + \frac{9}{9}$ | 9. $9 + \frac{9 \times 9}{9 \times 9}$ |
| 2. $9 + 99^{9-9}$ | 10. $9 + \frac{9}{9}$ |
| 3. $9 + \frac{9}{9}$ | 11. $9 + 9^{(9-9)^9}$ |
| 4. $9 + (\frac{9}{9})^{9-9}$ | 12. $9 + 9^{(9-9)^9}$ |
| 5. $9 + (\frac{9}{9})^{\frac{9}{9}}$ | 13. $9 + 9^{\frac{9-9}{9}}$ |
| 6. $9 + (\frac{9}{9})^{9^9}$ | 14. $\frac{9-9+9}{9} + 9$ |
| 7. $9 + (\frac{9}{9})^{99}$ | 15. $9 + (9 \times 9)^{9-9}$ |
| 8. $9 + \frac{9+9}{9+9}$ | |

V-12 CLASS 1 JULY

TO THE EDITOR:

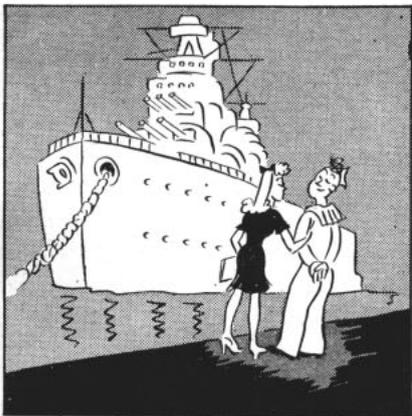
I've been in the SoPac over a year and was recently recommended for Navy V-12, which made me very happy. However, close to receipt of the quota, I was transferred to another command to fill a vacancy and was consequently out of that specific quota. The new command had already recommended and filled its quota. Is there still a chance for me?—R.N.T., Y2c, USNR.

• Yes. You can try to make the next quota for the V-12 increment beginning training 1 July 1944. See the officer who is handling the V-12 quota for your command.—Ed.

REFRIGERATION MEN

TO THE EDITOR:

In the article on the Seabees in the February INFORMATION BULLETIN it is mentioned that refrigeration plants are erected by them, but in the list of tradesmen represented in the Seabees no mention is made of the refrigeration mechanics or service engineers. One would be led to believe that plumbers, pipefitters or machinists performed the necessary work of installing those refrigeration plants. In behalf of myself and my fellow refrig-



The Powderpuff (U. S. Naval Barracks, Naval Ammunition Depot, Vallejo, Calif.)

"Well, not exactly—but I HELP run it."

eration servicemen and mechanics, I protest that our trade is one requiring special training and skills in many branches of mechanics and that they should be given the recognition due us.—A.R.B., CSF.

• The list was not meant to be all inclusive but to suggest the wide variety of skills employed by the Seabees.—Ed.

UNIT CITATIONS

TO THE EDITOR:

I was attached to the USS *Solace*, hospital ship, from 15 August 1941 to 29 December 1942. This ship was cited for meritorious achievement and distinguished service during and subsequent to the Japanese attack on Pearl Harbor. I would like to know if it has been awarded the Presidential Unit Citation?—D.D.B., Lt. (jg) (NC), USN.
• No.—Ed.

TO THE EDITOR:

Kindly advise if the USS *McKean* or USS *Hunter Liggett* was a member of one of the task force groups receiving a Presidential Unit Citation?—G. N., Mach., USCG.
• Neither. Following is a list of vessels and units that had been awarded the Presidential Unit Citation as of 4 April 1944.—Ed.

Vessel or Unit	Type	Date of Action
USS Alchiba	Freighter	Aug.-Dec. 1942
USS Atlanta	Cruiser	12-13 Nov. 1942
USS Bernadou	Destroyer	8 Nov. 1942
USS Bowfin	Submarine	2nd war patrol (no date indicated)
USS Cole	Destroyer	8 Nov. 1942
USS Dallas	Cruiser	10 Nov. 1942
USS Enterprise	Carrier	7 Dec. 1941, to 15 Nov. 1942
First Marine Division (Reinforced)		7 Aug. to 9 Dec. 1942
USS Greenling	Submarine	May to Dec 1942 (three war patrols)
USS Guardfish	Submarine	May to Dec. 1942 (two war patrols)
USS Gudgeon	Submarine	7 Dec. 1941 to 25 April 1943 (first seven war patrols)
USS Haddock	Submarine	2nd, 5th, 6th, 7th war patrols (no dates indicated)
USS Houston	Cruiser	7 Dec. 1941 to 28 Feb. 1942
USS Laffey	Destroyer	15 Sept. to 13 Nov. 1942
USS LCI(L) 1	Landing Craft, Infantry, Large	July 1943
Marine Aircraft Group 22		June 1942
USS McFarland	Seaplane Tender	20 June to 16 Oct. 1942
USS Nautilus	Submarine	Three war patrols (no dates indicated)
USS Nicholas	Destroyer	July 1943
USS O'Bannon	Destroyer	7 Oct. 1942, to 7 Oct. 1943
USS Radford	Destroyer	July 1943
USS San Francisco	Cruiser	11-12 Oct. and 13 Nov. 1942
USS Smith	Destroyer	26 Oct. 1942
Second Marine Division (Reinforced)		20 Nov. to 24 Nov. 1943
Task Unit 21.14		
USS Card	Carrier	27 July 1943 to 25 Oct. 1943
USS Barry	Destroyer	
USS Borie	Destroyer	
USS Goff	Destroyer	
VC Squadrons 1 and 9		
Torpedo Squadron 8 (USS Hornet)	Carrier	4 June 1942
USS Trout	Submarine	Numerous successful war patrols (no dates indicated)
USS Wahoo	Submarine	16 Jan. to 7 Feb. 1943
Wake Detachment: First Defense Battalion, Marine Fighting Squadron 211 of Marine Aircraft Group 21. Army and naval personnel present		8 Dec. to 22 Dec. 1941

RETURN FROM SEA DUTY

TO THE EDITOR:

I served aboard a heavy cruiser for four years (1932-36). Since reenlisting in 1942, I have been in the amphibious force. Having noted a certain personnel turnover from ships of the fleet to new construction, a lot of us would like to know when we may expect temporary shore duty, especially those with sea duty prior to our present sea assignments?—W.J.W., BM1c.
• The policy on interchange of sea and shore personnel was covered in the February 1944 INFORMATION BULLETIN, page 68.—Ed.

OPTIONAL CHIN STRAPS

TO THE EDITOR:

What type chin strap must be worn with the officers' gray working uniform: gold lace or black braid?—A.B., Ens., USNR.

• The wearing of either gold lace or black braid chin straps with the gray uniform is optional. However, only gray cloth shoulder marks and blue-black plastic buttons are now authorized for wear on gray working uniforms, under Alnav 53 of 7 March 1944.—Ed.

LIMITED SERVICE

TO THE EDITOR:

After having been rejected by the Army twice because of defective vision, I was inducted into the Navy and assigned to the Seabees. I understood at that time that I would be assigned to continental duty, having been classified as "Special Assignment." Since then, I have been assigned to a battalion about to go overseas. Other SA's already have been shipped. What is the Navy's policy with regard to them?—H.L.M.

• Your understanding must have come from scuttlebutt. "Special Assignment" is a designation placed on records of men inducted into the Navy who do not measure up to the now existing physical standards for general service. At the time of your induction, all SA men were being assigned to Construction Battalions. But all SA men in the Navy (except certain classes of enemy aliens), whether in the Seabees or any other branch, are considered eligible for duty at advanced bases as well as at stations within continental U. S., though not eligible for combat duty. SA men in most branches, except non-rated men with eyesight below 6/20 in one eye and 10/20 in the other, are eligible also for duty afloat in auxiliary vessels. Seabees—SA or otherwise—are, of course, not assigned to duty afloat.—Ed.

HASH MARK REQUIREMENTS

TO THE EDITOR:

Does Army or Coast Guard service count along with Navy service in computing service for the wearing of hash marks?—R.J.G., CY, USNR.

• No, nor does service in the Marine Corps. Navy Uniform Regulations, Art. 8-8(c), states: "There shall be one service stripe (worn) for each four years of active service in the Navy or the Naval Reserve."—Ed.

How Did It Start?

The phrase "the cut of his jib," meaning a man's appearance, stems from the days of sailing ships, whose nationality and rigs often could be distinguished by their jibs. A Spanish ship, for example, had a small jib or none at all; the large French ships often had two jibs, the English ships seldom more than one. Use of the phrase as applied to a man originally referred to his nose—which, like a jib, is the first feature of its wearer to come into view. Ultimately it was extended to describe a man's appearance generally. (If you have a different version send it along to the Editor.)



DECORATIONS AND CITATIONS

Capt. Tobin Gets 3d Navy Cross in Less Than a Year

Capt. Robert G. Tobin, USN, of Danville, Va., has received the Gold Star in lieu of a third Navy Cross for heroism as commanding officer of a cruiser during the initial bombardment of Shortland-Faisi-Ballale and a subsequent action in which five Japanese warships were sunk and four others damaged. The action lasted from 30 October to 2 November 1943.



Capt. Tobin

In March 1943 Captain Tobin was awarded the Navy Cross and a Gold Star in lieu of a second Navy Cross for actions at Guadalcanal and off Savo Island. At Guadalcanal he maintained an effective screen with a destroyer division for cruisers and transports, and extricated his own ships after inflicting severe damage on Japanese forces. The second award was for an action only a month later, when his destroyer division boldly engaged numerically superior Japanese forces and inflicted heavy damage.

Pilot and Turret Gunner Win Four Medals in Two Days

An officer and an enlisted man have each received two decorations for action in two antisubmarine attacks only a day apart.

Lieut. Asbury H. Sallenger, USNR, of Florence, S. C., was awarded the Navy Cross and the Silver Star



Official U. S. Navy photograph
Lieut. Sallenger and James H. O'Hagan
Jr., AMM2c.

Medal, while his turret gunner, James H. O'Hagan Jr., AMM2c, USNR, Washington, D. C., was presented the Air Medal and a Gold Star in lieu of a second Air Medal.

Lieutenant Sallenger commenced an attack on two submarines, entirely without aerial or surface support, and severely damaged one sub with his accurate depth bombing. Observing that the other submarine was about to submerge, he made a second dive through a heavy screen of fire and released the rest of his depth bombs on the craft. He remained in the vicinity until other planes arrived to finish off the U-boat.

On patrol the next day, he sighted another sub on the surface. As the plane swooped down, several shells from the submarine destroyed the plane's radio, as well as the electric and hydraulic systems. Damage to the plane prevented release of the bombs, but Lieutenant Sallenger skillfully maneuvered his plane and made a second attack, manually releasing the bombs, which damaged the sub.

On both occasions, O'Hagan remained at his post and operated his turret manually, continuing to straf the U-boat effectively despite its intense anti-aircraft fire.

When the plane was forced to land on the water and began sinking, the officer entered the flooded tunnel compartment in a vain attempt to rescue the already dead or seriously wounded radioman. He and O'Hagan then managed to release a life raft from which they were subsequently picked up by a destroyer.

Gold Star in Lieu of Second



NAVY CROSS

★ Brig. Gen. Merritt A. Edson, USMC, Washington, D. C.: As commanding officer of the Tulagi Combat Group and of the First Marine Raider Battalion during the initial action in the Solomons landings, he advanced the attack of his units with such skill, courage and aggressiveness that he was an inspiration to the entire group and directly responsible for the capture of Tulagi.

★ Capt. Rodger W. Simpson, USN, Vallejo, Calif.: Conducting a perfectly coordinated attack on Japanese forces in Vella Gulf during the night of 6-7 August 1943, he skillfully disposed the units of his destroyer division for maximum fire power and efficiency, which resulted in the annihilation of the entire hostile force of one cruiser and three destroyers.

★ Lt. (jg) Robert L. Stearns, USNR, Santa Rosa, Calif.: While piloting a torpedo bomber on antisubmarine patrol, he sighted a concentration of surfaced submarines, radioed their position to his carrier and, in the face of heavy anti-aircraft fire, probably sank one of the U-boats.

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.



NAVY CROSS

★ Maj. Gen. Allen H. Turnage, USMC, Wide Water, Va.: As commander of the landing force during the establishment of the beachhead at Empress Augusta Bay, Bougainville, he frequently exposed himself to fire and displayed the highest degree of bold, aggressive and fearless leadership, which was an inspiration to his officers and men.

★ Comdr. Frank G. Gould, USN, Deland, Fla.; Comdr. Clifton Iverson, USN, Los Angeles, Calif.; Comdr. Roy A. Newton, USN, Gainesville, Tex.; Comdr. John L. Wilfong, USN, Palo Alto, Calif.; and Comdr. Francis T. Williamson, USN, Tiverton, R. I.: As commanding officers of destroyers in action against Japanese forces in Vella Gulf 6-7 August 1943, they maneuvered and struck boldly with well-timed and perfectly coordinated gun and torpedo attacks, which resulted in the sinking of one Japanese cruiser and three destroyers. They brought their own ships through the engagement without losses or damage.

★ Comdr. Alfred H. Richards, USN, Columbus, Ohio: He led minesweepers in darkness into the waters off Anzio during the amphibious assault and quickly cleared approach channels for the transports and gunfire-support ships. Despite ill health brought on by overwork, he was an inspiration to officers and men of the minesweeping group and contributed materially to the success of the landings.

★ Lt. Comdr. Millard J. Klein, USN, Knoxville, Tenn. (missing in action): Commanding the USS *Buck* during an attack on a hostile submarine while on convoy duty, he skillfully maneuvered for position and launched a depth charge, which forced the enemy craft to the surface and then destroyed it, resulting in the subsequent capture of prisoners.

★ Maj. Gordon Warner, USMC, Long Beach, Calif.: Landing with one of the first Marine units on Bougainville, he discovered that the Japanese were skillfully camouflaged in their entrenchments. He challenged them in their own language, hurling insults

which so enraged them that they revealed themselves by rifle fire, whereupon he organized a combat team and killed or drove them from their positions.

★ Lieut. John G. Kendall, USNR, Pottstown, Pa.: When hostile bombs straddled the USS LCI(L) 212 during an enemy air raid on Palermo harbor 1 August 1943, he successfully got his own vessel and three others moored alongside underway, and maneuvered the group to a place of safety away from the dock where gasoline and ammunition had been set afire.

★ Lieut. Carl F. Robison, USNR, Richmond, Va.: Commanding the USS LCI (L) 1 during the assault on Sicily, he embarked troops and made a successful landing in the face of tremendous opposition from shore batteries although his ship was broached under pounding by heavy surf. He returned the enemy fire with determination, relenting only when his ammunition was exhausted.

★ Lt. (jg) Fay B. Begor (MC), USNR, Montreal West, Canada (posthumously): While serving as medical officer aboard a landing craft which beached in the vicinity of Japanese-occupied Lae 4 September 1943, he courageously continued to care for the wounded in the face of enemy bombing and strafing attacks until he was killed in action.

★ Lt. (jg) Elbert S. Heim, USNR, Bossier, La., and Lt. (jg) David O. Puckett, USNR, Tupelo, Miss.: As fighter pilots on antisubmarine patrol, they participated in an attack on a concentration of U-boats, despite heavy anti-aircraft fire from the subs. Lieutenant Puckett strafed the largest, most heavily armed submarine, and then pressed home an equally determined attack against a second U-boat and silenced its anti-aircraft battery so that a bomber might attack unopposed. Lieutenant Heim attacked a third sub from an altitude of 2,000 feet and continued his strafing attack until he was 50 feet above the enemy craft.

★ Lt. (jg) John W. Randall, USNR, Toledo, Ohio (posthumously): Setting out in a small landing craft during the invasion of Sicily, he led four waves of boats through total darkness and rough seas and, after landing, returned to his ship and voluntarily led a salvage party back to the beach. He was swept offshore by the heavy surf and lost at sea.

★ Ens. Edward C. Zacek, USNR, West Point, Neb.: Undeterred by fierce opposition as boat-wave commander during the assault on Salerno, he proceeded through heavy gunfire and, despite the fact that he was seriously wounded in head and hip, persisted with landing operations, unloading and boat retraction before he would receive first aid.

★ Chief Boatswain H. H. Branyon, USN, Spartanburg, S. C.: From 1 September to 2 November 1942 he was in command of a small auxiliary vessel operating between Tulagi and Guadalcanal. His craft averaged at least one trip a day, many being made under

NAVY CROSS AWARDS



Allen H. Turnage
Maj. Gen., USMC

Merritt A. Edson,
Brig. Gen., USMC

Clifton Iverson
Comdr., USN

Alfred H. Richards
Comdr., USN



John L. Wilfong
Comdr., USN

Millard J. Klein
Lt. Comdr., USN

Gordon Warner
Maj., USMC



Carl F. Robison
Lieut., USNR

Fay B. Begor
Lt. (jg), USNR

Elbert S. Heim
Lt. (jg), USNR

David O. Puckett
Lt. (jg), USNR



John W. Randall
Lt. (jg), USNR

Robert L. Stearns
Lt. (jg), USNR

Edward C. Zacek
Ens., USNR

Stanley J. Sharp Jr.
QM2c, USN

Photographs of Capt. Robert G. Tobin and Lieut. Asbury H. Sallenger appear with reports of their citations on opposite page. Photographs not available of Capt. Rodger W. Simpson, Comdr. Frank G. Gould, Comdr. Roy A. Newton, Comdr. Francis T. Williamson, Lieut. John G. Kendall and Chief Boatswain H. H. Branyon.

extremely heavy enemy fire, at night and in dangerous circumstances. He carried out these hazardous assignments with courage and skill.

★ Stanley J. Sharp Jr., QM2c, USN, Sterling, Ill.: Serving in the USS LCI (L) 212 during an air raid in Palermo harbor 1 August 1943, he courageously remained at the helm, although in great pain and bleeding profusely from wounds, without revealing his injuries until his burning ship was safely docked.

Gold Star In Lieu of Second



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Thomas C. Kinkaid, USN, Philadelphia, Pa.: In a position of great responsibility as Commander North Pacific Force as our forces moved westward in the Aleutians, he planned offensive operations, estab-

SECOND DISTINGUISHED SERVICE MEDAL

lished bases and conducted a determined and successful offensive campaign which resulted in the final expulsion of the Japanese.



DISTINGUISHED SERVICE MEDAL

★ Maj. Gen. Roy S. Geiger, USMC, Pensacola, Fla.: As commanding general of the First Marine Amphibious Corps during operations on Bougainville, he successfully seized and held an important position and extended it for the construction of airfields. He contributed directly to the neutralization of enemy forces and to the acquisition of a strategically important position.

★ Rear Admiral Theodore S. Wilkinson, USN, Arlington, Va.: As Commander Amphibious Force during operations in the Solomon Islands from July 1943 he achieved outstanding success in operations against the Japanese. His forceful leadership, careful planning and sound tactical judgment were vital factors in our success.

★ Capt. Arnold J. Isbell, USN, Chicago, Ill.: As commanding officer of the USS *Card* and as an antisubmarine task group commander from 27 July until 9 November 1943, he welded the planes and escort destroyers in his command into a powerful combat force, seeking out the enemy relentlessly and striking with sustained drive. He achieved a notable record in submarine sinkings.

Gold Star in Lieu of Second



LEGION OF MERIT

★ Rear Admiral Spencer S. Lewis, USN, Calvert, Tex.: As chief of staff to Commander Western Naval Task Force during the assault on Sicily, he coordinated planning and activities, efficiently organized all staff sections and exhibited sound judgment, distinctive ability and untiring energy.

★ Rear Admiral Leo H. Thebaud, USN, Bryn Mawr, Pa.: Commanding the USS *Boise* during the assault on Italy, he fought his ship gallantly in support of Allied assault troops and effectively assisted in inflicting severe damage on the enemy and in maintaining beachheads against counterattack.

★ Capt. Paul Hendren, USN, Chapel Hill, N. C.: Commanding the USS *Philadelphia* during the invasion of Italy, he maneuvered through enemy-mined waters and fought his ship daringly, providing effective fire support for Allied troops in maintaining their beachheads against determined counterattacks.

★ Capt. George L. Menocal, USN, Key West, Fla.: Commanding a screen unit during the assault on Salerno, he skillfully disposed the units of his destroyer squadron to give maximum protection for a major task force. He accomplished a vital mission with conspicuous success.

★ Capt. Charles E. Olsen, USN, Waukegan, Ill.: Under extremely hazardous conditions and frequent bombing attacks, he established naval bases in the Solomons area from February to July 1943. He organized and operated the bases at the Russell Islands and Rendova with outstanding skill and great courage.



LEGION OF MERIT

★ Rear Admiral George H. Fort, USN, Annapolis, Md.: As task group commander during the capture of eastern New Georgia, he handled the units of his command with brilliant technical skill and directed his ships through poorly charted waters, landed troops and assisted in the occupation of strongly defended enemy positions.

★ Rear Admiral John Wilkes, USN, Charlotte, N. C.: Subjected to persistent bombing attacks during the invasion of Sicily, he maneuvered his cruiser within hazardously close range of shore artillery and laid down a barrage of fire which neutralized enemy positions and smashed coastal batteries threatening the invading forces.

★ Commodore Lawrence F. Reifsnider, USN, Annapolis, Md.: As Commander Task Force Group, South Pacific, during the Solomons campaign from August 1942 to July 1943, he participated in the Guadalcanal-Tulagi occupation, commanded task force units in dangerous waters, reinforced and supplied the American garrisons and handled units under his command with superb tactical skill during frequent attacks.

★ Capt. Francis McK. Adams, USN, Troy, Ala.: Commanding a landing craft group during the invasion at Salerno, he conducted 13 LST's from a North African port and expeditiously landed U. S. Army troops and



Official U. S. Navy photograph

DOCTOR CITED: *Comdr. (then Lt. Comdr.) S. A. Isquith (MC), USNR, Brooklyn, N. Y., is congratulated by Capt. C. Gulbranson, USN, commanding officer of the Amphibious Training Base, Fort Pierce, Fla., who presented to him the Legion of Merit for heroism aboard the USS Vincennes. Commander Isquith stayed at his dressing station, caring for casualties, until the Vincennes was almost completely abandoned. Later, although wounded himself, he continued to care for the wounded while at sea in an open raft.*

armor on assault beaches despite fierce opposition.

★ Capt. George B. Ashe, USN, Raleigh, N. C.: Commanding a transport division during the occupation of Guadalcanal-Tulagi, and subsequent task units which reentered dangerous waters, he supplied and reinforced American garrisons despite frequent attacks by hostile planes, submarines and shore batteries. Each mission was completed without loss or damage to his ships and crews.

★ Capt. Leo A. Bachman, USN, Berkeley, Calif.: As intelligence officer on the staff of Commander U. S. Naval Forces, Northwest African Waters, he provided the planning section with highly important data on which to base war plans. His information on the enemy and the area contributed materially to the success of the Sicily invasion.

★ Capt. Alexander R. Early, USN, Baltimore, Md.: With profound understanding of objectives and methods, he skillfully integrated staff sections into an efficient organization as chief of staff to Commander Amphibious Force, Atlantic Fleet, during the invasion of Sicily.

★ Capt. Robert A. J. English, USN, San Francisco, Calif.: Working tirelessly to expedite completion of an important task as war planning officer during the invasion of Sicily, he devised a sound and effective program which contributed to the success of our Navy units in establishing and maintaining our Army forces in Sicily.

★ Capt. Donald S. Evans, USN, Wausau, Wis.: Responsible for the establishment and maintenance of communications during the invasion of Sicily, he worked tirelessly day and night to organize a system which resulted in the highly efficient coordination of the attacking forces.

★ Col. William S. Fellers, USN, Atlanta, Ga.: When a Marine division in the Solomons was undergoing rearming, refitting and re-equipping, he performed his duties as assistant chief of staff with complete understanding of the essentials involved and materially assisted the division in attaining a high state of efficiency.

★ Capt. Paul R. Glutting, USN, Boston, Mass., and Capt. Leo B. Schulten, USN, Helena, Mont.: Valiantly fighting their ships through severe enemy bombings during the attack on Sicily, they successfully landed men, vehicles and material and brought their ships through unscathed. By expert seamanship and tactical skill they contributed materially to our success.

★ Capt. Henry Hartley, USN, Bladensburg, Md.: Valiantly fighting his ship through severe enemy bombings during the assault on Sicily, he landed troops and equipment and brought his ship through unscathed. By expert seamanship and tactical skill he contributed materially to the success of the operations.

★ Capt. Stanley Leith, USN, San Diego, Calif.: As commander of a mine squadron, he covered the movement of ships and troops into Kula Gulf and the Solomons area from February to July 1943. Despite repeated attacks by the enemy from the air, sea and

shore, he completed his missions and retired without loss or damage.

★ Capt. Paul L. Mather, USN, Washington, D. C.: In command of the headquarters ship of a major task force during the assault on Sicily, he directed the facilities of his vessel with notable skill and enabled all commanders and staffs embarked to accomplish their missions with utmost efficiency.

★ Capt. George E. Maynard, USN, Hudgins, Va.: Despite determined opposition, he directed the landing of assault troops during the invasion of Sicily and landed troops, vehicles and equipment with speed and efficiency. When a bomb started a fire on his ship, his excellently trained command quickly extinguished the blaze.

★ Capt. Joseph W. McColl Jr., USN, Atlantic City, N. J.: Valiantly fighting his ship through severe bombing, he successfully landed troops and equipment during the invasion of Sicily. By his expert counsel and fine tactical skill he contributed materially to the success of our operations.

★ Capt. Daniel M. McGurl, USN, Minersville, Pa.: As commanding officer of a naval vessel during the assault on Sicily, he fought his ship through severe enemy bombings and successfully landed troops and equipment. By his expert seamanship he brought his ship through the engagement unscathed.

★ Capt. George F. Mentz, USN, Front Royal, Va.: Commanding a task group of mine-layers during the assault on Sicily, he skillfully directed the laying of mines to protect the anchorage although the area was under bombing attack and in danger of artillery fire. He completed the assignment with speed and efficiency.

★ Capt. Kendall S. Reed, USN, Lexington, Mass.: As commander of a task group during the invasion of Sicily, he achieved conspicuous success in landing assault troops and mechanized units on the beaches near Gela. Later, in charge of joint loading activities for maintenance, he insured availability of convoy ships and their departures on schedule.

★ Col. Christian F. Schilt, USMC, Olney, Ill.: As commanding officer of the Strike Command and the Search and Patrol Command, Solomon Islands, April to July 1943, he frequently participated as pilot to the target area and determined by personal observation the location and tactics of enemy air and ground units. He developed a hard-hitting command which contributed in large measure to the success of our air operations.

★ Capt. Thor C. Sorensen, USNR, Tuckahoe, N. Y.: Exposed to numerous air attacks, he directed landing operations during the attack on Sicily as commanding officer of a naval vessel. He landed troops and material on the beaches with speed and efficiency.

★ Comdr. Harold R. Brookman, USNR, Oakland, Calif.: As material officer on the staff of Commander U. S. Naval Forces, Northwest Africa Waters, he utilized expert knowledge of the type of craft involved in the invasion of Sicily and was largely responsible for

New Zealand Airman Gets Legion of Merit

Squadron Leader Henry Campbell Walker of the Royal New Zealand Air Force was awarded the Legion of Merit, Degree of Officer, by the Navy last month. The award was made for numerous search flights, bombing missions, special photography, illuminating and observation flights made in cooperation with U. S. air forces during the Solomons campaign from 20 January to 3 April 1943.

the high degree of material readiness of these ships at the required time.

★ Comdr. Hamilton Hains, USN, Bokeelia, Fla.: Participating in the initial occupation of Guadalcanal-Tulagi, he also aided in the occupation of the Russell Islands and the assault on New Georgia as staff member with Commander Amphibious Force, South Pacific, from August 1942 to July 1943. He carried out many extremely difficult and hazardous missions.

★ Comdr. John S. Lewis, USN, Evanston, Ill.: Participating in the initial occupation of Guadalcanal-Tulagi on the staff of Commander Amphibious Force, South Pacific, from August 1942 to July 1943, he also took part in all subsequent phases of the Solomons campaign. He carried out important assignments despite almost continual enemy attack.

★ Comdr. John R. McKinney, USN, Stanford, Ky.: He gallantly brought his ship through repeated bombing attacks and effected the landing of troops and equipment during the assault on Sicily. He skillfully completed his assignment and retired from the combat area without suffering loss.

★ Comdr. George F. O'Keefe, USN, Marshall, Mich.: As engineering and material officer on the staff of Commander North Pacific Force from September 1942 to October 1943, he rendered invaluable assistance in planning and execution of operations involving vital engineering and material matters. He also skillfully supervised all activities concerned with supply and logistics.

★ Comdr. Wallace B. Phillips, USN, Oceanside, N. Y.: As commander of transports of a naval task force during the invasion of Sicily, he organized his command into a strong fighting unit and by cool leadership under fire enabled his troops to land expeditiously on enemy beaches despite severe opposition.

★ Comdr. Joseph G. Pomeroy, USN, Leesburg, Va.: Commanding a naval vessel during the invasion of Sicily, he valiantly fought his ship through enemy bombings and embarked troops and equipment, bringing his ship through the engagement unscathed.

★ Comdr. Walter H. Price, USN, Washington, D. C.: Commanding a destroyer in the Solomons from June 1942 to October 1943, he participated in the initial landing at Guadalcanal and contributed to the advancement of our forces by making many patrol trips and destroying many barges. He also

assisted in the occupation of Rendova and New Georgia.

★ Comdr. Ion Pursell, USN, Whitesville, Ky.: Continually exposed to hostile air attacks during the assault on Sicily, he skillfully directed the landing of combat equipment, stores and ammunition on enemy-held beaches. His leadership, courage and devotion to duty contributed materially to the success of the operations.

★ Comdr. Alfred H. Richards, USN, Columbus, Ohio: As commander of a sweeper group, he planned and successfully executed the difficult and hazardous tasks of clearing approaches for the amphibious invasion at Salerno, Italy. In constant danger from enemy mines, his vessels acted as guides for assault craft and screened the attack area after sweeping additional channels.

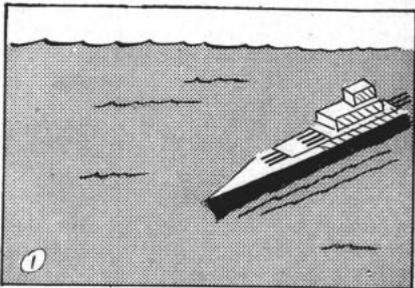
★ Comdr. Kenneth D. Ringle, USN, Avery Island, La.: As chief of staff and operations officer of a task force in Kula Gulf 5-13 July 1943, he was largely responsible for the success of these daring engagements. His acute perception of the rapidly changing situations and well-considered advice during night actions were of material assistance to the task force commander.

★ Comdr. David M. Tyree, USN, Sebring, Fla.: On the staff of Commander Amphibious Force, South Pacific, from 2 November 1942 to 15 July 1943, he participated in all phases of the Solomons campaign and carried out extremely important and hazardous assignments in connection with the occupation of the Russell Islands and assault on New Georgia.

★ Comdr. George W. Welker Jr., USN, Salisbury, Mo.: Displaying skillful leadership and devotion to duty on the staff of Commander Amphibious Force, South Pacific, from October 1942 to July 1943, he carried out extremely vital and difficult missions during the occupation of the Russell Islands and the assault on New Georgia.

★ Lt. Comdr. George M. Ankers, USNR, San Diego, Calif.: As salvage officer at Bizerte during May 1943, he blasted an opening through the wrecked ships which blocked the entrance to Lake Bizerte and reopened the port in record time in the face of sustained enemy air raids. He contributed immeasurably to uninterrupted supply for future operations in Sicily and Italy.

★ Lt. Comdr. Benjamin H. Griswold, III, USNR, Monkton, Md.: As aide and flag lieutenant to Commander Western Naval Task Force during the invasion of Sicily, he established the signal unit and effected an excellent visual communication system on extremely short notice.



(See page 55)

LEGION OF MERIT cont.

★ Lt. Comdr. Morgan H. Harris, USNR, Newport, R. I.: Commanding a mine-sweeping group during the invasion of Sicily, he executed all assignments with skill, efficiency and painstaking thoroughness. He trained and indoctrinated a command which contributed materially to the success of our operations.

★ Lt. Comdr. James W. LaBelle, USNR, Pelham, N. Y.: Prior to the assault on Sicily, he exhibited superb skill and tireless energy in training and organizing boat flotillas. As flotilla commander during the actual assault, he was successful in effecting landings in the face of terrific fire.

★ Lt. Comdr. George S. Lambert, USN, Cambridge, Mass. (missing in action): By sound judgment and decisive action as executive officer of the USS *Buck* during an attack on an enemy submarine while on convoy duty, he contributed materially to the success of the attack, which resulted in destruction of the submarine and the capture of prisoners.

★ Lt. Comdr. Robert D. Lowther, USNR, San Francisco, Calif.: Through his detailed and intelligent preparation as commander of the control group of a task force during the invasion of Sicily, he directed ships with conspicuous skill, enabling his group to proceed without navigational aids and to lead the landing craft to the assigned beaches with minimum loss.

★ Lt. Comdr. James E. Nolan, USN, Norfolk, Va.: Establishing advance bases during the invasion of Sicily, he worked with such skill and efficiency that our forces were able to use the bases with a minimum loss of time. He contributed in a large measure to the success of the operations.

★ Lt. Comdr. George Howell Patterson, USNR, Rosemont, Pa.: As commanding officer of the Advanced Amphibious Training Base at Bizerte, Tunisia, from May to July 1943, he solved numerous problems and established base facilities despite destruction by the enemy of a major portion of equipment and installations prior to our occupation of Bizerte.

★ Lt. Comdr. James K. Vardaman, USNR, St. Louis, Mo.: Utilizing sound judgment and resourcefulness as chief staff officer to Commander Naval Advance Bases during the invasion of Sicily, he established bases which greatly contributed to the successful occupation of the island.

★ Lieut. William D. Steel, USNR, Hempstead, N. Y.: Commanding a group of assault boats during the invasion of Italy, he directed six waves of landing craft to assigned beaches and unloaded troops and cargo in 36 hours, despite intense gunfire and enemy aerial attacks.

Gold Star in Lieu of Second



SILVER STAR MEDAL

★ Comdr. Donald J. MacDonald, USN, New York, N. Y.: Commanding the USS *O'Bannon* in the van of a small task force off Kolombangara 12-13 July 1943, he participated in an attack on a hostile force in which four Japanese



Official U. S. Navy photograph

STRAFED U-BOAT: *The Silver Star Medal has been awarded Lt. (jg) Phil Perabo Jr., USNR., Tupelo, Miss., for his strafing attacks on a submarine in the Atlantic. He made three attacks before the sub submerged and then, after it had resurfaced, he executed two more attacks, which damaged the U-boat's conning tower and weather decks.*

destroyers were sunk and two more damaged. His skillful maneuvering and determined attack in the face of heavy fire contributed materially to the success of the action.

★ Comdr. Peyton L. Wirtz, USN, Mt. Washington, Md.: Under continual threat of enemy submarine attacks in the Solomons area in June and July 1943, he commanded a minelayer which transported troops and supplies through hazardous, Japanese-infested waters to support vital landing operations at Rendova Island and the occupation of the New Georgia group.



SILVER STAR MEDAL

★ Capt. Francis X. McInerney, USN, Cheyenne, Wyo.: Commanding a task group of destroyers during the engagements off Kolombangara Island 13 July 1943, he maneuvered his vessels with expert tactical skill and enabled them to put the enemy under a concentration of gun and torpedo fire. During a subsequent engagement in which several of our cruisers were damaged, he disposed his destroyers to provide a screen escort which brought the cruisers safely to port.

★ Comdr. Elmer C. Buerkle, USN, San Diego, Calif. (missing in action): As executive officer of a cruiser in action against Japanese forces in the Solomons 5-6 July 1943, he directed sustained gunfire in the face of heavy enemy opposition. After the cruiser was hit by three torpedoes, he skillfully supervised abandonment of the ship and, with complete disregard for his own safety, assisted members of his crew to safety aboard rescuing destroyers.

★ Comdr. Louis D. McGregor Jr., USN, Warrenton, Ga.: Despite the strain of

prolonged undersea operations in perilous waters, his valiant and inspiring leadership as commanding officer of a submarine resulted in the sinking of 5,000 tons of enemy shipping and the damaging of 28,000 tons, including one large auxiliary aircraft carrier.

★ Comdr. Francis M. Peters Jr., USN, Bluefield, W. Va.: Commanding a high-speed minelayer in action against the Japanese in the Solomons in June and July 1943, he successfully transported troops and supplies through dangerous waters, although frequently subjected to severe bombing and shelling. He supported the vital landing operations of Rendova and New Georgia.

★ Comdr. Robert H. Wilkinson, USN, New Smyrna Beach, Fla.: Commanding a transport division during occupation of Rendova and New Georgia, he successfully transported troops and supplies under almost continual attack. By expert tactical skill, he enabled his ships to complete each assigned mission and drive off all attacks without loss or damage.

★ Lt. Comdr. James S. Clark, USN, Cedar Rapids, Iowa: During four hazardous war patrols in a submarine in Japanese waters, he rendered invaluable assistance by consistently insuring straight, accurate torpedo runs.

★ Lt. Comdr. John B. Fellows Jr., USN, Fitchburg, Mass.: Commanding a destroyer during the assault on Rendova Island and during the second battle of the Kula Gulf, he successfully covered a landing operation, rescued several survivors, contributed to the destruction of four and probably six hostile vessels, repulsed numerous air and submarine attacks and on five different occasions aided in the reinforcement of American garrisons.

★ Lt. Comdr. John M. Hyde, USN, Bayside, N. Y.: Skillfully plotting the course of a submarine on hazardous patrols in Japanese waters, he provided timely and accurate information which aided his vessel through dangerous, inadequately charted waters.

★ Lt. Comdr. Frederick W. Purdy, USN, Sarasota, Fla. (posthumously): With no thought of his own safety when the USS *Strong* was sunk in Kula Gulf 5 July 1943, he worked desperately to get all enlisted men over the side by way of hand lines. Continuing his courageous efforts in behalf of others, he was last seen searching for an injured member of the crew. He gallantly gave his life for his country.

★ Lt. Comdr. Lyle E. Strickler, USN, Enid, Okla.: During four hazardous war patrols in a submarine, he consistently maintained the ship's engine room in highly efficient operation, enabling his vessel to effect all attacks undetected.

★ Lt. Comdr. George R. Wilson, USN, Tallula, Ill.: Commanding a destroyer in action against Japanese forces in the Solomons area 6-7 October 1943, he maintained steady torpedo and gun fire against numerically superior forces and contributed to the sinking of one or more hostile warships and the damaging of three others.

★ Lieut. Robert J. Cronin (ChC), USNR, Glens Falls, N. Y.: Serving with a Marine raider battalion during occupation of Puruata Island, 1 November 1943, he organized a stretcher party, and, without regard for his own safety,

proceeded through dangerous enemy-infested territory to administer last rites and spiritual aid. In this action he crossed and recrossed Japanese-held jungle territory.

★ Lieut. Harold R. Fleck, USNR, New York, N. Y.: When a causeway being moved inshore by his vessel struck a mine during the invasion of Sicily, resulting in many casualties, he skillfully beached the crippled ship under concentrated fire, discharged his vital cargo and retreated without further damage.

★ Lieut. William H. McClaskey, USNR, Seattle, Wash.: As officer of the deck aboard a submarine in Japanese waters, he greatly assisted on numerous occasions in sighting the enemy and enabling his own vessel to close within effective range. He contributed materially to the destruction of 12 enemy vessels and the damaging of two more.

★ Lieut. Jonh T. Salistean, USN, Omaha, Neb. Commanding the USS *LST 379* during the invasion of Italy, he succeeded in beaching his ship and discharging the assault troops and cargo after an enemy shell had temporarily disrupted the controls. He directed the ship through mine-studded waters under withering blasts of enemy shell and mortar fire.

★ Lieut. David K. Sloan Jr., USN, Muncy, Pa. (missing in action): Providing accurate and timely information as assistant approach officer in a submarine in Japanese waters, he greatly assisted in the execution of two important missions which sank 11 enemy vessels and damaged one. On one occasion he conducted a night engagement which resulted in destruction of an important Jap cargo vessel.

★ Lieut. William Vilella, USN, San Diego, Calif.: As commanding officer of a tank-landing ship in the Solomons 16 June 1943, he was instrumental in saving his ship as well as the lives of crew and passengers by effectively directing fire fighting and damage control when his ship was subjected to several dive-bombing and strafing attacks which fired the highly inflammable cargo.

★ Lt. (jg) Benjamin F. Jetton, USNR, Tampa, Fla., (missing in action) and Ens. William C. Hedrick Jr., USNR, Lexington, Ky. (missing in action): As communications officer and assistant communications officer aboard the USS *Strong* when that vessel was torpedoed and sunk by the Japanese in Kula Gulf 5 July 1943, they insisted on remaining below decks in order to destroy secret and confidential matter, continuing their self-imposed task until the *Strong* went down.

★ Lt. (jg) Caydar E. Swenson, USN, Portsmouth, Va.: He conducted his boat group over enemy mine fields and directed the assault waves to assigned beaches during the assault on Salerno, despite sustained enemy attack for more than four hours. His skill and fearlessness contributed materially to the success of the operations.

★ Lt. (jg) James M. Tidball, USNR, Indianapolis, Ind.: Commanding the USS *LCI (L) 339* during the initial attack on Lae, he maneuvered through withering enemy machine-gun fire and shells from shore batteries to successfully beach his sinking vessel and unload troops and cargo.

★ Ens. Raymond Bjorklund, USNR, Pana, Ill.: Attached to the USS *LTC 19*



Official U. S. Navy photograph

PILOT DECORATED THIRD TIME: Lt. (jg) Wilma S. Fowler, USNR, Phillips, Tex., receives a Gold Star in lieu of a second Distinguished Flying Cross from Rear Admiral Albert C. Read, USN, for his attacks against two U-boats in the Atlantic theater. He previously had won the Silver Star Medal. Despite numerous hits on his plane, Lieutenant Fowler dropped three depth bombs close to one sub. One bomb exploded directly under the stern. He then flew his badly damaged plane back to his carrier and landed safely.

during the invasion of Salerno, he took over the duties of the commanding officer, who was missing, when the cargo of gasoline was fired by an enemy bomb. He supervised abandon-ship operations and effected the rescue of a badly wounded soldier who was helpless in the sea.

★ Ens. James P. Diforio, USNR, Mamaroneck, N. Y.: As amphibious officer during the assault on Salerno, he piloted a boat through mined waters to its assigned position, guided assault waves to a heavily defended beach and maintained his position for three hours while his boat was under sustained fire.

★ Ens. George R. Woodmore, USNR, Frederick, Okla. (posthumously): As gunfire liason officer attached to an infantry division during the invasion of Italy, he established a fire-control communication unit in an advanced position and maintained continuous contact with the firing ship. He directed fire with remarkable effectiveness until killed by an enemy barrage.

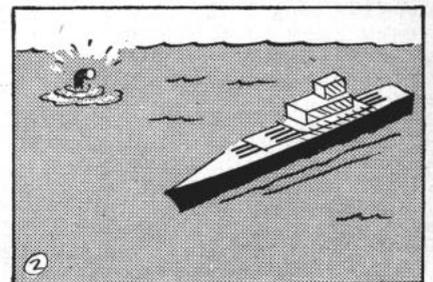
★ Pierce R. Moore, MoMM1c, USNR, Mechanicsville, N. Y. (missing in action): A member of a salvage-boat crew during the invasion of Salerno, he worked with outstanding courage in the face of intense enemy fire and rendered valuable assistance in returning many stranded craft to service. He continued his hazardous task until the boat in which he was embarked was sunk by enemy fire.

★ Cyril E. Knight, Cox, USNR, Brady Lake, Ohio: A member of an Armed Guard crew in the ss *Cape Mohican*

during operations in the Mediterranean area 1 August 1943, he climbed a vertical ladder to man his gun after he had been thrown to the deck and a bone in his arm splintered when an enemy torpedo struck. Only when it was apparent that no further contact could be made with the enemy did he consent to undergo medical treatment.



★ Comdr. Alfred L. Cope, USN, Savannah, Ga.: He boarded a wrecked non-rigid airship in the Bay of Biscay 30 October 1943 and, aware of the danger in flying a ship with one propeller and power plant wrecked, he free-ballooned the airship from the water and, with the assistance of a volunteer crew, returned it safely to base, where a skillful landing was effected.



(See Page 57)



Official U. S. Navy photograph

SQUADRON LEADER HONORED:
Lt. Comdr. Howard M. Avery, USN, Rancho Santa Fe, Calif., has been decorated with the Distinguished Flying Cross for attacking and probably destroying a submarine last October. Unsupported by fighter planes, the squadron leader scored a direct hit with a depth bomb. An extensive oil slick and large tank-like objects later came to the surface, indicating that the U-boat probably was destroyed.

DISTINGUISHED FLYING CROSS cont.

★ Comdr. Joseph A. Ruddy Jr., USN, New York, N. Y.: Leading a flight of bombers from the USS *Ranger* during the attack on shipping off Bodo, Norway, 4 October 1943, he scored direct hits on two merchant vessels, leaving them burning furiously, and inflicted severe damage on three other merchant vessels, one oil carrier and a torpedo boat. His superb flying skill contributed greatly to disruption of enemy supply lines.

★ Lt. Comdr. Bertram J. Prueher, USN, Bloomer, Wis. (missing in action): Persistently tracking a hostile submarine while piloting a bomber in the South Atlantic, he pressed home repeated attacks which severely damaged the U-boat and ultimately forced the Nazi crew to scuttle the submarine.

★ Lt. Comdr. David W. Taylor Jr., USN, San Francisco, Calif.: Leading his squadron from the USS *Ranger* against a well-defended merchant vessel during the attack on enemy shipping off Bodo, Norway, 4 October 1943, he scored three direct hits amidships and left the hostile vessel in flames. He pressed home this vigorous attack in the face of heavy anti-aircraft fire.

★ Lieut. Charles A. Anderson, USN, Chicago, Ill. (posthumously): As scouting plane pilot attached to the USS *Savannah* during operations against Sicily, he carried out extremely dangerous missions deep into enemy territory and furnished accurate spotting information despite heavy opposition.

★ Lt. (jg) Oren R. Christian, USNR, Los Angeles, Calif.: During a coordinated attack on an enemy submarine in the Caribbean, he assumed command after the pilot had been mortally wounded and pressed home a relentless bombing attack despite intense anti-aircraft and damage to his instrument panel.

★ Lt. (jg) John W. Dresbach, USNR, Kingston, Ohio (posthumously): As commander and pilot of a plane in coordinated attack on an enemy submarine in the Caribbean, he released his depth charges and closed range on the target although mortally wounded by enemy fire. His cool courage and superb airmanship contributed materially to eventual destruction of the submarine. ("A Nazi U-boat Fights Back," INFORMATION BULLETIN, Jan. 1944.)

★ Lt. (jg) Jack K. Gierisch, USN, Norfolk, Va.: Emerging from a cloud and spotting a hostile submarine surfaced dead ahead, he went into a dive which enabled his bow gunner to open fire with a .50-calibre machine gun into the conning tower. Levelling out, he pressed home a bombing attack. Two of the explosions obliterated the swirl of the diving sub and were followed by a large oil slick.

★ Lt. (jg) Grover C. Hannever, USNR, Providence, R. I.; Ens. Eugene L. Coupe, USNR, Nebraska City, Neb., (missing in action); Ens. Robert Tehan, USNR, St. Louis, Mo., (missing in action); Howard C. Brandon, ACRM, USN, Lithonia, Ga., (missing in action); Clyde A. Smith, ACMM, USN, Harvard, Idaho, (missing in action); Gordon G. Merrick, AOM1c, USNR, Memphis, Mich., (missing in action); John R. Van Horn, AMM1c, USNR, Niagara Falls, N. Y., (missing in action); Donald W. Gardner, ARM2c, USNR, Huron, S. Dak., (missing in action), and Joseph Mihalsky, S2c, USN, Whiting, Ind., (missing in action): Participating as crew members of a heavy bomber in action against an enemy undersea craft, they pressed home an attack with courage, tenacity and skill, assuring eventual destruction of the hostile craft. Their superb airmanship and devotion to duty were in the highest traditions of the U. S. naval service.

★ Lt. (jg) Richard G. Johnson, USNR, Fullerton, Calif. (missing in action): A fighter pilot during the attacks on Tarawa and Wake Island, September-October 1943, he destroyed one Japanese bomber on the ground. On another occasion, when attacked by hostile fighters he promptly took the initiative and shot down two more.



Official U. S. Navy photographs

THEIR TEAMWORK PAYED OFF:
Distinguished Flying Crosses have been presented to Lieut. Stewart B. Holt (left), USNR, Norfolk, Va., and Ens. Joseph D. Horn, USNR, Long Beach, Calif., for an attack on a Nazi sub. The former attacked and probably destroyed the U-boat as it was crash diving, while the latter strafed the enemy craft at an extremely low altitude.

★ Lt. (jg) Billy E. Robertson, USNR, Broken Arrow, Okla. (posthumously): When his plane was attacked by eight enemy fighters over the Bay of Biscay, he directed gunfire in support of his patrol-plane commander and remained steadfastly at his post until killed by an exploding enemy shell.



★ Lieut. Lawrence J. Mack, USNR, St. Paul, Minn.: Command pilot of *Blimp K-34* taking off from NAS, Charleston, S. C., he skillfully maneuvered the ship down a seaplane ramp and let it settle into the river waters when he ascertained that a ground crewman was entangled in the short lines and in danger of being hauled aloft and dropped. He then leaped into the dark waters and towed the man safely to a nearby buoy.

★ Lieut. Herbert J. Miller, USNR, Seattle, Wash.: Extinguishing a raging fire aboard his ship off Cape May, N. J., 21-23 November 1943, he directed the firefighting party almost continuously for more than 30 hours, repeatedly exposing himself to danger. With the larger blazes under control, he renewed his tireless work when explosions started new ones.

★ Lieut. Donald A. Regan, USNR, East Boston, Mass.: When his destroyer was damaged during action in the Kula Gulf, 5 July 1943, he entered a flooded engine room to rescue a seriously wounded companion and lower him over the side to safety on a life raft. Later his efforts resulted in the rescue of other shipmates and himself by friendly vessels.

★ Lt. (jg) Leonard P. Habig, USNR, Maplewood, N. J.: Although his ankle had been shattered by enemy shrapnel during severe strafing and bombing of the torpedo boat in which he served, he courageously assisted in the rescue of the crew of a blazing craft nearby. He remained steadfastly at his position, gallantly persisting in his duties, until he collapsed.

★ Charles D. Rodgers, Sp (G)1c, USCGR, West Hazleton, Pa.: Checking railroad piers during patrol duty, he discovered the ground area beneath a string of tank cars was a mass of flames. He turned in an alarm and attempted to fight the blaze alone. Finally, with the assistance of an engineer and brakeman, he detached a flaming tank car and drew adjoining filled cars away from the blaze.

★ Ross H. Terrien, AMM1c, USCG, Steilacoom, Wash.: During the rescue of two members of a plane lost off Fowey Rocks Light, Fla., 19 November 1943, he courageously went over the side of the rescuing aircraft and, swimming against gigantic waves, carried a line to the weak and exhausted men, who were then hauled aboard.

★ John H. Vieth Jr., ARM1c, USN, Overland, Mo.: Serving in a patrol bomber which had completed the rescue of an Army pilot from Russell Island and then crashed off Lunga Point 1 January 1943, he refused to save himself until he had succeeded in bringing

the trapped and wounded pilot clear of the submerged plane.

★ Sigmund F. Butler, RdM2c, USNR, Whiteville, N. C.: Following the sinking of the USS *Strong* in Kula Gulf, 5 July 1943, he was a constant inspiration to a party of survivors adrift and volunteered with another man to swim the three miles to Rice Anchorage for help. After grounding on enemy-held Arundel Island, he ministered to his injured companion and also to an injured Army pilot. Trapped between hostile installations, he manned a boat through dangerous waters until all were rescued.

★ James A. Dingee, Sp(T)2c, USNR, Brooklyn, N. Y. (posthumously): Attached to a naval salvage force during the invasion of Sicily when the USS *Sc-696* and USS *Sc-694* were set afire by enemy bombs, he worked tirelessly to control the blaze despite an intense air attack and persisted until bombs again struck and exploded the craft.

★ Ralph L. Dudley, BM2c, USCG, Beaufort, N. C.: Serving in a Coast Guard cutter, he unhesitatingly went over the side with three companions in perilous seas to assist in the rescue of men from a wrecked transport in the North Atlantic, 21 March 1943. He carried two exhausted seamen up the cargo net.



AIR MEDAL

★ Comdr. W. A. Moffett, USN, Washington, D. C.: Commanding a bombing squadron in the Solomons from January to September 1943, he led his squadron in numerous strikes and on patrol, reconnaissance and attack missions under adverse conditions and despite active opposition.

★ Lt. Comdr. William E. Calder III, USNR, Rockport, Mass., and Lieut. William M. Baxley, USNR, Seattle, Wash.: As captain and co-pilot of a transport plane at Panamirim, Brazil, on 16 June 1943, they maneuvered the plane back to the field on one engine and effected a successful landing when it was suddenly enveloped in flames and the extinguishing equipment proved ineffectual.



Flying Jayhawk (NAS, Olathe, Kan.)

"Do you intend to make the Navy your career?"



Official U. S. Navy photograph

DECORATED FOR DAMAGING SUB:
Lt. (jg) Frank D. Fogde, USNR, Aberdeen, Wash., won the Air Medal for his attack on a U-boat while piloting a torpedo bomber. His bombs, dropped from an altitude of about 70 feet, exploded in the vicinity of the sub, which resurfaced and proceeded at very slow speed, trailing oil. After a short run the U-boat slowly submerged, still trailing oil and debris.

★ Lt. Comdr. George O. Klinsmann, USN, Fargo, N. Dak.: Commanding a squadron of scout bombers during a raid on enemy shipping off Norway, 4 October 1943, he aided in the probable destruction of a 5,000-ton ship and led his squadron in a vigorous strike which contributed materially to the disruption of enemy supply lines.

★ Lt. Comdr. Charles L. Moore Jr., USN, Milledgeville, Ga.: Leading his squadron in an attack on enemy shipping off the Norwegian coast, 4 October 1943, he pressed home a series of strafing attacks on well-defended targets. Although his plane was struck twice by explosive shells, and the cockpit filled with smoke, he continued in the fight until he had silenced many enemy guns.

★ Lieut. Fred C. Andretta Jr., USNR, Great Falls, Mont.: Discovering quantities of gasoline streaming from a wing tank of a four-engine bomber after take-off at Miami, Fla., 30 June 1943, he dexterously manipulated the engine setting and effected a brilliant emergency landing on a part of the airport still under construction. His action undoubtedly prevented the loss of personnel and the plane.

★ Lieut. Prince H. Gordon, USNR, Miami, Fla.: Delivering a masthead attack on an enemy armed merchant vessel near Bodo, Norway, 4 October 1943, he scored a direct hit with a delayed action bomb. His aggressive fighting spirit resulted in severe damage to the hostile vessel.

★ Lieut. Edgar B. Graff, USNR, New Philadelphia, Ohio (posthumously): As first pilot and patrol-plane commander in the Solomons area from 10 September to 26 October 1943, he conducted numerous missions, often in hazardous weather, which resulted in

the rescue of USAAF personnel forced down at sea during combat operations.

★ Lieut. Lawrence I. Hamrick, USNR, Crosby, Miss.: Pilot of a torpedo plane attached to the USS *Ranger* during a raid on enemy shipping off the Norwegian coast, 4 October 1943, he pressed home two vigorous masthead bombing runs, scoring a direct hit, which set fire to an 8,000-ton cargo vessel, and a near miss, which beached an oil barge.

★ Lieut. William P. Kephart, USNR, Blowing Rock, N. C. (posthumously): As a dive-bomber pilot in the Solomons on 12 October 1942, he pressed home a daring attack on a group of enemy destroyers and released his bombs at a perilously low altitude, contributing materially to the destruction of one hostile ship and the ultimate sinking of another.

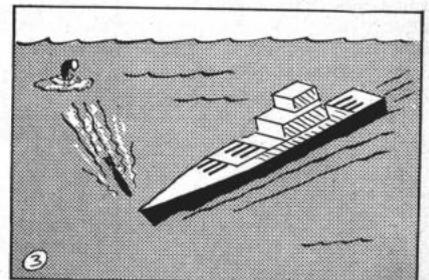
★ Lieut. Boyd N. Mayhew, USNR, Mantua, Ohio: Pilot of a fighter plane aboard the USS *Ranger*, during a strike on enemy shipping off the Norwegian coast, he sighted and scored the initial hit on a German bomber later destroyed by his section. He also pressed home vigorous strafing attacks against antiaircraft positions and armed merchant ships.

★ Lieut. George F. Nasworthy, USNR, West Palm Beach, Fla.: He completed numerous missions against enemy surface craft and shore installations, despite adverse weather conditions and often in the face of heavy enemy fire, as patrol plane commander attached to Patrol Squadron 12 in the Solomons area from 28 January to 21 May 1943.

★ Lieut. Clyde A. Tucker Jr., USNR, Alexandria, La. (missing in action): Piloting a bomber during a raid on enemy shipping near Bodo, Norway, he pressed home his attack on a cargo vessel and scored a damaging near miss from masthead height after his bomber was struck several times during the approach to the target.

★ Lieut. Cyrus F. Weeks, USNR, Colorado Springs, Colo.: Undeterred by tremendous antiaircraft fire while piloting a bomber in an attack on enemy shipping near Bodo, Norway, he flew low to score a direct hit with a delayed action bomb on an armored destroyer. He remained in the vicinity after the attack to divert the enemy from our striking force.

★ Lt. (jg) Robert F. Ruth, USNR, Glendale, Calif.: After his own section leader had been shot down in flames after leaving the USS *Ranger* to raid enemy shipping off Bodo, Norway, he unhesitatingly joined another section and scored a direct hit on a 5,000-ton cargo vessel. His presence of mind



(See Page 59)



Official U. S. Navy photograph

SURPRISED SUB: *The Air Medal was awarded Ens. Barton C. Sbeela, USNR, of Bakersfield, Calif., torpedo bomber pilot, for his adroit plane handling in an antisub attack. By taking advantage of available cloud cover, he succeeded in completely surprising an already-alerted U-boat, which was forced to submerge and cease its anti-aircraft fire. The sub later was sunk by another plane.*

AIR MEDAL cont.

and cool action under fire contributed materially to disrupting enemy supply lines.

★ Lt. (jg) William E. Dill, USNR, Baltimore, Md.: Flying through a bristling hail of antiaircraft in a raid on enemy shipping near Bodo, Norway, he scored a direct hit on a hostile cargo vessel while completely surrounded by enemy shell bursts.

★ Lt. (jg) Grover C. Hannever, USNR, Providence, R. I.: As pilot of a bombing plane during an attack on an enemy submarine, he assisted in planning and executing the attack and later in restoring the damaged plane to normal flight and flying it safely back to base.

★ Lt. (jg) Frederic B. Sleyster, USNR, Perry, Mo. (missing in action): Volunteering for the first flight to strike at hostile shipping and the enemy air-drome at Kahili, he pressed home a vigorous attack despite poor visibility. He contributed to the destruction of one vessel and heavy damage to shore installations during the action of 28 February 1943.

★ Lt. (jg) Gerald W. Thomas, USNR, Small, Idaho: Twice sweeping down to masthead level to bomb an oil tanker during the attack on enemy shipping off Bodo, Norway, he left the enemy vessel beached and down at the stern. Although his plane was struck several times in the engine, he returned to his carrier, the USS *Ranger*.

★ Lt. (jg) John A. L. Thomas, USNR, Bala Cynwyd, Pa.: Carrying out a daring daylight strike against 10 Japanese ships in Kahili harbor, 17 July 1943, he contributed greatly to the complete destruction of seven hostile vessels and 49 aircraft, and to the damaging of another ship.

★ Lt. (jg) Norman L. Waggoner, USNR, Burlingame, Calif.: On two oc-

casions, assigned to a dangerous task in the Buin-Faisi area, he displayed exceptional flying and navigational ability despite blinding searchlights and fierce opposition. He participated in numerous missions from March to July 1943.

★ Lt. (jg) Henry C. Weber Jr., USNR, Detroit, Mich. (missing in action): Overcoming difficult navigational hazards, he successfully completed his night operations in the Buin-Faisi area and took part in glide-bombing attacks on Munda airfield against fierce opposition during the period March-April 1943.

★ Lt. (jg) Norman E. White, USNR, Cranston, R. I. (missing in action): Silhouetted by an enemy star shell which damaged his plane during the attack on Tarawa, he courageously pressed home his attack in complete disregard of his own safety and placed his bombs in the target area despite fierce antiaircraft fire.

★ Lt. (jg) Wilson W. Woods, USNR, Union City, Pa. (missing in action), and Ens. James W. Walker, USNR, Ryderwood, Wash. (missing in action): During a tour of duty in the Solomons area on 1 July 1943, they courageously launched an attack with six teammates against 45 Japanese bombers and fighters over New Georgia Island. Their fighting spirit and outstanding skill contributed greatly to the success of this and numerous other combat missions.

★ Ens. Elwyn P. Eubank, USNR, Matador, Tex. (posthumously): Flying numerous combat missions in the Solomons, he contributed materially on 17 July 1943 to the destruction of seven Japanese vessels and 49 aircraft and to the damaging of another ship in Kahili harbor.

★ Ens. William N. Johnson, USNR, Dearborn, Mich. (posthumously): He observed an enemy coast-defense gun opening fire on a friendly submarine while serving as a fighter pilot strafing Wake Atoll 5 and 6 October 1943. Realizing the threat to the submarine, which was engaged in rescuing flight personnel, he made a determined attack on the hostile emplacement, put-



Official U. S. Navy photographs

HEROES OF SUB ATTACK: *Frank W. Dittmer (left), AOM2c, USN, San Diego, Calif., and Aubrey A. McLemore, AMM3c, USN, San Jacinto, Calif., have received the Air Medal for their courage and efficient performance of duty when their bomber attacked and probably sank an enemy submarine. Dittmer kept communications open between the plane and carrier, enabling supporting planes to be sent to the scene, while McLemore remained at his station at the turret gun in the face of heavy antiaircraft fire.*



Official U. S. Navy photograph

DETECTED ENEMY SUB: *James H. Finch, ARM2c, USNR, Leesburg, Fla., won the Air Medal recently for detecting the presence of an enemy submarine which otherwise would have escaped detection. As a crew member of a torpedo bomber, he coolly and resourcefully repaired radio equipment damaged by antiaircraft fire from a sub, thereby enabling his plane to communicate with its carrier and call other planes to the scene.*

ting it completely out of action.

★ Ens. John R. Landis Jr., USNR, St. Louis, Mo. (missing in action): A member of a seven-plane group which courageously intercepted 45 Japanese bombers and fighters over New Georgia Island 1 July 1943, he succeeded in damaging an enemy fighter. On 18 July he intercepted an overwhelmingly superior force of hostile fighters over Kahili harbor and aided a group of our bombers to return safely to their base.

★ Ens. James M. Lewis, USNR, Duncanville, Tex. (missing in action): On 13 July 1943 in the Solomons area he intercepted, with three teammates, an overwhelmingly superior force of Japanese planes striking at our bombers over Kahili harbor. He pressed home a fierce attack which enabled our bombers to return to their base.

★ Ens. Jack E. Northington, USNR, Little Rock, Ark.: When his flight of bombers carried out a hazardous daylight strike on enemy vessels in Kahili harbor, 17 July 1943, he pressed home his attack in the face of heavy antiaircraft fire and fighter opposition and contributed greatly to the destruction of seven Japanese vessels and 49 aircraft.

★ Ens. William R. Winn Jr., USNR, Little Rock, Ark. (missing in action): On 17 July 1943 when his flight of bombers launched a daring daylight strike against 10 enemy ships in Kahili harbor, he contributed to the destruction of seven Japanese vessels and 49 aircraft. Later, he scored a direct hit on an enemy destroyer.

★ Francis L. Donahue, ACMM, USN, Oxford, Iowa: As captain of a transport plane in Brazil, 16 June 1943, he

Entire Complement of USS Philadelphia Commended

Every officer and man who served aboard the USS *Philadelphia* during the amphibious offensives against Sicily and Salerno last summer has received a letter of commendation from the commander of the cruiser division to which the ship was attached.

The cruiser, which was the flagship of the division, inflicted great damage on the enemy in the landings 9-17 July off the south coast of Sicily, 29 July to 22 August off the north coast of Sicily, and 9-19 September off Salerno.

The following letter has been made a part of the official record of every member of the ship's complement:

"To you, the officers and men of the *Philadelphia* who have so loyally and faithfully served in the flagship,

the commander of this cruiser division desires to convey his admiration for the determination and skill and the offensive spirit with which you have met and defeated the enemy. You have taken a leading part in the three greatest amphibious operations recorded in history. Your contributions made to the advance of the armies' landings have been outstanding. You have reduced the enemy's shore batteries, cities, ports and strong points, routed and destroyed his tanks, troops and communication, damaged a submarine, and have shot down his airplanes which attacked you on 35 occasions. That you have suffered no more serious loss of personnel or damage to your ship is a tribute to your intrepidity, discipline, morale, teamwork and offensive skill. Well done!"

maneuvered the transport back to the field after flames enveloped it and put one engine out of commission.

★ William H. Golder, ACMM, USN, Philadelphia, Pa. (posthumously): As plane captain and top turret gunner in a patrol bomber attacked by eight enemy aircraft over the Bay of Biscay 1 August 1943, he scored several damaging hits on enemy planes despite tremendous odds. He gallantly gave his life for his country.



W. H. Golder

★ Raymond C. Scott, ACRM, USNR, Los Angeles, Calif. (posthumously): When his aircraft was attacked by eight enemy planes over the Bay of Biscay 1 August 1943, he reported the position to the control base shortly before an enemy shell exploded in the radio compartment and killed him. His alert and tenacious devotion to duty was maintained against tremendous odds.

★ Rudy Acosta, ARM2c, USN, Los Angeles, Calif. (posthumously): Undeterred by close proximity of enemy units and adverse weather, he rendered valuable service during many bombing and strafing attacks in the Solomons area, inflicting serious damages on the enemy. On other occasions he assisted in daring daylight rescue operations.

★ David R. Carmack, AMM2c, USN, Selma, Calif. (posthumously): Severely wounded when his plane was attacked by eight enemy aircraft over the Bay of Biscay, 1 August 1943, he served as communications man between the after station and the pilot's compartment when the intercommunication system failed.

★ Werdin O. Rude, ARM2c, USN, Sacred Heart, Minn. (posthumously): Skillfully countering an attack by eight enemy aircraft over the Bay of Biscay, 1 August 1943, he scored several damaging hits on the enemy. Al-

though his plane was afire and disabled, he stayed at his post and maintained continuous fire until a crash landing in a rough sea.

★ Robert B. Law, AMM3c, USNR, McKeesport, Pa. (posthumously): Severely wounded when his plane was attacked by eight enemy aircraft over the Bay of Biscay, 1 August 1943, he made his way to his battle station to assist the gunners. His devotion to duty was maintained against tremendous odds.

★ Douglas C. Paterson, AOM3c, USNR, Hartford, Conn.: As gunner of a PBY-5 during hazardous antisubmarine patrol over the Bay of Biscay, 1 August 1943, he inflicted damage on several hostile planes and brought down at least one before his craft was forced to land on the sea. Although painfully injured, he gave assistance to a helpless comrade in subsequent abandonment and rescue.



Official U. S. Navy photographs

HELPED DESTROY U-BOAT: Air Medals have been awarded Claude D. Falwell (left), AMM2c, USN, Albany, Oreg., and Henry R. Shirley, ARM2c, USNR, Newport News, Va., for their heroism during a strafing attack on a submarine. Falwell, as turret gunner, directed machine-gun fire during the strafing attack and remained at his post while his plane was being fired on. Shirley performed his dual duties as radioman and photographer with distinction. They contributed materially to the teamwork which enabled their plane probably to sink the U-boat.

Destroyer, Two Subs Win Presidential Unit Citations

Two submarines and a destroyer have been awarded the Presidential Unit Citation for outstanding performance in combat against the Japanese.

The destroyer, the USS *O'Bannon*, was cited for aggressive operations in the South Pacific from 7 October 1942 until 7 October 1943, during which time she scored three torpedo hits on a battleship off Guadalcanal, bombarded enemy positions at Kula Gulf, rescued survivors from the USS *Strong* and, with two other destroyers, repulsed nine Jap warships off Vella Lavella and destroyed two enemy ships.

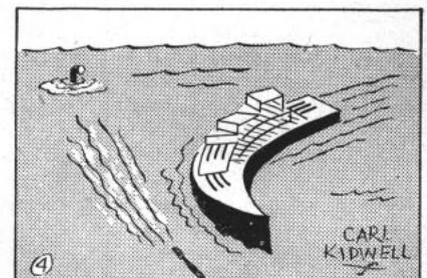
Comdr. Donald J. MacDonald, USN, her commanding officer, has been awarded more decorations by the Navy during this war than any other officer in the naval service. In addition to the Presidential Unit Citation, he has recently been awarded a gold star in lieu of a third Silver Star Medal and also holds a Navy Cross and gold star in lieu of a second and a Legion of Merit and gold star in lieu of a second, and has been given a letter of commendation. He attributes the *O'Bannon's* success to "the magnificent work of my crew." (See the February 1944 INFORMATION BULLETIN, page 39.)



Comdr. MacDonald

The USS *Haddock's* citation was for sinking 109,950 tons of Japanese shipping and damaging 67,130 tons in four patrols.

The USS *Bowfin* sank 31,291 tons of Jap shipping. During a night surface engagement with a large enemy convoy, the *Bowfin* sank three ships, completing the destruction of the third while under accurate enemy gunfire.



The Chaser (SCTC, Miami, Fla.)

Legislative Matters of Naval Interest

The largest naval appropriation bill in history, totalling \$31,565,134,336 for the fiscal year beginning 1 July 1944, was passed unanimously by the House of Representatives after a single day of debate and then sent to the Senate.

This bill, representing an increase of approximately three and a half billion dollars over the 1943-44 naval appropriation bill, is designed to give the United States a Navy fighting armada composed of:

6,623 vessels, an increase of 1,333 over the current fiscal year.

74,925 landing and destruct craft and non-self-propelled vessels, an increase of 20,988.

19,035 operating aircraft, an increase of 1,128, exclusive of training planes.

This armada is expected to be manned and administered by a personnel of 3,657,467 as of 30 June 1945, including 140,800 women, a total increase of 148,516 over the total personnel of 3,508,951 estimated as of 30 June 1944. These figures include Navy, Marine Corps and Coast Guard personnel.

Congress has recently written into law a number of measures of interest to the naval service, among them the following:

- To authorize the President to present the Distinguished Service Medal, in the name of Congress, to Admiral Chester W. Nimitz, USN, Commander-in-Chief, U. S. Pacific Fleet.



Admiral Nimitz

- To amend the law providing payment of the six months' death gratuity to the widow, child, or dependent relative of officers, enlisted men, or nurses of the Navy or Marine Corps who died of wounds or disease not the result of misconduct. The amendment establishes an order of precedence of alternate undesignated beneficiaries which must be followed by the Navy in payment of gratuity in cases where no designated beneficiary is alive. The order of precedence is: any grandchild, parent, brother or sister, or grandparent shown to have been dependent upon the officer, enlist man or nurse prior to his or her death (Public Law 269, 78th Congress).

• To authorize the Secretary of the Navy to accept, administer and expend gifts and bequests to the U. S. Naval Academy (P.L. 274).

• To amend the act making it a misdemeanor to stow away on vessels, fixing penalties of not more than \$500 fine or one year's imprisonment, or both (P.L. 286).

- To authorize payment to former postal employees for postal duties performed while on furlough or leave or otherwise relieved of active military duty following their induction into the armed forces (P.L. 263).

Meanwhile, the so-called "G. I. Bill of Rights," which would grant various government benefits and services to aid the civilian readjustment of returning veterans of this war, was passed unanimously by the Senate and sent to the House.

At least a score of other bills are at various stages in the congressional mill, most of them under consideration in committees. These include proposals:

- To provide for payment in advance of pay and travel allowances already authorized by law to personnel in the armed forces and civilian officers and employees of the Navy and War Departments under certain conditions.

Weather

(Continued from Page 33)

the occluded front, which results when a cold front overtakes a warm front, and the warm air mass is squeezed upward by two meeting masses of cold air. Storm areas associated with fronts may be used to conceal your approach to an enemy-held island. These same or new fronts may be used to get away from the enemy after the attack has been launched.

Fog

A blessing or curse in warfare as the case may be, fog may be defined as a cloud on the earth's surface, a visible condensation in the atmosphere of sufficient density to interfere with marine and aerial navigation. It consists of visible water droplets or ice particles, suspended in the atmosphere. Fog varies in depth from a few feet to many hundreds of feet. Its density also is variable, resulting in visibilities from near zero to as much as 1,100 yards. Above this limit, it is called haze.

Fog differs from other clouds in that it exists on the ground, or on the surface of bodies of water, while other clouds may be thousands of feet aloft. It differs from rain or mist in that its water or ice particles are more minute and suspended and do not fall earthward.

The atmosphere may be considered as a solution of water vapor in dry air. The amount of water vapor which the air can hold in solution depends on the temperature. The higher the temperature, the more water vapor the air can contain. For any given

(S. 966, by Senator Reynolds of North Carolina; passed by the Senate and sent to the House.)

- To give credit to enlisted men for active duty performed after their transfer to the Fleet Reserve in computing their retainer on retired pay. (H. R. 1822, by Representative Vinson of Georgia.)

Executive nominations for temporary service recently confirmed by the Senate:

- To be vice admiral: Robert C. Giffen, as Commander Caribbean Sea Frontier.

- To be rear admiral: Thomas L. Sprague, Allan E. Smith, Robert W. Hayler, Felix B. Stump, Alfred M. Pride, Bertram J. Rodgers, Theodore D. Ruddock Jr., Charles T. Joy, Francis C. Denebrink, Donald B. Duncan.

- To be commodore: Milton E. Miles, Thomas R. Kurtz, Burrell C. Allen, Marion C. Robertson, Charlton E. Battle Jr., John H. Magruder Jr., Paul S. Thiess, Homer W. Graf, Allen G. Quynn, Clifton E. Braine Jr., Howard A. Flanigan, George A. Seitz, and Leonard Doughty Jr.

amount of water vapor, you can reduce the temperature just so much without condensing out liquid water particles. If the temperature drops below this point, some of the invisible water vapor must be condensed, but in the form of visible water droplets as the colder air can no longer retain it in solution.

The temperature at which the visible water droplets occur is called the dewpoint. This is a variable, based upon the amount of water vapor present in the atmosphere. The more water vapor present, the higher the dewpoint. Thus, the dewpoint is really an index of the amount of water vapor present in the air.

The temperature and the dewpoint may be made to coincide in two ways—by raising the dewpoint until it equals the temperature, or by lowering the temperature to the dewpoint. The first results from the addition of water vapor to the air by evaporation from water surfaces, wet ground or rain falling through the air. The second results from the cooling of the air by contact with a cold surface underneath. When the dewpoint and the temperature coincide, fog forms.

Fog dissipates first on the lee side of an island and is always most dense on the windward side. If you are looking for clear weather, try the lee side of an island or chain of islands. If you want fog, take the windward.

It's on the basis of such knowledge that our aerologists—as weathermen are known in the Navy—pick weather that will work in our favor—as they did at Attu, in the Marshalls and Gilbert raids, the invasions of North Africa and Sicily and other notable engagements in this war.

BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE (VI)

Public Law 277—78th Congress (the new servicemen's absent-voting law) became effective on 31 March 1944 without the approval of the President.

Its terms do not change any of the statements regarding state absentee-voting laws which have appeared monthly in the INFORMATION BULLETIN since last December.

For the purpose of insuring uniform administration of the law, the United States War Ballot Commission has been established. The Commission was organized on 3 April. It elected Secretary of War Stimson as chairman and Secretary of the Navy Knox as vice-chairman. Rear Admiral E. S. Land, Administrator, War Shipping Administration, is the third member. Following the organization meeting, the following statement was issued by these three officials in their capacities as heads of their respective services:

"The Army, Navy and War Shipping Administration pledge their best efforts and their facilities to carry into effect the will of the Congress as expressed in the new serviceman voting act, Public Law 277.

"They will work with state authorities to facilitate and expedite the transmission and return of all balloting material, to the end that every soldier, sailor and member of the Merchant Marine and other civilian covered by the act who desires to vote shall have the opportunity to do so.

"Under the new law, the states have an essential role. Whether a serviceman can effectively vote by state absentee ballot depends in large part on the laws and on the cooperation of the election officials of the several states. Over three months ago the Secretaries of War and Navy stated, at the request of the Council of State Governments, the kinds of state laws that make it easier for the services to cooperate. By making their absentee voting laws simple and uniform, the states will help to eliminate practical difficulties.

"The policy of the Army, Navy and War Shipping Administration has been and will be to assist and encourage those under their jurisdiction to exercise their voting privileges, so far as practicable and compatible with military operations. Nothing must inter-

fere with the primary duty which the services owe to the American people of bringing the war to a speedy and victorious end, and the Congress has affirmed this fundamental in the new act.

"The states can count on our doing our best, and we are relying upon their full cooperation."

The establishment of the commission, however, does not relieve the Navy Department from the responsibility of administering the law as it affects its personnel and certain civilians (the Red Cross, United Service Organizations and the Society of Friends) serving with its personnel.

The law deals with the use of two forms of absentee ballots: first, ballots provided under state law, and secondly, official Federal war ballots.

The law provides for the distribution of postcards to all servicemen of voting age not later than 15 August outside the United States and not later than 15 September within the United States prior to a general election at which electors for President or members of Congress are to be voted for. The law recommends to the several

states the acceptance of such postcards as applications for state absentee ballots containing the names of candidates for Federal, state and local offices and as applications for registration under such states' election laws in both primaries and general elections. The majority of the states have provided that the postcards be so accepted.

The state may send the ballot by air mail free of postage.

As supplementary to the states' absentee voting procedures there is provided an "official Federal war ballot." It contains spaces for the writing in of the names of the candidates for President, Senator and Representative for whom the serviceman desires to vote in a general election.

No application is necessary in order to obtain this ballot. It will be furnished at the appropriate time (see semi-monthly N. D. Bul., 15 April, 44-419), by the commanding officer to:

1. A serviceman both inside and outside the United States if the governor of his state certifies prior to 15 July that his state has made no provision for absentee voting and that the use of the Federal ballot is authorized by the laws of such state, or

IF YOU LIVE IN ANY OF THE STATES LISTED THIS INFORMATION OF VOTING IS OF INTEREST TO YOU

State	Primary date	Earliest date State will receive soldiers' applications for regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Ala.	30 May	10 May	24 May	30 May
Calif.	16 May	At any time	10 May	Marked by 16 May, received by 1 June
Fla.	23 May	At any time	No time limit	23 May
Ga.	4 July	At any time	No time limit	4 July
Idaho	13 June	At any time	No time limit	13 June
Iowa	5 June	At any time	No time limit	5 June
Maine	19 June	At any time	No time limit	19 June
Minn.	10 July	At any time	No time limit	10 July
Miss.	4 July 29 Aug.	At any time At any time	No time limit No time limit	5 July 30 Aug.
N. J.	16 May	At any time	No time limit	16 May
N. Mex.	6 June	Absent voting is prohibited by the State Constitution		
N. C.	27 May	At any time	No time limit	27 May
N. Dak.	27 June	At any time	No time limit	27 June
Oreg.	19 May	19 April	8 May	13 May

BUPERS BULLETIN BOARD

2. A serviceman outside the United States if the serviceman states in his oath that, prior to 1 September, he made application for a state absentee ballot, but as of 1 October, has not received it and if the governor of his state certifies prior to 15 July that the use of the federal ballot is authorized by the laws of such state.

The states referred to in 1 and 2 immediately above will be determined by the War Ballot Commission on 15 July.

The law provides that the oath must be subscribed before a commissioned officer, any petty officer or a non-commissioned officer not below the rank of sergeant.

Both state absentee and federal war ballots from overseas must be returned by air, if possible.

There are provisions to prevent fraud, to protect voters against coercion of any sort and to safeguard the integrity and secrecy of the ballots.

Fourteen states will hold their primaries between the dates of 10 May and 10 July inclusive. The following has been prepared to stress certain procedures common to all and to point out provisions of state law of particular states.

The following seven points are emphasized:

1. The use of the printed postcard application, whether in the form prescribed in the previous law or in the new law, is permissible in the primaries of all states listed below, except New Mexico. The printed postcard application, which is presently available from the commanding officer, is the form prescribed by the previous law. It should be altered as provided in points 2 and 3 immediately following.

2. The applicant for a primary ballot must state his party affiliation or preference.

3. The applicant should print or type his name, service number and address under his signature on the postcard application.

4. The serviceman, upon receiving his absentee ballot, should execute it in accordance with instructions accompanying it and return it at once.

5. For the purpose of administering absent voters' oaths, the equivalent naval rating to that of a sergeant is petty officer third class.

6. No commissioned, warrant, non-commissioned or petty officer shall attempt to influence any member of the armed forces to vote or not to vote for any particular candidate.

7. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be immediately referred to the secretary of state of the state of his residence.

ALABAMA holds its run-off Democratic primary on 30 May. There are no Republican primaries in Alabama.

The serviceman desiring to vote in the run-off Democratic primaries makes application to the probate judge of his home county not more than 20 days or less than 5 days before primary day. No special form of application is required. Registration and payment of poll tax are required by the state law in order to vote in this primary.

CALIFORNIA holds its primaries on 16 May.

The serviceman desiring a ballot may make application at any time. While registration is necessary under the state law affecting these primaries, if any applicant is not registered, a ballot will be forwarded to him with an accompanying affidavit. When the ballot and the affidavit are made out and received back in California, it will constitute registration.

FLORIDA holds its run-off primaries on 23 May.

One postcard application is sufficient for both the first primary, which was held on 2 May, and the run-off primary. If the serviceman did not make application prior to 2 May, he should at once make a postcard application for the run-off primaries on 23 May. The serviceman must be stationed outside the state. If an absent voter is not registered, his ballot will be counted for federal offices only.

GEORGIA holds its Democratic state-wide primary on 4 July.

Application for an absent voter's ballot should be made to the county registrar of the home county of the applicant. Such application to be made by the member of the naval service, his relative or friend; and in such application there must be stated the name and address of the member of the naval service. Registration is required by the laws of Georgia affecting this primary. Application for registration must be made by the member of the naval service, his relative or friend on a form to be provided by the tax collector or tax commissioner of the county of the residence of the member of the naval service, or by stating on the postcard application that the serviceman applicant desires to be registered, indicating thereon the date of his birth. All citizens of Georgia become eligible to qualify as voters upon attaining their 18th birthday.

IDAHO holds its primaries on 13 June.

Registration is required by the state law affecting these primaries. If an applicant has failed to vote in the last general election, his registration is canceled. An absent serviceman may register by applying in writing under oath to the clerk of the board of commissioners of the county of his residence for a form of elector's oath, which if executed and returned before Saturday, 10 June, will constitute registration.

IOWA holds its primaries on 5 June.

No previous registration is required. The servicemen desiring to vote in these primaries should make written application at once to the county auditor of the county in which he claims a voting residence. The applicant must state his residence (including street address, if any), his age, length of residence in the city or town, county and state and his party affiliation.

If the postcard application is used and includes the above information, it will be honored.

MAINE holds its primaries on 19 June.

Registration is required by the state law affecting these primaries. Upon receipt of the postcard application, the secretary of state will forward to the serviceman the form of application for absentee ballot prescribed by statute. The serviceman should fill out and forward this application at once to the election officials of the community of his residence.

MINNESOTA holds its primaries on 10 July.

Registration is required by state law in order to vote in these primaries. However, it may be made by or for any member of the armed forces of 21 years of age, or who will attain the age of 21 years on or before 10 July 1944, either by himself or by a parent, spouse, brother, sister or child (over 18 years of age), by filing a request therefor in the office of the county

auditor of the county in which he was a resident prior to his entrance into the armed forces. A request for ballot in substantially the same form as that which is available from the commanding officer constitutes an application for both registration and an absentee ballot if the date of birth of the applicant is stated thereon. If an applicant is already registered, the postcard as obtained from the commanding officer will be honored as an application for an absentee ballot.

MISSISSIPPI holds its first primary on 4 July and its run-off primary on 29 August.

Registration is required by the state law. Those in the armed services may register by affidavit before 7 July, if the form for such affidavit is requested by a member of the naval service or anyone interested in such member. State absentee ballots may be requested by a member of the naval service or anyone interested in such member of the naval service. Such requests should be sent to the circuit clerk of the home county of the absentee voter or the secretary of the party executive committee of the county of the absent voter. Only one request for an absentee ballot is necessary for all primaries and elections held in the year the request is made. Payment of a poll tax is not required of those in the military service as a prerequisite to vote.

NEW JERSEY holds its primary on 16 May.

A serviceman desiring to vote may make application at any time for absent voter's ballot. No specified form of application is required. Registration is required by the state law affecting these primaries. Application for registration must be in person. Upon receipt of an application for an absent voters' ballot, a ballot for all federal, state and local offices will be forwarded.

NEW MEXICO holds its primaries on 6 June.

Because the state constitution prohibits absentee voting, the serviceman must vote in person if he desires to exercise his franchise.

NORTH CAROLINA holds its primaries on 27 May.

Application for an absentee ballot may be made at any time prior to the primary. It must be signed by the serviceman or in his name by a member of his immediate family. Registration is required by state law affecting these primaries. The application must show the precinct in which the applicant is registered. It should be addressed to the chairman of the board of elections of the applicant's home county. Receipt of a postcard application for ballot constitutes registration of an applicant otherwise qualified. Thereafter, the applicant will receive an absentee ballot for all Federal, State and local offices.

NORTH DAKOTA holds its primaries on 27 June.

The following is an excerpt from a memorandum from the Secretary of State of North Dakota:

"The absent voter's laws of the state of North Dakota pertaining to voting of persons in military service require that county auditors shall send ballots to every qualified absent voter in military service without application as quickly as the ballots are available. This means that if a county auditor has the address of such absent voter, nothing further is necessary. Therefore, the only requirement is that the absentee send the county auditor his address (or if he wishes, he may send it to the office of the secretary of state), the usual government postcard, some other postcard or a letter giving his voting residence and his present address and a ballot will be sent him.

"It is suggested that persons in military service notify the auditors of the address at least 30 days ahead of these dates."

OREGON holds its primaries on 19 May.

While registration is required by the state law affecting these primaries, if the applicant is not registered the receipt of the postcard application constitutes registration. Therefore, the serviceman desiring to vote, whether registered or not, should forward the registered application in order that it be received not later than 8 May. Upon receipt of the ballot, it should be executed at once and mailed in order that it be received back by 13 May.

BU PERS BULLETIN BOARD

Policy Announced on Officer Promotions

A basic policy for wartime temporary promotion of officers of the regular Navy and the Naval Reserve, of the line and the staff corps, active and retired, was announced by BuPers on 30 March.

The first written policy on the subject, it includes the following new procedures:

(1) Monthly Alnavs for promotions of ensigns and lieutenants (junior grade) to the next higher rank.

(2) Promotion of retired officers on the same basis as those on the active list.

(3) Stated standards of minimum length of continuous active service in grade for eligibility for promotion to the next higher grade: 12 months for ensigns and lieutenants (junior grade), 18 months for lieutenants, 24 months for lieutenant commanders and commanders.

(4) A board of three officers not below the rank of captain to pass on recommendations for all out-of-line or spot promotions, with unanimous approval of this board required.

The following is the system for promotions on the active list:

Flag rank: From time to time the names and records of eligible officers are submitted by the Secretary of the Navy to a panel of officers of flag rank serving in the most responsible positions afloat and ashore for consideration for temporary promotion to rear admiral. This panel makes its recommendations directly to the Secretary of the Navy and from those recommended a promotion list is established. As the need for officers in the rank of rear admiral arises,

officers whose names appear on the approved list are recommended to the President for nomination to the Senate. Officers are nominated by the President to the Senate for confirmation in the rank of commodore to fill specific billet assignments.

Lieutenants, lieutenant commanders and commanders: The promotion of officers of these ranks to the next higher respective ranks will be effected from lists of officers recommended for temporary promotion by selection boards or panels, convened approximately every six months. The desirable minimum continuous-active-service requirements in rank have been fixed at 18 months for lieutenant to lieutenant commander and 24 months from lieutenant commander to commander, and commander to captain.

Determination of the specific active-duty requirement in rank for eligibility for selection will be made by the Chief of Naval Personnel, after which the names of all officers of a given rank meeting the requirements will be listed for submission to the appropriate board or panel for consideration. Normally, the needs of the service will govern the eligibility requirements.

The promotion of lieutenants and lieutenant commanders to the next higher rank will be effected as soon as practicable after approval of the report of the selection board or panel. Promotions to the rank of captain, in the cases of those officers who are serving in captain's billets, will be effected as soon as practicable after approval of the report of the board; the remaining officers whose names appear on the approved report will be promoted when they are detailed to captain's billets. The service will be advised of the promotion of officers to the ranks of lieutenant commander and commander by Alnav or circular letter. Promotions to the rank of captain will be authorized by individual letters or by dispatch in those instances where immediate notification is necessary.

All line selection boards or panels will be composed of at least nine members. Staff corps boards or panels will be composed of at least five members of staff corps under consideration. One-third of the members of boards or panels considering reserve officers will be representative reserve officers. Every officer on the eligibil-

ity lists submitted to a board must be considered.

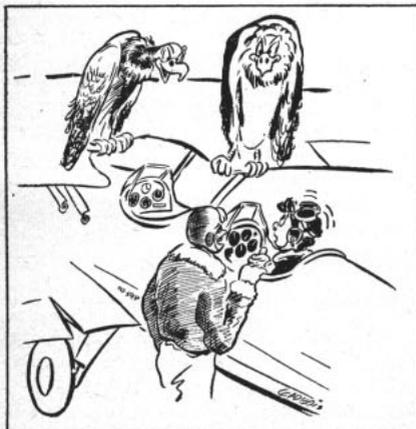
Ensigns and lieutenants (junior grade): Promotions of these officers to the next higher respective ranks will continue to be made en bloc by Alnav dispatches. Continuous-active-service requirement for promotion from each of these ranks has been fixed at not less than 12 months in rank and this period may be increased by the Chief of Naval Personnel as the needs of the service dictate. These promotions will be effected monthly.

As for retired officers, those on active duty in ranks of ensign or above will be eligible for temporary promotion on the retired list under the same general conditions set forth in the preceding paragraphs. Promotions to the ranks of lieutenant (junior grade) and lieutenant will be authorized en bloc; to the ranks of lieutenant commander and above promotions will be authorized only as a result of recommendations of selection boards convened at intervals of approximately six months.

Service eligibility requirements in all ranks of retired personnel will be based on continuous active duty in rank since 8 September 1939, and these requirements will be the same as set forth for officers on the active list.

In determining eligibility for promotion or selection, time served under a temporary appointment which continues in effect only for a specific duty assignment (spot appointment) will not be credited as active service in such rank. No spot promotions shall be made except as follows: (1) those to flag rank; (2) those for personnel attached to fleet or force units afloat, where it is definitely indicated that higher rank for the individual occupying a particular billet is essential for the administration of his duties; (3) those exceptional cases ashore which are clearly necessary in order to assign greater authority and responsibility to the incumbent, and which are approved by a board of three officers not below the rank of captain, to be appointed by the Secretary of the Navy. The unanimous recommendation of this board will be required before such an out-of-line promotion will be recommended to the Secretary.

BuPers does not expect to receive recommendations for spot promotions that do not meet these conditions.



Iowings (NAS, Ottumwa, Ia.)

"What makes you think you're not ready to solo?"

BUPERS BULLETIN BOARD

Commanding officers are expected to exercise their authority to withhold the promotion of any officer, active or retired, who for any reason is considered not qualified to assume the higher rank.

In the first selection for promotions from lieutenant under the new system outlined above, approximately 4,400 lieutenants of the line and 1,800 of the staff corps were elevated to lieutenant commander by BuPers Circ. Ltr. No. 113-44 (semi-monthly N. D. Bul., 15 April, 44-445). This was the first bloc promotion of lieutenants to lieutenant commander since 1 July 1943. Some of the appointments rank from 1 March 1944, others from 15 March 1944.

Warrant Officers To Be Promoted By Block System

Application of the block system, by means of Alnavs, to the temporary promotion of warrant officers of the regular Navy and Naval Reserve, active and retired, to the rank of chief warrant officer has been announced by BuPers.

The continuous active service requirement for promotion of a warrant officer to the rank of chief warrant officer has been fixed at not less than 12 months in rank, and this period may be increased by the Chief of Naval Personnel as the needs of the service dictate.

In determining eligibility for promotion, time served under a temporary appointment which continues in effect only for a specific duty assignment (spot appointment) will not be credited.

Because of the new policy, individual recommendations for promotions of warrant officers to chief warrant rank are no longer desired. However, this does not prevent COs from recommending warrant officers or chief warrant officers for appointment to ranks of ensign and above.

(Details in Circ. Ltr. No. 104-44, semi-monthly N. D. Bul., 15 April, 44-436.)

New Yorker Edition Available to Stores

The *New Yorker* weekly magazine is offering to all ship's service stores a weekly miniature edition at four cents per copy, postpaid in any quantities. Orders should be sent to *The New Yorker*, 25 West 43rd Street, New York 18, N. Y.

Shortened Jumpers Officially Approved

Recently approved changes in Navy Uniform Regulations for enlisted men, contained in Circ. Ltr. No. 97-44 (semi-monthly N. D. Bul., 15 April, 44-383), were outlined originally in an article in the INFORMATION BULLETIN of January 1944, page 67.

Blue jumpers now will hang straight, fully covering the top of the trousers, and eliminating the traditional "blouse." During the necessary period of transition from the old jumpers to the new, men will be permitted to wear the draw-string type of jumpers until the supply is exhausted or those in use are worn out.

Service Personnel May Use Shopping Service

A free shopping service for members of the armed forces is offered by Service Men's Service, Inc., 8 East 61st St., New York 21, N. Y. Service personnel, either overseas or in the U. S., may obtain gifts for wedding anniversaries, birthdays, Mother's Day or any other occasion, by naming the gift or purchase, enclosing a money order and sending it to the New York City address. This service likewise can be used to purchase for personal use articles not carried in ship's service stores.

Each order is given detailed, personal attention. Orders from overseas must comply with military postal regulations. If orders are sent sufficiently in advance, the shopping service will see that gifts for birthdays and other occasions arrive on the right day.

The service is sponsored by the Navy League of the United States.

Photo Interpreter Applications Sought

Until further notice, BuPers will consider applications through official channels from an increased number of reserve ensigns and lieutenants (junior grade) of A-V (S) classification for training at the School of Photographic Interpretation, U. S. Naval Air Station, Anacostia, D. C., to serve as photographic interpreters with naval units of the fleet and at advance bases.

A degree from an accredited college or university is required. Officers with degrees in geology, architecture or civil engineering, or with experience or training in the use of aerial photographs or in photogrammetry, are especially desired.

The latest class at the school was to convene about 1 May, and other classes will follow at intervals of ten weeks.

(Details in BuPers Circ. Ltr. No. 92-44, semi-monthly N.D. Bul., 31 March, 44-378.)

Personnel on Leave May Get Air Priority

Naval personnel on leave may be granted priority Class Four for air travel if (1) on leave from overseas stations and scheduled to return there upon termination of leave, (2) in a unit earmarked or alerted for duty outside the continental U. S. and granted last leave prior to departure, or (3) granted emergency leave due to death or serious illness of a member of immediate family—father, mother, sister, brother, husband, wife, child.

For instructions and details concerning granting of air priority to personnel on leave, see Circ. Ltr. No. 89-44, in the semi-monthly N.D.Bul., 31 March, 44-375.)

Policy Stated on Furnishing Addresses to Commercial Companies

The Bureau is receiving correspondence from commercial companies complaining that they cannot write their former employees now in the Navy, because they do not know their addresses.

As a policy of security, the Navy Department does not furnish mailing lists of naval activities to commercial companies. As a policy of expediting personal mail from families and friends, the Navy Department has not encouraged solicited letters of impersonal nature such as those to or from clubs, societies, commercial companies, etc.

It has always been taken for granted that if a man in the service wants more correspondence, he is always free to write to any legitimate correspondent. In so doing, and for security purposes, all personnel are cautioned to exercise care and judgment in their correspondence.

Enlisted Parachutist Insignia Unauthorized

The gold metal parachutist insignia is not and never has been authorized by the Navy. The insignia consists of wings, like those of a pilot, with a parachute in the center. Its wearing, absolutely unauthorized, has been noted among some men of the naval service.

BUPERS BULLETIN BOARD

Regs Revised on Uniforms of CPOs, Cooks, Stewards And Naval Personnel Serving With Marine Forces

Several changes and additions to Navy Uniform Regulations have just been announced by BuPers.

A miniature cap device approximately three-fourths the size of the present cap device with the same design has been approved for CPO garrison caps, to be worn on the left side of the cap, two inches from the front edge.

The working uniform for chief cooks, chief stewards, and cooks and stewards is the same as that prescribed for CPOs (including both khaki and gray), except these men shall wear blue-black plastic buttons of so-called 30-line size and bearing the anchor design, regulation black bow ties and regular caps with cloth cover matching the color of their uniforms. The present "USN" cap device prescribed for chief cooks, chief stewards, and cooks and stewards remains unchanged.

Naval officers attached to Marine Corps organizations may wear the field uniform prescribed for Marine Corps officers but with the Navy miniature cap device, bronzed, instead of the Marine cap device.

Navy enlisted men with the marines must wear the Marine enlisted field uniform when so ordered and when it is furnished to them at no expense. Rated men will wear naval rating badges and distinguishing marks with blue markings (except for the red cross for hospital corpsmen) on a background to match the color of the uniform. Chief petty officers will wear their miniature cap device, bronzed.

(Detailed in Circ. Ltr. No. 97-44, semi-monthly N. D. Bul., 31 March, 44-383.)

Approval of SecNav Now Required for New Publications

Revision of regulations relating to ship and station newspapers, including a requirement for approval by SecNav before new publications may be established, has been announced by BuPers.

The revised regulations (BuPers Manual, Arts. E-7601, E-7602, E-7603 and E-7604) state that ships and stations may maintain newspapers as a positive factor in promoting the efficiency, welfare and contentment of personnel in building "ship's spirit."

(Details in Manual Circ. Ltr. 24-44, semi-monthly N. D. Bul., 15 April, 44-446.)



Bee Lines (Camp Peary NCTC,
Williamsburg, Va.)

Disability Provision Available in U. S. Government Insurance

A person who has a U. S. Government Life Insurance (*not* National Service Life Insurance) policy in force, either under premium-paying conditions or as paid-up insurance by reason of completion of payment of premiums through the full premium-paying period of such policy, and any person who is eligible to apply for U. S. Government Life Insurance, has a valuable privilege which is often overlooked, namely, the opportunity to include in his policy the additional total disability provision granted under Section 311 of the World War Veterans Act, 1924, as amended.

For the payment of a small additional premium, provided the insured can meet good-health requirements as established by the Administrator of Veterans Affairs, the government will insure U. S. Government Life policyholders against *total* disability, not necessarily permanent, which continues for a period of four consecutive months or more before the insured attains the age of 65 years, and before default in the payment of any premium.

This feature should not be confused with the *permanent* total disability provision which is part of the policy, as it is separate and distinct. Nor should it be confused with any other pensions, having no relation whatever to them.

Under the latter provision, the disability for which benefits are payable must be such that it is reasonably cer-

tain that the disability will continue throughout the lifetime of the policyholder, and the face value of the insurance is reduced by payment of benefits. The difference is readily apparent when the following numbered paragraphs are studied.

The additional total disability provision furnishes the following benefits:

1. Pays to the insured a monthly income at the rate of \$5.75 for each \$1,000 of insurance. These payments start with the fifth consecutive month of continuous total disability and continue as long as the disability lasts. Any payments due the insured, but not paid during his lifetime, are paid to the beneficiary.

2. Premiums on the insurance policy and on the total disability provisions are waived for the period during which total disability benefits are paid.

3. Payments on account of total disability do *not* decrease the face value of the insurance.

4. Payments on account of total disability are independent of and are paid in addition to the permanent total disability benefits incorporated in the policy.

Application for the total disability provision should be made on Veterans Administration Form 866 if a policy is in force, on Veterans Administration Form 739 if applied for at the same time the original application for insurance is made, or may be made by any statement in writing sufficient to identify the applicant and the amount of insurance desired, accompanied by a report of physical examination and a remittance to cover the first monthly premium.

Premium rates for the additional total disability provision, when attached to an insurance policy bearing the same effective date, are listed in Veterans Administration Form 752, "Information and Premium Rates, U. S. Government Life Insurance," a booklet which is readily available at any naval activity.

All persons with U. S. Government Life Insurance in force, or who are applying for such insurance, may wish to consider this feature which affords generous protection at a low cost, and safeguards the insurance after the insured becomes temporarily disabled from any cause for four consecutive months or more before attaining the age of 65 years.

BUPERS BULLETIN BOARD

New Table of Discharges Issued

A revised "Table of Matters Relating to Discharge" (Art. D-9103 BuPers Manual), brought up to date to conform with approved changes and instructions, will be included in the next printed change to the BuPers Manual.

Major changes are that individuals discharged by reason of unsuitability or inaptitude may receive either a "good" or an "indifferent" character of discharge as warranted on their records, and individuals discharged due to expiration of enlistment, and for disability incurred in line of duty or existing prior to enlistment, may now receive a "good"

character of discharge when marks of 2.5 in proficiency in rating and 2.75 in conduct are maintained. (Former requirements were 2.75 and 3.0).

The three types of discharge certificates now issued by the Navy are (1) Honorable Discharge, (2) Certificate of Discharge Under Honorable Conditions, and (3) Certificate of Unfavorable Discharge.

The complete table, as it will be issued, appears in the semi-monthly N.D. Bul., 31 Mar., 44-391. For information, the general provisions appear below:

TABLE OF MATTERS RELATING TO DISCHARGES

REASON FOR DISCHARGE	Special provisions regarding discharges						Conditions affecting character of discharge					
	² Travel allowance	Transportation in kind and subsistence	Issue suit of civilian clothes. Art. D-9115(4)	Cash allowance	Retain and wear uniform 3 mos. after discharge	General	³ Minimum final average marks		⁴ Character of discharge	Types of discharge certificate	Form Nav Pers	
							Prof.	Cond.				
¹ Expiration of enlistment	Yes	No	No	No	Yes	Not convicted by GCM or more than once by SCM (for exceptions see Art. D-9115 (7))	3.0	3.25	Honorable	Honorable	660	
	Yes	No	No	No	Yes	Recommended or not recommended for reenlistment	2.5	2.75	Good	Under Honorable Conditions	661	
	Yes	No	No	No	Yes	Not recommended for reenlistment —Marks below 2.5 prof. and 2.75 cond.			Indifferent	" "	661	
Medical survey	Option of man	Option of man	No	No	Yes	Disability incurred in line of duty, not own misconduct	3.0	3.25	Honorable	Honorable	660	
	Option of man	Option of man	No	No	Yes	Disability incurred as result of action against organized enemy. (See Art. D-9105(4)(e))			Honorable	Honorable	660	
	Option of man	Option of man	No	No	Yes	Disability incurred in line of duty or existed prior to enlistment	2.5	2.75	Good	Under Honorable Conditions	661	
						Marks below 2.5 prof. and 2.75 cond.			Indifferent	" "	661	
Convenience of Government	Option of man	Option of man	No	Yes	Yes	Disability due to own misconduct			Indifferent	" "	661	
	Yes	No	No	No	Yes	When directed by Bureau	2.5	2.75	Good	Under Honorable Conditions	661	
Man's own convenience	No	No	No	No	Yes	" " " "	2.5	2.75	Good	" "	661	
Dependency existed prior to enlistment	No	No	No	No	Yes	" " " "	2.5	2.75	Good	" "	661	
Dependency arising since enlistment	Yes	No	No	No	Yes	" " " "	2.5	2.75	Good	" "	661	
Minors enlisted without consent —Under 18 at time of discharge	No	Yes ⁵	No	No	Yes	Not recommended for reenlistment			Good or Indifferent as warranted	" "	661	
Unsuitability	Yes	No	Yes	Yes	No	Not recommended for reenlistment (Art. D-9110)			" "	" "	661	
Inaptitude	Yes	No	Yes	Yes	No	Not recommended for reenlistment (Art. D-9111)			" "	" "	661	
Unfitness	Yes	No	Yes	Yes	No	Authorized by Bureau or C.O. (Art. D-9112)			Undesirable	Unfavorable	662	
Desertion without trial	No	No	Special	Yes	No	When authorized by Bureau			" "	" "	662	
Trial and conviction by civil authorities	No	No	Special	Yes	No	" " " "			" "	" "	662	
Fraudulent Enlistment	No	No	Yes	Yes	No	" " " "			" "	" "	662	
Sentence of SCM—Immediate	No	No	Yes	Yes	No	⁶ When so sentenced and approved by competent authority			Bad conduct	" "	662	
Sentence of GCM or SCM	No	No	Yes	Yes	No	⁶ When directed by Bureau or C.O. after violation of probation			Dishonorable or Bad conduct	" "	662	
Sentence of GCM—Immediate	No	No	Yes	Yes	No	⁶ When so sentenced and approved by competent authority			Dishonorable or Bad conduct	" "	662	
Sentence of GCM—After Prison	No	Yes	Special	Yes	No	Completion of sentence			Dishonorable or Bad conduct	" "	662	

1. Does not apply during period held beyond expiration enlistment during war or 6 mos. thereafter. Personnel Regular Navy may be discharged due to expiration enlistment only for purpose of immediate voluntary reenlistment. Reservists will not be discharged for expiration enlistment during war or period 6 mos. thereafter. When discharge by reason of expiration enlistment is permitted and effected, provisions this table apply.

2. Entries are shown as guide for convenience, but should not

be considered authoritative. (See U. S. Navy Travel Instructions.)

3. Marks below 2.5 prof. or 2.75 conduct normally warrant indifferent character, and not recommended for reenlistment.

4. C.O. may recommend to BuPers a different character of discharge. (See Art. D-9102(3).)

5. Transportation in kind only.

6. See Art. D-9114(1).

BU PERS BULLETIN BOARD

'Dishonorable Discharge'



USMC Headquarters Bulletin

"It is for their sake that I would like to have an honorable discharge."

Transfer of Souvenir Firearms Strictly Regulated

The green light is on for the importation, personally or through the mails, of certain items of captured enemy equipment if you follow the Navy's rules, as outlined in "Souvenir Collecting, Ltd.," in the January 1944 INFORMATION BULLETIN. But — if any such souvenir qualifies as a firearm under terms of the National Firearms Act, do not transfer it without first complying with the act.

DON'T — in capital letters — sell, assign, pledge, lease, loan, give away or otherwise dispose of a firearm until you are sure you have met all the requirements for legal transfer. That, says BuPers counsel, is the only safe course.

A firearm, according to the act, is (1) a shotgun or rifle with a barrel less than 18 inches in length; (2) any other weapon, except a pistol or revolver, from which a shot is discharged by an explosive, if the weapon can be

concealed on the person; (3) a machine gun, or (4) a muffler or silencer for any firearm.

A machine gun means any weapon which shoots or is designed to shoot, automatically or semi-automatically, more than one shot by a single pulling of the trigger without a separate reloading operation each time a shot is fired.

Weapons that do not qualify as firearms under the act, and about which you needn't worry, so far as the act is concerned, are (1) a pistol or revolver which is not automatic or semi-automatic and which shoots only one shot by a single pulling of the trigger and (2) a rifle of .22 caliber or smaller, if its barrel is 16 inches or more in length.

The Internal Revenue Code imposes, with very few exceptions, a \$200 transfer tax upon firearms transferred in the continental United States.

The tax is only \$1 for any firearms with two attached barrels, 12 inches or more in length, from which only a single shot can be fired from either barrel without manual reloading.

Any firearm which is unserviceable and which is transferred as a curiosity or ornament is exempt from any tax, but you must fill out and file Treasury Form No. 5 (Firearms) to cover its transfer.

Unserviceable firearms are those permanently rendered incapable of use. Merely removing a part is not enough. Welding the firing parts together will serve the purpose.

The forms necessary for compliance with the act may be secured by writing the nearest Collector of Internal Revenue, or the Commissioner of Internal Revenue, Washington 25, D. C.

Procedure for securing Navy permission to bring back or mail firearms home to be held for you is outlined in the concluding paragraphs of the INFORMATION BULLETIN article mentioned in the first paragraph.

The first step in recording possession of your souvenir firearm is the execution at the time of importation of Treasury Department Form No. 6 (Firearms). If you don't have a copy of this form, it is pretty safe to assume the U. S. Customs Service will, because you must clear customs when returning to the United States. From then on, the firearm cannot be transferred in the continental United States without executing Form 5, if exempt, or Form 4 (Firearms), if not exempt, and paying the required tax.

The National Firearms Act was passed to combat the gangsters who once made a pastime of toting sub-machine guns, sawed-off shotguns and automatics. Through this law and others the government seeks to control every aspect of the manufacture, transportation and transfer of firearms. Registration of firearms is part of the scheme.

The National Firearms Act makes it unlawful for any person to receive or possess any firearm which has been transferred at any time in violation of its provisions. Conviction for any violation of the act may entail a fine of \$2,000 or five years' imprisonment, or both. In addition, the firearm is subject to confiscation.

The month's Almanacs in brief appear on page 47 of this issue.

BUPERS BULLETIN BOARD

State Laws Governing Marriages* (including material especially applicable to naval personnel)

NOTE: Where a state requires a medical or physical examination, or both, unless otherwise stated the examination is for syphilis only. Where both parties need not be present when

filing application for the license, but the state requires a medical or physical examination, or both, it is understood that the party filing application has both certificates with him.

STATES	Is a medical examination required? If so, how long will it be honored?	Is a physical examination required?	Is the Navy permitted to make these tests?	Must the examination reports be on the State form?	Is there a waiting period between the application for the License and its issuance? If so, how long?	May this waiting period be waived?	Must both parties be present when filing application for the License?	Minimum age for issuance of the License with parents' consent	Minimum age for issuance of the License without parents' consent	Civil or religious ceremony	Miscellaneous
ALABAMA	Yes. 15 days	No	See Note 1	Yes	No		See Note 2	Male 17-Female 14	Male 21-Female 18	Both	None
ARIZONA	No	No			No		Yes	Male 18-Female 16	Male 21-Female 18	Both	2 witnesses req'd.
ARKANSAS	No	No			No		Yes	Male 17-Female 14	Male 21-Female 18	Both	See Note 3
CALIFORNIA	Yes. 30 days	Yes	Yes	Yes	No		Yes	Male 18-Female 16	Male 21-Female 18	Both	None
COLORADO	Yes. 30 days	See Note 4	Yes	See Note 5	No		No	Male 21-Female 18	Male 21-Female 18	Both	None
CONNECTICUT	Yes. 40 days	No	See Note 7	See Note 8	Yes. 5 days	See Note 9	No	See Note 6	Male 21-Female 18	Both	None
DELAWARE	No	No			See Note 10	No	Yes	Both sexes 16	Male 21-Female 18	Both	None
DIST. OF COL.	No	No			Yes. 5 days	No	See Note 12	Male 18-Female 16	Male 21-Female 18	Both	See Note 11
FLORIDA	No	No			No		Yes	See Note 13	Male 21-Female 18	Both	See Note 14
GEORGIA	No	No			See Note 16	See Note 17	See Note 18	See Note 15	Both over 21	Both	None
IDAHO	Yes. 30 days	Yes	Yes	Yes	No		See Note 19	Male 17-Female 14	Male 21-Female 21	Both	None
ILLINOIS	See Note 20	Yes. For both	Yes	See Note 21	No		Yes	No minimum age	Male 21-Female 18	Both	None
INDIANA	Yes. 30 days	Yes	Yes	Yes	No		No	Male 18-Female 16	Male 21-Female 18	Both	None
IOWA	Yes. 20 days	Yes	Yes	No	No		See Note 22	Male 18-Female 16	Male 21-Female 18	Both	None
KANSAS	No	No	Yes	No	No		See Note 23	Male 16-Female 14	Male 21-Female 18	Both	None
KENTUCKY	Yes. 15 days	Yes	No	Yes	No		Yes	Male 16-Female 14	Both over 21	Both	None
LOUISIANA	See Note 25	See Note 26	Yes	No	No		No	Male 18-Female 16	Both over 21	Both	2 witnesses req'd.
MAINE	Yes. 30 days	No	Yes	Yes	Yes	See Note 27	No	Both over 16	Male 21-Female 18	Both	See Note 28
MARYLAND	No	No			Yes. 48 hours	See Note 29	No	None specified	Male 21-Female 18	Religious only	None
MASSACHUSETTS	Yes. 30 days	No	Yes	Yes	Yes. 5 days	See Note 30	See Note 31	Male 18-Female 16	Male 21-Female 18	Both	None
MICHIGAN	See Note 32	Yes	Yes	Yes	Yes. 5 days	See Note 33	No	Male 18-Female 16	See Note 34	Both	2 witnesses nec.
MINNESOTA	No	No			Yes. 5 days	See Note 35	No	Male 18-Female 16	Male 21-Female 18	Both	See Note 36
MISSISSIPPI	No	No			See Note 37		Yes	None specified—	Male 21-Female 18	Both	None
MISSOURI	Yes. 15 days	No	Yes	No	No		Yes	None specified—	Male 21-Female 18	Both	None
MONTANA	No	No			No		See Note 38	Male 18-Female 16	Male 21-Female 18	Both	None
NEBRASKA	Yes. 30 days	No	Yes	Yes	No		Yes	Male 18-Female 16	Both over 21	Both	None
NEVADA	No	No			No		Yes	Male 18-Female 16	Male 21-Female 18	Both	None
NEW HAMPSHIRE	Yes. 30 days	No	Yes	Yes	Yes. 5 days	See Note 39	Yes	None specified	Male 20-Female 18	Both	None
NEW JERSEY	Yes. 30 days	No	Yes	Yes	Yes. 3 days	See Note 40	See Note 41	None	Male 21-Female 18	Both	None
NEW MEXICO	No	No					Yes	None specified	Male 21-Female 18	Both	2 witnesses req'd.
NEW YORK	Yes. 30 days	No	Yes	See Note 42	Yes. 24 hours	See Note 43	Yes	Male 16-female 14	Male 21-Female 18	Both	See Note 44
N. CAROLINA	See Note 45	See Note 46	Yes	Yes	No		Yes	Male 15-Female 14	Both over 18	Both	See Note 47
NORTH DAKOTA	Yes. 30 days	No	No	Yes	No		See Note 48	Male 18-Female 15	Male 21-Female 18	Both	None
OHIO	Yes. 30 days	No	No	Yes	Yes. 5 days	See Note 49	Yes	Male 18-Female 16	Both over 21	Both	See Note 50
OKLAHOMA	No	No			See Note 56	No	See Note 51	Male 18-Female 15	Male 21-Female 18	Both	See Note 52
OREGON	See Note 53	See Note 54	See Note 55	Yes	See Note 56	No	No	Male 18-Female 15	Male 21-Female 18	Both	See Note 57
PENNSYLVANIA	Yes. 30 days	Yes	Yes	Yes	Yes. 3 days	See Note 58	Yes	Both sexes 16	Both sexes 21	Both	None
RHODE ISLAND	Yes. 30 days	See Note 59	Yes	Yes	See Note 60	No	Yes	Male 18-Female 16	Both over 21	Both	See Note 61
S. CAROLINA	No	No			No		Yes	Male 18-Female 14	Both over 18	Both	None
SOUTH DAKOTA	Yes. 20 days	Yes	Yes	No	No		Yes	Male 18-Female 15	Male 21-Female 18	Both	1 witness req'd.
TENNESSEE	Yes. 30 days	See Note 62	Yes	Yes	See Note 63	No	No	Both sexes 16	Fem. only; under 18	Both	None
TEXAS	Yes. 30 days	No	Yes	Yes	No		See Note 64	Male 16-Female 14	Male 21-Female 18	Both	None
UTAH	Yes	No	Yes	Yes	No		Yes	Male 16-Female 14	Male 21-Female 18	Both	2 witnesses req'd.
VERMONT	Yes. 60 days	No	Yes	See Note 65	Yes. 5 days	See Note 66	No	Both sexes 16	Male 21-Female 18	Both	None
VIRGINIA	Yes. 30 days	Yes	Yes	See Note 67	No		See Note 68	Male 17-Female 15	Both sexes 21	Both	See Note 69
WASHINGTON	No	No			Yes. 3 days	See Note 70	See Note 71	See Note 72	Male 21-Female 18	Both	None
WEST VIRGINIA	Yes. 30 days	Yes	Yes	Yes	Yes. 3 days	See Note 74	No	Male 18-Female 16	Both over 21	Both	See Note 75
WISCONSIN	See Note 76	See Note 77	Yes	No	Yes. 6 days	See Note 78	See Note 79	Male 18-Female 15	Male 21-Female 18	Both	See Note 80
WYOMING	Yes. 30 days	No	No	Yes	No		See Note 81	Male 18-Female 16	Both sexes 21	Both	2 witnesses req'd.

NOTES:

1. Yes, if the base is located in the state. Otherwise the examination must be made by a physician licensed to practice medicine in the state of Alabama.
2. No. Any friend of the parties can obtain the license, provided said friend can answer all questions on the application, and has physician's certificates.
3. Minister must have a certificate of authorization from the county clerk.
4. Yes, for syphilis and gonorrhoea.
5. No. If other state certificate used contains same information as that of Colorado, that certificate will be accepted. For reports done by Army, Navy, etc., Colorado form must be used.
6. License is not dependent upon the age of applicants, but the burden is placed

upon the officiating clergyman to see that no male under 21 or female under 18 is married without parents' consent.

7. No. But may be made by all state departments of health, U.S.P.H.S. of Staten Island, N. Y., and Health Dept. of Washington, D. C.

8. No, but Connecticut form preferred.

9. Yes. Request should be made to the probate judge.

10. Yes, 24 hours for state residents and 96 hours for non-residents.

11. Minister must be registered with the State Registry of Vital Statistics. Two witnesses required.

12. No. May be done by either of the contracting parties, or by some friend or relative who has knowledge of the facts pertaining thereto, and who is competent

to take an oath that statements he makes are true.

13. Male 18, female 16. Father must give consent. If father is dead, mother may give consent.

14. Minister must be authorized by the District Court of the U. S. District of Columbia.

15. Male 18, female 16. Statements by parents must be notarized.

16. If both parties are over 21, there is no waiting period. If one or both parties are under 21, there is a five-day waiting period.

17. Yes, if parent or guardian appears in person and consents to the marriage.

18. Yes. Satisfactory proof of age must be made, either by personal appearance, birth certificate, affidavit of two additional

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persons as to age of contracting parties.
19. Yes, or someone who is well acquainted and can make the affidavit for the missing party.

20. Yes, for syphilis and gonorrhea. Good for 15 days.

21. No, but Illinois form preferred.

22. No, but both must be present when license is purchased.

23. No. Either party, or a third person acting on behalf of the people wishing a license, may be given the license.

24. Male 18, female 16. Father's consent necessary. If he be dead, mother or guardian may give consent.

25. Yes, necessary for the male only. Good for 15 days.

26. Yes, necessary for the male only.

27. Yes. Request must be made to the municipal judge.

28. Minister must have certificate from State Secretary authorizing him to officiate.

29. Yes, for members of the armed forces.

30. Yes. Request should be made to the clerk at the counter.

31. If neither party is a resident of the state, both parties must appear together to file intentions at the office of the city clerk or registrar in the city in which they intend to be married. If only one party is a resident of the state, that party may file for both in the place of residence. Nothing is required from the home state of the non-resident party. If both are residents of the same city in Massachusetts, one party being in the service, the other party may file for both. If they are residents of separate cities in Massachusetts, one party being in the service, the other party may file for both in each city. (Two licenses are required when the parties are residents of separate cities in the Commonwealth.) Except in the case where neither party is a resident of the state, the license may be used anywhere in the state. Where neither party is a resident, the license must be used in the city where it was granted.

32. Yes, for syphilis and gonorrhea. Good for 30 days.

33. Yes. Request should be made to the county probate judge.

34. Only when female is under 18. No minimum for the male.

35. Yes. Request should be made to the district judge.

36. Two witnesses required. Minister must have certificate from the clerk of the district court of some county in the state.

37. If both parties are of age, there is no waiting period. If one, or both parties, are under age, and do not have parents with them to give consent, then a letter is sent by registered mail. If no answer is received within a reasonable time, the license is then issued, as Mississippi takes no answer as a consent.

38. No. Either one of the parties, or a friend, may procure the license.

39. Yes, by both parties signing a petition, that a waiver is requested, at the time of application.

40. No. However, it is legally possible for one applicant to apply for a license at least three days before the hour set for the ceremony. The application must be completed by the other party 24 hours before the ceremony at which time the license may be obtained from the issuing officer. It is not good for use, however, until 24 hours after the hour of issue stated upon the marriage license.

41. Yes, accompanied by one identifying witness who must be of legal age and a resident of the municipality where the application is filed.

42. No, but New York form is preferred.

43. Yes, for members of the armed forces.

44. One witness in addition to the officiant.

45. Yes, for syphilis and gonorrhea. Good for 14 days.

46. Yes, for syphilis and gonorrhea. If one party is a civilian, physical examination must be made by a physician licensed to practice medicine in North Carolina.

47. One or more witnesses necessary.

48. Yes. Each must file an affidavit as

to divorce, either that they have never been divorced or, if so, to file a copy of the divorce decree.

49. Yes, for members of the armed forces.

50. Minister must obtain a license to officiate from the probate judge.

51. No. Another person may purchase the license.

52. Minister must file his credentials with the county judge; two witnesses required.

53. Yes, for syphilis and gonorrhea. Good for ten days.

54. Yes, for gonorrhea only.

55. Yes, if Navy doctor is residing in the state. Otherwise examinations must be made by a resident physician of Oregon.

56. Yes, five days. Application is filed one day, there are three intervening days, and the license is issued on the fifth.

57. Clergyman must file credentials with the county clerk. Two witnesses required.

58. Yes. Request must be filed with the court. Person wishing a waiver should write to the county where he intends to apply for health form, as each court has jurisdiction over that judicial district.

59. Yes, for syphilis, gonorrhea and tuberculosis.

60. Yes, five days. Five days must elapse between date of issuance and date marriage is to take place. This applies to non-residents.

61. Clergyman must secure a license from the clerk of the town or city. Two witnesses required.

62. Yes, for syphilis and gonorrhea.

63. Yes. If female is under age of 18, there is a waiting period of three days. If both are of age, there is none.

64. No. Anyone who can swear to the age of the parties may procure the license. Parties must be of age.

65. No, but report must be presented to the State Board of Health for state certificate to be signed by applicant.

66. Yes, for members of the armed forces.

67. If report is from another state, the report must be on Virginia form; but if from a service hospital, or dispensary, report will automatically be transferred to Virginia form at time of application.

68. Yes, except in emergency cases. Application for the license may be filled in and signed before the commanding officer of any base or unit.

69. Surety bond is required of clergyman before authorization by circuit court to perform the ceremony.

70. Yes, to members of the armed forces.

71. Yes, if both parties are in the state. However, if one party is in another state, affidavit can be sent and notarized there.

72. None for the male. Female 15.

73. Yes, three days after filing application.

74. Yes. Request should be made to judge of circuit court for county in which application is filed.

75. Minister's credentials to perform marriage issued by either circuit court or county court. Surety bond of \$1500 is required.

76. Yes, for syphilis. Also for gonorrhea only if history of disease, and at the physician's discretion. Good for 15 days.

77. Yes. Examination for syphilis necessary for male only. Examination for gonorrhea necessary for both.

78. Yes. Residents and servicemen who have been in the state over 30 days may secure special dispensation waiving five-day waiting period.

79. No. One party may make application on Wisconsin form before person's own county clerk, if in another state.

80. Ministers must receive certificate from clerk of circuit court in order to be authorized to perform marriage ceremony. Two witnesses required.

81. No. However, if one of the applicants appears alone, they must be accompanied by a witness.

Second Playwriting Contest Announced

Plans for a second playwriting contest for men and women of the armed forces have been announced by the National Theater Conference.

There will be two divisions of the contest. Material mailed by servicemen on duty within the U. S. will be entered in the Camps Division, and from personnel outside the U. S. in the Overseas Division. Awards and judging in the five classes of writing will be separate for the two divisions.

These five classes are: long plays, 1½ to 2 hours' playing time; one-act plays, 20 to 40 minutes' playing time; skits and blackouts, 1 to 10 minutes; musical comedies, 1 to 2 hours; radio plays, (a) dramatic scripts of approximately 28 minutes, and (b) "spot" scripts not exceeding 7 minutes.

Prizes totaling \$1,500 will be awarded the winners. Authors of promise are to be recommended by the judges for postwar fellowships and scholarships with an aggregate value of approximately \$12,000.

The contest opened on 1 May 1944. To be eligible for the Camps Division, manuscripts must be postmarked not later than 1 November 1944, and for the Overseas Division, not later than 1 December 1944. Announcement of prize winners in both divisions will be made on 1 March, 1945.

Manuscripts submitted must be typed or written in a legible hand on one side of the paper only. The sheets should be bound together and numbered, the cover or top page being marked clearly with the title of the play, its class of writing, the author's



The Mainsheet (NTS, Bainbridge, Md.)

"But Wilbur, dear, do you think it's all right?"

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name and military rank, and both his military and permanent addresses. Essential music, bound together with the text, should be complete with lyrics and scores. Since the National Theater Conference will not be responsible for lost manuscripts, two copies of each play should be mailed, in case one is misplaced in the process of administering the competitions. No manuscript will be returned to the owner, unless it is accompanied by adequate postage and a specific request.

The author retains the power to protect his rights insofar as they apply to publication, and to motion picture, radio, and professional stage production. Rights for the use of manuscripts in soldier and sailor entertainment programs, however, will be granted without royalty. The rights of all amateur civilian production and distribution will be controlled by the National Theater Conference, with royalty payable to the author under conditions approved by him.

Upon the manuscript the contestant must state over his signature that his entry is submitted in accordance with the terms of the contest.

Manuscripts should be addressed to: Second Playwriting Contest, National Theater Conference, Western Reserve University, Cleveland (6), Ohio.

Officers Assigned to Ships Fitting Out May Draw Per Diem

Officers who are held over for a longer period than originally anticipated while on duty in connection with fitting out vessels, and thus subjected to greater personal expense, now may have mileage orders changed to the usual per diem basis.

Under a recent interpretation of law on the subject by the Comptroller General, per diem may be paid where mileage is deemed insufficient (See Circ. Ltr. No. 48-44, semi-monthly N.D. Bul., 29 Feb., 44-229). Because this letter did not cover cases of officers mentioned above, it was revised by Circ. Ltr. No. 103-44 (semi-monthly N.D. Bul., 31 March, 44-389).

This circular letter modifies all outstanding orders affecting officers involved, effective as of 30 March 1944, to give them the benefit of per diem for the remainder of their duty in fitting out vessels.

The modification is not retroactive and payment of per diem for such duty performed in mileage status prior to 30 March 1944 will not be consid-

ered by BuPers under any circumstances, by stipulation of the Comptroller General.

Designators Announced For Three New Ratings

Designators for the special qualifications of three enlisted ratings are announced in Circ. Ltr. No. 91-44 (semimonthly N.D. Bul., 31 March, 44-377.) They are: SM, salvage mechanic, for use with various rates; PhM (DP), dental prosthetic technician; and Sp(X)3c(SB) for telephone switchboard operators. Only switchboard supervisors are entitled to a Sp(X) (SB) rating higher than third class.

Qualifications Published For Five New Ratings

Qualifications are published in the semi-monthly N.D. Bul. of 31 March 1944 for all grades of the following ratings:

Specialist C (classification interviewer).

Aviation machinist's mate F (aviation flight engineer).

Sonarman H (harbor defense).

Qualifications are published in the semi-monthly N. D. Bul. of 15 April 1944 for all grades of these recently established ratings:

Specialist W (chaplain's assistant).

Painter (V) (Aircraft painter).

Courses Suggested For Prospective Submarine Officers

Suggested courses for preliminary study by candidates awaiting assignment to the officers' class of the Submarine School, New London, Conn., have been outlined by BuPers.

Candidates for this training must meet one of the following basic requirements: (1) engineering degree in mechanical, electrical, civil, industrial or chemical engineering; (2) excellent background and record in mathematics and the sciences; (3) practical experience in operation or maintenance of machinery.

Candidates with an engineering degree are urged to make a refresher study of electrical engineering while awaiting assignment to submarine training. Officers otherwise qualified, who contemplate applying for assignment to the school after a period of duty on surface ships and who have had no previous study or training in electrical engineering, are urged to make a preliminary study of this subject while awaiting assignment.

Although officers with no previous training along this line may successfully complete the course, most failures arise from the students' inability to acquire in three months of instruction sufficient engineering knowledge to render efficient service aboard a submarine.

Suggested textbooks for this study which may be found in the ship's library are: *Elements of Electrical Circuits and Machinery*, Blaylock; *Electrical Engineering, Vol. I*, Dawes, and *Bureau of Naval Personnel Training Courses for Electrician's Mates*.

(Details in Circ. Ltr. No. 83-44, semi-monthly N.D. Bul., 31 March, 44-369.)

Two Changes Made In Nurses' Uniform

Two changes in the uniform for members of the Navy Nurse Corps have been announced.

Nurses now are authorized to wear the cap insignia of commissioned officers, with a similar black mohair band and without gold strap or buttons. This authority is derived from the recent act of Congress giving nurses commissioned rank corresponding to their previous relative rank, for the duration and six months thereafter.

Also authorized for the nurses is a slate gray dress, the wearing of which is optional.

The dress will be plain, one piece, double-breasted, with notched revers and collar, long sleeves with two-button cuff, blue-black plastic buttons, six-gore skirt with full kick pleat center front, and provided with a loose belt. It may be made in plain weave cotton, rayon or tropical worsted. The color will conform to that of the gray officers' working uniform.

The Navy Nurse Corps miniature insignia is to be worn on the left lapel of the gray dress and the miniature rank insignia on the right lapel. No sleeve insignia or shoulder marks will be worn.

A gray garrison cap or gray cap cover for the present cap, black shoes, beige hose, and gray gloves will be worn with the gray uniform.

Service dress white will be worn at official and social occasions where formal or semi-formal summer civilian dress would be appropriate.

Authority for the slate gray dress for nurses was contained in a letter from SecNav to the Permanent Naval Uniform Board dated 11 April 1944.

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First Aviation Rating Courses Nearly Ready For Distribution

Distribution of the first eight titles in the series of aviation rating courses has been temporarily delayed, but automatic shipments to aviation activities and the filling of separate requisition already received will be commenced in the near future. The first titles to be distributed are:

10303—Introduction to Airplanes	10315—Aircraft Electrical Systems
10305—Blueprint Reading and Layout Work	10322—Aircraft Welding
10311—Fundamentals of Electricity	10332—Aircraft Hydraulic Equipment
10313—Aircraft Communications	10334—Aircraft Engines

All shipments of the remaining 22 titles will be made in groups of eight or ten when the manuals are received from the publishers. Since Navy training courses are not issued by BuPers direct to enlisted personnel, those desiring to study courses for advancement in rating should consult their training officers. Following are other titles to be distributed:

NAVPERS	
10301—Enlisted Men's Guide to Aviation Ratings	10333—Aircraft Instruments
10302—Ed. Officer's Guide to Aviation Ratings	10335—Aircraft Fuels Systems
10304—Mathematics	10336—Aircraft Propellers
10306—Hand Tools	10341—Aircraft Armament
10312—Aircraft Radio Equipment	10342—Aircraft Fire Control
10314—Advanced Work in Aircraft Radio	10343—Aircraft Munitions
10316—Advanced Work in Aircraft Electricity	10351—Parachutes
10321—Aircraft Metals	10361—Aerology I
10323—Aircraft Metal Work	10362—Aerology II
10331—Airplane Structures	10371—Photography I
	10372—Photography II
	10391—Transport Airman (Specialist (V))

Training officers may order titles from BuPers (Training Division), Washington, 25, D. C.; Educational Officer, Eleventh Naval District, San Diego, Calif., or Educational Officer, Fourteenth Naval District, Pearl Harbor, T. H.

Following are the courses required for all classes of each aviation rating:

Aviation radioman—10303, 10304, 10306, 10311, 10312, 10313 and 10314.
Aviation electrician's mate — 10303, 10304, 10305, 10306, 10311, 10315 and 10316.
Aviation radio technician—10303, 10304, 10305, 10306, 10311, 10312 and 10314.
Aviation metalsmith — 10303, 10304, 10305, 10306, 10321, 10322 and 10323.
Aviation machinist's mate — 10303, 10304, 10305, 10306, 10331 and 10334.
Aviation ordnanceman—10303, 10304, 10305, 10306, 10341, 10342 and 10343.
Parachute rigger—10303, 10304, 10305 and 10351.
Transport airman—10391.
Aerographer's mate—10303, 10304, 10361 and 10362.
Photographer's mate — 10303, 10304, 10371 and 10372.
Aviation bombsight mechanic—10303, 10304, 10305, 10306, 10341, 10342 and 10343.

Aviation carburetor mechanic—10303, 10304, 10305, 10306, 10331, 10334 and 10335.

Aviation hydraulics mechanic—10303, 10304, 10305, 10306, 10331, 10332 and 10334.

Aviation instrument mechanic—10303, 10304, 10305, 10306, 10331, 10333 and 10334.

Aviation propeller mechanic—10303, 10304, 10305, 10306, 10331, 10334 and 10336.

Aviation flight engineer—10303, 10304, 10305, 10306, 10311, 10315, 10331, 10332, 10333, 10334, 10335 and 10336.

Aviation turret mechanic—10303, 10304, 10305, 10306, 10311, 10332, 10341, 10342 and 10343.

Training course and progress test and examination manuals for pharmacist's mate first class are now ready for distribution upon receipt of a request from the commanding officer of a naval activity.

A pamphlet, *Most Used Navy Terms—3,000 Terms in Gregg Shorthand*, is now available in limited quantities to supplement the *Gregg Shorthand Manual*. Educational officers are advised to request this supplement only for issue to personnel who use Gregg shorthand frequently in connection with their duties. These copies are official, for repeated reissue until worn out. Enlisted men who wish to obtain personal copies should address their request to the Gregg Publishing Co., 270 Madison Ave., New York, N. Y. The price is 50 cents.

Seattle Housing Situation Acute

Warning of an acute housing shortage in the Seattle area has been received from the Commander, Fleet Operational Training Command, Pacific.

Due to this shortage, it is suggested that officers assigned to Seattle, for duty in fitting out new vessels or to billets on these vessels as they are commissioned, leave their wives and children at home. Bedding is not furnished in most of the few apartments which are available. Dishes or silver can be purchased for a nominal amount.

Comic Books Offered At Special Rate

Naval personnel may subscribe to *Classic Comics* at the special rate of \$1.50 for 20 issues postpaid, BuPers has been informed by the Gilberton Company, 510 Sixth Ave., New York City, publisher. This series of comics illustrates such classics as *The Three Musketeers*, *Robin Hood*, etc. Subscribers may expect to receive a new copy about every six weeks. Subscriptions should be forwarded direct to the publisher.

DISTRIBUTION of the INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.

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THIS MONTH'S COVERS



Alerted gunners man 20-mm. antiaircraft weapons aboard a U. S. Navy carrier striking against the Japanese in the Marshall Islands. **INSIDE FRONT COVER:** U. S. marines clamber down cargo nets from an LST to smaller landing craft for the assault on Kwajalein, first target of the amphibians in the Marshalls. (For a report on the Marshalls under new management, see page 4) **OPPOSITE PAGE:** Silhouetted against the gray light and film-like spray are these men of a U. S. Navy warship as another vessel draws alongside to take on fuel somewhere at sea. (Official U. S. Navy photographs.)

THE INFORMATION BULLETIN IS FOR

ALL HANDS

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POST WAR PLAN No 1

(For the man who is discharged under honorable conditions)

1. MUSTERING-OUT PAY
(In most cases)
2. GOVERNMENT HELP
IN GETTING A JOB
3. MANY OF THE BENEFITS FOR VETERANS
(Through Veterans Administration, and other sources)
4. A CERTIFICATE OF DISCHARGE THAT HE MAY BE WELL PROUD OF
5. AN HONORABLE PLACE AMONG HIS FAMILY, HIS FRIENDS AND HIS COMMUNITY

POST WAR PLAN No 2

(For the man discharged under other than honorable conditions)

?

Your family will be glad to help you choose

