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BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1944

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BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN

OCTOBER 1944

NUMBER 331

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue (see page 72). All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 15 cents per copy; subscription price \$1.50 a year, domestic (including FPO or APO addresses for overseas mail); \$2.25, foreign.

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A Question the Japs
Probably Are Asking . . .

WHERE DO ALL THOSE SHIPS COME FROM?

Official U. S. Navy photograph

OUT of the naval war in the Pacific a new star has recently risen: Task Force 58, a fleet unit conceived specifically to meet the demands peculiar to the war against Japan. This great task force, the most powerful in the world and made up of the finest fighting ships ever built, is a closely coordinated near-perfect combination of many types of combatant ships, each calculated to do a specific job but all working together to accomplish one objective—the defeat of the enemy wherever he may be found.

Task Force 58 steamed in the vanguard, clearing the way, as U. S. forces set out for the invasion of Saipan; its battleships, aircraft carriers and other warships carrying such unprecedented offensive and defensive power that the men of the force were more than willing to tangle with the Japanese Grand Fleet itself if the enemy cared to risk it in battle.

Following close behind the mighty task force, and supported by its aircraft and firepower, were the vessels of the amphibious fleet that were to land the men, guns, tanks and equipment to drive the Japs from their Saipan defenses, so perilously close to Japan itself. These vessels ranged from the LST, the tank-landing ship which is capable of transporting tanks and other heavy equipment across the Pacific, to small rubber boats especially designed for scouting operations and commando-type attacks.

The types of craft had been chosen after careful study of the beaches to

The Answer Is the Story of BuShips And Its Fusion of Naval Experience With American Ingenuity and Effort

be attacked and the Japanese defenses. Included were amphibian tanks, capable of climbing over the coral reefs known to protect the beaches of Saipan, and many other special craft.

Bringing up the rear was a large carrier-protected train of provisioning ships and auxiliary vessels calculated to keep the warships in fighting trim and battle readiness at all times.

How successfully the mission against Saipan was accomplished is now a matter of public knowledge. The story of the ships that made this achievement possible, and the men and women who built them, is not so well-known.

The design, construction and maintenance of all these vessels, from the most powerful battleship to the smallest lifeboat, is the responsibility of the Bureau of Ships. Headed by Rear Admiral E. L. Cochrane, USN, BuShips is the newest, yet the largest of the Navy Department's seven bureaus. It is responsible for the expenditure of approximately 35¢ out of every dollar now being spent by the Navy.

Created in June of 1940 by the consolidation of the old Bureau of Construction and Repair and the Bureau of Engineering, its four years of oper-

ation have seen shipbuilding records shattered so frequently and so violently that previous conceptions of building periods for naval vessels have become as obsolete as the Roman galley. It is as a result of the performance of this bureau and its multitude of contractors and subcontractors, both shipbuilding and industrial, that the United States can today boast the mightiest fleet in the history of the world.

The ability of the Bureau of Ships to produce the special types of ships required for the various naval operations of the war results from a careful fusion of the experience of years of naval ship construction, the skill of highly trained specialists, the finest of equipment and the consolidated efforts of American industry.

The Design Branch of BuShips is responsible for the effective primary utilization of this experience, knowledge, equipment and industrial cooperation. When the Chief of Naval Operations and the Secretary of the Navy direct the bureau to construct a vessel embracing certain specified characteristics, it is the Design Branch that prepares the preliminary ship designs for submission to the General

Board and CNO for approval. When these designs are given final approval, contract plans are also developed by the Design Branch or by one of BuShips' design agents, and detailed working plans are thereafter drafted by a design agent or by the shipbuilding contractor himself, or by one of the navy yards.

The importance of ship-design work is apt to be overlooked by the casual observer in the light of the more spectacular achievements of the actual construction work. For the launching of a majestic battleship completely overshadows the thousands of man-hours spent in drafting designs and the tons of paper required for the plans to which the dreadnaught was built—a modern battleship, for example, requiring approximately 10,000 individual working plans, and about 40 tons of blueprints.

Yet the significance of those can hardly be exaggerated; for not only the speedy construction of the ship, but its successful performance in battle as well, ultimately hinges upon the excellence of the ship's design. And it is toward accomplishment of superlative design for the Navy's ships that the Design Branch has bent its efforts during the past four years.

In this period the Design Branch has not only developed basic designs for a dozen or more entirely new ships, such as the 45,000-ton battleship of the *Iowa* class, the large cruiser of the *Alaska* class, the destroyer escort, the 2,200-ton destroyer and a variety of landing craft, but it has also accomplished substantial design modifications on scores of other types.

In all this design work use is made of a vast wealth of battle experience. Actual warfare has been the laboratory of this war for the discovery and development of new equipment and techniques. For this reason war damage reports from all fighting fronts are always promptly forwarded to BuShips and there assigned to the bureau's naval architects and marine engineers for study and research in order to insure prompt translation of the bitter lessons of war into improvements on the Navy's new ships.

Models of battle-damaged ships are built so that sections that have been demonstrated to be vulnerable can undergo specific testing. For instance, models of the ships crippled at Pearl Harbor were attacked again and again by miniature bombs and torpedoes in model-basin tanks. Technicians watched through glass walls, and special cameras recorded the effect of underwater and air explosions on various new types of blisters and protective armament. Thus the attack ultimately furnished information which has resulted in extensive improvements in underwater protection.

Loss of the carrier *Lexington* in the Battle of the Coral Sea furnished the data from which BuShips was able to

	TONNAGE COMPLETED	TOTAL TONNAGE ON HAND	
1 Sept.'39-'40	91,990	1,893,309	1 July '40
1 Sept.'40-'41	195,905	2,668,785	7 Dec.'41
1 Sept.'41-'42	472,955	2,673,618	1 Jan.'42
1 Sept.'42-'43	2,031,937	3,784,201	1 Jan.'43
1 Sept.'43-'44	3,200,068	5,600,037	1 Oct.'43
		6,654,377	1 Jan.'44
		8,932,334	1 July '44

Note: Figures include rubber and plastic landing craft but do not include small boats.

Navy Adds 65,000 Vessels Of All Types in Five Years

Since the beginning of hostilities in Europe—five years ago 1 September—the Navy has added almost 65,000 vessels of all types to the fleet, it was announced last month by Secretary of the Navy Forrestal. The United States, for the first time in its history, has become the greatest naval power on earth. Nearly 36% of the total tonnage increase represents combatant ships, 29% auxiliaries and 22% landing craft.

During this five-year period the Navy's air force multiplied 20 times, with a total of 57,600 planes accepted from manufacturers. In the next 12 months the Navy has scheduled for delivery over 30,000 planes, 93% of them combat types.

Production of ordnance material has also expanded immensely. The monthly production rate of torpedoes is now approximately 40 times the 1939 average; depth charges are produced at a monthly rate 60 times greater than five years ago. Over

125,000 1.1-inch, 20-mm. and 40-mm. antiaircraft guns have been built. Ammunition produced for these guns totals over a billion rounds.

For every person serving in the Navy, Marine Corps and Coast Guard in September 1939 there are over 24 today. Combined strength has grown from 152,086 officers and enlisted personnel to 3,717,000.

Congress, during the five years, authorized the Navy to spend over \$118,000,000,000. Commitments now amount to over \$91,000,000,000. Expenditures to liquidate these commitments have amounted to nearly \$65,000,000,000.

The expenditures remaining emphasize the point that the Navy program is only a little more than half finished. Planned operations are dependent upon the speed with which assault troop and cargo ships are obtained. These ships are the Navy's most urgent need. Also needed are vast quantities of bombardment ammunition, 40-mm. antiaircraft guns and numerous special devices to make certain the final defeat of the enemy.

devise new methods for reducing gasoline fire and explosion hazards on board ships, as well as new methods of fire fighting. Coral Sea, together with other battle experiences, also served to point out vital needs, to meet which naval technicians have developed improved stowage methods for gasoline, fuel and ammunition, new non-inflammable paints and a special fireproofing treatment for mattresses and other shipboard equipment.

Battle reports have also served to point the way to increasing the striking power of naval ships by eliminating many items which were formerly standard shipboard equipment. Stateroom furniture and doors, topside lighting and much miscellaneous equipment have been discarded. Even the ship's boats have been almost completely eliminated.

Everything saved by the elimination of non-essentials has been turned to the concentration and improvement of the ship's basic safety and fighting strength. The close-in anti-aircraft battery fire of some battleships has been increased 600% as a result. The firepower of one class of carrier has been increased nearly 110% over car-

riers in service prior to Pearl Harbor.

An example of the value of replacing non-essentials was seen in the changes made in the USS *Boise*. As a result of added firepower, that cruiser averaged almost one round of six-inch projectiles per second for a 27-minute period in the battle of Cape Esperance. "The Americans have a new secret weapon . . . a six-inch machine gun," radioed the shaken Japs after an engagement with another of our ships, the light cruiser *Helena*, in the bombardment of Kolombangara.

As the shipbuilding program has progressed it has from time to time been found necessary to redesign certain pieces of equipment to meet the tremendous stress placed upon them by battle conditions. For example, early in the war it was found that electric circuit breakers were frequently opened by shocks received during battle. Intensive study was made of this problem, and, as a result, our ships are now equipped with circuit breakers which will not be opened by shock at crucial moments.

Again, battle reports disclosed that electric cable was a potential conveyor of water from the flooded com-

partments of battle-damaged ships. Our ships are now equipped with cable sealed to eliminate this hazard. Similarly, information in regard to the protection of machinery and delicate instruments from the terrific shock of gunfire and near-miss bomb explosions, together with hundreds of other findings, have been developed and translated into practical application in the design of ships.

Making use of all such experience and information, BuShips designs and builds vessels to meet every need of our naval strategy. One of the best examples of this function was the design and construction of the various types of landing craft that make up our amphibious forces.

The need for the now famous LST developed almost overnight in connection with the then-proposed invasion of North Africa. The requirements were studied by the architects and engineers of BuShips, and a preliminary design was submitted within a matter of days. Upon approval by the General Board and CNO, the design was sent to the David W. Taylor Model Basin at Carderock, Md., to be modeled and tested. The basin scientists started work in the problem late that afternoon. They continued work on the models all night, all the next day and the following night.

A miniature sand beach was thrown up on one end of the testing pool. Wooden models were driven onto this beach by their own motors, steered by their own mechanisms. Inside the models were scale-to-weight chunks of metal placed so as to simulate cargoes of tanks, trucks and men. Within 48 hours the bureau had the data necessary to establish exact specifications for the LST. Contracts were let, work started, and less than six months later the first LSTs moved into action.

The Design Branch of BuShips does not limit its work to new construction design. It is also prepared to answer technical questions arising in connection with the operation of ships already with the fleet.

Recently the question came up as to whether carrier X could be wedged through the locks of the Panama Canal to proceed to a rendezvous in the Pacific. According to actual measurements she could negotiate the lock with inches to spare, but the off-center build of a carrier gives her a peculiar pull in the water, and the ship's captain was fearful lest carrier X should swerve into the locks and jam the all-important lifeline.

At the Model Basin miniature locks, duplicating those of the Panama Canal to exact scale, were quickly constructed. A 27-foot model of the carrier, complete in every detail, was hastily but meticulously put together. The model was then run through the miniature locks time after time under



Official OWI photograph

DESIGN: Draftsmen prepare plans for everything from the smallest boat to the largest ship. A battleship requires 40 tons of blueprints.

all conceivable conditions. Within two days bureau officials told the ship's captain that the carrier could go through. She did.

For security reasons, the contribution of BuShip's scientists in developing radio and electronic equipment cannot be told in detail. When the story is finally told the Radio Division and the Naval Research Laboratory will receive credit for some of the most important and fascinating contributions to the war effort.

Today naval vessels bristle with antennae of every conceivable sort. The tiny MTB carries many types of radio, while the mighty new USS *Missouri* carries 60 major installations—not including electronic-test gear, a multitude of fire-control and other specialized radio apparatus.

Into this equipment has gone years of intensive and painstaking research and step-by-step development. In 1940 the total value of radio, radar and sonar equipment produced annually for the Navy averaged less than \$4,000,000. Today deliveries average well in excess of \$100,000,000 a month.

Much of this increase is the result of laboratory work which has broadened the value of electronic devices, much is due to the vast increase in the number of vessels requiring electronic equipment. In any event, the increased program keeps the Radio Division and radio research laboratory facilities—as well as the bureau's radio contractors—operating at top speed to meet the demand.

For the design work of the architects and engineers of BuShips the end is not yet in sight. The developments of the war daily call upon the bureau's technicians to devise new types of ships or modify the design of old ones to meet a particular combat need.

The needs of tomorrow are never

known ahead of time, and the only schedule that can be established for this type of work is a schedule of continued application to the task of solving every known or conceivable design problem against the day when such a solution may be called for with almost no time for its accomplishment.

To appreciate the work that has been involved in the actual construction of our powerful naval ships, it is necessary to consider certain events that preceded our entry into the war. In June 1940 Congress passed the 11% Expansion Act, and in July the same year, after the fall of France, the 70% Expansion Act. These acts increased the authorized combatant tonnage of the Navy by nearly 1,500,000 tons. The Bureau of Ships received directives from CNO, hurriedly revised old plans and developed new ones. Then the bureau set up production schedules and turned to the available shipyards for the actual construction work.

In the entire U. S. there were only eight Navy and six private shipyards with previous experience in naval shipbuilding. They were willing to build the ships called for, but they insisted that the bureau's delivery dates were impossible of achievement. By arguing, insisting, demanding, the bureau finally persuaded the shipyards to shoot at the bureau's schedule. But it was evident that even superlative efforts on the part of the existing handful of yards could not possibly meet the demand for ships. Accordingly, an expansion of building facilities became the first order of business.

New shipyards appeared almost overnight. On a former racetrack in Massachusetts fighting ships began to take shape. Ways and cradles appeared on a swamp in Texas, on an Illinois prairie, on a California mudflat, along the waterfronts of the Great Lakes. Inland "barnyard"

shipyards turned to the construction of submarines, destroyer escort vessels and smaller craft. Citizens along the Mississippi were startled to see the USS *Peto*, a submarine built at Manitowoc, Wis., heading down the river for New Orleans and the open seas on a huge floating drydock.

Competing companies, which in peacetime would scarcely touch each other with a 10-foot pole, turned over to one another design secrets and production methods so that schedules could be met with the least possible delay. Today nine Navy yards and approximately 300 private shipyards are working toward the final goal—a seven-ocean navy which by the end of 1944 will number over 80,000 vessels.

This enormous expansion has, of

course, involved the expenditure of large sums of money and it is estimated that, all in all, BuShips has invested approximately \$1,500,000,000 of Government funds in expanding the shipbuilding and ship-repair facilities of the country, including Navy and private yards.

But even as the shipways became available and builders put their shoulders to the wheel, critical shortages developed in the three "Ms"—machinery, men and materials.

The supply of machine tools and other types of mechanical equipment and products was critically short. The bureau accordingly undertook a tremendous expansion of industrial facilities. Machinery plants, both large and small, were expanded at a total cost

of nearly \$500,000,000. In a large measure machines for the naval shipbuilding program had to be built by land-bound American industries which heretofore had never given a thought to marine engineering. An automotive manufacturer went from carburetors to gyrocompasses. A producer of bathroom fixtures now furnishes torpedo parts. A blower manufacturer entered the field of couplings and castings. A food-canning machinery factory is making amphibious tractors.

A tremendous force of new and rapidly trained labor was imperative. In June 1940 there were less than 200,000 workers in the shipyards of the country, both Navy and private, with approximately an equal number in collateral industries engaged on work connected with ship construction and repair. Today there are over 1,000,000 workers in Navy and private shipyards, thousands of them women.

For each person so employed in the shipyards, it is estimated that two others are engaged in the production of the hundreds of thousands of items, ranging from huge propulsion machinery shaftings to delicate hairsprings for chronometers, which go into a modern warship. And today every state in the union is growing or manufacturing materials used in naval ships or contributing toward the final product from their underground resources.

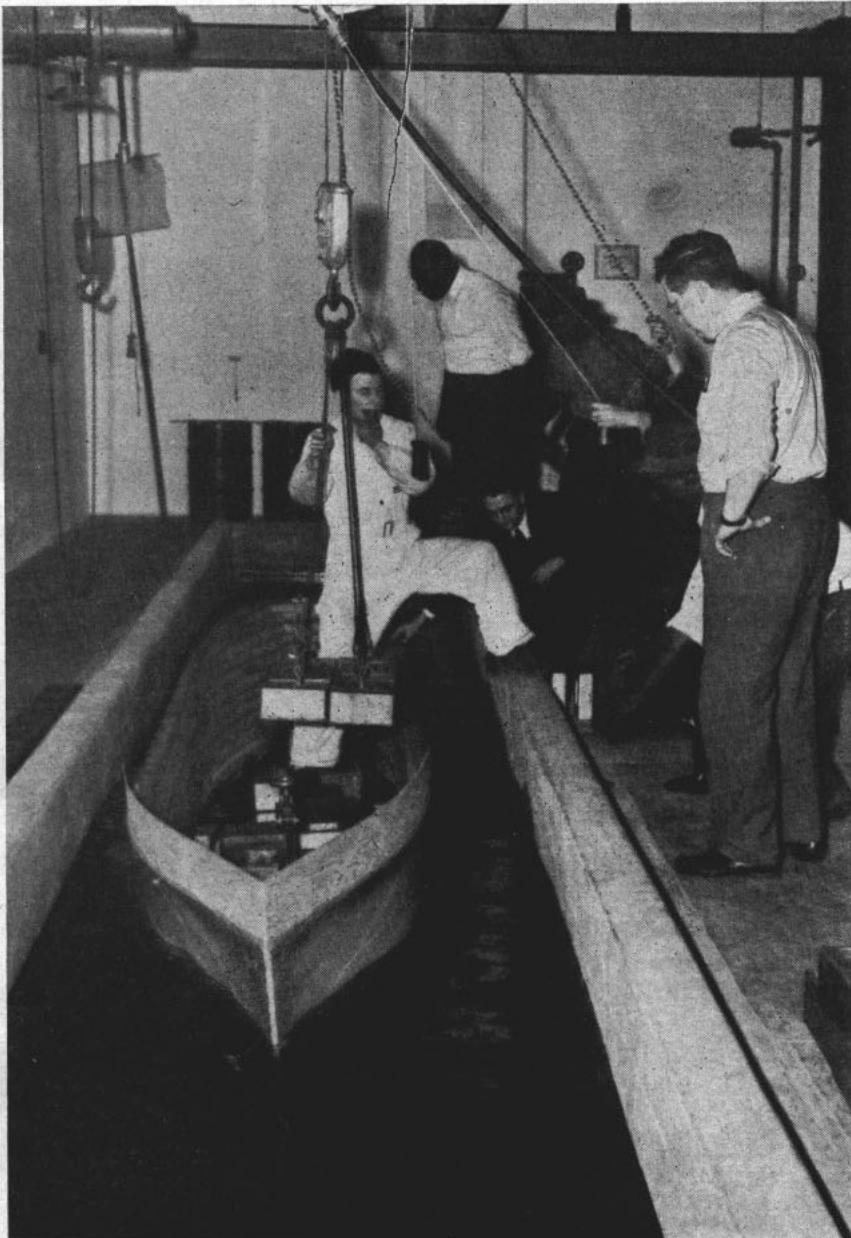
Conservation and substitution of materials was another problem. Production schedules had to be met in spite of shortages of certain essential materials. While various shortages have appeared serious at times, they have always been overcome before they have caused any great delay, frequently because the bureau had anticipated them and had prepared substitutes to meet them as they arose.

Many substitutions made in this manner have freed critical materials for more vital needs. For example, titanium was substituted for vanadium in making high tensile steel, thus releasing quantities of vanadium for use in alloy steel shafting and the nickel formerly used in alloy steel shafting for use in the manufacture of condenser tubes. This and similar substitutions in various metals, rubber, paint, oil, manila fiber and many other critical materials have helped to keep production at the necessary level.

New methods of mass production had to be set up for the shipbuilding industry, an industry which had prided itself on the fact that every ship it turned out was a tailor-made job. Standardization was the only possible means of achieving the high-speed production that was required; and so the Navy and industry standardized.

Standardization and improvement in methods have miraculously shortened the manhours needed for the construction of naval vessels.

A light cruiser is now constructed in 5,000,000 manhours where it for-



Official U. S. Navy photograph

TESTING: Ship models are made from designers' plans and put through their paces at the David Taylor Model Basin.



CONSTRUCTION: More than a million shipyard workers are helping the Navy reach its goal of 80,000 vessels by the end of 1944.

merly took 7,700,000; destroyer escorts have been cut from 1,200,000 man-hours to 500,000; LSTs from 750,000 to 450,000, and PTs from 65,000 to 35,000.

The battleship *Indiana* was completed in 29 months instead of the estimated 42; the carrier *Essex* was ready in 20 months instead of 45. The keel of the cruiser *Santa Fe* was laid at an eastern shipyard within seconds after the great battleship *South Dakota* slid off the very same ways.

Six destroyer keels were laid in two new shipyards within nine months after the first spadeful of dirt had been turned for the construction of the yards themselves. The destroyer *Stevenson* was built in a little over seven months, in contrast to the pre-war average of 27 months.

The submarine *Steelhead* was built in seven months and one week, as compared with the pre-war average of 21 months. Five months after preliminary plans for the first LCI(L) were started, builders had their product undergoing trials before delivery.

It's achievements like these that have made Task Force 58 possible—that have made a fighting fleet of over 50,000 units from a fleet which four years ago consisted of only a little more than 1,000 units.

Two years ago the available carrier fleet in the Pacific consisted of one ship, the doughty *Enterprise*. In the last 18 months BuShips has turned over to the Fleet more than 100 carriers, ranging from the smaller escort carriers (CVEs) and converted cruiser-carriers (CVLs) to the mighty ships of the *Essex* class.

With each new summary of the Fleet's growth the records become more startling. During 1943, for example, the Navy completed steam-and-diesel-driven ships having an aggregate horsepower exceeding that of all the hydroelectric generators now installed in the United States. In the 12 months of 1943 there were added

to the fleet more than 750 fighting ships, with a total of some 2,300,000 tons, and over 28,000 auxiliary and support vessels totaling approximately 4,000,000 tons. In the first six months of this year, when landing craft carried the overriding priority, BuShips has delivered nearly 300 combatant and more than 20,000 auxiliary and support vessels having a combined tonnage in excess of 2,000,000 tons.

The *monthly* rate of production today is twice the *annual* rate of three years ago, and in the first four months of 1944 there was added to the fleet a total tonnage approximately equal to that embraced by the entire naval strength of less than four years ago.

The job of BuShips is, however, only partly done when mighty task units such as Task Force 58 start out on their initial missions. They must then be maintained and repaired, and this again is the bureau's task. It has been estimated that without maintenance between 50% and 75% of our fleet would be inactive within six months.

In a global war maintenance becomes an immensely complex problem. Adequate facilities for overhaul, repair of battle damage and provision of spare parts must be established in every part of the globe. To aggravate the problem, this service must be provided under the most trying conditions, not only for our ships but our allies'.

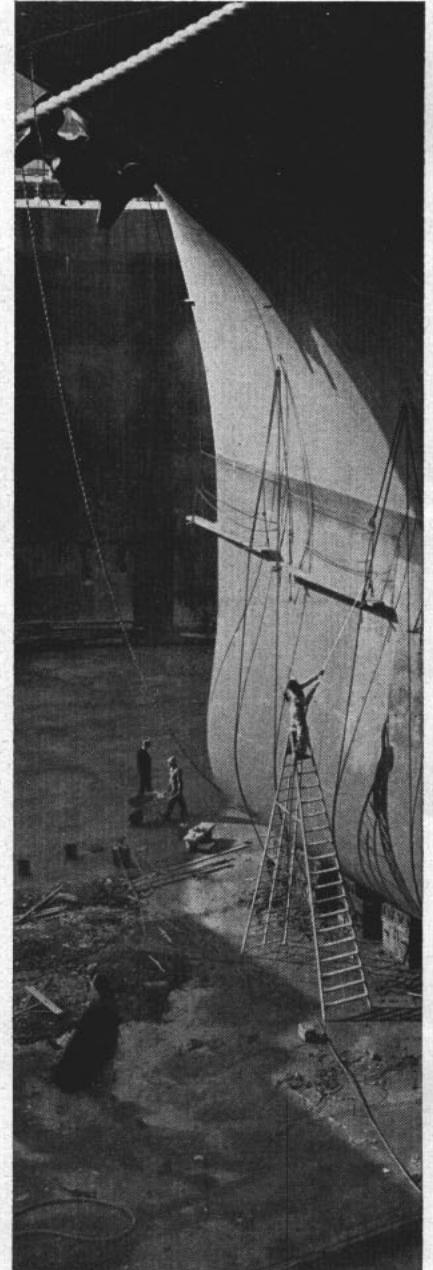
Providing adequate facilities for even normal overhaul of our fleet alone would be a job of tremendous magnitude. Yet normal overhaul jobs are in the minority in wartime.

In maintenance, as in production, speed has been the keynote. While most of the major repair jobs have been performed at Pearl Harbor or continental navy yards, time has been so short that it has been necessary to devise means of accomplishing as many repairs as possible without the loss of time involved in steaming from the battle line to faraway bases.

To meet this requirement a network

of repair bases has been set up to make maintenance and repair possible on all battlefronts of the world. These bases vary in size and equipment, some being only tiny outposts at the front lines while others are huge equipment depots capable of repair jobs of the greatest magnitude. Many front-line repairs are accomplished through the use of the huge floating drydocks. Advance repair depots and convoy escort bases scattered through war areas furnish repair facilities within a few hours of convoy routes, so that convoys are able to keep to their schedules.

It is part of the job of BuShips to keep these bases supplied with a steady stream of tools, parts and re-



Official U. S. Navy photographs

MAINTENANCE: Carrier in drydock for painting and scraping.

placements, as well as ship-repair units manned by technically trained personnel capable of performing battle-damage repair and on-the-spot salvage.

Salvage, a function closely related to maintenance, takes on added significance in wartime. Not only does salvage work radically increase, but in many instances the salvage jobs have to be handled by the same group that does repair work. This requires careful and efficient training of personnel and, starting with Pearl Harbor, such training has been going at top speed.

The salvage program, at the beginning of the war, expanded tremendously. Salvage vessels were acquired by building or by conversion. Equipment was procured and stocked at depots and bases throughout areas where a need was most likely to develop and, most important, an intensive program was instituted to provide or train competent ship-salvage officers and enlisted men. This training activity was centered at Pier 88, New York.

Hundreds of calls for salvage assistance have been answered, not only from the war zones, but from off the coasts of Greenland, Alaska, central America and Brazil, resulting in the recovery of over \$600,000,000 worth of shipping. In addition, numerous disabled vessels have been temporarily repaired to enable them to reach port, many sunken planes have been recovered and numerous underwater menaces to navigation, including wrecked ships, demolished or removed.

One of the recent outstanding salvage jobs done by BuShips was the refloating of the ss *El Estero*, a fully loaded munitions ship scuttled and completely submerged off Bayonne, N. J., to avoid possibility of explosion resulting from fire aboard. Members of the Coast Guard boarded the burning ship at its pier and took it out to sea, where it was scuttled, averting a major maritime disaster. BuShips divers then went to work and refloated the *El Estero*, salvaging thousands of dollars worth of munitions.

BuShips directed raising the USS *Lafayette*, burned at Pier 88, New York. This job, from the standpoint of the size of the ship, was the largest single salvage job ever undertaken.

Salvage operations at Pearl Harbor after 7 Dec. 1941 were also in charge of BuShips. Though the attack came at a time when development of salvage facilities was in its preliminary stages, a considerable amount of equipment had been assembled and a number of salvage experts were available on the mainland. These were transported to Pearl Harbor by plane or fast ship to supplement facilities already available and an organization was developed to undertake the largest salvage project in history.

Within six months, the sunken battleships *Nevada*, *California* and *West Virginia*, the destroyer *Shaw* and the floating drydock YFD-2 had been re-

floated. This was followed by the salvage of the minelayer *Oglala*, removal of the machinery and equipment from the destroyers *Cassin* and *Downes* and partial salvage of the old battleships *Oklahoma* and *Arizona* and the target ship *Utah*.

Considerable research in the development of new salvage and diving equipment has been made by BuShips. The heavy standard deep-sea diving dress has remained essentially unchanged. However, to meet special requirements, a lightweight suit and a variety of diving masks have been developed, as well as a secret self-contained diving outfit which allows a diver underwater to swim, walk or operate unattended and invisible from the surface. Great strides have been made in underwater cutting and welding methods.

Another responsibility of BuShips will be a program for the laying-up of naval vessels in the immediate post-war era. The bureau is in the process of establishing such a program in order to avoid the tragic and wholesale deterioration of combatant and merchant vessels following the last war.

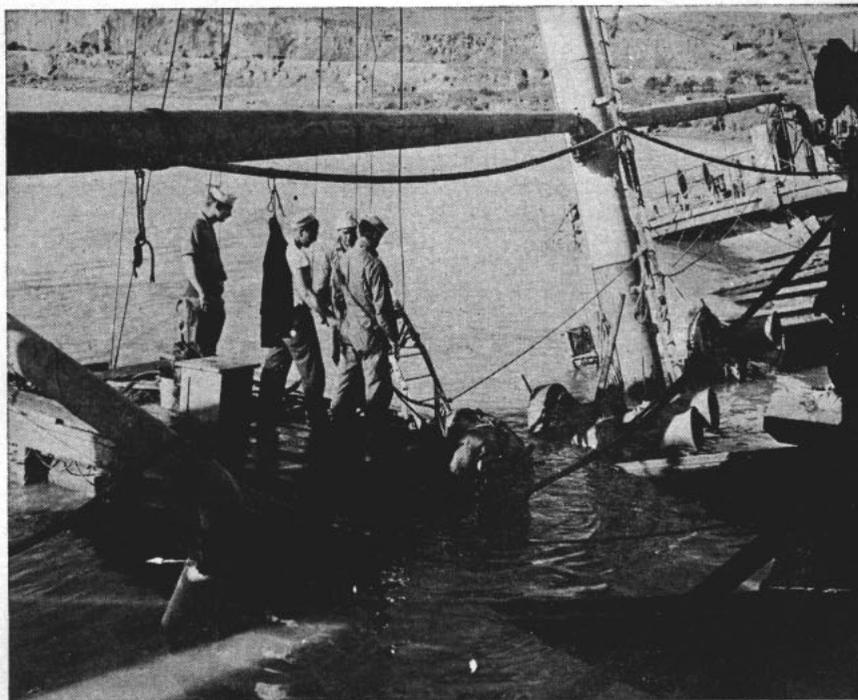
Among the principal features of this program is a plan whereby the interiors of naval ships are to be dehumidified and preservatives applied to the parts of the ships exposed to the elements. The object is the protection of the ships, their equipment and certain semi-perishable stores from deterioration, so that they may remain laid-up for years, serviced only by a skeleton maintenance crew, and yet be capable of moving off to sea

on short notice. Successful accomplishment of the laying-up program will insure retention in "cold storage" of the world's most powerful fleet.

Such, then, is the job of the Bureau of Ships—the job of designing, constructing and maintaining all the many and varied types of naval vessels needed by our Navy to fight a world-wide war. To meet the growing needs of such a program BuShips itself has grown, until today it is the largest bureau of the Navy. Three years ago the bureau was staffed by 150 officers and 1,200 civilian employees. Today, in Washington alone, it has more than 5,000 officers, enlisted personnel and civilians.

What the future will require in the way of new fighting ships and equipment is, of course, unknown; for the needs of the war change with each new strategic development. When the submarine threat was at its peak, the demand was for antisubmarine vessels, and the destroyer escort vessel and auxiliary aircraft carrier were developed. When the necessity for amphibious operations became apparent, landing craft of various types were developed. The challenge of the coral reefs of the Pacific was met by the amphibian tractors.

And in the future, unquestionably, new needs will arise and challenging demands will be made on the Navy's naval architects and marine engineers. Whatever may be those needs and demands, past performance guarantees that BuShips will meet them with ships that will carry out their assignments—ships truly "fit to fight."



Official U. S. Navy photograph

SALVAGE: Divers work on waterfilled hull. More than 600 million dollars' worth of shipping has been saved by recovery operations.

Radio Programs Served on a Platter



Photograph by Armed Forces Radio Service

"Command Performance" cast: Cass Daley, Dick Haymes, June Allyson, Sterling Holloway, Barbara Stanwyck, Linda Darnell, Errol Flynn.

AFRS Records Them So Personnel Overseas Can Now Get Radio Entertainment on Regular Basis

SUPPOSE you could listen to the radio and hear announcements like this:

"You have been listening for the last half-hour to the Jack Benny program. We will now present the Fred Allen program, to be followed immediately by a half hour of Edgar Bergen and Charlie McCarthy. After that you will hear Frank Sinatra, Dinah Shore and Bing Crosby singing as a trio; Babe Ruth and Joe Louis with the latest sports news; your favorite hot band playing an all-request program; the musical score of the latest Broadway show, and a dramatization of a new Hollywood movie. There will be no commercial announcements."

Right out of this world? No; just out of the country. A line-up like this is becoming part of the daily entertainment diet for thousands of servicemen overseas, and it is being extended as rapidly as possible to naval personnel afloat and at some advance bases.

What's more, you'll even be able to hear programs like that *without* a radio.

It's all part of the job being done by Armed Forces Radio Service to bring radio entertainment programs to men overseas. Recordings of top-notch air shows are being distributed in increasing numbers throughout the fleet, and can be played on turntables or over PA systems aboard ship.

Not to be confused with the V-Discs also being distributed now (see INFORMATION BULLETIN, June 1944, p. 16), the AFRS transcriptions are not

phonograph records but transcriptions of actual radio programs, recorded on discs and played on 33 $\frac{1}{3}$ RPM turntables. They are distributed every week in packages that contain 25 solid hours of radio entertainment.

Two main types of program are now being made available to naval personnel through these transcriptions: regular network commercial broadcasts, such as those featuring Benny, Allen, Hope and others; and the special programs created for the armed forces overseas by AFRS, such as *Command Performance*, *Mail Call*, *GI Jive* and almost a score of others.

The records play 15 minutes on each side, so that one transcription (two sides) takes care of a complete half-hour program, enough to catch most of the leading shows today. The necessary 33 $\frac{1}{3}$ RPM turntables can be found on most ships, especially those having a Type "F" .35-mm. sound-strip-film projector.

Material used for making the transcriptions is vinylite, a critical material but one that has excellent reproducing qualities and other virtues that make it eminently suitable for overseas. Its main advantage is that it is almost unbreakable. It is flexible, and almost impervious to heat or cold. V-Discs are made of the same material.

Regular network programs — the kind you used to tune in at home — are taken off the air each week by recording apparatus and transcribed on large 16-inch records, with the commercials eliminated. Space left by

elimination of the commercials is filled in by music or other material.

The programs are also checked for topical references that might be out of date when heard later via transcription. A program built around Christmas might fall flat on its turntable if you heard it a month or two later.

The special armed forces radio shows, many of which rate high on soldiers' and sailors' own personal hit parade, are produced by AFRS in Los Angeles. They include *Command Performance*, *Mail Call*, *GI Jive*, *Sugar Report*, *Jubilee*, *GI Journal*, *Personal Album*, *Yarns for Yanks*, *Front Line Theatre*, *Are You a Genius?*, *Sports Interview*, *Yank Swing Session*, *Downbeat*, *Great Music*, *Sound Off*, *Melody Round Up*, *Show Time*, *Music for Sunday* and *Hymns from Home*.

Top stars of stage, screen and radio lend their talents to these for free, and many of the best writers and producers in the radio business work on producing them. These include writers and producers for such shows as Jack Benny, Bob Hope, Burns & Allen, Abie's Irish Rose, Fanny Brice and Frank Morgan, Kate Smith and Eddie Cantor.

After the shows are "put on wax" in the Los Angeles studios, the transcriptions are sent to San Francisco and New York, where they are beamed out over both oceans by short-wave.

However, naval personnel afloat often do not have a chance to catch these broadcasts, and that's where the system of sending around weekly packages of transcriptions comes in.

The transcriptions are prepared in units, or "packages," of 50 records (100 sides), enough to make a weekly entertainment schedule of 25 hours' playing time. Included also in the package is a suggested script for the announcer.

To date, these transcriptions have gone mostly to the fleet and a few advance bases, as most shore establishments have other opportunities for picking up radio entertainment and shortage of materials and equipment has made wider distribution impossible so far, although the service is being increased. Incidentally, submarine crews have No. 1 priority on the transcriptions.

Aboard ship there are two ways you can hear the AFRS shows: (1) by direct short-wave broadcast, as picked up by radio and piped over the ship's public-address system and (2) via the transcriptions, which can be played at any time by just putting them on the turntable and playing them over the PA system.

The Navy is currently issuing about

15,000 of these recordings a month. In addition to these, it also gets a sizeable backlog of packages from the Army. The Army transcription package, aimed largely at radio stations ashore, consists of 84 records, or 42 hours. These are supplied to a chain of about 200 stations all over the world—some Army-owned, some commercially owned, a couple Navy-owned. Each "package" goes the rounds of a particular circuit, usually consisting of about five regular standard-wave stations.

Since the records are good for 100 playings, there's still plenty of life in them after they finish their Army circuit. They are then repacked for Navy units at sea. So, between the Navy's own 15,000 recordings and this extra backlog picked up from the Army, a large batch of radio recordings is now wending its way toward the fleet regularly.

Among the more popular AFRS programs is *Command Performance*, the first program to be produced exclusively for the armed forces. A serviceman's request to hear Carole Lan-

dis sigh—to hear Jascha Heifetz and Jack Benny in a fiddle duet—to hear Lana Turner fry a steak—all are answered on *Command Performance*.

Top fan-mail puller, though, is *GI Jive*, a quarter-hour six-times-a-week show that features hot music from the greatest swing bands in America: Harry James, Tommy Dorsey, Count Basie, Duke Ellington, Artie Shaw, Fred Waring, Cab Calloway, Louis Armstrong, Benny Goodman and others. The bands play requests sent in by servicemen.

Another top program in popularity is *Mail Call*, a variety extravaganza featuring the stage, screen and radio personalities requested by the men overseas. Other familiar shows are *GI Journal*, for which servicemen all over the world submit gags, poems and stories; *Personal Album*, which features their favorite singing stars; *Front Line Theatre*, dramatizations of Broadway shows; *Hymns from Home*, which is just that; *Jubilee*, an all-Negro show on which a typical line-up might be: Louis Armstrong and his band, singer Lena Horne, dancer Bill

Robinson, pianist Art Tatum, comedian "Rochester," etc.; and *Are You a Genius?*, a quiz program testing the serviceman's knowledge.

Originally an Army operation, AFRS invited the Navy to participate earlier this year, and a Navy unit has accordingly been set up at Los Angeles (PuPers Circ. Ltr. 236-44, NDB 1 Sept. 1944, 44-1001). Distribution of AFRS transcriptions to naval forces afloat and beyond the continental limits of the U.S. is handled, for the Pacific, by Commander, Subordinate Command, Service Forces, Pacific, and for the Atlantic by Commander, Service Forces, Atlantic. Administrative and operational control is under the Special Services Division of BuPers.

A large number of turntables have already been made available for distribution through the Service Forces. It is anticipated that within the near future dual-speed 33½ and 78 RPM machines will be carried in stock in at least one naval supply depot on each coast, and as soon as these machines become available notification will be given to the fleet.

Requests from Servicemen Overseas Bring Many Stars to AFRS Mike



DUO, SWEET: Nelson Eddy and Jeanette MacDonald sing requests sent in to "Mail Call."



DUO, SOUR: Danny Kaye wincses at "Mail Call" rehearsal as Jack Benny massacres "The Bee."



PIN-UP EDITOR: Betty Grable, as guest editor of "GI Journal," answers overseas mail by radio.



IF GI'S WANT a trio made up of Sinatra, Vallee and Gloria De Haven, "Mail Call" obliges.

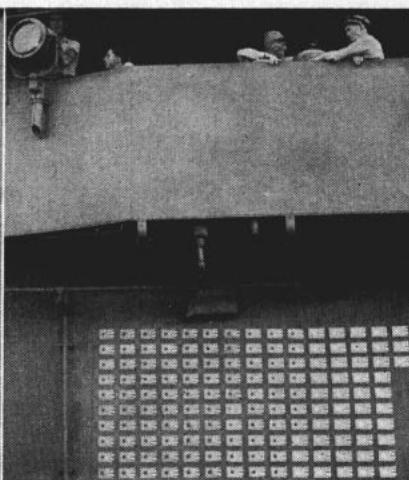


SHORT SNORTERS compare bills when Dr. Wassell joins program with Joan Blondell, James Melton.

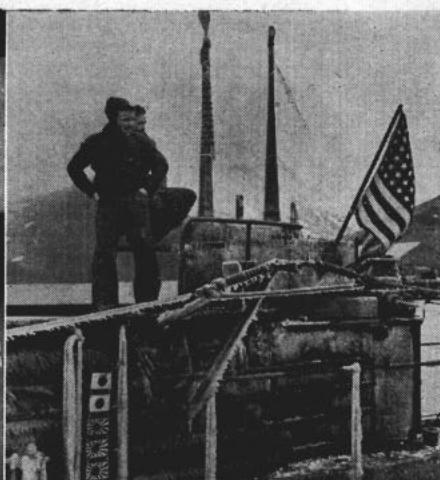
Photographs by Armed Forces Radio Service



ON SEA: Proudly painting his destroyer's score against a Jap force, this seaman chalks up 5 enemy planes, a destroyer and a cruiser.



IN THE AIR: Scoreboard of a carrier tells toll of its planes and guns—143 Japs. (On bridge, Vice Admirals Mitscher, McCain).



AND BELOW: Back to its Arctic port after a Pacific patrol, U. S. sub shows "clean sweep": 3 Jap warships, 2 merchant ships.

Official U. S. Navy photographs

Producing Fighting Men

Navy's Success, Says Secretary, Is Result of Training Program, The Effectiveness of Which the Enemy Has Learned to His Cost

Building the world's biggest fleet (see page 2) was only part of the job of making America the mightiest naval power in all history. An equally important part was to man that fleet with trained personnel. The following statement on the Navy's training task and achievements, containing many figures not previously announced, was issued last month by Secretary of the Navy James Forrestal.

During the past fiscal year ending June 30, 1944, the Navy trained 1,303,554 personnel, manning 4,063 new vessels—or 11 ships each day—plus more than 20,000 landing craft and keeping pace with the Naval Air Arm which doubled the number of planes on hand.

The magnitude of the Navy's training task stems from the necessity of manning the world's greatest naval force predominantly with men who have had no previous seagoing experience. Of a total of 2,987,311 personnel in the Navy on June 30, less than 12 per cent were in the service prior to Pearl Harbor and 2,478,002 or approximately 83 percent are members of the Naval Reserve.

In addition to continuing the extensive training of personnel now in the service, the Navy will be required, in the current fiscal year, to train approximately 600,000 new personnel who are expected to be drawn into the service from civilian life by June 30, 1945. The collapse of Germany will result in no curtailment of the Navy's training program. The continued successful prosecution of the war against Japan will require, according to present estimates, that the

Navy continue to expand until it reaches a strength of 3,389,000 by June 30, 1945.

The complexity of the Navy's training activities is reflected in the fact that new personnel must be trained to proficiency in more than 450 enlisted specialties and petty officer ratings which are indispensable to man, fight and maintain the highly complicated mechanism of a modern Navy.

The measure of the Navy's training accomplishment depends upon whether men are ready and trained to man the ships and planes as they come off the ways and out of the factories. The evidence of success lies in the fact that no vessel or unit has been delayed in commissioning through lack of trained personnel. In two and one-half years the Navy has trained the greatest citizen naval force in history. And it has produced seasoned reserve personnel with extensive combat experience.

The training of the Navy of 1944 has been achieved by a great expansion of the Naval training establishment, the channeling of aptitude by careful selection and classification of previously acquired civilian skills and abilities, standardized curricula, practical instruction, the use of training aids, and intensified team training of groups ashore prior to duty afloat and abroad.

Prior to the inception of the Navy's intensive shipbuilding program in 1940, the Navy had in operation a training establishment which consisted of approximately 75 schools with an average attendance of 10,000 person-

nel. In addition the Navy operated two air training schools with an attendance of 865 men which produced an average of 350 pilots a year.

The Navy now has a total of 947 schools with a daily average attendance of 303,000 personnel.

Up to the end of 1943-44 fiscal year, of this number 136 were basic and advanced air training schools with an average attendance of 35,000 and a monthly output of 1,700. It is estimated that the Navy spends close to \$30,000 on the training of each Naval aviator who is in training for 18 to 24 months.

The Navy's schools for training officers and officer candidates fall into two groups.

1. Six Naval Reserve Midshipmen's Schools have sent a total of 41,689 deck and engineering officers to duty assignments throughout the Naval establishment. These schools, established since 1940 for the training of officer candidates from civil life and from the enlisted ranks, are the Navy's principal source of young, seagoing officers and 95 per cent of their graduates are serving at sea.

2. With the knowledge that Selective Service would in time sharply diminish or eliminate the supply of young men between the ages of 18 and 21 years upon which the Navy would have to depend for additional officer candidates, the Navy on July 1, 1943, instituted the Navy College Program (V-12) for the preliminary training of young officer candidates. At this time the Navy College Program (V-12) is operating 264 units at

202 colleges and universities and has a current attendance of 65,000 officer candidates. Since the establishment of the V-12 program, it has delivered more than 23,000 qualified officer candidates to the Reserve Midshipmen's Schools, Supply Corps Schools and Marine Officer Candidates' Schools. In addition to this number, 2,600 officers were commissioned directly from Naval Reserve Officer Training Corps, now a part of the V-12 program, and the medical and dental schools have supplied the Navy with 1,400 doctors and dentists.

Of the Navy's training schools, 310 are devoted to the instruction of enlisted personnel. These schools also fall into two groups.

1. Recruit training—or "boot" training—is provided to new enlisted men at seven of these training activities which have a total attendance of 219,387 and which in the past year passed 1,046,912 into service or into advanced enlisted training schools.

2. For the purpose of providing advanced instruction for enlisted specialists, 305 of these schools are maintained with an average capacity of 168,482 men and an output last year of 383,689 specialists.

During peacetime an average of four years was required to train a petty officer, third class. A young officer was not usually assigned to take a deck watch under way until he had spent two years at sea following his four years at the Naval Academy. Today, by the utilization of civilian skills and by intensification of training, petty officers, third class, are sent to specialized duty as early as seven months after their first enlistment, and young officers stand watch in the vessels for which they have been qualified in an average time of six months. By the continuation of training at sea it has been possible to develop seasoned veteran personnel in a matter of months rather than years.

Since Naval Reserve personnel must be essentially specialists the Navy's method of classification and selection is of primary importance to a highly geared training program. A series of tests, based upon the type of duty to be performed in the Navy, is given to each recruit to determine his general classification, abilities, aptitudes, and any knowledge of specific work. Through a system of personal interviews these tests are supplemented by considering the background and experience of the individual so that the special qualifications of each recruit may be evaluated. This information, indexed and recorded, is used in establishing quotas for the detail of men to service schools or to any other duty for which they seem best qualified.

Class work study and workshop or laboratory application at training schools is in all cases augmented by the extensive use of training aids such as posters, graphs, pamphlets, mod-

els, photographs, strip films, recordings, and motion pictures. The wide use the Navy has made of training aids is reflected in the figures on motion pictures and strip films. The Navy has used more than 5,000 separate film subjects and has distributed more than 1,000,000 prints of photographic film. Most of the principal classes of naval vessels carry extensive libraries of basic training motion picture and strip films—in the case of a major combatant ship as many as 500 separate titles—and instruction by use of these films continues until the vessel enters combat. Visual education is used to establish basic doctrine in such new fields as amphibious warfare, to standardize procedure and to save training time—in some cases between 25 per cent and 50 per cent—by visual presentation of complicated mechanisms and processes. The Navy considers motion pictures an invaluable aid, rather than a substitute, for training.

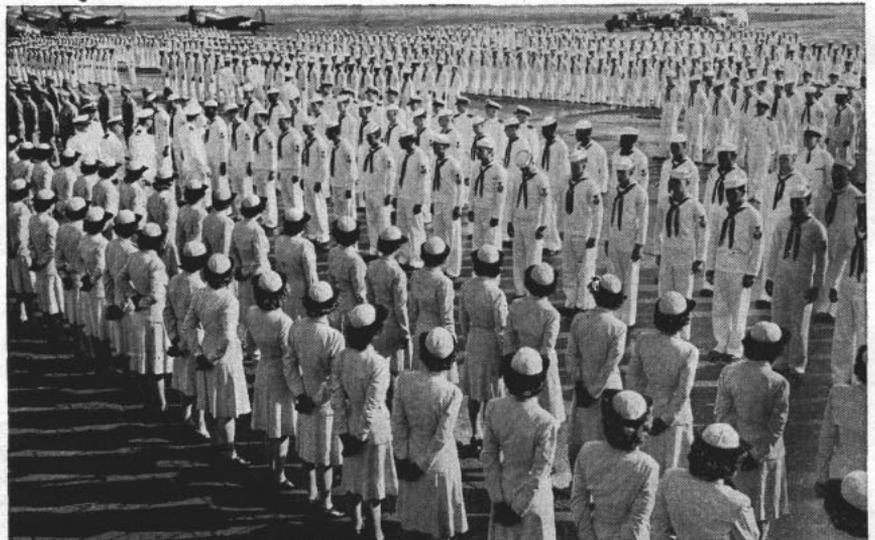
To give crews actual experience in shipboard and combat conditions without unduly drawing combatant vessels and equipment from the war zones, elaborate models, simulated battle conditions on typical beachheads, special devices for surface and air navigation and hundreds of other aids are employed.

The magnitude of the shipbuilding program and the urgent need for crews with maximum team training before going to sea made advisable the establishment in January 1943 of operational and precommissioning training activities, a development unique in Naval instruction methods. Instead of sending officers and men already skilled in a specialty directly to sea after preliminary training at officers and enlisted service schools, naval personnel are assigned to train as teams ashore at operational and precommissioning training activities.

Prior to the commissioning of a new vessel the new crew is assembled and becomes a ship's organization on land. Composed of a nucleus of experienced personnel drawn from the fleet and the remaining personnel direct from training schools with no previous sea or combat experience, the men of the crew live together and in all respects operate together as if in fact they were at sea. As members of teams who will later serve together in combat, officers and men are given advanced training in the scores of specialties required to master the complicated mechanism of the modern naval vessel. It is the responsibility of the veteran personnel to bring the new men, lately from indoctrination and training schools, quickly to the high point of efficient team operation which conditions in action require. As a result, when assigned to their new vessel, members of the crew possess far more practical training as fighting units than was possible under previous methods of instruction ashore.

At the outset of its program to build the greatest fleet in history the Navy had had no previous experience to indicate whether it was possible in limited time to train to expert proficiency the large number of civilian reserves necessary to man the great new sea and air force. But the job is being done. The trained competence of Naval officers and men afloat and their ability to learn quickly and to work and fight together with skill and courage are reflected in the commendatory reports of commanding officers. Their quality is being demonstrated in combat. The Japs know it.

The success of the Navy in the war to date is a direct result of the high state of training of its officers and men. The Navy's training system has not only taught naval skill but in a greater accomplishment has produced seasoned fighting men.



Official U. S. Navy photograph

"THE GREATEST citizen naval force in history" has been trained in 2 1/2 years. Above: men and Waves line up for Captain's inspection.

'Should I Transfer to the Regular Navy?'

(Many young reserve officers are considering this question. A flag officer, formerly a reservist himself, answers some candid questions in a way that may be helpful.—Ed.)

The other day a young officer in my command told me that he was thinking of attempting to transfer from the reserve to the regular Navy. He wondered if I would consent to answer a few frank questions which were bothering not only him but some other officers who were thinking of doing the same thing.

His first question, he said, would be the most important. I found it the easiest to answer.

"Since I am not an Annapolis man," he asked, "will I find it more difficult to make my way among Academy men? Will I be discriminated against?"

"Most emphatically not," I replied. "Far from being a disadvantage, I think it is almost an asset. You have no past record at Annapolis either to live up to or to live down. And furthermore, you are respected as a man who has paid for and received his education elsewhere, and yet has voluntarily chosen the Navy as a career."

"Does your own experience in the Navy bear that out?"

"It certainly does. I am not an Academy man myself. I entered the Navy as a reservist during the last war. After a short time as seaman second class I went to M.I.T. under a sort of counterpart of the present V-12 program. I received my wings at Pensacola and after a period as instructor I had duty overseas as a patrol pilot, test pilot and division commander in Ireland. In 1919 I was released to inactive duty.

"Nothing in my career in the Navy up to that time had made me regret that I was not an Academy man, and after a year of civilian life I decided to reenter the Navy, this time as a regular. I took the exams and was made a lieutenant. Since that time, at least 75% of the officers who served under me have been Academy men, and I believe I have had my full share of experiences, awards and advancement."

"Since I have been in the Navy, I have spent most of my time in one spot. What are my chances of getting around?"

"Being in aviation, I do not believe my travel has been as wide as the average general-service officer's. Nevertheless, it has taken me to all parts of the United States, to France, England, Ireland, South America, to such places as Samoa and the Fiji Islands in the South Pacific, to Hawaii, Alaska, Panama and Africa. I do not believe the average business or professional man has a chance to see such varied scenery."

"As a young man, naturally I want to get in something where there is a certain amount of adventure and pioneering. What are the chances of that?"

"An Aleutians expedition I went on is typical of the many things the Navy will have to do after this war. As a lieutenant commander in 1934, I commanded a group of seven officers and 66 enlisted men on a photographic and meteorological survey of the Aleutian islands. We spent most of the spring and all the summer there, cruising in and out of bays and fjords and flying over snow-capped mountains, gathering data on a part of the world which has proved to be of real use in this war.

"In 1922 another officer and I made the first transcon-

tinental flight by a Navy plane, from San Diego to Washington, D. C. and return. In those days railroad stations did not paint the name of the town or city on their roofs and you had to dive and try to read the name on the side. The entire trip took 45 days. An entry in our report reads:

"In blimping the motor, care must be taken not to scare up any of the cows sleeping in the bushes as on rising suddenly they are likely to shove a horn through your wing."

"All in all, I think I have flown some 275 types of planes—Army, Navy and civilian. I was in charge of the test section at Anacostia for about 18 months, and tested the Sikorsky—first of the large four-motored planes to be turned over to the Navy. In between, there were all sorts of experiments, such as photographing parachute jumps with motion-picture cameras attached to the jumper's chest, etc. But I think these examples are enough to show you that in peacetime there is nothing cut-and-dried about the life of a naval officer."

"Is the experience varied in an executive sense also?"

"I think so. In addition to commanding various squadrons and spending two summers at the Academy giving courses in flight familiarization to midshipmen, I spent two years as commander of a patrol wing, had command jointly of a naval operating base and a naval air station in Newfoundland, and for a year commanded the naval air station at Corpus Christi—hub of the largest naval air training center in the world."

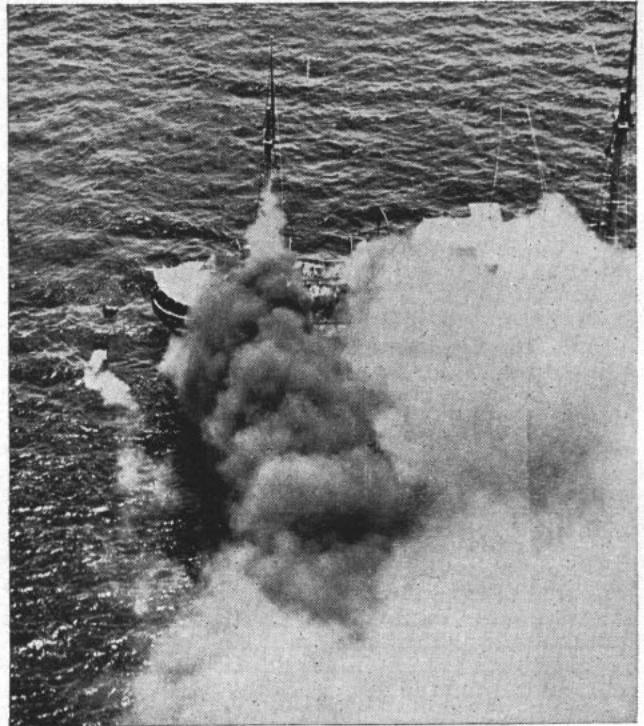
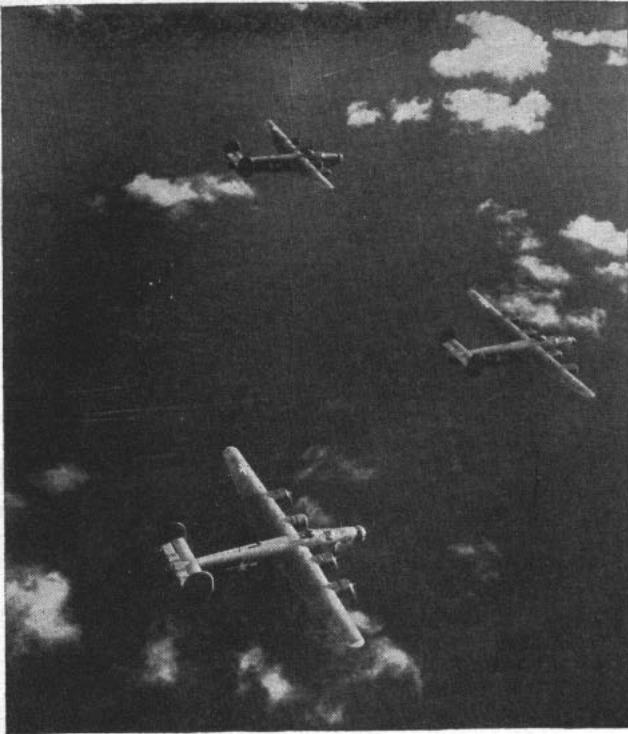
"Apart from the possibility of combat, is there much difference in the life of a naval officer in wartime and peacetime?"

"An enormous difference. The bulk of the things I have described were done in peacetime. During those years you have more time for research and theory. It is a smaller, more highly specialized Navy. Advancement is slower but there is more prestige attached to rank. Most of these experiences occurred when I was a lieutenant. No less important is the question of fellowship. The pressure of war snows under that congeniality which exists among officers and their families in peacetime, and which has been one of the happiest parts of my experience in the service."

"One final question: salary. How does it feel to live all your life on Navy pay?"

"Certainly no one ever got rich on Navy pay. On the other hand, no one ever became poor. It is steady and provides security with which to raise a family if you care to. There is also a good pension system, which is something you cannot look forward to in most businesses and professions. And as a member of the armed forces, there are certain other financial advantages—taxes, travel, even retail discounts—that are yours.

"A commodore, with flight, longevity and overseas pay, earns approximately \$10,000 a year. A married lieutenant, living in peacetime within the U. S. and not drawing flight pay, could count on a little over \$300 a month. It is not a handsome remuneration, but it is adequate and it is assured. When you add to it all the things that cannot be measured in monthly pay checks—prestige, security, congeniality, usefulness, interest and travel—it is not too bad. But in the last analysis, you have to make up your own mind as to what you want most in life."



Liberators of VB 106 on reconnaissance patrol . . . And one of 43 Jap ships sunk by the squadron.

High Adventure Over the Pacific

Navy Airmen Tell of Torpedoing Jap Carrier Off Philippines, Of 'Marianas Turkey Shoot,' of Riding Flaming TBF Over Truk

Members of several Navy air groups and squadrons whose record of destruction will not soon be forgotten by the Japs have returned to the U. S. for leave and reassignment. Fresh replacements have already taken up where the returned airmen left off.

Units recently returned include:

- Air Group 24, which fought in a record 24 fleet air actions in 10 months in the Pacific, shot 36 Jap planes out of the air and strafed or bombed 69 on the ground, sank 16 enemy ships and damaged 22.
- Air Group 5, which destroyed or damaged 428 Jap aircraft and 59 ships, totaling 292,000 tons, and heavily bombed enemy shore installations while participating in all but one carrier raid in the Pacific from the assault on Marcus Island on 1 Sept. 1943 through the second attack on Truk on 29-30 April 1944.
- Air Group 30, which participated in nine carrier assaults during five months in the South and Central Pacific, chalking up a record of 219 enemy aircraft and 51 ships destroyed or damaged.
- Air Group 16, which shot down 150 Jap planes during 11 months in the Pacific and in just one of its attacks on enemy ships and bases from the Gilberts to the Marianas scored 16 direct hits on a Jap carrier in the Battle of the Eastern Philippines.

- Fighting Squadron 39, which specialized in "glide-bombing" and strafing the Japs still left on the unconquered islands of the Marshalls and is believed to have carried more bombs than any other fighting squadron in the Pacific.

- Bombing Squadron 106, which flew 1,262 sorties totaling 16,000 hours in

seven months of patrol duty, sank 43 Jap ships, damaged 54, destroyed 20 enemy planes and probably destroyed 39 more.

- Patrol Squadrons 14 and 53, which rescued 79 Navy, Army and Marine aviation personnel shot or forced down in the Pacific.

- Bombing Squadron 98, which damaged 25 Jap ships, scored 85 hits on enemy antiaircraft guns and knocked out 41 planes in 7,200 hours of combat flying while making 1,750 sorties against the Japanese in 32 weeks in the Solomons.

- The "Empire Express," a task unit of Fleet Air Wing 4, whose PVs, in nine months' operations in the Aleutians, flew 78 successful sorties against Paramushiru, dropping 156,000 pounds of bombs on enemy installations.

* * *

In the Battle of the Eastern Philippines on 19 June, one of the latest actions in which any of the returning units participated, three TBFs of Air Group 24 slugged it out with a 28,000-ton Jap aircraft carrier and won by a knockout.

The enemy fleet, after a futile attempt to prevent the capture of Saipan, was on the run with Task Force 58 in pursuit. When the U. S. force came within long-range striking distance—250 miles—the order to man



Official U. S. Navy photographs
TOP-SCORING fighter pilot of the Navy, Lieut. Alexander Vraciu Jr., USNR, formerly squadron leader of Air Group 16, steps from Hellcat showing his record of 19 Jap planes shot down.

the planes and attack was given. Air Group 24, operating from a small carrier, had four Avengers available; the rest were out on other missions.

The four planes joined other aircraft and flew to the enemy. Sighting the Japs, the four planes from Group 24 dived in formation on a large carrier-battleship force which was as yet untouched by other attacking planes. The four planes went in alone, without benefit of fighters or divebombers to divert the Japs. They were greeted by an intense anti-aircraft barrage.

One of the four planes became separated from the formation in a cloud-bank. The other three picked out an aircraft carrier of the *Hayataka* class and headed for it—fanning out to approach the target from three different quadrants so that, no matter which way the carrier turned, she couldn't avoid the torpedoes.

Enemy fire tore into one of the Avengers, breaking off part of a wing and setting fire to the fuselage. The gunner and radioman bailed out. The pilot continued toward the target and unloaded his torpedo in perfect position for a hit.

The other two planes came in fast and also dropped their torpedoes. Underwater explosions and large columns of smoke followed.

Meanwhile, the gunner and the radioman who had bailed out floated down in the middle of the Jap fleet. "They shot at us all of the way down," said the gunner later, "but luckily we only had a thousand feet to fall."

In the water, the pair was nearly run down by a battleship. They saw violent explosions when the torpedoes from their squadron struck home. Later they saw the carrier down by the bow to such a degree that the propellers were visible. They were picked up the next day by a U. S. rescue plane.

The fourth TBF, the one that had become separated from the others early in the battle, went on to launch its torpedo at a small enemy carrier with unobserved results. It then ran out of gas and landed in the water. The pilot and crewmen took to life rafts and were rescued next day.

Only one of the planes was able to get back and land on the small U. S. carrier. Another came down on the water nearby without loss of personnel. The pilot whose crewmen bailed out is listed as missing in action.

* * *

To the pilots of Air Group 16 the air battle for Saipan will always be known as the "Marianas Turkey Shoot." Japanese planes dropped so fast, they say, that some of the enemy pilots became panicky and parachuted from their planes before Navy flyers could shoot them down.

Officers of the returned group tell of Ens. Edward G. Wendorf, USNR,

who joined a flight of enemy planes, discovered his mistake and had to shoot his way out. In doing so he brought down two Zeros.

They recall, too, the adventures of Lt. (jg) Clyde L. Brown, USNR, who found his plane on fire during an attack on Guam. The blaze became so intense that his rear gunner was forced to climb out of the cockpit and ride the plane "piggy back" until they could land in the water 1,500 yards off the island. Shore batteries immediately began firing on them, but a Navy scout plane hazarded the barrage to land and rescue them.

The pilot of the rescue plane later proved to be a former flight student of Lieutenant Brown's.

* * *

It was during the raid on Truk on 16 February that the Grumman Avenger torpedo plane from Air Group 5 piloted by Ens. L. E. Benson, USNR, was jumped by three Jap fighter planes.

William J. Moak, AMM2c, USNR, was manning the turret of the TBF, desperately trying to ward off Jap planes.

The enemy fighters made 15 passes at the lone Avenger. On the second try, gunfire struck the side of Moak's turret, spewing glass and metal splinters over him, wounding him in the right arm and side of his face and temporarily blinding his right eye.

Ensign Benson immediately dived the plane to near water level. His

evasive action was so violent that Moak's ammunition was thrown out of its boxes. Meanwhile the ammunition feed of the gun kept jamming. Moak could fire only by holding the ammunition with his good arm and firing with the wounded one. Still the Japs kept diving.

Moak fired whenever his gun would work and, just as a Jap was passing overhead, scored a hit. He didn't have time to see the results of his marksmanship, however, because he saw smoke coming from his own plane. Quickly he climbed down from the turret and discovered that another Jap shell had torn a two-foot hole in the fuselage. It had started a fire and mortally wounded the radioman. Moak pulled the wounded man out of the fire, beat out the flames and returned to his turret to fire more blasts at the enemy.

Twice more he returned to the smoking fuselage to try and quell the recurring fire. Once the .30-cal. ammunition for the tunnel gun began to explode from the heat. With his bare hands Moak pulled out the exploding cartridges. He shoved all of the burning material out through a hole and went back to his gun.

Ensign Benson finally brought the plane back to his carrier and made a crash landing. As he and the gunner stepped onto the deck the pilot called Moak aside and said:

"Bill, I just wanted to tell you, that Jap you hit went down in the drink and you scared the others off."



Official U. S. Navy photograph

PILOTS AND AIRCREWMEN of Air Group 24's torpedo squadron pose beside TBF after Battle of Eastern Philippines, in which they torpedoed a Jap carrier. Inset photograph is of pilot missing in action. One aircrewman, slightly wounded in the attack, is not shown.

'I Was Only the Quarterback'

THE AUTHOR of this article, whose home is in Salt Lake City, Utah, won considerable national attention, and was awarded the Navy and Marine Corps Medal, for performing an appendectomy aboard a U. S. submarine in enemy waters. Feeling that in all previous accounts the whole point of the episode was missed, he sets the record straight.—ED.

By Harry B. Roby, CPbM, USNR

NOT so long ago I performed an appendectomy aboard a submarine. The episode was dramatic enough to all of us; but when the emphasis was placed on the drama, I think that in all previous accounts the whole point of the episode was missed.

To me that episode was just another instance in which a submarine crew met an emergency—together. I was only the quarterback calling the play that day. There were quite a few of us who carried the ball.

For submarines the most meaningful word in the entire language of the sea is shipmate. "When a man goes aboard a submarine," they say, "he leaves his rate hanging on the gangway." When there is a job to be done, no matter what it is, everyone pitches in until it is accomplished. The appendectomy performed in enemy waters upon my shipmate, Bill Jones, was as much a bit of teamwork as was any of our many attacks on enemy ships.

Jones was soon well again after the operation and is still actively submarining as a torpedoman's mate. Use of sulfa drugs now obviates, in nearly all cases, the need of submarine appendectomies; but before the episode is buried forever in the trivia of this war, I wanted to set it straight.

The position of a pharmacist's mate in a submarine is an unusual one. Not only is he a submariner, skilled in technical things; he is the entire medical department.

In surface ships, where I have also served, each duty is allocated. In a submarine, the pharmacist's mate must be ready to meet a great variety of emergencies with tact and initiative.

On the same war patrol on which the appendicitis operation was performed on Jones, we rescued six Army flyers—a captain, two lieutenants and three enlisted men—from a bomber which had crashed.

The captain had a broken right arm and a dislocated shoulder, which had resulted from the jerk of his parachute when he and the others abandoned the flaming bomber. One of the lieutenants was suffering from shock and malaria. The other had serious burns. The three enlisted men, although they, too, had spent a considerable period in the water in a rubber boat, were not seriously hurt.

Here again I was indeed grateful for the excellent training which the Navy and the submarine service had afforded me—and for the fact that I could depend on my shipmates for help.

This time they surrendered 20 shoe buckles from those fancy, prized shoes that we call "shore-going shoes"—so called, I guess, because the men are always polishing them and planning what they will do in them the next time they get ashore. With those buckles and a piece of muslin I was able to fashion just the right sort of a makeshift sling and straps for the Army captain's arm and shoulder.

The job had to be done correctly, for the injured captain was not to see shore again for some weeks; once set, the break would be quite well knit before additional medical attention could be given the injuries.

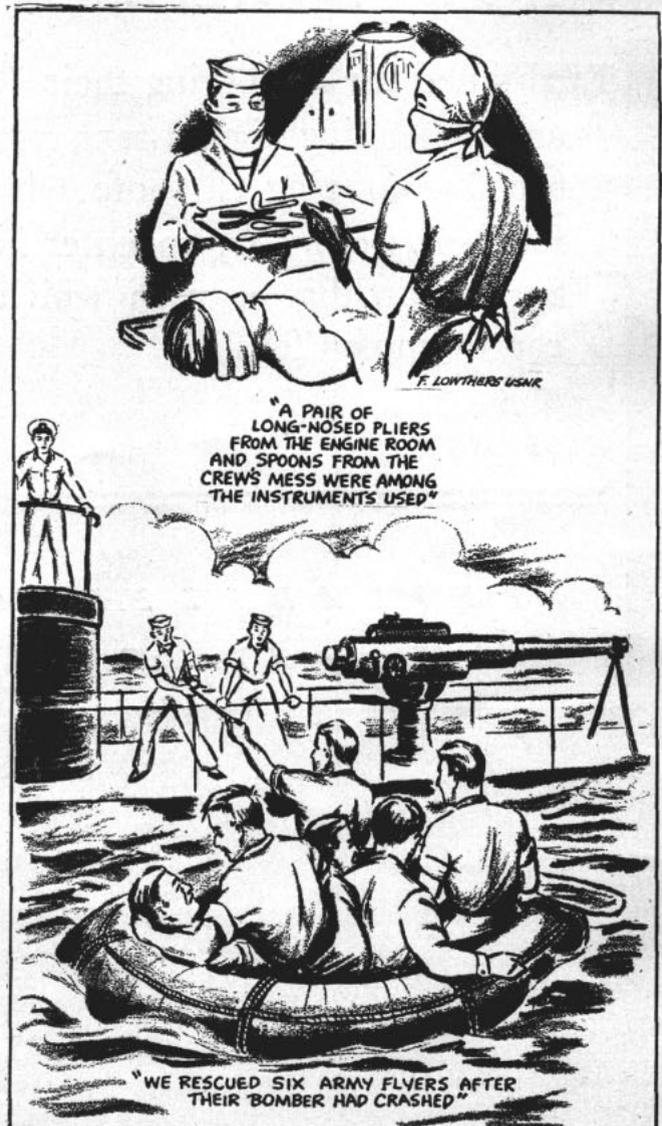
With the help of several shipmates, I put the dislocated shoulder back into place. Then I set the broken bone. This done, I constructed the sling and straps and adopted a routine to make the captain comfortable while the healing process took place. At short intervals during each day

I adjusted the straps, which were just perfect for this sort of situation. I gave the captain a rubber ball to clench in his fist so that he could keep the arm as limber as possible throughout the remaining weeks of our patrol.

When we made port after five weeks filled with action of every sort, the arm and shoulder were examined and, the doctors told me, were found to be in excellent shape; they would need no additional treatment except some therapy to get the arm back into top form. The others had responded well to treatment also.

Capability counts with every pharmacist's mate. That is why each submarine pharmacist's mate needs the greatest possible practical experience he can acquire. Above all, a pharmacist's mate in a submarine must have confidence in himself; but this is easy to acquire, since his shipmates will show such confidence in him.

Not only is his work the caring for injuries or wounds, but also the practice of preventive medicine. Each pharmacist's mate is entrusted with a crew whose health already is far above average. It is his job to safeguard this precious health, for health bears a definite relationship to morale.



"A PAIR OF LONG-NOSED PLIERS FROM THE ENGINE ROOM AND SPOONS FROM THE CREW'S MESS WERE AMONG THE INSTRUMENTS USED"

"WE RESCUED SIX ARMY FLYERS AFTER THEIR BOMBER HAD CRASHED"

R U L E S
F O R T H E
R E G U L A T I O N
O F T H E
N A V Y
O F T H E
U N I T E D C O L O N I E S
O F
N O R T H - A M E R I C A ;

Established for Preserving their RIGHTS
and Defending their LIBERTIES, and
for Encouraging all those who Feel
for their COUNTRY, to enter into its
Service in that way in which they
can be most Useful.

P H I L A D E L P H I A :

Printed by WILLIAM and THOMAS BRADFORD, 1775.

WRITTEN BY A MAN WHO WAS TO BECOME OUR
SECOND PRESIDENT, AND DISTRIBUTED AMONG
OFFICERS OF THE FIRST CONTINENTAL NAVY,
THESE RULES OF 1775 HAVE GOVERNED THE
SERVICE FOR 169 YEARS AND REPRESENT THE
FIRST PRINTED DOCUMENT ON THE U. S. NAVY.

THE NAVY

THE first U. S. equivalent of Task Force 58 was developed by George Washington . . . its first assignment was a high-seas highjacking operation against the British . . . and the first fleet to sail in the service of this country was manned by soldiers and led by Army officers!

These and many other interesting "firsts" of naval history are recalled by the recent discovery of an original copy of the first rules for the regulation of the Navy, originally printed in 1775.

Known as *Rules for the Regulation of the Navy of the United Colonies of North-America*, they represent the first printed document relating to the United States Navy. They are also the basis by which the service has been continuously governed for the 169 years of its existence.

Although the wording of the rules has long been known, of course, an actual original copy has not been in the possession of the Navy Department, and it was only recently that a copy was finally located in the collections of the Yale University Library.

Back in 1775, the year the rules were printed, this country not only didn't have a navy but there was considerable debate in the Continental Congress as to whether we should have one.

When the American Revolution broke out early in 1775, the presence of a British army at Boston, already on colonial soil, led to immediate organization of an army by the colonists. A navy obviously took longer to organize, but many soon saw that one would be needed.

The first agitation for it came from New England, where they had their hands full defending their coast against the raids of the British ships. As early as 11 July 1775, Josiah Quincy of Massachusetts wrote to John Adams (later to become our second President) in Philadelphia, urging a "Number of Vessels of War to be fitted out and judiciously stationed, so as to intercept and prevent any supplies going to our Enemies."

Rhode Island was already suffering serious annoyances from the British ships. On 15 June she had put two vessels in commission and had captured an armed tender of the British frigate *Rose*—the first authorized capture made by the Americans at sea during the Revolution.

From Rhode Island also came the first formal movement in behalf of a

THAT 'JUST HAPPENED'

George Washington's Floating Army, British Raiders and a Gunpowder Shortage Helped Bring About Both the Navy and The Rules by Which, 169 Years Later, It Is Still Governed

Continental navy. Meeting on 26 August 1775, the Rhode Island Assembly declared that "building and equipping an American fleet, as soon as possible, would greatly and essentially conduce to the preservation of the lives, liberty and property of the good people of these Colonies."

Rhode Island therefore instructed her two delegates to the Continental Congress to "use their whole influence . . . for building at the Continental expense, a fleet of sufficient force for the protection of these Colonies, and for employing them in such manner and places as will most effectually annoy our enemies, and contribute to the common defence of these Colonies."

The two Rhode Island delegates presented these instructions to the Continental Congress on 3 October. Two days later, the Congress got wind of a piece of news that was to give it the needed push toward acquiring a navy.

Some letters from London were read to the Congress, breaking the news of "the sailing of two north country built brigs, of no force, from England, on the 11th of August last, loaded with arms, powder, and other stores, for Quebec, without convoy."

If there was anything the colonists were short of, it was arms and gun-

HERE IS AN INTERESTING FOOTNOTE TO NAVY DAY THIS YEAR, THE STORY OF WHAT OUR FLEET WAS LIKE WHEN IT FIRST BEGAN, 169 YEARS AGO. DISCOVERED ONLY RECENTLY, THE ORIGINAL NAVY REGS DESCRIBED HERE WERE PRINTED WITHIN A FEW WEEKS OF THE DATE NAVY DAY COMMEMORATES—27 OCTOBER 1775.

powder. Congress at once saw the importance of capturing these vessels, and a motion was made that a committee of three prepare plans for intercepting the brigs, and that they "proceed on this business immediately."

Opposition to this motion, John Adams reported in his autobiography, was "very loud and vehement." It was, the opponents argued, "the most wild, visionary, mad project that ever had been imagined." It was "an infant taking a mad bull by the horns." It was said that it would "ruin the character and corrupt the morals of all our seamen. It would make them selfish, piratical, mercenary, bent wholly upon plunder, etc. etc."

Friends of the motion countered with "the great advantages of distressing the enemy, supplying ourselves, and beginning a system of maritime and naval operations."

The motion was passed, and a committee formed of three members, including Adams. The committee reported the same day and Congress decided to write a letter to George Washington directing him to obtain from the Council of Massachusetts two of that state's cruisers, and proceed against the British ships.

However, Washington was a jump ahead of the Congress. While the Congress was debating whether to intercept the British ships, and if so, how many ships to authorize and fit out, Washington had already found

himself forced into the position of creating a navy on his own.

He needed to prevent reinforcements from reaching the enemy at Boston. Also, with his own forces short of gunpowder, he saw a possible source of this in the British ships bringing supplies across the ocean. On 2 September therefore he instructed Nicholson Broughton to proceed in the schooner *Hannah* on a cruise against "such vessels as may be found on the high seas."

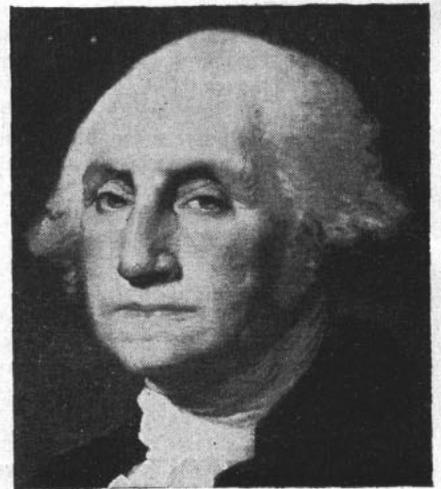
A month after the fitting out of the *Hannah*, Washington began to add to his naval force, and on 4 October he appointed agents to equip two vessels at Salem, Marblehead or Newburyport.

At the time Washington received the Congress' letter of 5 October, directing him to obtain two cruisers from the Council of Massachusetts, that colony had no armed vessels, so Washington sent the schooners *Lynch* and *Franklin* toward Quebec to head off the British. During October and November he added four other small vessels, the schooners *Lee*, *Harrison* and *Warren*, and the brigantine *Washington*. About the first of January the schooner *Hancock* was added.

The first armed vessels to sail under Continental pay and control were ac-



JOHN ADAMS, 22 years before he became second U. S. president, wrote the regulations that are the basis of today's Navy



GEORGE WASHINGTON, father of a fleet as well as a country, was first to send a U. S. "task force" against an enemy, in 1775.

tually those that composed this little fleet fitted out by Washington in the ports of Massachusetts during the fall of 1775.*

As these vessels were manned by soldiers and commanded by army officers, and were designed to weaken the army of the enemy by capturing his transports carrying supplies and troops, Washington was able to derive his authority for procuring and fitting out the fleet from his commission as commander-in-chief of the Continental Army.

Although there seems to be no indication as to whether Washington's

* Not to be confused, however, with the first U. S. naval vessels officially purchased and fitted out by the Congress: the *Alfred*, *Columbus*, *Cabot* and *Andrea Doria*. The Continental flag was first hoisted over the *Alfred* on 3 December 1775. Incidentally, John Paul Jones did the hoisting.

captains actually got the two Quebec-bound brigs the Congress had written him about, the first important capture by this "soldier navy" was an exceedingly timely one. During the last days of November 1775 one of Washington's schooners, the *Lee*, captured the British brigantine *Nancy*. The *Nancy* had on board, among other stores, some 2,000 muskets, 100,000 flints, 30,000 round shot, more than 30 tons of musket shot, 11 mortar beds and a brass mortar weighing 10,000 pounds.

To have manufactured this much ordnance would have taken the Americans 18 months.

Meanwhile, the sentiment of the Continental Congress was moving rapidly towards the organization of a real navy. On 13 October it was decided to fit out two armed vessels, one of 10 and the other of 14 guns. The

original estimate of expense was unsatisfactory and was recommitted. When again reported on 30 October, two more vessels were authorized, this time of not more than 20 and 36 guns, respectively.

The actual bill providing for the creation of an independent fleet had been received in Congress by the end of October 1775 (this event is commemorated by the annual Navy Day celebration on 27 October).

On 2 November the Congress voted \$100,000 for the work of the Naval Committee, which was "to agree with such officers and seamen as are proper to man and command" the four vessels.

The first officers commissioned by the Naval Committee included a commander-in-chief (Esek Hopkins), four captains, five 1st lieutenants, five 2nd

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R U L E S

F O R T H E

R E G U L A T I O N

O F T H E

N A V Y, &c.

ART. 1. **T**HE Commanders of all ships and vessels belonging to the THIRTEEN UNITED COLONIES, are strictly required to shew in themselves a good example of honor and virtue to their officers and men, and to be very vigilant in inspecting the behaviour of all such as are under them, and to discountenance and suppress all dissolute, immoral and disorderly practices; and also, such as are contrary to the rules of discipline and obedience, and to correct those who are guilty of the same according to the usage of the sea.

ART. 2. The Commanders of the ships of the Thirteen United Colonies are to take care that divine service be performed twice a day on board, and a sermon preached on Sundays, unless bad weather or other extraordinary accidents prevent it.

ART. 3. If any shall be heard to swear, curse or blaspheme the name of God, the Captain is strictly enjoined to punish them for every offence, by causing them to wear a wooden collar or some other shameful badge of distinction, for so long a time as he shall judge proper:— If he be a commissioned officer he shall forfeit one shilling for each offence, and a warrant or inferior officer, six-pence: He who is guilty of drunkenness (if a seaman) shall be put in irons until he is sober, but if an officer, he shall forfeit two days pay.

ART. 4. No Commander shall inflict any punishment upon a seaman beyond twelve lashes upon his bare back with a cat of nine-tails; if the fault shall deserve a greater punishment, he is

to

to apply to the Commander in Chief of the navy in order to the trying of him by a court martial, and in the mean time he may put him under confinement.

ART. 5. The Captain is never by his own authority to discharge a commission or warrant officer, nor to punish or strike him, but he may suspend or confine him; and when he comes in the way of a Commander in Chief, apply to him for holding a court-martial.

ART. 6. The officer who commands by accident of the Captain's absence (unless he be absent for a time by leave) shall not order any correction but confinement; and upon the Captain's return on board, he shall then give an account of his reasons for so doing.

ART. 7. The Captain is to cause the articles of war to be hung up in some public place of the ship, and read to the ship's company once a month.

ART. 8. Whenever the Captain shall enlist a seaman, he shall take care to enter on his books the time and terms of his entering in order to his being justly paid.

ART. 9. The Captain shall before he sails make return to and leave with the Congress, or such person or persons as the Congress appoint for that purpose, a complete list of all his officers and men, with the time and terms of their entering; and during his cruise, shall keep a true account of the desertion or death of any of them, and of the entering of others; and after his cruise, and before any of them are paid off, he shall make return of a complete list of the same, including those who shall remain on board his ship.

ART. 10. The men shall (at their request) be furnished with slops that are necessary, by the Captain or Purser, who shall keep an account of the same; and the Captain in his return in the last mentioned article directed to be made, shall mention the amount delivered to each man in order to its being stopped out of his pay.

ART. 11. As to the term inferior officers the Captain is to take notice, that the same does not include any commission nor any warrant officer, except the second master, surgeons mates, cook, armourer, gun-smith, master at arms and the sail-maker.

ART. 12. The Captain is to take care when any inferior officers or volunteer seamen are turned over into the ship under his command from any other ship, not to take them on the ship's

Though written in 1775, the sense of many of these articles can be found in Navy Regs today. An original copy was found only recently; this is its first magazine appearance.

lieutenants and three 3rd lieutenants. (Among them, as a 1st lieutenant, was one John Paul Jones, age 28.)

The Naval Committee had now commissioned officers, but did not as yet have any formal statement of how this new navy was to be organized. The first step in this was taken on 23 November 1775, when the Committee laid before Congress "a draught of rules for the government of the American navy, and articles to be signed by the officers and men employed in that service."

On the 25th and 28th these were debated by paragraphs and after slight amendment were adopted. Two days later the rules were ordered to be printed. By the 8th of December the printed rules were in the hands of the officers of the fleet.

Despite the speed with which the rules were compiled, the sense of many of the articles is still a living part of the United States Navy Regulations.

More than half the rules were concerned with the feeding, care, rights, duties and punishments of the ordinary sailors. Today's rules, expanded to several hundred pages, deal largely with officers and matters of administration.

The commanders of all ships and vessels were "required to shew in themselves a good example of honor and virtue to their officers and men." They were "to take care that divine service be performed twice a day on board, and a sermon preached on Sundays."

Sailors were to be punished for swearing by the wearing of a wooden

collar "or some other shameful badge of distinction."

Rations were fixed for each day of the week (Saturday's: "1 lb. bread, 1 lb. pork, half pint peas, and four ounces cheese.") Each seaman was given a half-pint of rum a day, with a "discretionary allowance on extra duty and in time of engagement." The captain was ordered to have the provisions inspected, and "if the bread proves damp, to have it aired upon the quarter-deck or poop."

A pay table was also provided, according to which the monthly wages ranged from \$32 for captains to \$6.67 for able seamen and marines.

These rules, which were in force throughout the Revolution, and were readopted for the government of the new Navy under the Constitution, were drawn up by John Adams, and

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ship's books in a worse quality or lower degree of station than they served in the ship they were removed from; and for his guidance, he is to demand from the commander of the ship from which they are turned over, a list under his hand of their names and qualities.

ART. 13. Any officer, seaman or others entitled to wages or prize-money, may have the same paid to his assignee, provided the assignment be attested by the Captain or commander, the master or purser of the ship, or a chief magistrate of some county or corporation.

ART. 14. The Captain is to discourage the seamen of his ship from selling any part of their wages or shares, and never to attest the letter of attorney of any seaman until he is fully satisfied; the same is not granted in consideration of money given for the purchase of his wages or shares.

ART. 15. When any inferior officer or seaman dies, the Captain is forthwith to make out a ticket for the time of his service and send the same by the first safe conveyance to the Congress or agents by them for that purpose, appointed in order to the wages being forthwith paid to the executors or administrators of the deceased.

ART. 16. A convenient place shall be set apart for sick or hurt men, to be removed with their hammocks and bedding when the surgeon shall advise the same to be necessary; and some of the crew shall be appointed to attend and serve them and to keep the place clean. The cooper shall make buckets with covers and cradles if necessary for their use.

ART. 17. All ships furnished with fishing tackle, being in such places where fish is to be had, the Captain is to employ some of the company in fishing, the fish to be distributed daily to such persons as are sick, or upon recovery, if the surgeons recommend it; and the surplus by turns amongst the messes of the officers and seamen without favour or partiality, and gratis, without any deduction of their allowance of provisions on that account.

ART. 18. It is left to the discretion of the Commander of squadrons to shorten the allowance of provisions according to the exigence of the service, taking care that the men be punctually paid for the same. The like power is given to Captains of single ships in cases of absolute necessity.

ART. 19. If there shall be a want of pork, the Captain is to

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to order three pounds of beef to be issued to the men in lieu of a two pound piece of pork.

ART. 20. One day in every week shall be issued out a proportion of flour and fuet in lieu of beef for the seamen; but this is not to extend beyond four months victualling at one time, nor shall the purser receive any allowance for flour or fuet kept longer on board than that time. And there shall be supplied once a year, a proportion of canvas for pudding bags, after the rate of one ell for every sixteen men.

ART. 21. If any ships of the Thirteen United Colonies shall happen to come into port in want of provisions, the warrant of a Commander in Chief shall be sufficient to the agent or other instrument of the victualling to supply the quantity wanted; and in urgent cases where delay may be hurtful, the warrant of the Captain of the ship shall be of equal effect.

ART. 22. The Captain is frequently to order the proper officer to inspect into the condition of the provisions, and if the bread proves damp to have it aired upon the quarter-deck or poop, and also to examine the flesh cask; and if any of the pickle be leaked out, to have new made and put in and the cask made tight and secure.

ART. 23. The Captain or purser shall secure the cloaths, bedding and other things of such persons as shall die or be killed, to be delivered to their executors or administrators.

ART. 24. All the papers, charter parties, bills of lading, pass-ports and other writings whatever, found on board any ship or ships which shall be taken shall be carefully preserved, and the originals sent to the court of justice for maritime affairs, appointed, or to be appointed by Congress for judging concerning such prize or prizes; and if any person or persons shall wilfully or negligently destroy, or suffer to be destroyed, any such paper or papers, he or they so offending, shall forfeit their share of such prize or prizes, and suffer such other punishment as they shall be judged by a court-martial to deserve.

ART. 25. If any person or persons shall embezzle, steal or take away any cables, anchors, sails, or any of the ship's furniture, or any of the powder or arms, or ammunition or provisions of any ship belonging to the Thirteen United Colonies, he or they shall suffer punishment as a court-martial shall order.

ART. 26. When in fight of the ship or ships of the enemy, and

"If the bread proves damp," says Article 22, the Captain shall "have it aired upon the quarter-deck or poop." Other articles show interest in seamen's care and rights.

"examined, discussed and corrected" by the Naval Committee.

That part of Adams' rules which constitutes the penal code of the Navy he obtained from "An Act . . . relating to the Government of his Majesty's Ships, Vessels, and Forces by Sea," passed by the British Parliament in 1749. In adapting the British code, however, he made it less stringent.

The rest of Adams' rules are, with minor changes and omissions, chiefly taken from the "Regulations and Instructions Relating to His Majesty's Service at Sea," of 1772.

Although the existence of these rules has been known and their wording has remained evident in the Navy Regs of today, no actual copy of the original has been available in the Navy Department.

The search for an original copy started in strange enough fashion. It was brought about by an inquiry from a man in Philadelphia who was writing

a novel about one of the early naval captains. When his question was forwarded to the Office of Naval Records and Library, and an officer started to look up an original copy of the *Rules*, it was found that none existed in the Navy Department.

The search then led to the big main sources of such material—to the Library of Congress, the New York Public Library, the library of the Naval Academy. No copies there. The Union Catalogue of the Library of Congress, which lists the holdings of all major libraries, did not include the *Rules* among known holdings.

Bibliographies were tried, for these not only list known publications but tell where at least one copy may be found. Although many bibliographies listed the *Rules*, none of them indicated where a copy could be found.

The search next led to the semi-private libraries specializing in naval material and early American historical literature, as these are a source of

rare publications unobtainable elsewhere.

From there on the search widened, and letters were addressed from time to time to booksellers throughout the country, inquiring if they possessed a copy or had heard anything of the possible whereabouts of the publication.

Long shot though this may have seemed, it did eventually lead to the final clue. A bookseller in a small Connecticut town replied that he had had such a copy, but that it was now in the possession of the Yale University Library.

Communication with Yale quickly verified the location of the book there, and with Yale's permission and cooperation the Navy Department was able to have the pages photographed so that facsimile reprints might be made. A limited edition of these has been issued by the Naval Historical Foundation, and the INFORMATION BULLETIN's plates for this article have been made from the same photographs.

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and at such other times as may appear to make it necessary to prepare for engagement, the Captain shall order all things in his ship in a proper posture for fight, and shall in his own person, and according to his duty, heart on and encourage the inferior officers and men to fight courageously, and not to behave themselves feintly or cry for quarters on pain of such punishment as the offence shall appear to deserve for his neglect.

ART. 27. Any Captain or other officer, mariner or others, who shall basely desert their duty or station in the ship and run away while the enemy is in fight, or in time of action, or entice others to do so, shall suffer death or such other punishment as a court-martial shall inflict.

ART. 28. No person in or belonging to the ship shall utter any words of sedition and mutiny, nor endeavour to make any mutinous assemblies upon any pretence whatsoever upon such penalty as a court-martial shall inflict.

ART. 29. Any officer, seaman or marine, who shall begin to excite, cause, or join in any mutiny or sedition in the ship to which he belongs on any pretence whatsoever, shall suffer death or such other punishment as a court-martial shall direct.

ART. 30. None shall presume to quarrel with, or strike his superior officer, on pain of such punishment as a court-martial shall order to be inflicted.

ART. 31. If any person shall apprehend he has just cause of complaint, he shall quietly and decently make the same known to his superior officer, or to the Captain, as the case may require, who will take care that justice be done him.

ART. 32. There shall be no quarreling or fighting between ship mates on board any ship belonging to the Thirteen United Colonies, nor shall there be used any reproachful or provoking speeches tending to make quarrels and disturbance on pain of imprisonment, and such other punishment as a court-martial shall think proper to inflict.

ART. 33. If any person shall sleep upon his watch, or negligently perform the duty which shall be enjoined him to do, or forsake his station, he shall suffer such punishment as a court-martial shall think proper to inflict, according to the nature of his offence.

ART. 34. All murder shall be punished with death.

ART. 35. All robbery and theft shall be punished at the discretion of a court-martial.

ART. 36. Any Master at Arms who shall refuse to receive such prisoner or prisoners as shall be committed to his charge,

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or having received them; shall suffer him or them to escape, & dismiss them without orders for so doing, shall suffer in his or their stead, as a court-martial shall order and direct.

ART. 37. The Captain, officers and others shall use their utmost endeavours to detect, apprehend and bring to punishment, all offenders, and shall at all times readily assist the officers appointed for that purpose in the discharge of their duty on pain of their being proceeded against, and punished by a court-martial at discretion.

ART. 38. All other faults, disorders and misdemeanors which shall be committed on board any ship belonging to the Thirteen United Colonies, and which are not herein mentioned, shall be punished according to the laws and customs in such cases used at sea.

ART. 39. A court martial shall consist of at least three Captains and three first Lieutenants, with three Captains and three first Lieutenants of marines, if there shall be so many of the marines then present, and the eldest Captain shall preside.

ART. 40. All sea officers of the same denomination shall take rank of the officers of the marines.

Art. 41. Every member of a court-martial shall take the following oath, viz. "You swear that you will, well and truly try and impartially determine the cause of the prisoner now to be tried according to the rules of the navy of the United Colonies; so help you God." Which oath shall be duly administered by the President to the other members, and the President shall himself be sworn by the officer in the said court next in rank.

ART. 42. All witnesses, before they may be permitted to give evidence, shall take the following oath, viz. "You swear, the evidence you shall give in the cause now in hearing, shall be the whole truth and nothing but the truth; so help you God."

ART. 43. The sentence of a court martial for any capital offence shall not be put in execution until it be confirmed by the Commander in Chief of the fleet, and it shall be the duty of the President of every court-martial to transmit to the Commander in Chief every sentence which shall be given, with a summary of the evidence and proceedings thereon by the first opportunity.

ART. 44. The Commander in Chief of the fleet for the time being, shall have power to pardon and remit any sentence of death that shall be given in consequence of any of the aforementioned articles.

Some early echoes of "Rocks and Shoals" can be discovered in these provisions for punishment and court-martial. Note the familiar wording of the oath in Article 42.

SERVICE VOTING

List of Candidates for Federal Offices
From States Authorizing Federal Ballot
In the General Election of 7 Nov. 1944

(REPRINTED FROM NAVY DEPARTMENT SERVICEMAN VOTING POSTER NO. 4)

Instructions to voters:

1 WHAT THIS LIST SHOWS: This list is reproduced from Navy Department Serviceman Voting Poster No. 4, prepared by the War Ballot Office, Executive Office of the Secretary of the Navy, and mailed to all units and activities afloat and ashore overseas. The list gives the name, address and party of candidates for Federal office in states which authorize voting by Federal ballot as shown on the poster and of such additional candidates as are now available, but which were not available when the poster was printed.

2 HOW TO USE THIS LIST: In voting the Federal ballot you write in the names of the candidates of your choice. You therefore should know the names of all candidates for the Federal offices for which you can vote. This list gives their names. Choose the candidates for whom you wish to vote. You may vote for only one candidate for each of the offices listed, except in the case of New Mexico, which has two Representatives at Large. To vote for Representative in Congress (except Representative at Large) you must know the number of your Congressional District. Poster No. 3 (a map of the United States) shows your district. For additional instructions see Poster No. 5 (INFORMATION BULLETIN, Sept. 1944, p. 18). Like Poster No. 4, Posters No. 3 and 5 have been mailed to all units and activities afloat and ashore overseas.

3 OFFICES FOR WHICH THERE ARE NO CANDIDATES: This list includes all Federal offices for which there will be an election in November 1944 in each of the states shown below. In these states there will be an election in 1944 for U. S. Senator (full term) in only 12 states, for U. S. Senator (unexpired term) in only four states, for Representative at Large in Congress in only three states.

4 LIST OF CANDIDATES IN SOME STATES MAY BE INCOMPLETE. In order to get this list to you in time for you to vote the Federal ballot, it was necessary to print the poster before all the candidates had been determined. Similarly there may still be additional candidates certified after press time of this issue of the INFORMATION BULLETIN. Therefore, the lists of candidates from some states may be incomplete. Additional names, when received from the Commission, will be radioed overseas. Your Voting Officer will give you this information as soon as he gets it.

5 ORDER IN WHICH NAMES OF CANDIDATES ARE LISTED: The United States War Ballot Commission, in accordance with Federal law, requested the Secretary of State of each state shown on this list to furnish the names, addresses and parties of candidates for Federal offices in

such states in the same text and order appearing on their respective state ballots. From the information furnished by the Secretaries of State, the Commission compiled lists of candidates. Following are those lists as received from the Commission.

CALIFORNIA

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
CLAUDE A. WATSON and ANDREW JOHNSON, Prohibition

U. S. SENATOR (Full Term)
SHERIDAN DOWNEY, Laguna Beach, Democrat

REPRESENTATIVE IN CONGRESS

1st District
CLARENCE F. LEA, Santa Rosa, Democrat, Republican

2nd District
CLAIR ENGLE, Red Bluff, Democrat
JESSE M. MAYO, Angels Camp, Republican

3rd District
J. LEROY JOHNSON, Stockton, Republican, Democrat

4th District
THOMAS ROLPH, San Francisco, Republican
FRANK R. HAVENNER, San Francisco, Democrat

5th District
RICHARD J. WELCH, San Francisco, Republican, Democrat

6th District
ALBERT E. CARTER, Oakland, Republican
GEORGE P. MILLER, Alameda, Democrat

7th District
JOHN H. TOLAN, Oakland, Democrat
CHESLEY M. WALTER, Piedmont, Republican

8th District
JOHN Z. ANDERSON, San Juan Bautista, Republican
ARTHUR L. JOHNSON, San Jose, Democrat

9th District
BERTRAND W. GEARHART, Fresno, Republican, Democrat

10th District
A. J. ELLIOTT, Tulare, Democrat, Republican

11th District
GEORGE E. OUTLAND, Santa Barbara, Democrat
FRED J. HART, Salinas, Republican

12th District
H. JERRY VOORHIS, San Dimas, Democrat
ROY P. McLAUGHLIN, South Pasadena, Republican

13th District
NORRIS POULSON, Los Angeles, Republican
NED R. HEALY, Los Angeles, Democrat

14th District
WILLIAM D. CAMPBELL, Los Angeles, Republican
HELEN GAHAGAN DOUGLAS, Outpost, Los Angeles, Democrat

15th District
GORDON L. MCDONOUGH, Los Angeles, Republican
JOHANNES NIELSEN-LANGE, Los Angeles, Prohibition

16th District
HAL STYLES, Los Angeles, Democrat
JESSE RANDOLPH KELLEMS, Bel Air, Los Angeles, Republican
ELLIS E. PATTERSON, Los Angeles, Democrat

17th District
CECIL R. KING, Los Angeles, Democrat, Republican

18th District
WARD JOHNSON, Long Beach, Republican
CLYDE G. DOYLE, Long Beach, Democrat

19th District
CHET HOLIFIELD, Montebello, Democrat
CARLTON H. CASJENS, Bell, Republican

20th District
CARL HINSHAW, Pasadena, Republican
CHARLES H. RANDALL, Los Angeles, Prohibition
ARCHIBALD B. YOUNG, Pasadena, Democrat

21st District
HARRY R. SHEPPARD, Yucaipa, Democrat

EARL S. WEBB, San Bernardino, Republican

22nd District
JOHN PHILLIPS, Banning, Republican, Democrat

23rd District
ED. V. IZAC, San Diego, Democrat
JAMES B. ABBEY, San Diego, Republican

CONNECTICUT

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican

FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
EDWARD A. TEICHERT and ARLA A. ALBAUGH, Socialist Labor
NORMAN THOMAS and DARLINGTON HOOPES, Socialist

U. S. SENATOR (Full Term)
JOHN A. DANAEHER, Portland, Republican
BRIEN McMAHON, Norwalk, Democrat
SPENCER ANDERSON, Bridgeport, Socialist

REPRESENTATIVE IN CONGRESS

1st District
WILLIAM J. MILLER, Wethersfield, Republican

2nd District
HERMAN P. KOPPLEMANN, Hartford, Democrat

3rd District
JOHN D. MCWILLIAMS, Norwich, Republican
CHASE G. WOODHOUSE, New London, Democrat

4th District
RANULF COMPTON, Madison, Republican

5th District
JAMES T. GEBLAN, New Haven, Democrat

6th District
CLARE BOOTHE LUCE, Greenwich, Republican

7th District
MARGARET E. CONNORS, Fairfield, Democrat

8th District
STANLEY W. MAYHEW, Bridgeport, Socialist

9th District
JOSEPH E. TALBOT, Naugatuck, Republican
PETER B. HIGGINS, Torrington, Democrat

REPRESENTATIVE AT LARGE IN CONGRESS
(Vote for only one)
BOLESLAUS J. MONKIEWICZ, New Britain, Republican

10th District
JOSEPH F. RYTER, Hartford, Democrat
JOHN W. RING, Waterbury, Socialist

FLORIDA

PRESIDENT AND VICE PRESIDENT
ROOSEVELT and TRUMAN, Democrat
DEWEY and BRICKER, Republican

U. S. SENATOR (Full Term)
CLAUDE PEPPER, Tallahassee, Democrat
MILES H. DRAPER, Tampa, Republican

REPRESENTATIVE IN CONGRESS

1st District
J. HARDIN PETERSON, Lakeland, Democrat

2nd District
EMORY H. PRICE, Jacksonville, Democrat

3rd District
BOB SIKES, Crestview, Democrat

4th District
PAT CANNON, Miami, Democrat
EDITH SHAFER STEARNS, Coconut Grove, Republican

5th District
JOE HENDRICKS, De Land, Democrat
EMORY AKERMAN, Orlando, Republican

6th District
DWIGHT L. ROGERS, Fort Lauderdale, Democrat

7th District
BERT L. ACKER, Miami, Republican

GEORGIA

PRESIDENT AND VICE PRESIDENT
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat

THOMAS E. DEWEY and JOHN W. BRICKER, Republican

U. S. SENATOR (Full Term)
WALTER F. GEORGE, Vienna, Democrat

REPRESENTATIVE IN CONGRESS

1st District
HUGH PETERSON, Ailey, Democrat

2nd District
E. E. COX, Camilla, Democrat

3rd District
STEPHEN PACE, Americus, Democrat

4th District
A. S. CAMP, Newnan, Democrat

5th District
ROBERT RAMSPECK, Decatur, Democrat
HENRY A. ALEXANDER, Atlanta, Independent

6th District
CARL VINSON, Milledgeville, Democrat

7th District
M. C. TARVER, Dalton, Democrat
8th District
JOHN S. GIBSON, Douglas, Democrat
9th District
JOHN S. WOOD, Canton, Democrat
10th District
PAUL BROWN, Elberton, Democrat

MAINE

PRESIDENT AND VICE PRESIDENT
DEWEY and BRICKER, Republican
ROOSEVELT and TRUMAN, Democrat
(Because Maine holds its election for all offices except President and Vice President on September 11, 1944, citizens of Maine vote by Federal ballot only for President and Vice President.)

MARYLAND

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
U. S. SENATOR (Full Term)
BLANCHARD RANDALL, JR., Baltimore, Republican
MILLARD E. TYDINGS, Harford County, Democrat
REPRESENTATIVE IN CONGRESS
1st District
WILMER FELL DAVIS, Caroline County, Republican
DUDLEY G. ROE, Queen Annes County, Democrat
2nd District
H. STREETT BALDWIN, Baltimore County, Democrat
WILFRED T. MCQUAID, Baltimore, Republican
3rd District
JOHN W. BENSON, Baltimore, Republican
THOMAS D'ALESSANDRO, JR., Baltimore, Democrat
4th District
DANIEL ELLISON, Baltimore, Republican
GEORGE H. FALLON, Baltimore, Democrat
5th District
LANSDALE G. SASSER, Prince Georges County, Democrat
C. MAURICE WEIDEMEYER, Anne Arundel County, Republican
6th District
J. GLENN BEALL, Allegany County, Republican
DANIEL F. MCMULLEN, Allegany County, Democrat

MASSACHUSETTS

PRESIDENT AND VICE PRESIDENT
DEWEY and BRICKER, Republican
ROOSEVELT and TRUMAN, Democrat
TEICHERT and ALBAUGH, Socialist Labor
WATSON and JOHNSON, Prohibition
U. S. SENATOR (Unexpired Term)
JOHN H. CORCORAN, Cambridge, Democrat
LEVERETT SALTONSTALL, Newton, Republican
BERNARD G. KELLY, Springfield, Socialist Labor
E. TALLMADGE ROOT, Somerville, Prohibition
REPRESENTATIVE IN CONGRESS
1st District
JOHN W. HESELTON, Deerfield, Republican
JAMES P. MCANDREWS, Adams, Democrat
2nd District
MICHAEL W. ALBANO, Springfield, Democrat
CHARLES R. CLASON, Springfield, Republican
3rd District
WILFRED P. BAZINET, Webster, Republican
PHILIP J. PHILBIN, Clinton, Democrat
4th District
PEHR G. HOLMES, Worcester, Republican
FRANK J. MCGRAIL, Worcester, Democrat
5th District
EDITH NOURSE ROGERS, Lowell, Republican
MILTON A. WESSON, Lowell, Democrat
6th District
GEORGE J. BATES, Salem, Republican
JOHN M. ERESNAHAN, Lynn, Democrat
7th District
ERNEST BENTLEY, Winthrop, Republican
THOMAS J. LANE, Lawrence, Democrat
8th District
ANGIER L. GOODWIN, Melrose, Republican
FREDERICK T. McDERMOTT, Medford, Democrat
9th District
CHARLES L. GIFFORD, Barnstable, Republican
WILLIAM MCAULIFFE, New Bedford, Democrat
10th District
WILLIAM A. CAREY, Boston, Democrat
CHRISTIAN A. HERTER, Boston, Republican
11th District
LESTER W. BOWEN, Somerville, Republican
JAMES M. CURLEY, Boston, Democrat
12th District
HENRY J. ALLEN, Boston, Republican
JOHN W. McCORMACK, Boston, Democrat
13th District
ANDREW T. CLANCY, Brockton, Democrat

RICHARD B. WIGGLESWORTH, Milton, Republican

14th District

JOSEPH WILLIAM MARTIN, JR., North Attleboro, Republican
EDMUND P. TALBOT, Fall River, Democrat

MICHIGAN

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
CLAUDE A. WATSON and ANDREW JOHNSON, Prohibition
EDWARD A. TEICHERT and ARLA A. ALBAUGH, Socialist Labor
NORMAN THOMAS and DARLINGTON HOOPES, Socialist
GERALD L. K. SMITH and HARRY ROMER, America First
REPRESENTATIVE IN CONGRESS
1st District
JOHN B. SOSNOWSKI, Detroit, Republican
GEORGE G. SADOWSKI, Detroit, Democrat
BENJAMIN R. WILLIAMS, Detroit, Prohibition
ANTHONY ZARCZYNSKI, Detroit, Socialist
2nd District
EARL C. MICHENER, Adrian, Republican
REDMOND M. BURR, Ann Arbor, Democrat
CLARENCE DECAN, Spring Harbor, Prohibition
3rd District
PAUL W. SHAFER, Battle Creek, Republican
CHARLES V. HAMPTON, Battle Creek, Democrat
LAWRENCE A. RUBLE, Battle Creek, Prohibition
EFFIE BURNETT, Charlotte, Socialist
4th District
CLARE E. HOFFMAN, Allegan, Republican
BERNARD T. FOLEY, Benton Harbor, Democrat
ORAH H. FOX, Allegan, Prohibition
5th District
BARTEL J. JONKMAN, Grand Rapids, Republican
J. NEAL LAMOREAUX, Comstock Park, Democrat
6th District
WILLIAM W. BLACKNEY, Flint, Republican
ROBERT B. McLAUGHLIN, Flint, Democrat
WILLIAM H. MORFORD, Lansing, Prohibition
7th District
JESSE P. WOLCOTT, Port Huron, Republican
CHARLES F. MANN, Marine City, Democrat
A. GORDON PHILLIPS, Port Huron, Prohibition
ELMER GRAHAM, Lapeer, Socialist
8th District
FRED L. CRAWFORD, Saginaw, Republican
WILLIAM A. HEMMER, Saginaw, Democrat
VERDON DUNCKEL, St. Johns, Prohibition
9th District
ALBERT J. ENGEL, Muskegon, Republican
ARNOLD B. COXHILL, Muskegon, Democrat
10th District
ROY O. WOODRUFF, Bay City, Republican
WILLIAM J. KELLY, Bay City, Democrat
L. A. WILSON, Mt. Pleasant, Prohibition
11th District
FRED BRADLEY, Rogers City, Republican
CECIL W. BAILEY, Mancelona, Democrat
CHARLES SWANSON, Hermansville, Prohibition
GEORGE ANDERSON, Escanaba, Socialist
12th District
JOHN B. BENNETT, Ontonagon, Republican
FRANK E. HOOK, Ironwood, Democrat
13th District
CLARENCE J. McLEOD, Detroit, Republican
GEORGE D. O'BRIEN, Detroit, Democrat
O. LON CHANEY, Detroit, Prohibition
WILLIAM JENKINS, Detroit, Socialist
14th District
CLAUDE G. McDONALD, Grosse Pointe, Republican
LOUIS C. RABAUT, Detroit, Democrat
LLOYD H. KNOX, Detroit, Prohibition
15th District
HARRY HENDERSON, Detroit, Republican
JOHN D. DINGELL, Detroit, Democrat
ELMER MYUS, Detroit, Prohibition
H. R. MCCRARY, Detroit, Socialist
16th District
ALBERT A. RIDDERING, Melvindale, Republican
JOHN LESINSKI, Detroit, Democrat
CHARLES W. KINGSLEY, Dearborn, Prohibition
MINT NAUTA, Detroit, Socialist
17th District
GEORGE A. DONDERO, Royal Oak, Republican
JOHN W. L. HICKS, Detroit, Democrat
PAUL KENWORTHY, Detroit, Prohibition
MATHEW B. HAMMOND, Detroit, Michigan Commonwealth Federation

NEBRASKA

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican

FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat

REPRESENTATIVE IN CONGRESS

1st District
CARL T. CURTIS, Minden, Republican
CHARLES A. CHAPPELL, Minden, Democrat
2nd District
HOWARD BUFFETT, Omaha, Republican
MABEL GILLESPIE, Gretna, Democrat
3rd District
KARL STEFAN, Norfolk, Republican
GEORGE HALLY, Norfolk, Democrat
W. E. CHILI BRAZDA, Fremont, By Petition
4th District
A. L. MILLER, Kimball, Republican
TOM LANIGAN, Grand Island, Democrat
WILLIS B. FURMAN, Marsland, By Petition

NEW HAMPSHIRE

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
U. S. SENATOR (Full Term)
CHARLES W. TOBEY, Temple, Republican
JOSEPH J. BETLEY, Manchester, Democrat
REPRESENTATIVE IN CONGRESS
1st District
CHESTER E. MERROW, Ossipee, Republican
FORTUNAT E. NORMANDIN, Laconia, Democrat
2nd District
SHERMAN ADAMS, Lincoln, Republican
HARRY CARLSON, Plainfield, Democrat

NEW JERSEY

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
CLAUDE A. WATSON and ANDREW JOHNSON, National Prohibition
EDWARD A. TEICHERT and ARLA A. ALBAUGH, Socialist Labor
NORMAN THOMAS and DARLINGTON HOOPES, Socialist
U. S. SENATOR (Unexpired Term)
H. ALEXANDER SMITH, Princeton, Republican
ELMER H. WENE, Vineland, Democrat
JOHN C. BUTTERWORTH, Paterson, Socialist Labor
GEORGE W. RIDOUT, Audubon, National Prohibition
MORRIS RIGER, Trenton, Socialist
REPRESENTATIVE IN CONGRESS
1st District
CHARLES A. WOLVERTON, Merchantville, Republican
JOHN F. GORMAN, Gloucester, Democrat
EDWARD J. MOSS, JR., Westville, National Prohibition
2nd District
T. MILLET HAND, Cape May City, Republican
EDISON HEDGES, Margate City, Democrat
3rd District
JAMES C. AUCHINCLOSS, Rumson, Republican
ARNOLD E. ASCHERFELD, New Brunswick, Democrat
4th District
D. LANE POWERS, Trenton, Republican
DON GUINNESS, Hopewell, Democrat
WILLIAM C. KAUFFMAN, Trenton, Socialist
5th District
CHARLES A. EATON, Plainfield, Republican
ANDREW D. DESMOND, Woodbridge, Democrat
CHARLES K. ELY, Dover, National Prohibition
6th District
CLIFFORD P. CASE, Rahway, Republican
WALTER H. VAN HOESEN, Fanwood, Democrat
MARGARET CAMERON LOWE, Elizabeth, National Prohibition
MORRIS WOODMAN SCHEFFER, Plainfield, Independent
7th District
J. PARNELL THOMAS, Allendale, Republican
JAMES J. CANNON, Glen Rock, Democrat
HAROLD T. VAN IDERSTINE, Oradell, National Prohibition
8th District
GORDON CANFIELD, Paterson, Republican
HARRY SMITH, Paterson, Democrat
SAVILLA K. DORMIDA, Paterson, National Prohibition
HARRY SANHOUSE, Paterson, Socialist Labor
9th District
HARRY L. TOWE, Rutherford, Republican
ELMER I. ZABRISKIE, Englewood, Democrat
10th District
FRED A. HARTLEY, JR., Kearny, Republican
LUKE A. KIERNAN, JR., Newark, Democrat
ALBERT R. BOWDEN, Kearny, National Prohibition
WILLIAM E. CAMPBELL, Bloomfield, Independent

11th District

FRANK L. SUNDSTROM, East Orange, Republican
 JOHN J. FRANCIS, South Orange, Democrat
 WESLEY U. MORRIS, Newark, National Prohibition
 GERTRUDE LUBIN, Newark, Socialist

12th District

ROBERT WINTHROP KEAN, Livingston, Republican
 JOHN W. SULING, Upper Montclair, Democrat
 IRA V. SMITH, 225 E. Kinney St., Newark, National Prohibition
 RUBY SMITH, 43 Tilling St., Newark, Socialist

13th District

FRANK J. V. GIMINO, Jersey City, Republican
 MARY T. NORTON, Jersey City, Democrat
 WILLIAM S. DOWD, Jersey City, Independent

14th District

OTTO TRANKLER, Union City, Republican
 EDWARD J. HART, Jersey City, Democrat

NEW MEXICO

PRESIDENT AND VICE PRESIDENT
 THOMAS E. DEWEY and JOHN W. BRICKER, Republican
 FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
 CLAUDE A. WATSON and FLOYD C. CARRIER, Prohibition
 NORMAN THOMAS and DARLINGTON HOOPES, Socialist

REPRESENTATIVE AT LARGE**IN CONGRESS****(Vote for only two)**

BEN F. MEYER, Albuquerque, Republican
 MANUEL LUJAN, Santa Fe, Republican
 CLINTON P. ANDERSON, Albuquerque, Democrat
 ANTONIO M. FERNANDEZ, Santa Fe, Democrat

NORTH CAROLINA

PRESIDENT AND VICE PRESIDENT
 FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
 THOMAS E. DEWEY and JOHN W. BRICKER, Republican

U. S. SENATOR (Full Term)

CLYDE R. HOEY, Shelby, Democrat
 A. I. FERREE, Asheboro, Republican

REPRESENTATIVE IN CONGRESS**1st District**

HERBERT C. BONNER, Washington, Democrat
 R. CLARENCE DOZIER, Elizabeth City, Republican

2nd District

JOHN H. KERR, Warrenton, Democrat
 THOMAS J. MOORE, Wilson, Republican

3rd District

GRAHAM A. BARDEN, New Bern, Democrat
 H. B. KORNEGAY, Calypso, Republican

4th District

HAROLD D. COOLBY, Nashville, Democrat
 J. IRA LEE, Smithfield, Republican

5th District

JOHN H. FOLGER, Mount Airy, Democrat
 JOHN J. INGLE, Winston-Salem, Republican

6th District

CARL T. DURHAM, Chapel Hill, Democrat
 WORTH D. HENDERSON, Greensboro, Republican

7th District

J. BAYARD CLARK, Fayetteville, Democrat
 JOSIAH A. MAULTSBY, Whiteville, Republican

8th District

W. O. BURGIN, Lexington, Democrat
 B. C. BROCK, Mocksville, Republican

9th District

ROBERT L. DOUGHTON, Laurel Springs, Democrat
 EMORY C. MCCALL, Lenoir, Republican

10th District

JOE W. ERVIN, Charlotte, Democrat
 LOOMIS F. KLUTZ, Newton, Republican

11th District

A. L. BULWINKLE, Gastonia, Democrat
 E. V. MOSS, Cherryville, Republican

12th District

ZEBULON WEAVER, Asheville, Democrat
 LEWIS P. HAMLIN, Brevard, Republican

OKLAHOMA

PRESIDENT AND VICE PRESIDENT
 FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
 THOMAS E. DEWEY and JOHN W. BRICKER, Republican
 CLAUDE A. WATSON and ANDREW JOHNSON, Prohibition
 U. S. SENATOR (Full Term)

ELMER THOMAS, Medicine Park, Democrat
 WILLIAM J. OTJEN, Enid, Republican
 PAUL V. BECK, Tulsa, Independent
 PAUL R. NAGLE, Spencer, Independent
 T. B. WILLIAMS, Rush Springs, Independent

REPRESENTATIVE IN CONGRESS**1st District**

DENNIS BUSHYHEAD, Claremore, Democrat
 GEORGE B. SCHWABE, Tulsa, Republican

2nd District

W. G. STIGLER, Stigler, Democrat
 E. O. CLARK, Stigler, Republican

3rd District

PAUL STEWART, Antlers, Democrat
 RUSSELL OVERSTREET, Cartersville, Republican

4th District

LYLE H. BOREN, Seminole, Democrat
 RALPH R. KIRCHNER, Bristow, Republican

5th District

MIKE MONRONEY, Oklahoma City, Democrat
 HOWARD B. HOPPS, Oklahoma City, Republican
 CORA C. SCHOTT, Oklahoma City, Prohibition

6th District

JED JOHNSON, Anadarko, Democrat
 TED R. FISHER, Watonga, Republican

7th District

VICTOR WICKERSHAM, Mangum, Democrat
 J. WARREN WHITE, Hollis, Republican

8th District

PHILLIP C. FERGUSON, Woodward, Democrat
 ROSS RIZLEY, Guymon, Republican
 HAROLD ABBOTT, Enid, Independent

OREGON

PRESIDENT AND VICE PRESIDENT
 THOMAS E. DEWEY and JOHN W. BRICKER, Republican
 FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
 NORMAN THOMAS and DARLINGTON HOOPES, Socialist
 CLAUDE A. WATSON and ANDREW JOHNSON, Independent

U. S. SENATOR (Full Term)

WAYNE MORSE, Lane County, Republican
 EDGAR W. SMITH, Multnomah County, Democrat

U. S. SENATOR (Unexpired Term)

GUY CORDON, Douglas County, Republican
 WILLIS MAHONEY, Klamath County, Democrat

REPRESENTATIVE IN CONGRESS**1st District**

JAMES W. MOTT, Marion County, Republican
 O. HENRY OLEEN, Columbia County, Democrat

2nd District

C. J. SHORB, Union County, Democrat
 LOWELL STOCKMAN, Umatilla County, Republican

3rd District

HOMER D. ANGELL, Multnomah County, Republican
 LESTER SHEELEY, Multnomah County, Democrat

4th District

FLOYD K. DOVER, Josephine County, Democrat
 HARRIS ELLSWORTH, Douglas County, Republican

RHODE ISLAND

PRESIDENT AND VICE PRESIDENT
 ROOSEVELT and TRUMAN, Democrat
 DEWEY and BRICKER, Republican
 WATSON and JOHNSON, National Prohibition

REPRESENTATIVE IN CONGRESS**1st District**

AIME J. FORAND, Cumberland, Democrat
 CHARLES A. CURRAN, Providence, Republican

2nd District

CHARLES R. NAPIER, Woonsocket, Constitutional Government
 JOHN E. FOGARTY, Harmony, Democrat
 CHARLES T. ALGREN, East Greenwich, Republican

TEXAS

PRESIDENT AND VICE PRESIDENT
 ROOSEVELT and TRUMAN, Democrat
 DEWEY and BRICKER, Republican
 THOMAS and HOOPES, Socialist
 WATSON and JOHNSON, Prohibition

REPRESENTATIVE IN CONGRESS**1st District**

WRIGHT PATMAN, Texarkana, Democrat

2nd District

J. M. COMBS, Beaumont, Democrat
 LAMAR CECIL, Beaumont, Republican

3rd District

LINDLEY BECKWORTH, Gilmer, Democrat
 O. P. STEPHENS, Winnsboro, Republican

4th District

SAM RAYBURN, Bonham, Democrat

5th District

HATTON W. SUMNERS, Dallas, Democrat
 CHARLES D. TURNER, Dallas, Republican

6th District

LUTHER A. JOHNSON, Corsicana, Democrat
 CHARLES W. BECK, Hillsboro, Republican

7th District

TOM PICKETT, Palestine, Democrat
 J. PERRIN WILLIS, Rusk, Republican

8th District

ALBERT THOMAS, Houston, Democrat
 LESTER B. ROBINSON, Houston, Republican

9th District

J. J. MANSFIELD, Columbus, Democrat
 LEWIS ALLEN, Hallettsville, Republican

10th District

LYNDON B. JOHNSON, Johnson City, Democrat
 ARTHUR H. BARTELT, Austin, Republican

11th District

W. R. POAGE, Waco, Democrat
 CHARLES R. NELSON, Clifton, Republican

12th District

Fritz LANHAM, Fort Worth, Democrat
 ED GOSSETT, Wichita Falls, Democrat
 L. C. HARPER, Bryson, Republican

13th District

JOHN E. LYLE, Corpus Christi, Democrat
 MILTON H. WEST, Brownsville, Democrat

14th District

R. E. THOMASON, El Paso, Democrat
 SAM RUSSELL, Stephenville, Democrat
 CLIFTON WOOD, Abilene, Republican

15th District

EUGENE WORLEY, Shamrock, Democrat
 GEORGE H. MAHON, Colorado City, Democrat

20th District

PAUL J. KILDAY, San Antonio, Democrat

21st District

O. C. FISHER, San Angelo, Democrat
 MAURICE J. LEHMAN, Boerne, Republican

UTAH

PRESIDENT AND VICE PRESIDENT
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 THOMAS E. DEWEY and JOHN W. BRICKER, Republican
 NORMAN THOMAS and DARLINGTON HOOPES, Socialist
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 ADAM S. BENNION, Salt Lake City, Republican

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 B. H. STRINGHAM, Vernal, Republican

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 QUAYLE CANNON, JR., Salt Lake City, Republican

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 U. S. SENATOR (Full Term)

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REPRESENTATIVE IN CONGRESS**1st District**

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 ROBERT H. HARLIN, Seattle, Republican
 JACK R. HOPKINS, Seattle, Socialist
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2nd District

HENRY M. JACKSON, Everett, Democrat
 PAYSON PETERSON, Snohomish, Republican

3rd District

CHARLES SAVAGE, Shelton, Democrat
 FRED NORMAN, Raymond, Republican

4th District

AL MCCOY, Yakima, Democrat
 HAL HOLMES, Ellensburg, Republican

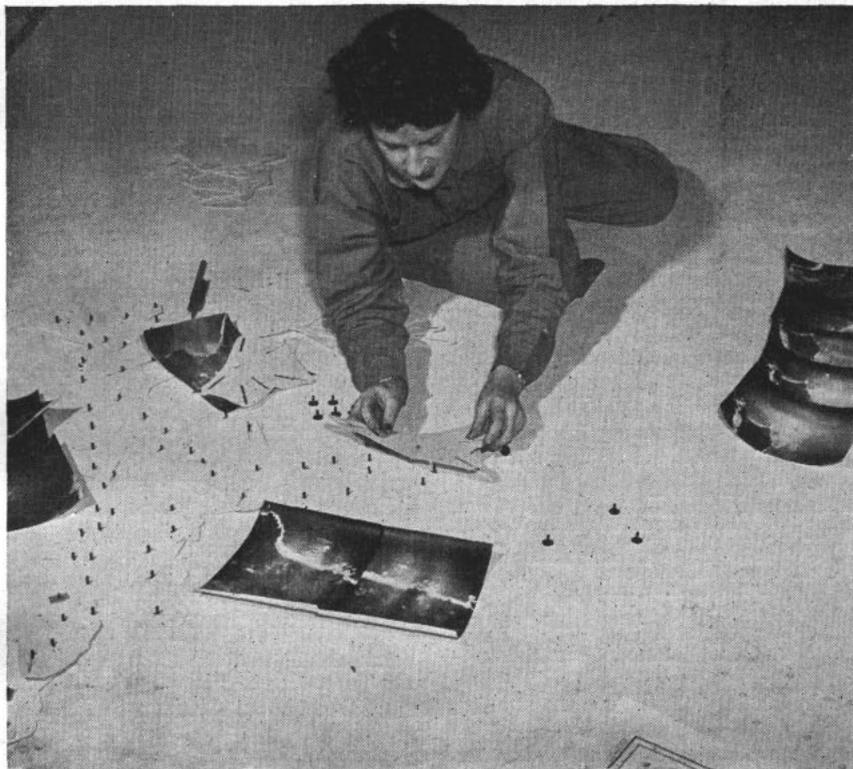
5th District

EDWARD J. REILLY, Spokane, Democrat
 WALT HORAN, Wenatchee, Republican

6th District

JOHN M. COFFEE, Tacoma, Democrat
 THOR C. TOLLEFSON, Tacoma, Republican

Charting the Road to Tokyo



NEW CHARTS are developed in the photogrammetry section of the Hydrographic Office from aerial photos taken by spotter planes.



IN THIS STOREROOM at HO headquarters, Suitland, Md., can be found charts of all of the seas and oceans of the world.

Hydrographic Office 'Scouts' Enemy Seas For Invasion Fleets

When an invasion-bent American fleet heads into enemy waters, a large part of its chance for success depends upon the accuracy of the navigational charts to be consulted. Without minutely accurate charts, showing every dangerous reef and shoal, the deep water and the shallow, the direction of the ocean currents, harbor channels, beacons, buoys and the range of the tides, movements of a modern fighting fleet would be seriously endangered.

Behind the navigation charts, flight charts and similar navigational aids is the story of a little-known naval activity—the United States Hydrographic Office and its survey ships, which at times in the battle of the Pacific have beaten the invasion barges to enemy-held coasts.

Long before Greenland became important militarily, Hydrographic Office survey ships were busy charting the coastlines and harbors. Survey ships have accompanied practically every invasion fleet in the Pacific—in the Solomons, Aleutians, New Guinea, Tarawa and the Marianas.

At the outset of the war, navigational charts on some sections of the Pacific were barren of much needed information and, as a consequence, military operations were hampered. The lack of proper charts was due primarily to two things: the Japanese for the past 24 years held the Marianas, the Marshalls and other islands under mandate of the League of Nations and refused to allow ships of other nations to enter these waters; and in peacetime these areas were considered unimportant, either from a strategic standpoint or commercially, and hence were not surveyed.

For instance, the waters surrounding Bougainville Island were badly charted when invasion by U. S. forces was planned. The latest survey had been conducted by the British some time in the 1800s. Spotter planes helped chart some of the area, but when the actual invasion started, a survey ship was ahead of the first landing craft. At Empress Augusta Bay a survey ship went to work under fire and in 36 hours had rough but serviceable charts of the harbor, its reefs and shoals and docking facilities, ready for distribution.

Survey ships usually operate with a fleet in wartime, but have often gone into enemy waters alone, with only a few .50-caliber machine guns for protection. There have been some casualties. Two officers, Lt. Comdr. George F. Kennedy, USNR, of Alexandria, Va., and Lt. Comdr. William S. Davis,

Official U. S. Navy photographs

USNR, of Washington, D. C., have been cited by Admiral Chester W. Nimitz, USN, Commander in Chief, U. S. Pacific fleet, for "outstanding ability and performance of duty" as hydrographic engineers.

In peacetime, life aboard a survey ship generally is dreadfully routine. Thousands of soundings and lead-line readings are made off the coasts of uninhabited islands and sparsely settled mainlands. The ships are out for months at a time. But during war they become an integral part of the operations of a fleet, and life is anything but monotonous.

In the South Pacific a survey ship was ordered not only to chart an island and its surrounding waters, but to take possession of it as well if it was found to be in enemy hands. This was a pretty big order for a survey ship, not equipped to do much fighting.

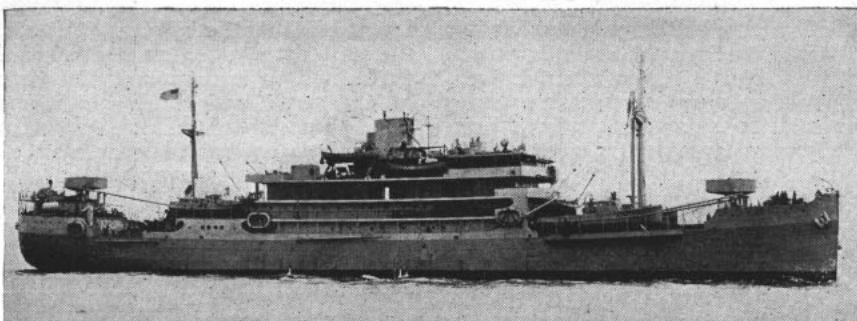
Arriving off the coast of the island, nervous officers and men lowered two sounding launches armed with .50 caliber machine guns and headed toward shore. Known navigational aids which were shown on old charts had strangely disappeared.

Suddenly a canoe shot out from the deep jungle growth along the coast.

"This is it," the men thought.

The canoe approached rapidly. Crews anxiously fingered their guns. "There must be plenty of Japs back in those woods," they muttered. "We're in for a battle."

But as the canoe approached, amid considerable shouting, the men could see that it was being guided by a native boy. An outboard motor propelled it through the water. In the canoe with the youthful guide were a Chicago contractor and the French governor of the island. They had been hiding from any Japs who might come along!



The USS Bowditch, HO's largest survey ship.

Survey crews found that navigational aids had been covered with palm leaves by the Chicago man and his French friend in an effort to delay Japanese in case they invaded the island. Complete charts were ready a few days later.

Work toward developing a chart of an ocean area begins on the survey ship, which slowly and very carefully covers an entire area, sounding every few feet, thousands and thousands of times. Soundings are generally made with lead and line down to 10 fathoms (60 feet). Beyond that depth a fathometer, an instrument which measures depth by sending sound waves to the bottom of the ocean, where they hit the floor and bounce back up to the ship again, is used. The time it takes the sound wave to go from the ship to the bottom and back up again determines the depth. Allowance is made for tide changes.

Survey ships generally do not attempt to chart waters beyond 1,000 fathoms (6,000 feet). A wire drag is used in some cases, especially in harbor areas, to make sure there are no hidden underwater obstructions.

Deepest sounding recorded to date is in the Mindanao trench, off Mindanao Island in the Philippines. Here

the water is known to be 5,900 fathoms (35,400 feet or 5.9 sea miles). This depth was discovered by the German cruiser *Emden* on 29 April 1937.

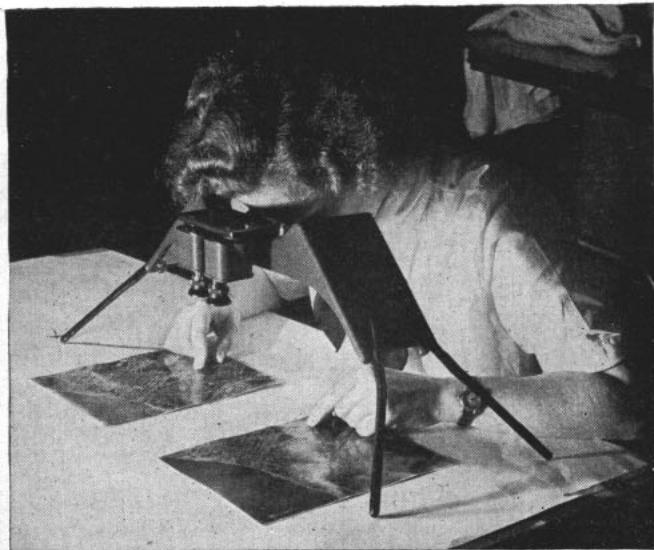
Deepest spot so far recorded in the Atlantic is the Milwaukee depth, of 3,780 fathoms (22,680 feet), reported by the USS *Milwaukee* north and west of Puerto Rico. Any U. S. ship which reports a new depth or any other unusual hydrographic feature has the feature named for it.

The number of soundings taken of any particular area depends on the condition of the bottom of the sea, a gigantic plain covering nine-twelfths of the entire surface of the globe. Rugged mountain peaks jut up to form islands or under-surface dangers to navigation. Close to the mainlands the floor breaks away rapidly, dropping in some instances straight down two or three miles. If the ocean floor is comparatively level, few soundings need be taken. If it is uneven, however, many soundings must be made.

As the soundings are taken and other navigational data compiled, an original chart or "boat sheet" is developed by ship engineers. This is worked into a "smooth plotting sheet" either aboard the ship itself or at the Hydrographic Office at Suitland, Md.,



FATHOMETER recordings are checked by Waves with survey ship's records before entering on chart.



AERIAL PHOTOGRAPH is examined in the Survey Section with the aid of a stereoscopic instrument.

Official U. S. Navy photographs

a mile and a half beyond the District of Columbia line. From this smooth plotting sheet the final chart is eventually developed. Some survey ships have all the necessary equipment, including color presses, to turn out complete charts, although the size of the presses and the supply of paper which may be carried are limited.

Mariners have been sending in navigational data to HO for the last 114 years. Since it was organized in 1830, HO has received more than 10,000,000 reports from ships throughout the world. One naval vessel, in 50 passages across the North Atlantic, turned in 35,976 soundings.

Each of these reports, which include soundings, wind and current directions, weather, floating derelicts, the latitudes and longitudes at which they were recorded or observed and countless other bits of information of importance to mariners, is carefully analyzed and checked with available information, if any. Then new charts are printed or the data added to already prepared charts to bring them up to date. If of sufficient importance, the new information is immediately sent out to ships at sea.

Because of the constant flow of new information which comes into HO, an entire section is now engaged in keeping the thousands of charts on hand current. This work is all done by hand. Charts are printed in small quantities (about 2,500 of each at present, compared with 250 to 500 in peacetime); so the job of bringing each up to date before it is sent out to a ship is not impossibly difficult.

Charts are also constantly corrected during the time they are being drawn, as additional data is received, even up to a few minutes before they are put on the printing presses, which operate 24 hours a day. If important new information comes in between the print-

ing and distribution of a set of charts, the entire lot may be corrected by hand.

No nation can survey all parts of the world and, while all oceans have been charted to some extent, a tremendous amount of work remains to be done. Because of this each nation has felt at liberty to use material on charts produced by other countries, giving due credit in the legends to the authority furnishing the information. HO charts compiled from German or Japanese charts carry a credit line giving the governments of these nations as the sources.

The various nations of the world—before the start of the war and with some exceptions — constantly exchanged hydrographic information through the International Hydrographic Bureau in Monaco. Consequently, most countries, both enemy and Allied, have fairly accurate maps and charts of most sea areas and some land areas.

Japan lost most of its hydrographic charts in the great earthquake and fire that followed in that country in 1923. At the request of the Japanese government, the United States, through HO, gave that nation a complete set of its hydrographic charts, covering most of the world. As a result many of the charts being used by Japan today are from U. S. sources.

While information secured from other nations of the world in peacetime may be considered very reliable, that which comes from enemy sources during war must be used with great care.

Somewhere in Germany there is a cartographer that the Army would like to meet. He put the altitude figures on flight charts the Nazis made when they had a network of airlines in South America. They were very good charts, with lots of detail and plenty of altitude data on one of the

most mountainous areas in the world. But the altitude figures were extremely difficult to figure out. For while about half of the figures were accurate down to the last meter, the rest were deliberately falsified.

The tremendous expansion of naval aviation has added to the responsibilities of HO. In the pre-airplane era HO was primarily concerned with charts showing only the coastlines and outlying water areas. With the growth of naval aviation HO moved the areas shown on its charts farther and farther inland. This was necessary both to provide pilots with correct land charts and to aid battleships in getting an accurate range when they pulled up offshore to bombard enemy installations inland along coastlines.

Because most land areas still to be charted are enemy-held, spotter planes are called upon to do much of the preliminary work, and the tri-metrogon method of developing flight charts from aerial photographs is more extensively used than ever before. Three aerial cameras, which make simultaneous exposures of areas reaching from horizon to horizon, are attached to a spotter plane. Such a plane can photograph 20,000 square miles of land in three hours. Perhaps 4,000 or 5,000 photographs of one area are used in the process of developing a single chart.

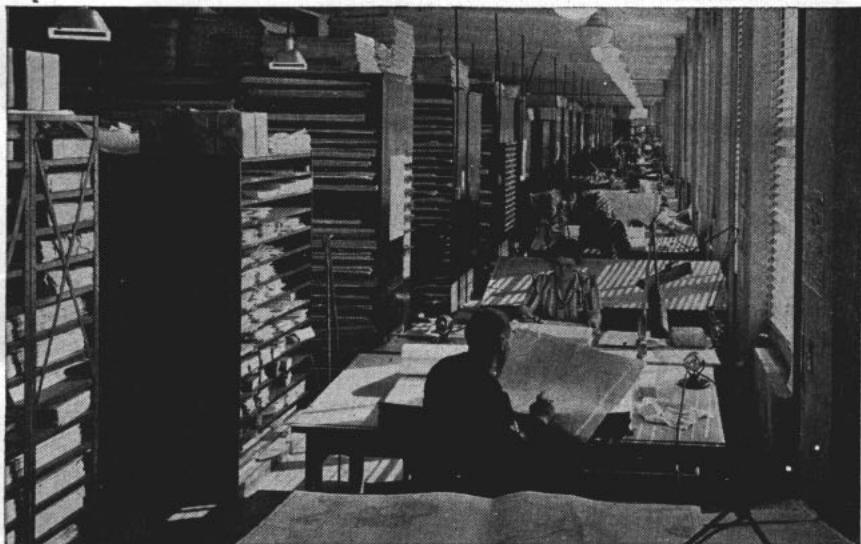
These photographs are rushed to HO, where in the highly technical photogrammetry section they are painstakingly studied. The photos are laid out in proper sequence on a large table, and bit by bit such information as enemy air fields, gun emplacements, ammunition and supply depots, air strips and the general typography of the area is outlined. This information, in a series of technical steps, is then transposed onto easily read charts. If HO has any additional data, this too is incorporated. The charts are then rushed back to the fleet for use in bombing attacks and invasions.

Charts for the invasion of the Marianas were largely developed from aerial photographs.

When the Marines landed on Tulagi in the Solomons 7 Aug. 1942, survey ships immediately went to work. Within a short time a series of five field charts of the entire area had been developed and rushed by plane to HO, where they were combined and worked into a single, comprehensive chart. In less than four weeks the complete charts were in use by the fleet.

Knowledge gained under battle conditions has brought about changes in colors used on charts.

It was found that red, yellow and orange tints, under red night lights used on board ships and planes, became invisible. Land areas hitherto shown in buff were changed to light gray. Orange has been changed to



Official U. S. Navy photograph

FINISHED CHARTS in storage are corrected by hand as soon as any additional data is received.



Official U. S. Navy photograph

METAL TEMPLATES are used by Waves in the complicated process of developing a new chart from aerial photographs.

magenta (a purplish color). Blue and green shadings used to designate deep water and shoals were retained. While blue, green, purple and gray tints lose their color under a red light, extensive experiments showed they did not lose their contrasting shades.

Lifeboats and life rafts have been equipped with a new type of map which HO cartographers designed to aid and perhaps save lives of men adrift in the open sea. These maps, 26x36 inches, are weatherproof and waterproof. In addition to serving in their usual function, they may be used to catch rain for drinking water and as protection against the sun and are strong enough to serve as a small sail. They are yellow in color so as to be easily seen as a distress signal.

Special-purpose charts issued by HO include monthly current charts of the oceans of the world, monthly sea and swell charts, radio compass ranging charts and aerological plotting charts. In addition to its production of sea and air charts, HO is also charged with the publication of a number of other aids to navigation. These include:

- **Notice to Mariners:** a weekly publication which contains all new information necessary for safeguarding navigation and correcting navigational charts, Sailing Directions, Light Lists, etc.

- **Sailing Directions:** a handbook (59 volumes of which have been issued to date) which supplements the charts and contains hydrographic descriptions of coasts, navigational dangers, harbors, facilities of ports, etc.

- **Light Lists:** which contain detailed descriptions of all lighthouses, together with their candlepower, height above water, kind of fog signal, etc.

- **Pilot Charts:** which contain a tremendous volume of information gathered for years from throughout the world, showing for each month of the year the regions of storm, rain, fog,

floating masses of ice, set and drift of ocean currents, average direction and force of winds to be expected, trade wind limits, normal isobaric and isothermic lines, reported positions of derelict vessels, floating obstructions, etc.

- **Naval Air Pilots** (28 volumes issued to date): designed to supplement air charts and containing much information which could not be placed directly on the charts.

- **Notice To Aviators:** a weekly publication containing latest corrections and supplementary information for air charts.

- **Radio Aids To Navigation:** containing details of radio compass stations, radio beacons, weather data, international navigational and storm warnings, time signals, distress signals, etc.

The Daily Memorandum, daily broadcasts and weekly Hydrographic Bulletins are among other services rendered by HO. The Daily Memorandum gives prompt notice to all within reach of important dangers to navigation and changes in navigational aids that might be received. Daily broadcasts, made from naval radio stations, transmit to ships at sea navigational information that is vital to their safety. The Hydrographic Bulletin contains a summary of the information previously published in the Daily Memorandum, with added data of not such immediate importance.

HO also publishes and distributes a number of other aids and manuals on navigation, including *The American Practical Navigator* by Bowditch.

HO's activities extend throughout the entire world. The U. S. Coast and Geodetic Survey, under the direction of the Department of Commerce, is charged with the charting and issuance of Sailing Directions, etc., of the coastlines of the United States, its territories and possessions. The Army is charged with the charting and surveying of continental rivers and har-

bors. HO issues only general charts of these areas and otherwise extends its operations to all outlying areas, covering all other sections of the globe.

HO supplies not only the U. S. Navy with necessary charts and other navigational aids, but also the growing maritime fleet and commercial interests. A number of charts have been developed for Allied nations.

The history of HO (once known as the Depot of Charts and Instruments) is a long and interesting one. At one time its activities and those of Naval Observatory were combined under one organization, but in 1866 they were separated. HO was first under the direction of the old Board of Navy Commissions, then under the now-abolished Bureau of Ordnance and Hydrography, and then under the Bureau of Navigation (now BuPers). In 1942 HO was divorced from the Bureau of Navigation and placed under the direction of CNO, where it remains today.

HO was organized primarily to collect instruments and charts used by mariners and to keep them in a central depot. The demand for charts became so great that in 1835 HO began publication from its own presses. And as the demand for charts grew, HO began to send out its own survey expeditions to gather new and more complete hydrographic information. Exchange of data with foreign nations expanded.

With the advent of war, HO's growth was tremendous.

Its peacetime organization included about 200 officers and civilians and annual production amounted to approximately 2,000,000 charts. Today Hydrographic Office is staffed by 1,600 officers, enlisted personnel (mostly Waves) and civilians. Last year 42,000,000 charts rolled off its presses.

Rear Admiral George S. Bryan, USN (Ret), the Hydrographer, is proud of the accomplishments of his organization.

"We were hard pressed at times," he admits. "Some of the technical and production problems seemed insurmountable at first, but these were always overcome. The training of hundreds of unskilled personnel in the highly technical art of chartmaking was a tremendous job, but we still got our work out without loss of valuable time. Everyone concerned showed a very fine spirit. Much credit for such a fine job goes to our experienced cartographers, both officers and civilians, the enlisted personnel and the others who guided and assisted them."



Admiral Bryan



Soldiers in New Guinea "chartered" this native canoe to reach their ship, anchored out in the bay.

The Army's Navy

15,000 Units Are Operated Around the World
By Soldiers, Contract Employes and Civilians

The Army has a navy—a vast fleet of 15,000 units operating all over the world.

But the Army's navy will never participate in a naval battle; it hasn't a single combatant ship. Controlled by the Transportation Corps, one of the technical services in the Army Service Forces, its fleet is concerned solely with moving millions of troops and mountains of supplies across sub-infested oceans.

It's the Navy's job to protect these great convoys, to battle enemy warships that may interfere, and to furnish Armed Guard crews for the transports and cargo ships.

Each arm of the service thus has its responsibilities, and each has the tools necessary for the job. The line of demarcation dividing the duties of the two services has been drawn by joint agreement between the Army and the Navy. (Actually, the Navy has an Army—the Marine Corps—and it, too, has a special niche in our war machine.) A theater commander, be he an admiral or a general, has absolute control over the forces in his area and he calls upon all the services impartially when planning an operation.

During World War I the Army had about 500 transports in service, but between 1918 until the start of the present war the Army's fleet had shrunk until it consisted principally of a few old transports, some dredges used by the Army Engineers in river

and harbor work, and a few mine planters operated by the Coast Artillery. The latter service, in connection with the defense of our coasts, is entrusted with the installation of fixed mines in our harbors and around the Panama Canal.

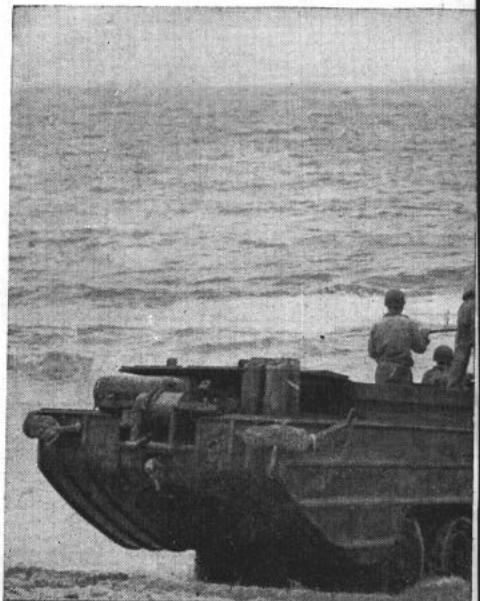
Soon after Pearl Harbor, all transportation functions of the War Department were consolidated under a new organization, the Transportation Corps. The chief of transportation, Maj. Gen. C. P. Gross, is, in fact, the traffic manager for the War Department. The Transportation Corps closely controls all troop traffic and Army and Lend-Lease freight shipments, except those moving by air, in the U. S.

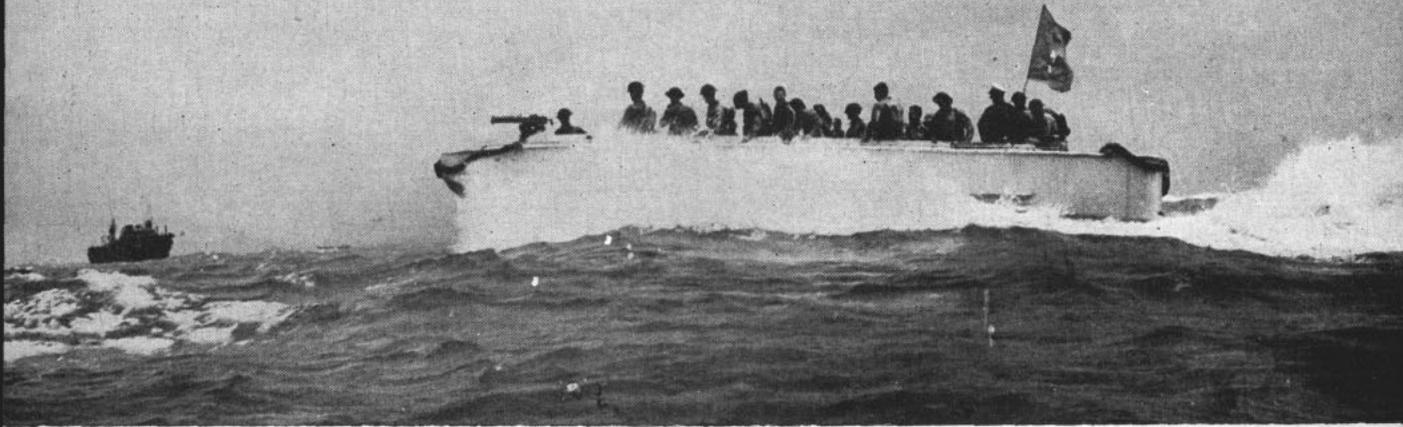
It transports men and supplies directly from its giant ports of embarkation to every theater of operations. Overseas, it operates mobile ports, flexible organizations headed by experienced shipping men, which unload the ships and load railway cars and trucks for transportation inland.

Amphibious warfare and the necessity of transporting millions of men across oceans for assaults on enemy-held beaches caused the Army to expand its fleet until today it operates more than 160 types of craft, from giant troop transports and hospital ships down to amphibious "ducks." The fleet is divided into two principal segments: its "blue-water" fleet of transports and freighters and hos-

pital ships; and its tremendous fleet of small craft, all under 1,000 gross tons. Probably 90% of this vast armada has been built up since the outbreak of hostilities.

That the Army was able to procure and man this fleet, almost overnight, is due to the efforts of private shipyards and the patriotism of merchant mariners. Having no shipyards of its own, the Army had to depend upon private yards, and they delivered the ships. With no facilities for training





Army Higgins boat returns soldiers to transport off shore during landing maneuvers.

seagoing personnel, the Army called upon trained merchant seamen, and they responded.

Army vessels are operated by three distinct types of personnel—civilians, contract employes, who are neither soldiers nor civilians but a little of each, and regular Army personnel.

Civilians man the ships under charter to the Army. For instance, if it is short of cargo boats for an operation, it calls upon the War Shipping Administration for assistance. The WSA allocates vessels from commercial ship-

BELOW: An Army "duck" is used for invasion training in North Africa. Ducks will carry 35 men, with weapons and supplies, on land or water.

Official U. S. Signal Corps photographs



ping lines to the Army Transportation Corps. They may be either American or British ships, and are manned by their regular civilian crews. Some of these are "one-voyage allocations," but WSA agents overseas often allocate these same vessels back to the Army for return voyages. About 35% of all ships controlled by WSA are allocated to the Army, the remainder to the Navy, to Lend-Lease or other agencies.

Contract employes are experienced seafaring men who sign a contract with the Army, agreeing to all conditions of service and one year's duty in any theater of operations. They are not actually in the Army, yet they are subject to Army discipline and court-martial.

In the third group are regular Army officers and men, specially fitted by civilian experience and training in Army schools, who make up the small-boat and harbor-craft companies. Small-boat companies transport supplies and personnel over relatively short distances, along coasts or between islands. Many of them man the 199-foot FP (freight-passenger) ships which have proved so useful in supplying bases of the South and Southwest Pacific. Harbor-craft companies usually are found at ports of embarkation or debarkation where they transfer cargo and troops from ship to shore, and vice versa.

Since the harbor-craft and small-boat program is only two years old, the seagoing soldiers are not especially salty, by Navy standards. Administrators of the program have been too busy prosecuting the war to design special uniforms for them, although such a plan has been discussed. They wear the ordinary Army uniform, with Transportation Corps insignia and the

shoulder patch of the Army Service Forces, and they hold Army ranks and ratings relative to those of Navy men doing similar work.

For instance, one of the Army's Class B boats, such as an FP vessel under 125 feet, or a self-propelling barge 100 feet or over, has a crew of about 14 or 15. The skipper is a first lieutenant, and the marine engineer and first mate are second lieutenants. The second engineer and second mate are warrant officers, junior grade. The third engineer is a master sergeant. The bos'un, the first aid man and one deck hand are corporals, and there are two deckhands who are privates. The cook is a technician fifth grade, and he has a helper who is a private. A radio operator, who is a technician fourth grade, and an electrician, who is a technician fifth grade, complete the crew complement.

While the Army has no specialists corresponding exactly to the Navy ratings, it has technicians in various pay grades. These technicians cover every field—office workers, metal-smiths, mechanics, carpenters. In pay grade they correspond to the Navy's first, second and third class ratings.

Although seagoing soldiers wear Army uniforms and have Army ranks and rates, they have accepted nautical terminology. They say "port" and "starboard" and "deck" and "bulk-head." Whenever in doubt, they use the Navy or merchant marine practice as their standard. Unless ordered outside the continental limits, they do not draw sea-duty pay.

Many of the Army's "sailors" had small-boat experience before they joined the service, mostly as yachting enthusiasts, fishermen or commercial boatmen.

Schools were established at Camp Gordon Johnson, Carrabelle, Fla., and at West Coast ports of embarkation to indoctrinate men for harbor-craft and small-boat companies. The principal subjects taught are seamanship, piloting, navigation and marine engineering. Students have an opportunity to go out on tugs and small craft working in harbors to gain first-hand experience. At the Seattle Port of Embarkation, which includes a modification center for various types of boats, the students work on projects involving both construction and maintenance.

Every effort is made to permit personnel to qualify for further study in specialized subjects, such as navigation, cooking or first aid. Those who do not make the grade as specialists are then classed as ordinary seamen. Top men of every group usually are made warrant officers, and many of them are sent to other training centers for advanced study.

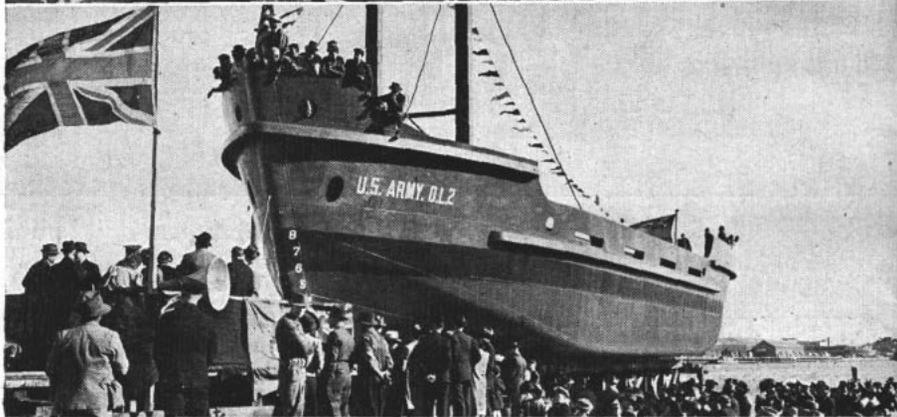
The Army's "Annapolis" is the Transportation Corps Marine Officers' Cadet School at St. Petersburg, Fla. Operated for the Army by the U. S. Maritime Commission, this school takes the honor graduates of the Maritime Commission's four apprentice schools and turns them out as potential ship's officers. Courses there are 12 weeks for deck officers and 10 weeks for engineering officers.

Upon completing the course, graduates become contract employees, starting at a base pay of \$2,200 a year, or some may be permitted to apply for commissions as lieutenants in the Army.

The semi-civilians (contract employees) manning the larger vessels operated by the Transportation Corps are usually from the merchant marine. Their uniforms, insignia and rating badges follow the merchant marine style. The captain and chief engineer wear four gold stripes on their sleeves, while the chief officer and the staff engineer wear three and a half stripes. Number of stripes varies with rank, down to the junior third officer, who wears a half stripe.

Rating badges for petty officers are patterned after those in the Navy, with oilers, firemen and coal passers wearing the rating badge of a machinist's mate, and the wheelman rating badge corresponds to the Navy's quartermaster insignia. Chief petty officers wear a cap device of their specialty, enclosed in a gold wreath.

Army ships in convoy are under the command of the convoy commodore. On each Army transport the captain or master is in command of the ship and the crew, but the commanding officer of troops, who is an Army officer and remains aboard the transport as it plies back and forth, is in command of all the troops on the ship. A naval officer has charge of the Armed Guard crew.



Official U. S. Signal Corps photographs

TOP: Seagoing soldiers aboard the Army mine planter Schofield are shown laying mines in Chesapeake Bay.

CENTER: One of the Army's auxiliary cargo vessels is ready to slide down the ways at an Australian shipyard.

BOTTOM: Troops somewhere in Australia rehearse beach landings, using a rubber boat.

During the 1943 fiscal year the Army spent \$244,670,000 for construction of small craft alone, which was an increase of 25% over 1942. More than \$300,000,000 will be spent during the 1944 fiscal year.

Principal types of small craft now under construction are self-propelled barges, 125-foot to 199-foot freight and passenger vessels, launches, 15-foot skiffs, crash boats ranging from 27 to 104 feet in length, mine yawls, tugs, Higgins landing barges, lighters,

ramp landing boats, sea sleds and marine tractors (sea mules).

To the Army must go credit for developing the "duck," an amphibious 2½-ton truck.

The major units of the Army's fleet ply from the various ports of embarkation. The New York Port of Embarkation, for example, has the responsibility, among others, of supplying the European theater of operations. The Seattle Port of Embarkation supplies bases in Alaska and the Aleutians.

Good Samaritan Fleet

The Army Air Forces has a navy, too—a fleet of small, speedy crash boats from 27 to 104 feet in length that specialize in rescuing flyers forced down on the water.

Operated independently by the AAF, these rescue boats are based near Army air bases at home and abroad wherever a base is situated near a large body of water. It has been found, for some mysterious reason, that fledgling pilots invariably make forced landings on water if there is any in sight.

Prior to 1941 each air base set up its own rescue service, using whatever boats and personnel were available. Because personnel qualified to handle the crash boats were constantly being transferred, the Army Air Forces decided to establish the Emergency Rescue Service.

The AAF now has its own boat school, at Gulfport, Miss., whence trained rescue personnel are sent to the combat theaters. Every man entering the school, commissioned or enlisted, is given the basic 12-week individual and six-week unit training course. At the end of 12 weeks the specialists are organized into crews of approximately 13 men. Here the future mates, engineers, oilers, deck hands, radio operators and boatswain's mates begin to learn their assignments.

Officers chuckle about the first cruise made in the Gulf of Mexico by a crew just out of the school. One night, while about 200 miles out in the gulf, a mysterious light which blinked off and on was sighted. While the ship slowly circles the light at a safe

distance, the skipper got out his textbook and tried to figure out what to do next. Crewmen were certain it was either a U-boat or the *Scharnhorst*, and in either case they wanted to open up with their 50-caliber machine guns.

On board was a very unpopular lieutenant. He was as mystified as the crew about the blinking light. Suddenly this lieutenant saw a wake heading straight for the ship. Shouting, "Torpedo, torpedo," he dived head first down the hatch. The torpedo proved to be a porpoise which approached the ship, then gracefully dived under the hull. What the light was no one ever discovered, but thereafter the cry of "torpedo" went up whenever the lieutenant approached. He soon asked for a transfer.

There are many different types of Army crash boats, including the swamp glider, designed for use in marshy areas. This glider has a special airplane propeller which enables her to skid safely over the top of marshes. The 85- and 104-foot boats are intended for seagoing rescue work, the smaller ones for inland lakes and waterways. The 85-footer is about the size of the Navy PT-boat and has a speed of 40 to 42 miles an hour. It is powered with two Packards and two Chrysler cruising motors. In appearance it resembles the Navy's 63-foot crash boat.

Latest addition to the Emergency Rescue Service's fleet is the air-borne life boat. This is a 27-foot boat, equipped with two 5-HP engines, which can be dropped from the air by a B-17 or B-29. The boat is hooked to

the bomb shackles and can be released like a bomb. It floats down gently, supported by three 48-foot parachutes.

These life boats are completely equipped with emergency food, medical supplies, etc., and even have sails. One already has been sailed across the Gulf of Mexico. Large enough to accommodate an entire bomber crew, the boats have a cruising radius of from 400 to 500 miles.

On board an 85-foot crash boat are comfortable quarters for the crew of 13, a galley equipped with an electric stove and refrigerator, a sick bay staffed by a medical technician. Ship-to-shore, ship-to-ship and ship-to-plane communication equipment keeps it in constant touch with the base, searching aircraft and other rescue craft.

Each member of the crew has a job to perform when a rescue is made. The vessel proceeds to the scene at full speed and maneuvers into position. The crew is on the alert at rescue stations and, in hostile waters, the gunners stand at battle stations. Rescue nets, rubber suits, crash tools, asbestos suits, fire-fighting equipment and a small dinghy with an outboard motor are available for use. The injured are moved in special-type litters to the dispensary where the surgical technician gives first aid.

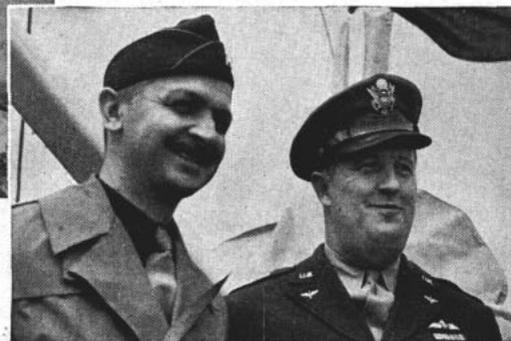
In addition to playing the role of Good Samaritan to pilots in distress, these are fighting ships, too. They carry enough armament to protect themselves against attack from aircraft, and they also pack a punch for use under certain other conditions in combat areas.

Newspapers recently carried a story about a 40-foot AAF crash boat that ventured far out into the choppy South Atlantic and rescued the entire 71-man crew of a torpedoed American merchant ship after they had been adrift from nine to 10 days.

The crew of six volunteered for the mission after an Army pilot had spotted one of the four life boats. After nearly two days of searching the crash boat pulled alongside the first life boat and took 19 survivors aboard. Seventy miles away she found two more life boats and took them in tow. After taking these survivors back to base, she returned to the scene the next day and picked up the last boat load of survivors.



ABOVE: An Army Air Forces 85-foot rescue boat. RIGHT: Lt. Col. C. B. Whitehead, USA, (right) chief of the Emergency Rescue Branch, is "admiral" of the AAF Navy. At the left is Capt. C. B. Sheronas, USA, assistant chief of the Marine Section, AAF;



Air-Sea Rescue Team

USING Navy and Coast Guard seaplanes, crash boats and blimps, the Air-Sea Rescue Task Unit of the Navy's Western Sea Frontier has saved more than 80 lives in four months while maintaining a record of rescuing 98% of the survivors of plane crashes off the U. S. West Coast.

Except in the case of occasional long-range flights, an average of 34 minutes elapses between a crash and the arrival of the rescue craft, and it usually takes only another two min-

utes to haul the survivors aboard. The rescue record—90 seconds—is held by a crash boat that just missed catching a pilot as he parachuted into the sea.

Forty-knot, 63-foot crash boats make most of the pickups, while blimps and PBYs are used primarily for searching. The task unit maintains daily patrols up to 100 miles at sea.

Similar air-sea rescue units, manned by Coast Guardsmen, have been or are being established by other U. S. sea frontier commands.

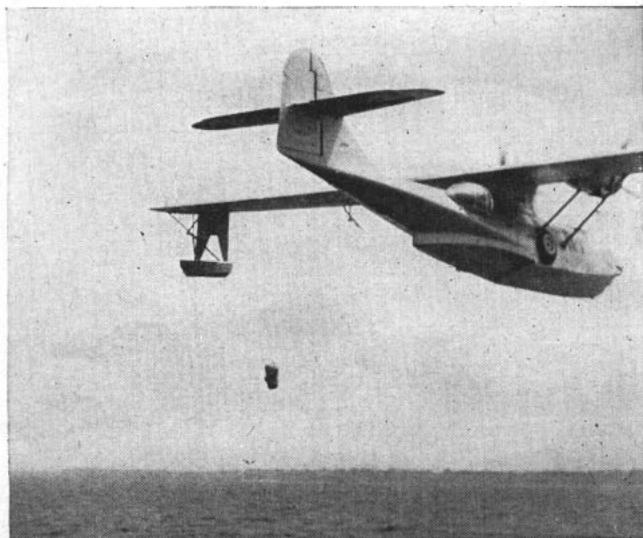


1 Crewman race for their PBY following the report of a plane crash off the Southern California coast.

They usually are winging their way to sea, from one of several strategically located bases, within six to



4 Smoke bomb dropped from PBY marks position of crash survivors awaiting arrival of rescuers.



5 PBY drops two-man raft trailing 150-foot line by which survivors can draw themselves aboard.



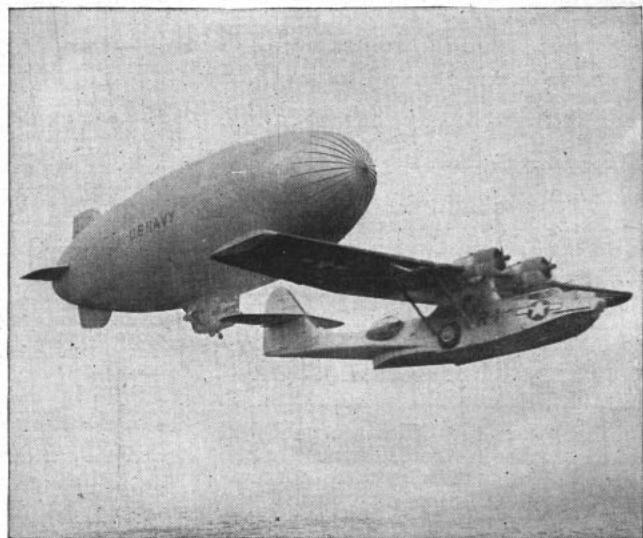
eight minutes of the first alarm. PBY may direct boat to crash or come down on water to pick up survivors.



6 *Safe on raft, survivors wait to be picked up. Smoke bomb and seawater dye mark position.*



2 *Position of fallen plane is plotted by officers, who will radio the information to rescue craft.*



3 *Blimp and PBY pass near one another in search for survivors of plane forced down at sea.*



7 *PBY lands for pickup—usually made by boat, occasionally by blimp lowering harness to raft.*

Official U. S. Navy photographs

New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. A unit is always free to request from the Bureau individual titles of particular interest.

In Lighter Vein

- ANNA AND THE KING OF SIAM** by Margaret Landon. Oriental court life in the 1860s as seen through the eyes of an English widow who acted as governess to the royal children and concubines, and secretary and consultant to the King of Siam.
- CHASING THE BOWHEAD** by H. H. Bodfish. Captain Hartson H. Bodfish, master mariner from Martha's Vineyard, recalls the seafaring days when whalemen first ventured north of the Aleutians.
- DICTIONARY OF SERVICE SLANG** by Park Kendall. Entertaining definitions of the current crop of service slang.
- HOW TO MAKE MUSIC ON THE HARMONICA** by P. V. Planta. This book plus interest and an harmonica are all you need to start your musical career.
- RUNYAN A LA CARTE** by Damon Runyan. Twelve-course dinner with Runyan's daffy dolls and goofy guys.
- STRIPED BASS** by O. H. P. Rodman. Fly casting, surf casting and trolling plus time-tested dope on tackle and bait—a book for the salt-water fisherman.

Solid Stuff

BRIDE IN THE SOLOMONS by Osa Johnson. Fighting fronts of today recalled in the days of exploratory travel when Osa

and Martin Johnson covered the Solomon Islands in search of photographs of cannibals.

- COUNTERFEITING: CRIME AGAINST THE PEOPLE** by Lawrence Dwight Smith. Methods of counterfeiters and the fight of the Secret Service against them, with case histories of some of the outstanding "artists" in the field.
- EAST BY SOUTHWEST** by Christopher LaFarge. Fictionalized reports of the life of the South Pacific fighting men.
- EAST OF MALTA, WEST OF SUEZ** by Bartimeus. Naval action in the Mediterranean from 1939, when the British fought alone against terrific odds, to the fall of Tripoli in 1943, when Allied control of the Mediterranean was assured.
- PACIFIC WORLD** edited by Fairfield Osborn. The Pacific, its vast distances, its lands and life upon them and its peoples.
- PEOPLE ON OUR SIDE** by Edgar Snow. First-rate reporting from India, Russia and China by one of our best informed correspondents.
- TREATY PORTS** by Hallett Abend. A rich pageant of life in the Chinese cities "where East and West agreed to meet" gives the background of relations between whites and orientals.
- WOODROW WILSON** by Gerald W. Johnson. Photographic history of a great man and his great failure.

Sagebrush Sagas

- HORSETHIEF CREEK** by Bliss Lomax. An action-filled Western, involving several murders, cattle poisoning, a smuggling ring and an old cache of gold.
- THE IRON BRONC** by Will Ermine. Lovely Pat Ryan struggles to keep her little back-country railroad from falling into the hands of a gang of ruffians.
- ROCKY MOUNTAIN RANGER** by William Marshall Rush. Kirk Douglas plays his role with courage as he battles for straight practices against a gang of crooked politicians in the Forest Ranger service.
- WILD HORSE SHORTY** by Nelson C. Nye. There's a new twist in this story of an Arizona saddle tramp who seeks his fortune in dude ranching and horse breeding.
- WILDERNESS CHAMPION** by Joe Lippincott. King, leader of the wolfpack, struggles with the Ranger for the devotion of a red hound dog who has learned to run with the wolves.

Fiction

- ARMY OF SHADOWS** by Joseph Kessel. Heroic struggle of the French underground told by one of its leaders.
- BLACKBIRDS ON THE LAWN** by Jane Morton. Warmly human picture of small-town interplay of personalities set against a present-day Kentucky background.
- BLAZE ALLAN** by Lillian Bos Ross. Romance on the Monterey coast back in the 1890s.
- BOOMERANG** by Comdr. William Chambliss. Top notch Navy yarn, so convincing it is a temptation to believe the USS *Hokeydokey* actually existed.
- BOSTON ADVENTURE** by Jean Stafford. Neat vivisection of the Boston Brahmins.
- THE CAPTAIN'S WIFE** by Elluned Lewis. Quiet charm marks this story of a Welsh mother left to bring up her children alone, while her sea-captain husband is away from home.
- DEVIL ON HIS TRAIL** by John and Ward Howkins. Action-packed, tense, moving story of the reclamation of Joe Chandler.
- FREEDOM ROAD** by Howard Fast. Gideon Jackson's rise from a Negro field hand to a member of the U. S. Congress is pictured against the uneasy background of the reconstruction period in a story of true democratic building and its tragic failure.
- GUERRILLA** by Lord Dunsany. The essence of patriotism, liberty, courage and self-sacrifice is in this moving tale of men who continued to fight against the enemy after their little Balkan country had been overrun.
- THE HISTORY OF ROME HANKS** by Joseph Stanley Pennell. America's past and

present are blended as Lee Harrington muses over the lives of his lusty ancestors, seeing himself as a result of their deeds and characters.

- ISLAND IN THE SKY** by Ernest K. Gann. Thrilling tale of the race against time and weather to rescue the crew of an ATC plane forced down in uncharted Canadian wilds.
- LUSTY WIND FOR CAROLINA** by Inglis Fletcher. Last of the Carolina trilogy, begun by "Raleigh's Eden," which tells the dramatic fight to make American trade safe from interference by English officials and pirates.
- MAGIC OF LIMPING JOHN** by Frank Goodwyn. Superstition and legend pervade this story of a gambling Mexican paisano tricked into believing his own magic.
- A MAN'S REACH** by Charles Morrow Wilson. Indian fighting and frontier politics are deftly interwoven in this story of Arkansas.
- MR. GLENCANNON IGNORES THE WAR** by Guy Gilpatrick. Saturday Evening Post readers will need no introduction to Mr. Glencannon, chief engineer of the *Inchcliffe Castle*, whose unrestrained admiration for "Duggan's Dew," leads him through unpredictable adventures.
- PIGSKIN WARRIORS** by Jackson Scholz. An exciting, fast-moving football story with a wartime setting.
- RIDE WITH ME** by Thomas B. Costain. Exciting panorama of the Napoleonic era, of campaigns, strategies, early reforms, affaires de coeur—all tightly plotted with suspense.
- SHIP TO SHORE** by William McFee. Bored with glamor and success, yet lonely, the captain of a luxury liner finds a reason for living in his romance with a New York business girl.

Whodunits

- ALL FALL DOWN** by L. A. Strong. Jocular Ellis McKay's visit to a famous library becomes a busman's holiday when he finds the much-hated Matt Baldon murdered.
- ALL OVER BUT THE SHOOTING** by Richard Powell. Flighty and lovable, Arabella makes an amazing heroine whose husband rescues her from one jam after another as they sleuth out a Nazi spy ring in Washington.
- GIVE 'EM THE AX** by A. A. Fair. Donald Lam, home from the wars and up to his neck in a swift-moving murder mystery.
- SIX SILVER HANDLES** by Geoffrey Homes. A \$1,000 confederate bill and a mysterious fruit tramp were the only clues Humphrey Campbell needed to find the murderer of a wealthy junk dealer.

New Books in the Armed Services Edition

Thirty-two new titles are published each month in the Editions for the Armed Services. Comment concerning them will be appreciated by BuPers. The titles currently being distributed to all ships in commission and to shore based activities outside the United States are:

- K-1—Day, THIS SIMIAN WORLD
K-2—Marquis, THE OLD SOAK
K-3—London, THE CALL OF THE WILD
K-4—Stern, THE DARK GENTLEMAN
K-5—Brand, THE SECRET OF DR. KILDARE
K-6—Kantor, THE NOISE OF THEIR WINGS
K-7—Wilder, BOUNTY OF THE WAYSIDE
K-8—Rhodes, STEPSONS OF LIGHT
K-9—Hemingway, SHORT STORIES
K-10—Bright, THE LIFE AND DEATH OF LITTLE JO
K-11—Snow, REBEL OF RONDE VALLEY
K-12—Boston, THE ST. LAWRENCE
K-13—Holbrook, ETHAN ALLEN
K-14—Haycox, THE WILD BUNCH
K-15—Smith, THE STRAY LAMB
K-16—O. Henry, SHORT STORIES
K-17—Berger, THE EIGHT MILLION
K-18—Robertson, MOON TIDE
K-19—Blanco, THE JOURNEY OF THE FLAME
K-20—Ybarra, YOUNG MAN OF THE WORLD
K-21—Walker, WINTER WHEAT
K-22—Canby, WALT WHITMAN
K-23—James, ANDREW JACKSON; THE BORDER CAPTAIN
K-24—Lewis, BABBITT
K-25—Yankee Lawyer, THE AUTOBIOGRAPHY OF EPHRAIM TUTT
K-26—Asbury, SUCKER'S PROGRESS
K-27—Douglas, THE ROBE
K-28—Smith, A TREE GROWS IN BROOKLYN
K-29—Gramling, AP: THE STORY OF NEWS
K-30—Van Doren, BENJAMIN FRANKLIN
K-31—Sterne, TRISTRAM SHANDY
K-32—Spalding, RISE TO FOLLOW

How Did It Start?

CHRISTENING SHIPS: A launching ceremony of drinking a toast from a silver cup, then throwing the cup into the sea, was the immediate forerunner

of our present-day custom of christening new ships. Near the end of the 17th century the practice of breaking a bottle of spirits across the bow of a new ship was substituted for drinking the toast, possibly because of the cost of the silver cup. The original custom apparently was to throw the bottle at the bow of a new ship, but, so a story goes, once the sponsor missed the bow completely, and the bottle struck a spectator, who sued the British Admiralty for damages. After that the bottle was always secured by a lanyard, even as it is today. (If you have a different version, send it along to the editor.)



Legislative Matters of Naval Interest

Amendments to the Pay Readjustment Act of 1942, broadening the base of prior service for which officers and enlisted personnel may receive credit for longevity pay purposes and making changes in the payment of certain allowances, became law on 7 Sept. 1944 when the President signed H. R. 1506 (now Public Law 421, 78th Congress).

Briefly summarized, the law does the following:

- Makes permanent the right (heretofore temporary) of officers to count prior enlisted and warrant service for longevity pay purposes, permitting them to take credit for such service to the retired list. While commissioned warrant officers may count prior enlisted and warrant service for longevity pay purposes, only commissioned service with creditable record may be counted for purposes of advancement in pay period.

- Allows warrant officers and enlisted men to count for pay purposes all types of service that officers may count, with a few exceptions.

- Adds to services which may be counted for pay purposes service in the Enlisted Reserve Corps, the Army and Navy Medical Reserve Corps and Army and Navy Dental Reserve Corps.

- Makes servicewomen eligible for allowances for dependent (in fact) husband, children or parents.

- Authorizes payment of mileage from place of release from active duty to place from which originally ordered to active duty, even though such travel is not actually performed between the two points.

- Grants payment of reenlistment allowance to reservists with not less than one year's continuous active service who, within three months from date of discharge from reserve, enlist in that branch of the regular service. The allowance will be computed on the basis of the number of full years of continuous active service immediately preceding discharge from the reserve component.

Longevity pay, as usual, means an increase of 5% in base pay for each three years of service recognized for this purpose, the total increase not to exceed 50% for a period up to and including 30 years.

Under provisions of the new act, no back pay and allowances accrue to any person who is not entitled to receive active and retired pay on 7 Sept. 1944.

While the law became effective 1 Oct. 1944, provisions affecting longevity pay are retroactive to 1 June 1942. Instructions to be issued to disbursing

officers will permit readjustment of pay accounts of all officers and enlisted personnel involved back to 1 July 1942. Differences in pay and allowances for the period 1 to 30 June 1942 will be paid, however, only on submission of claims to the General Accounting Office, through disbursing officers and official channels, because the appropriation of the Navy Department for pay purposes prior to 1 July 1942 has lapsed.

In passing the pay bill amendments outlined above, Congress did not approve the proposal to allow service as midshipmen, cadets and aviation cadets to be credited for longevity pay purposes. Separate bills (S. 2127 and H. R. 5372), designed to accomplish this objective, were introduced recently and are now pending in Senate and House. The measures have been approved by the Navy Department.

Legislation to permit members of the Women's Reserve of the Navy, Marine Corps and Coast Guard to volunteer for assignment to shore duty in the American Area (including North and South America) and the territories of Hawaii and Alaska, which are in the Pacific Area of operations, was passed by Congress and sent to the White House where, as the BULLETIN went to press, it awaited action by the President. The new legislation would not affect provisions of existing law barring Waves from foreign service in other areas.

Only those Women Reservists who volunteer for duty outside continental U. S., within the limitations outlined above, and who otherwise are eligible will be considered for assignment under the legislation if it becomes law.

* * *

Executive confirmations for temporary service recently confirmed by the Senate:

- To be Admiral: Chester W. Nimitz and Royal E. Ingersoll (to replace spot promotions in each case).

- To be rear admirals:

Line: Clifton A. F. Sprague, George R. Henderson, Ralph A. Ofstie, William D. Sample, Frank E. Beatty, Frank J. Will, Albert M. Penn, John L. McCrea, and Paul Hendren.

Medical Corps: Edward U. Reed, George C. Thomas, William L. Mann, jr., Joseph J. A. McMullin, Richard H. Laning, and Daniel Hunt.

Supply Corps: Frank Baldwin, Everett G. Morsell, Arthur H. Mayo, John J. Gaffney, Malcolm G. Slarrow, and Walter A. Buck.

Civil Engineer Corps: Henry F. Bruns, James T. Mathews, John J. Manning, Carl H. Cotter and Carl A. Trelax.

- To be commodores, to continue while serving in indicated billets:

Albert G. Noble, with 7th Amphibious Force.

Cortlandt C. Baughman, commander of a naval base.

William M. Quigley, deputy commander, forward areas, Central Pacific.

Virgil E. Korn, commander, amphibious forces in United Kingdom.

Edward J. Moran, assistant deputy administrator for small vessels, War Shipping Administration.

Oliver O. Kessing, island commander.

Gail Morgan, commander, NOB, Midway.

Dixwell Ketcham, commander, Fleet Air Wing 1.

Julius F. Hellweg, superintendent, Naval Observatory.

Milton S. Davis, port director, Naval Transportation Service, San Francisco.

Charles F. Russell, commander, NTC, Bainbridge, Md.

Harry A. McClure, commander, NTC, Norfolk, Va.

Schuyler F. Heim, commander, NOB, Terminal Island (San Pedro), Calif.

Harry A. Badt, commander, NTC, Sampson, N. Y.

Cary W. Magruder, commander, NTC, Newport, R. I.

Robert R. M. Emmet, commander, NTC, Great Lakes, Ill.

Vance D. Chapline, director, Fleet Maintenance Division, CNO.

Frank M. Kelley, commander, NTC, Farragut, Idaho.

Robert S. Haggart, commander, NTC, San Diego, Calif.

Edmund W. Burrough, staff of Cominch.

Robert W. Cary, commander, NT&DC, San Francisco, Calif.

John K. Richards, commander, OTC, New York.

Richard A. Warner, Medical Corps, medical officer in command, naval dispensaries, Navy Department, Washington, D. C.

In the Marine Corps:

- To be major general: Lemuel C. Shepherd jr. and Graves B. Erskine.

- To be brigadier general: Robert Blake and William A. Worton.

What's in a Name?

SCUTTLEBUTT: Sailing vessels carried large casks which were filled with fresh water for drinking purposes at the commencement of each voyage and at points where fresh water could be obtained during the voyage. Smaller casks, known as "butts," were placed conveniently throughout the ship and filled from the large containers. Water was drawn from the "butts" by means of a

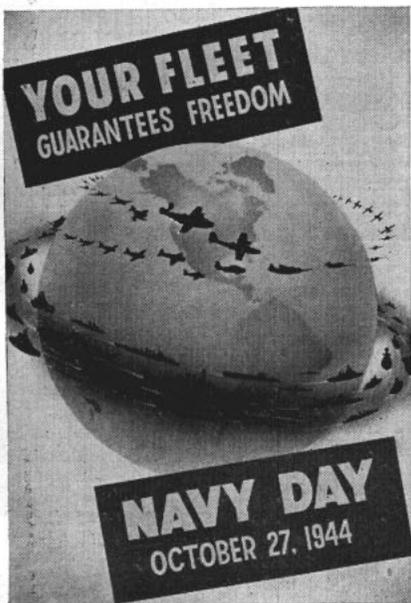


spigot placed in a "scuttle" (Anglo-Saxon for "hole") in the side. Hence, the term "scuttlebutt," meaning water cask and, later, water fountain. Since men exchanged stories as they gathered round the scuttlebutt for drinks, the term also grew to mean gossip or rumor.

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.

THE REAL POINT ABOUT NAVY DAY

On 27 October the folks back home will celebrate Navy Day. They will have a great deal to celebrate: we have been built into a fleet of staggering size, and we have won great victories.



1944 NAVY DAY POSTER

The biggest point of Navy Day will be its chastening reminder of the enormity of the job yet to be done, so that some day soon, the real victory may be celebrated without reserve.

Indeed, we have already concluded in triumph the major naval phases of the war in Europe. BUT—and how big a “but” it is, the Navy knows only too well—Navy Day will have to be celebrated this year in full recognition of the job yet ahead. Until Japan is defeated, utterly and convincingly, the Navy and the nation have a job to do.

As Secretary Forrestal told the American Legion convention on 20 September, the transfer to Asia of the tremendous power that was amassed in Europe to crush the Nazis cannot be accomplished overnight. There are millions of men and vast amounts of materiel to be transported to the shores of China, to the airfields of Burma, or to other points from which we can deliver the final blows against Japan. It took well over two years to accumulate the power for the European invasion and campaigns—and when we realize that the logistic problem in the Pacific war is three-to-one over the European war, it is obvious that we have no simple job ahead of us.

These facts the Navy knows, and the nation knows as well, and they will inevitably overshadow any recognition of the great achievements to date.

LETTERS TO THE EDITOR

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 local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

SEA DUTY

SIR: Does an enlisted man's time (sea duty) count double time during this war?—M.L.C.

•No. Sea duty has not counted double since the Spanish-American War.—Ed.

SYMPATHY CHITS REQUESTED

SIR: Would it be possible to obtain 400 reprints of the Sympathy Chit published in your August 1944 issue? If not, may we borrow the plate and have some printed?—R.C., Ens., USNR.

SIR: . . . May we have permission to reprint the chit?—W.M., S2c.

•Sorry, neither reprints nor plates are available—but the Sympathy Chit was purposely published large enough so that readers might have it reproduced by photograph, photostat or engraving for personal use. No further permission is necessary.—Ed.

MARRIED NURSES?

SIR: In the August issue (p. 33) you state that a member of the Navy Nurse

Corps is addressed as “Miss (or Mrs.) Smith.” I believe you will find this is quite impossible, for there are no married women in the NNC. Marriage automatically brings about their resignation. I trust you will find this correct.—D.J.S., PhM2c, USNR.

•Well, not quite. Although there are no married women in the Navy Nurse Corps, it does not bar widows or divorcees, either of whom may be addressed as “Mrs.”—Ed.

USN (1)

SIR: In the August 1944 INFORMATION BULLETIN, letters column, you stated that USN(1) was regular Navy. I am USN(1) and would like to know how it is determined whether an inductee, as I was, is placed in the regular Navy or the Naval Reserve. In regard to being in the regular Navy, I understand that the term of enlistment is six years. My card shows that my term of enlistment expires March 1946. Is this regardless of how soon the war ends?—P.A.P., S2c.

•Inductees subsequent to induction may elect to voluntarily sign regular enlistment papers if physically and otherwise qualified, either for a two-year enlistment in the Naval Reserve or a six-year enlistment in the regular Navy. Those who do not choose or who are not physically or otherwise qualified for either of these alternatives, remain USN(1).

The Judge Advocate General of the Navy has ruled that all men procured

(Continued on Page 61)



- KEY TO NUMBERS ON MAP**
- 21 Aug.—U. S. B-29s raid Japan.
 - 23 Aug.—Marseille freed.
 - 23 Aug.—Rumania joins Allies.
 - 23-25 Aug.—Paris freed.
 - 30 Aug.—Reds take Ploesti.
 - 30 Aug.-1 Sept.—U. S. carrier planes blast Volcano Islands.
 - 1 Sept.—British 8th Army drives into Gothic Line.
 - 4 Sept.—Finns, Russians conclude armistice.
 - 4 Sept.—Yanks enter Holland.
 - 6-13 Sept.—U. S. Navy pounds Yap, Ulithi, Palaus.
 - 7 Sept.—Japs capture U. S. air base at Lingling, China.
 - 8 Sept.—Reds enter Bulgaria.
 - 8 Sept.—B-29s raid Manchuria.
 - 9-13 Sept.—U. S. carrier planes batter Japs in Philippines.
 - 11 Sept.—U. S. 7th, 3d Armies join forces at Dijon.
 - 11 Sept.—Russians send patrols into East Prussia, renew Warsaw drive.
 - 11 Sept.—U. S. 1st Army invades Germany.
 - 12 Sept.—British 2d Army drives into Holland.
 - 14 Sept.—U. S. Central Pacific forces invade Palau Islands.
 - 14 Sept.—Allied Southwest Pacific forces land on Morotai Island.
 - 15 Sept.—U. S. 3d Army takes Nancy.
 - 17 Sept.—Allied airborne Army lands behind Nazi lines in Holland.
 - 17-20 Sept.—Russia drive on Riga overruns 3,000 towns.

CHRONOMAP

 **AXIS AND OCCUPIED TERRITORY**
 **ALLIES AND OCCUPIED TERRITORY**
 **NEUTRAL**



THE MONTH'S NEWS

PERIOD 21 AUGUST THROUGH 20 SEPTEMBER

The War

As Allied armies hammered the Siegfried Line last month and dropped an airborne army beyond it in Holland, U. S. amphibious forces struck simultaneously at two islands just 250 miles south and 560 miles east of the Philippines.

Admiral Chester W. Nimitz, USN, Commander-in-Chief, U. S. Pacific Fleet, sent his forces ashore on Peleliu Island in the Palau group, 531 miles from Davao. Site of the best Jap airfield in the Palaus, Peleliu probably was the most heavily defended island in the group; after four days Admiral Nimitz announced that more than 5,500 of the defenders had been wiped out. U. S. Army troops, landed on nearby Angaur Island two days after Marines stormed ashore on Peleliu, also made rapid progress against lighter opposition.

The Palau Islands have been an important Japanese stronghold, garrisoned by an estimated 40,000 troops. Their strategic importance was emphasized by Admiral Nimitz, who pointed out that the seizure of Palau would isolate the Japanese in the Carolines and make their base at Truk "next to useless." Palau also would

provide a base from which to strangle communications between Japan and her conquered territories in New Guinea and the Dutch East Indies.

Gen. Douglas MacArthur, Allied commander in the Southwest Pacific area, effected complete surprise in landing his forces the same day on Morotai Island in the northern part of the Halmahera group. Only 10 Japs were on the beach when Army assault troops swarmed ashore. The Japanese apparently had expected a landing in the Halmaheras, but had prepared for it and built up their strength on a lower part of the islands. Pitoe airstrip, the major ob-

*Americans Invade Germany;
New Pacific Landings Carry
Allies Close to Philippines*

jective on Morotai, was quickly taken, and control of the island was secured a few hours after the landing.

General MacArthur said that seizure of this island group penetrates the Halmahera-Philippine line and imperils enemy conquests to the south by threat of envelopment. It cuts off and isolates the enemy garrison in the East Indies, estimated at 200,000 men, and severs the vital oil supply line to the Japanese mainland.

That General MacArthur will lead Allied forces in the impending reconquest of the Philippines was revealed 18 September by Admiral Nimitz, who announced that it will be the Navy's

LAST NOVEMBER



U. S. conquest of the Gilberts smashed a hole in Japan's eastern defenses and removed the threat

to Allied supply lines to the South Pacific. A Navy task force sank five Jap warships which tried to block our invasion of Bougainville.

NOVEMBER 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?** ★



Official U. S. Navy photograph

Five Navy Helldivers leave four Jap ships in smoke at Haha Jima in the Bonin Islands 600 miles south of Tokyo.

task to protect and support this campaign.

Admiral William F. Halsey Jr.'s 3d Fleet paved the way for the Palau and Halmahera landings with a series of attacks on the Philippines and a final smash at Palau before the troops went ashore. On 9 September his carrier planes struck at Mindanao in the first seaborne attack on the Philippines, sinking or damaging 89 ships of various sizes and categories, destroying 68 planes and wrecking five airfields. Their most spectacular accomplishment was the destruction of an entire 52-ship convoy.

Two days later Admiral Halsey's force softened up Palau, then moved back to the central Philippines and shot down 156 planes, destroyed 277 on the ground, sank 40 more ships and damaged 43 others. During the six-day rampage in the Philippines 501 Jap planes were destroyed. Air opposition and antiaircraft fire were meager.

For the invasion of the Palaus an armada estimated at close to 2,000,000 tons was assembled, and the preliminary bombardment totaled more than 1,350 tons of shells, including 9,000 rockets fired at beach defenses by LCIs.

In the European theater, meanwhile, capitals of five countries were liberated or captured in the Allied squeeze from the east and west. Paris citizens rose from the underground as Allied troops approached and announced the city liberated on 23 August; fighting raged in the streets for two more

days, however, and snipers attempted to pick off Gen. Charles De Gaulle when he arrived on the 25th. Brussels, capital of Belgium, and Luxembourg, capital of the duchy of the same name, were freed by the British 2nd and the U. S. 1st Armies.

The Red Army captured Bucharest on 31 August, swept on to take Sofia, and by 20 September was driving on Belgrade and Budapest. Germans still held Warsaw but it was threatened by a renewed Russian drive.

The greater part of France had been liberated and the battle for Germany was rapidly drawing to a climax as Hitler's armies fled in confusion toward the doubtful safety of the Siegfried Line. In 37 days General Patton's U. S. 3d Army had chased the Germans 700 miles—probably the most rapid advance in military annals. His motorized columns slashed ahead so fast that the Nazis never could tell where the front was from hour to hour. When supply lines could not keep pace, gasoline was dropped to advance units by parachute. When General Patton finally ran "off the map" as he neared the German frontier, tons of maps were dropped to him from planes.

Chateau Thierry, Soissons, Verdun and other familiar French towns which American doughboys fought for in World War I were overrun with scarcely a struggle. General Eisenhower announced on 25 August that German losses since D-day were more than 400,000, including 200,000 prisoners. By 18 September the bag of

prisoners alone had risen to 457,346 and the total was rising daily.

From the south, General Patch sent columns of his U. S. 7th Army racing north to join General Patton's 3d Army and cut off one of the few remaining avenues of escape for Germans still in France. This junction was effected on 11 September.

On the left flank the Canadian 1st and British 2d Armies swept along the Channel coast. The British took Amiens, center of the robot bomb launching activity, while the Canadians took Ostend and Dieppe. Then they moved toward Holland and were attempting to clear the Schelde estuary and open the ports of Flushing and Antwerp to Allied shipping.

The Siegfried Line was breached in several places near Aachen as the U. S. 1st Army moved toward Cologne through a country of small German farms and well-kept little forests.

The crowning blow fell on 17 September when an Allied airborne army, estimated by the enemy at 20,000 men, was landed in Holland. Hard-hitting armored forces of the British 2d Army soon joined with the airborne troops and the combined forces drove toward Rotterdam and Amsterdam.

With these powerful armies pounding at the west wall, Lt. Gen. Kurt Dittmar, Nazi radio commentator, told the German people: "It is the deficiency of means that places success out of our reach. We are beaten by the weapons we have forged."

On the other side of the Reich, the Russian drive against Warsaw was slowed down while the Reds concentrated on cleaning up the Balkans. Rumania announced on 23 August that she was joining the Allies in the war against Germany, and two days later Bulgaria asked the U.S. and Britain for surrender terms. The Russians plowed ahead through Hungarian-annexed Transylvania, captured Ploesti and the surrounding oil fields and reached Bucharest the following day.

The Finns reached an armistice with Russia on 4 September and

CASUALTY FIGURES

Casualties among naval personnel through 20 September totaled 62,811. Total since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	17,129	7,901	8,415	2,523	35,968
U. S. Marine Corps..	7,584	15,705	854	1,943	26,086
U. S. Coast Guard..	356	175	226	0	757
Total	25,069	23,781	9,495	4,466	62,811

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

agreed to expel all German troops by the 15th. Nazi troops began leaving but burned Finnish homes as they withdrew. There were clashes between Finnish and German troops which developed into a virtual state of war.

Charging that Bulgaria was assisting the Nazis, Russia declared war on her former Slavic friend. Bulgaria immediately sued for peace, and declared war on Germany to show her good intentions.

After advancing to the border of Yugoslavia and joining forces with Marshal Tito, powerful Red Army forces resumed their offensives against Warsaw and Riga. Russian patrols crossed into East Prussia on 11 September, the same day that American forces were entering the Reich from the west.

To the south in Italy, the British 8th Army breached the Gothic Line in three places and advanced past Pisa. The U. S. 5th Army captured Prato and Pistoia, but General Kesselring's soldiers were fighting fanatically to hold their defense line.

From bases in China B-29 Superfortresses paid two more visits to Japanese industrial targets. On 21 August they attacked Kyushu, Jap home island, guided to the target by fires still burning from a previous raid. Four of the big bombers were lost; 40 Jap aircraft were destroyed or damaged. On 8 September a large force of B-29s dumped tons of explosives on Anshan, important iron and steel center in southern Manchuria. One bomber failed to return from this mission.

In the Burma theater Chinese forces made contact with those of General Stillwell, and the capture of Lungling opened a potential overland supply road from India to Tengchung.

However, the Japs were driving down the Hunan-Kwangsi railway, and an advance of 100 miles more would cut China in two. They captured the U. S. air base at Lingling and the seaport of Wenchow, and by the 20th were only 62 miles from another important U. S. base at Kweilin.

U. S. subs reported sinking 74 more Jap ships in the Pacific, including four destroyers and three other combatant vessels. The Navy Department also announced that the submarines *USS Robalo*, *USS Gudgeon* and *USS Flier* were lost.

A compilation of Japanese shipping losses disclosed that U. S. sea and air forces have sunk 2,031 of those vessels since Pearl Harbor, not counting about 2,000 barges, river boats and lesser craft. The Japs have lost three battleships, seven carriers, 60 cruisers, 152 destroyers, 15 submarines and 93 miscellaneous fighting ships.

U-boat activities in the Atlantic sank to the lowest ebb of the war as German submarine bases in France were captured and the remaining subs forced into the North Sea.

At Quebec, President Roosevelt and Prime Minister Churchill met with their military leaders, for the 10th time during the war, to discuss plans for the final crushing blow against Germany and a unified campaign against Japan. As Mr. Churchill remarked on his arrival at the conference: "Victory is everywhere."



Avenger springs aloft with assistance of four 330-horsepower jet units.

Navy Now Has Jet Units To Aid Planes In Takeoff

The Navy is now prepared to use jet-assisted takeoff for both carrier planes and flying boats. The jet propulsion thrust reduces takeoff runs and increases plane loads.

Jet units, cylinders full of a solid propellant, are fastened to the fuselage of a plane and ignited by an electrically controlled spark plug. Each unit delivers thrust equivalent to about 330 horsepower, which is available throughout the takeoff period.

Using these units, a Navy fighter can cut its takeoff run in half. This means that carriers can use more of their deck space for planes and get more planes, more heavily loaded, into the air sooner. Land-based Navy and Marine fighters can use small island airstrips safely.

The Navy's big flying boats will find JATO (jet-assisted takeoff) extremely useful, too. With four, six or eight JATO units, used in salvo or in a series, a flying boat can greatly increase its payload and still take off in the limited area of Pacific island lagoons.

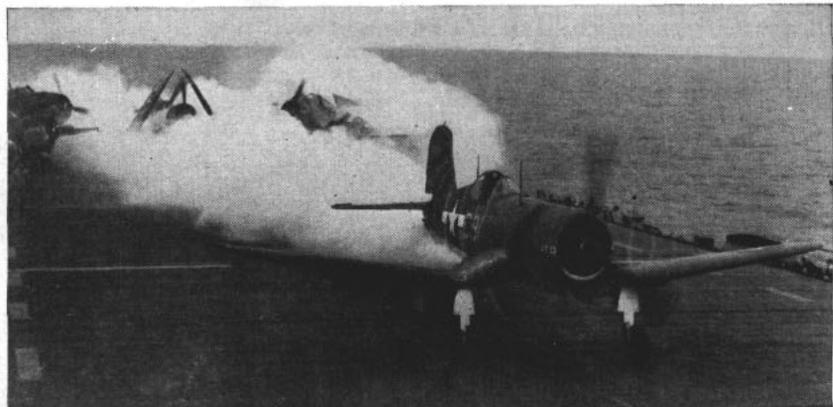
The Navy started its jet-assisted takeoff experimental program more

than three years ago at the Naval Engineering Experiment Station, Annapolis, Md., under the supervision of Capt. Calvin M. Bolster, USN. The first small jet units were built by the California Institute of Technology, and the first flight test was made on 1 March 1943 by Capt. William L. Gore, USMC. While still a Marine private, first class, Captain Gore had believed enough in the jet-assisted takeoff to spend his own money on experiments.

Five units were installed on a Wildcat fighter, in which he taxied to the runway and flicked the switches that fired the JATO units. There was a loud, shrill noise, like steam escaping from a dozen high pressure boilers, and the Wildcat shot into the air on a column of white smoke. It was by far the quickest takeoff that plane had ever made.

Comdr. Leroy C. Simpler, USN, former commander of Fighting Squadron 5, made the first jet-assisted takeoff from a carrier with the same plane on 18 March 1943. Again the speed of takeoff amazed pilots.

Meanwhile, in 1942, the Navy had let contracts for further experimental development to the Aerojet Engineering Corp. of Pasadena, Calif., which went to work on a more powerful unit. By June 1943 the power of the units had been increased five times their former value and, following highly successful tests, orders were placed for quantity production.



Corsair equipped with jet units roars down carrier deck for takeoff.

Official U. S. Navy photographs



INSPECTION: Secretary of the Navy James Forrestal chats with jeep driver on visit to front in Southern France.

Navy News

- A 2,200-ton destroyer named in honor of the late Secretary of the Navy, Frank Knox, was launched at Bath, Me., on 17 September. It was christened by Mrs. Knox, who was introduced by Under Secretary of the Navy Ralph A. Bard. Mr. Knox was extolled by Admiral Ernest J. King, USN, Cominch and CNO, who welcomed the new destroyer to the fleet. The *Frank Knox* carries five-inch dual purpose guns and a powerful array of 40-mm. and 20-mm. antiaircraft guns, in addition to torpedo tubes and other offensive weapons.
- The Army-Navy football game on 2 December will be played at Annapolis and attendance will be limited to residents within a 10-mile radius from Annapolis. This limitation was imposed to avoid any unnecessary burden upon transportation facilities and to discourage nonessential use of gasoline and tires. Since the Naval Academy is the home team this year,

arrangements for the game are made by the Navy.

- To handle an estimated 25,000,000 Christmas packages for Navy, Marine Corps and Coast Guard personnel at sea or overseas (INFORMATION BULLETIN, Sept. 1944, p. 66), Fleet Post Offices at New York and San Francisco have acquired 450,000 square feet of additional space and increased their staffs by 50%. The expansion at San Francisco includes the use of an entire building, plus six Quonset huts, while the New York office has taken extra space at Pier 51. Personnel increase in both offices will total 1,900. The deadline for mailing Christmas packages overseas is 15 October.

- Navy personnel throughout the world will have the usual turkey and all the "fixin's" on Thanksgiving day, 23 November. The Navy has purchased 12,000,000 pounds of choice young tom turkeys for its three "turkey days"—Thanksgiving, Christmas and New Year's—which will allow about one pound for each man in the U. S. and 1½ pounds for those afloat or overseas. In addition to roast turkey, the menu for all three holidays will contain such delicacies as tomato juice, sweet pickles, celery, olives, giblet gravy, sage dressing, cranberry sauce, mashed potatoes, asparagus, fruit salad, Parkerhouse rolls, mince pie, ice cream, nuts and coffee.

- The Commanding General of the Rome Area has been informed that "His Holiness the Pope has expressed his appreciation of the fine example, bearing and conduct of Allied troops in Rome," it was revealed last month by Mr. Myron C. Taylor, the Personal Representative of the President of the United States to His Holiness the Pope.

- Officials of a group of factories and shipyards that have supplied the Navy with materiel and munitions during the war have organized the Navy Industrial Association for the purpose of continuing their teamwork after hostilities have ceased. Aims of the new organization are (1) to establish a close working relationship between the Navy and the industrial concerns; (2) to provide a mutual understanding so that problems of the Navy and industry can be met through cooperative effort; (3) to assist in scientific research in all fields which affect the maintenance and growth of the Navy and (4) to assist the Navy with tech-

So Sorry

A Jap pilot, who mistook a Navy fighter for a friendly plane paid for the mistake with his life.

Lt. (jg) James Ritchie, USNR, was flying a Hellcat on a photographic mission in the Pacific recently when he sighted a Hamp fighter 2,000 feet above him. The Jap saw him, wagged his wings in a friendly gesture of recognition and began a slow circle.

Lieutenant Ritchie wagged his wings back with equal friendliness and climbed closer to the Jap plane. Coming within easy range, he opened fire and the Hamp plunged into the ocean in flames.

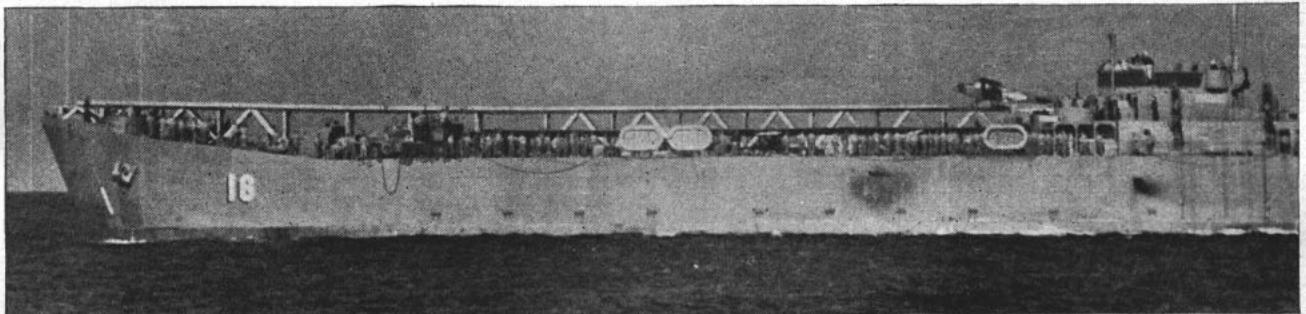
nical information. The new association was praised by Secretary of the Navy Forrestal, who was guest of honor recently at a dinner attended by 1,500 representatives of the Navy and industry.

- An agreement establishing joint Army-Navy disciplinary control boards in each naval district and Army service command within the continental limits of the U. S. was announced on 29 August by Ralph A. Bard, Acting Secretary of the Navy, and Robert P. Patterson, Acting Secretary of War. These boards will meet at least once per month to consider reports on prostitution, venereal disease, liquor violations and other undesirable conditions, as they apply to service personnel. Boards will recommend "out of bounds" areas and will cooperate with civil authorities in dealing with problems under the boards' jurisdiction.

- After five months in the Atlantic and Mediterranean theaters, during which time she participated in every European engagement involving sea support, the USS *Nevada* arrived in New York harbor last month.

Capt. Powell M. Rhea, USN, said that D day and the battle for Cherbourg were the "hottest" engagements the *Nevada* was in. On D day she fired 2,300 14-inch shells and 400 5-inch shells, approximately 2,500 tons of ammunition. At Cherbourg she was straddled 27 times by German shells, but in none of the engagements were any men lost.

So confident did Army officers become in the ability and accuracy of the *Nevada's* gunners that at times she was firing from more than 15 miles out at sea at targets only 500 yards in front of the ground troops.



Official U. S. Navy photographs

Navy reveals new role for landing ship: Piper Cub plane is about to take off from runway on LST.

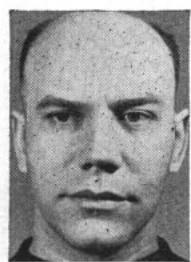
On D day the *Nevada* received an assignment from fire support officers to open up on three separate enemy concentrations consisting of infantry, tank and artillery units. Her guns wiped them out in a little over 20 minutes, and the Army acknowledged that the *Nevada's* gun support secured the beachhead.

The last salvo fired from the *Nevada's* guns before she was ordered home destroyed the Chateau d'If, off Marseille, where the Count of Monte Cristo was imprisoned. It had been fortified by the Germans.

• Two new Navy frigates have been named the USS *Uniontown* and USS *Gladwyne* in honor of the home towns of Gen. George C. Marshall, chief of staff of the U. S. Army, and Gen. Henry H. Arnold, commanding general of the Army Air Forces. Uniontown, Pa., is the birthplace and official residence of General Marshall, while Gladwyne, Pa., is the official residence of General Arnold.

• Fireproof plywood has been developed through cooperation between BuShips, the Forest Products Laboratory and private industry, and will be used extensively in the Navy for bulkheads in small craft and in repairing battle damage. Laboratory tests have shown that a piece of treated plywood 3/16 inches thick can be subjected to temperatures of 1,200 degrees F. for 20 minutes and, although the side exposed to heat chars, the other side does not even discolor.

• J. B. Sardiga, Y1c, USNR, now stationed at Camp Parks, Calif., is believed to be the first in the Navy to receive a master's degree by completing his studies through correspondence courses arranged by the Educational Services Section of BuPers. He was awarded an M.A. degree from Hardin-Simmons University on 20 August after completing a course in personnel management by correspondence at Iowa State University. Sardiga has been a school teacher for 18 years, having formerly headed the department of commerce at East Central Junior College, Decatur, Miss. First Navy man to receive a bachelor's degree this way was Laurence W. Soule, Y1c (Aug. 1944 INFORMATION BULLETIN, p. 62).



J. B. Sardiga

• More than 30,000,000 pieces of V-mail, airmail and regular letter mail destined for the Atlantic area was sent from the Fleet Post Office, New York, by plane during July. This unusual service was made possible by excellent flying weather which permitted many cargo planes to carry more mail as filler. More than 99,000,000 pieces of Navy mail were handled by all Fleet Post Offices during July.

• To conserve rubber, the Navy is now retreading 15,000 airplane tires a month, thereby freeing manufacturers' facilities and natural rubber for the production of new tires. In many cases it has been possible to retread aircraft tires more than once without danger



Official U. S. Marine Corps photograph

Marines on Tinian enjoy substitute for K-rations.

to personnel or planes. In the past year an officer has been designated at each air station in this country to see that tire pressures are checked every 24 hours; that tires not in use are stored in the correct position and temperature; that seaplane ramps are kept clean of sea shells and other abrasives; that tires are washed of salt water; and that they are protected from the sun and from oil during plane repairs.

• One of the world's shortest airmail routes—17 miles in length—has been put into operation by the Navy in Bermuda. Every morning a Grumman Goose takes off from the Naval Air Station with sacks of mail for naval personnel stationed on the opposite end of the island. The amphibian plane makes the trip in 11 minutes. The trip would take about two hours by truck, under existing speed laws and with unpaved roads.

• Quick thinking on the part of a rear seat gunner in a Helldiver probably

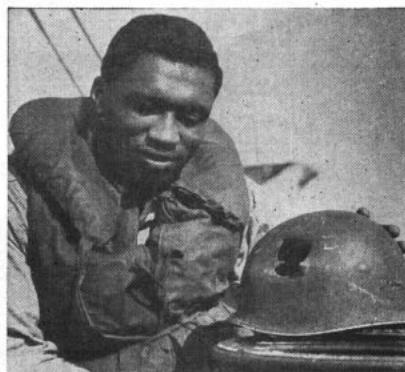
enabled the pilot to elude pursuing Jap fighters and return to his carrier: William O. Haynes Jr., ACRM, USN, of Cranston, R. I., was shot through the jaw in a raid on a Jap-held island and couldn't speak on the inter-communications microphone to his pilot. Knowing that an intercom mike makes a slight click in the pilot's earphones when turned on, he turned the mike off and on and managed to tell the pilot in Morse code that he was still alive and also to warn him of pursuing Jap fighters.

• War bond purchases by naval personnel in August again passed the \$30,000,000 mark, reaching a total of \$34,719,265. This included purchases of \$18,513,225 by the payroll savings plan for civilian personnel, \$12,261,281 by allotment purchases for uniformed personnel and \$3,944,759 in cash sales. Civilian employes of naval centers led all other naval groups in August bond purchases. Naval Training Center, Great Lakes, Ill., led in new military allotments for the month with 23,528.

• A staff of young men, some of them only 26, helped Rear Admiral Frank J. Lowry Jr., USN, commander of the 8th Amphibious Force, plan the assault on southern France. His chief of staff is 41, the deputy chief of staff 38, and the planning officer 35. The assistant planning officer, planning operations officer, staff gunnery officer, chief signal officer and current operations officer all are 26 years old and members of the Naval Reserve.

• Four employes of the Navy Hydrographic Office, whose combined service totals 180 years, have received letters of commendation from the Secretary of the Navy. They are Hendree P. Simpson, 51 years' service; Charles W. Lehew, 46 years' service; Albert E. Dye, 42 years' service, and Harold B. Mayhew, 41 years' service.

• So thoroughly have Allied navies driven German raiders from the sea



Official U. S. Coast Guard photograph

LUCKY Coast Guardsman examines helmet he wore during Riviera invasion. He escaped with a superficial scratch.



Official U. S. Navy photograph

QUONSET CHAPEL: Newest thing in church architecture is this "cathedral" built on Eniwetok in the Marshalls.

and sky around the British Isles that an American cargo ship was able to sail through the English Channel and Irish Sea recently without an escort. The ss *Ephraim Brevard* made the voyage alone accidentally when she failed, through a misunderstanding, to rendezvous with her convoy. Not a single U-boat or German plane was encountered.

• A new powdered salt water soap, developed particularly for use in ship's laundries, is now included in standard stocks at all Navy Yards. It will also be available at advance bases within a short time. The soap will enable ship laundries to use salt water instead of fresh water, thus conserving critical supplies, and will clean clothes more rapidly without injuring fabrics. For years the Navy has issued salt water soap in bar form for use by sailors but it is not adaptable for use in laundry machines. The new product was developed by BuShips.

Ships & Stations

• On the desk of Lt. (jg) Rex L. Christensen, (ChC) USNR, Mormon chaplain at NTC, Farragut, Idaho, is an object that is almost bound to make a caller feel at home. It's a cookie jar. The jar, in the form of a medieval monk and inscribed "Thou Shalt Not Steal," was the gift of two lady visitors who decided the office

needed a touch of home. From 75 to 100 men a day call on the chaplain and the steady supply of home-made cookies sent from all sections of the country never gets stale.

• Howard W. Pingree, PhM3c, USNR, on duty at the Naval Hospital, NTC, Farragut, Idaho, killed a 2-lb., 14-in. trout while skipping stones on Lake Pend Oreille. Pingree had five witnesses and the fish to prove the feat.



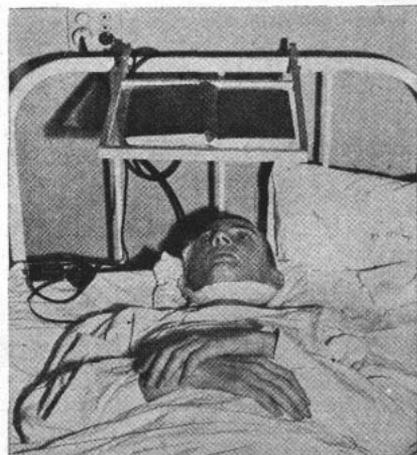
• Newest editions to fire-fighting facilities at NAS, Corpus Christi, Texas, is a red jeep for Fire Chief J. H. Rowan, ACOM, USN (Ret.). The jeep spearheads the Fire Department's attacks on fires and the hazards which produce them. Equipment for extinguishing small blazes is carried aboard.

• Frances Sims, PhM3c, Naval Hospital, San Diego, Calif., attended the launching of the USS *Hocking* as a spectator and ended up as sponsor of the 455-foot, 10,500-ton combat transport. She was chosen when an employee of the shipbuilding company who had won the right in a drawing to pick the sponsor couldn't locate his wife or daughter in time.

• Mascots: Brutus, 185-lb. great dane, died of dropsy at NAS, Squantum, Mass., where he had mascoted since 1942; Scuttlebutt, aged bird dog, was crushed to death by a truck at Camp Lee-Stephenson, Quoddy Village, Me.; Blacky, commissary cat at the Naval Hospital, Farragut, Idaho, mothered a litter of four; Student Prince, great dane at the ATB, Little Creek, Va., was rated S2c; an unnamed goat was striking for a rate at an NAS, "Somewhere in the Pacific," where it is mascot of the local CBMU; Brownie, curly-tailed pup at NAS, Quonset Point, R. I., goes daily to the ship's service store for a dish of ice cream.

• A veteran of almost three decades of Navy service, the USS *Melville* now has the job of helping to keep in repair the fleet of ships that shuttle men and supplies from the British Isles to the Allied armies in France. A former destroyer tender, the *Melville* is now a "jack of all ships," performing services ranging from "necessary repairs to a spud peeler" on an LST to the casting of spring bearings for a transport. Her job log shows 9,879 hours of work aboard vessels during June. The *Melville* also acts as station ship, her boatmen touring the harbor to gather information, while on board a man may get his hair cut, have his teeth fixed or get a new uniform. One of her proudest moments came when her gunners joined in a heavy antiaircraft barrage and shared in shooting down a Nazi raider.

• For lack of a better name it's called the Overhead Reading Device, and that's just what it is. The ORD (see below) enables a patient to read a book, even turning the pages, while remaining flat on his back. It was developed by the civilian librarian and two pharmacists' mates with the help



of a carpenter, at the Naval Hospital, Long Beach, Calif. Constructed of wood with Plexi glass inserted within the frame as a holder for the book, the device can be easily attached to any bed post and can be turned out of the way when not in use.

The Home Front

• More than half a million jobs for the 1,279,000 veterans who have already returned home have been found by the Veterans' Employment Service of War Manpower Commission. WMC Chairman Paul V. McNutt said that monthly placements soared to more than 50,000 for last July, as against 5,000 during July 1942. From 50 to 60% of the men actually employed before the war want their old jobs back, he said.

• The ss *Robert E. Peary*, 10,800-ton Liberty ship that was built and delivered in the world's record time of one week, has just rounded out her second year of war service. This vessel's keel was laid in the Permanente Metals Corp. yard at Richmond, Calif., on 8 Nov. 1942. Four days later she was launched and three days after that she was ready for her trial run. In the first year of service the *Robert E. Peary* traveled more than 42,000 miles in the Atlantic and Pacific. She has been drydocked twice, but only for damage from external causes.

• The Hatch Act (Public Law—78th Congress: "An Act to prevent pernicious political activities") has been amended to relax restrictions on reading material, movies and radio programs for service personnel. The law, as amended, no longer prevents the Army or Navy, or their personnel, from "selling, distributing, presenting, or making available to members of the armed forces books, magazines, or newspapers of general circulation in the United States and also, in an overseas command, those of general circulation therein; or motion-picture films, plays, or entertainment material as generally presented to the public in the United States; or written material for use in educational programs of the armed forces similar to written material generally provided for use in civilian educational programs by recognized educational institutions in the United States."

When the selection of books, magazines and newspapers is necessarily limited by difficulties of transportation or other exigencies of war, however, the law requires that their selection be made in some impartial manner prescribed by the Secretary of War and the Secretary of the Navy for their respective services. Under that provision Acting Secretary of the Navy Bard has directed (N.D.B., 31 Aug. 1944, 44-962) COs in such cases to select the magazines and newspapers which their men prefer. Suggestions as to their preference should be invited from personnel, but voting or polling to determine preference is not necessary. Books purchased with appropriated Government funds are limited to those recommended by a person or persons designated by the Chief of Naval Personnel.

• In one of the first tests of the Selective Service law requirement that employers reinstate returned veterans to their jobs, the U. S. Circuit Court of Appeals at Philadelphia ordered the General Cable Corp. to reinstate Dr. Albert E. Kay as medical director. He had attained the rank of captain in the Army, but was discharged for medical disability.

Meanwhile, Col. Francis V. Keesling of Selective Service announced that it interprets the law as entitling a veteran to his old job, even if that means displacing another worker of longer service with the employer who has not been in the armed forces.

• Men now classed as 1-A and new 18-year-olds can more than supply needs of the armed forces for the rest of 1944, says Maj. Gen. Lewis B. Hershey, draft director. About 690,000 men are available from these sources and only 600,000 will be needed. In 1-A there are 345,000 from 18 to 25, 80,000 from 26 to 29, and 55,000 from 30 to 37. About 35,000 become 18 each month.

• Gen. George C. Marshall, Army chief of staff, told a congressional committee that the post war U. S. Army must consist of the smallest possible professional organization because a large standing army has "no place among the institutions of a modern democratic state." He based this statement on the assumption that Congress would approve universal military training to provide citizen-reserves. General Marshall warned that a large Army may be needed for some time after the defeat of the Axis to help establish order.

• Hundreds of prints of a two-reel sound movie of the World Series will be filmed and shipped overseas for distribution to Army and Navy activities. Five hundred prints were made of the 1943 World Series and were exhibited to 3,500,000 servicemen.

• The War Department has begun disposing of 22,322,540 acres, an area almost the size of New England, which it acquired to house, train and equip its wartime army. The Army already

Quotes of the Month

• *Admiral Chester W. Nimitz, USN:* "In recent months we have established control over great new ocean areas, and it is not exaggerating to say that the major part of the Pacific Ocean is now under Allied control."

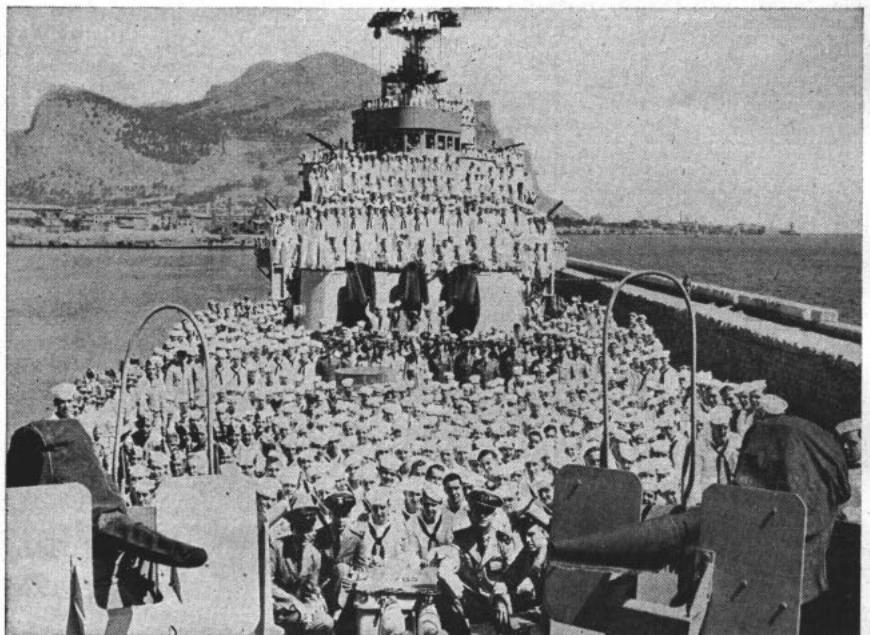
• *Lt. Gen. Mark W. Clark, USA:* "The German is wobbling on his last legs, with Allied forces in France and Russia closing in on him, and we are ready again to bloody his nose here."

• *German baker in captured village:* "Now that the Gestapo is gone, we are afraid of no one . . . We are glad you're here and that the war is nearly over."

has sold 1,034,100 acres, including bombing ranges in Montana, Oregon and Iowa. It has transferred to the Navy Camp Wallace, Tex., and Plattsburg Barracks, N. Y., and seven airfields.

• Air passenger travel will increase sevenfold and air express 30-fold within five years after the end of the war, according to a survey made by Curtiss-Wright Corp. The report predicted that passenger fares will be about 3½¢ a mile, and air express 30¢ per ton-mile.

• Virtually all controls on production, except for military production to defeat Japan, will be eliminated after Germany is defeated, the WPB announced. War production will be cut 40%, which will throw about 4,000,000 workers out of their present jobs.



BOND BUYERS: These officers and men of the USS *Brooklyn* topped all other ships in the Navy in the special Independence Day bond drive. They, together with the division staff, purchased \$144,000 worth of bonds, an average of more than \$110 per man. Ninety-two percent of the crew and 96% of the officers participated. It was Brooklyn all the way: the shore station to top all others in the drive was the Navy Yard, Brooklyn, N. Y., with a total sale of \$2,307,308.

Official U. S. Navy photograph

THE WAR AT SEA

OFFICIAL REPORTS: 21 AUGUST THROUGH 20 SEPTEMBER

All Dates Local Time at Scene of Action Unless Otherwise Indicated.

21 AUGUST

Navy Department Communique No. 538

PACIFIC AND FAR EAST

1. U. S. submarines have reported sinking 19 vessels, including two combatant ships, as a result of operations against the enemy in these waters, as follows:

- 1 light cruiser
- 1 escort vessel
- 1 large tanker
- 3 medium cargo transports
- 11 medium cargo vessels
- 2 small cargo vessels

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

PEARL HARBOR, Pacific Fleet announcement—Yap Island in the western Carolines was bombed by Liberators of the 7th AAF on 19 August (West Longitude date). The airfield and adjacent installations were bombed. No attempt was made to intercept our force and anti-aircraft fire was meager.

On the same day our aircraft obtained direct hits on gun emplacements and the dock at Pagan Island and bombed Alamagan Island in the Marianas. Intense anti-aircraft fire was encountered at Pagan Island.

Nauru Island was attacked on 18 and 19 August by Ventura search planes of Group 1, Fleet Air Wing 2, hitting runways and gun positions.

In the Marshall Islands, on 19 August, Wotje and Mille Atolls were bombed and strafed by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing against light opposition.

All our aircraft returned from these operations.

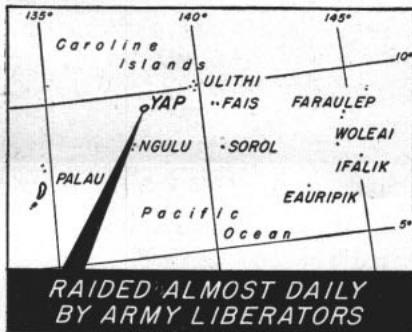
ROME, Navy communique—Considerable naval activity continued off the beachhead in the south of France. It is learned that before the island of Port-Cros surrendered, soon after midday, 17 August, enemy strong points were bombarded by the British battleship *Ramillies* and an American heavy cruiser before the white flag was hoisted.

On the same day in another area the British cruiser *Ajax*, with the destroyers *Terpischoe* and *Termagant*, covered minesweepers against shore batteries. Good progress was made in clearing mine fields through the assault area.

On 17 August near Cannes enemy batteries were silenced by cruisers and destroyers. Two British anti-aircraft cruisers, *HMS Delhi* and *Colombo*, cooperated with naval forces on the eastern flank.

On 18 August the French battleship *Lorraine* and the cruiser *Emile Bertin* bombarded the island of Porquerolles. An American cruiser with the French cruiser *Gloire* also bombarded targets on the mainland to the east of Toulon. In another area an American cruiser with *HMS Ajax* and the *Gloire* supported the advancing of the army with their gunfire.

An American cruiser and destroyer entered La Napoule Gulf to draw out the fire of enemy batteries while American destroyers engaged enemy positions in the Cannes area.



See 21-24 August.

There has been some enemy activity over the assault area, but the task of landing reinforcements and stores continues steadily.

A report received yesterday from a naval commander stated that naval aircraft from carrier forces have continued to give good service.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Celebes: Our air patrols damaged a 3,000-ton freighter and sank another of 500 tons near Manado, at the northeastern tip of the island. . . . **Ceram:** Our fighters, on sweeps over the northeast coast, destroyed or damaged a small freighter, three coastal vessels and six barges. . . . **Vogelkop:** Light naval craft sank two barges. . . . **New Ireland:** Naval patrols destroyed two barges.

Moscow, communique—In the Bay of Narva naval forces of the Red Banner Baltic Fleet sank four enemy destroyers of 1,200 tons each. Soviet ships picked up 107 German men and officers. The destroyers were built in 1942-3 and belonged to the most modern type of German vessel of this kind.

22 AUGUST

PEARL HARBOR, Pacific Fleet announcement—On 20 August (West Longitude date) two Navy Liberator search planes of Group 1, Fleet Air Wing 2, bombed two enemy ships proceeding toward Marcus Island and carried out attacks at masthead level which resulted in setting fire to a medium cargo ship left dead in the water and burning, and a small cargo ship which was noticeably slowed and left heavily smoking. One Liberator suffered minor damage from anti-aircraft fire.

On the same day Liberators of the 7th AAF bombed Yap Island, causing large fires and explosions among bivouac areas and buildings near the airfield. Anti-aircraft fire was meager.

Truk Atoll was attacked on 20 August, Liberators of the 7th AAF bombing warehouses and anti-aircraft batteries at Dublin Island and other buildings on Moen Island. Seven to nine enemy fighters intercepted. Two enemy fighters were damaged and two of our bombers were damaged. All of our planes returned.

Pagan and Rota Islands in the Marianas were bombed and strafed by our aircraft on 20 August.

Search planes of Group 1, Fleet Air Wing 2, bombed Wake Island and the airstrip at Ponape on 20 August. On the same day Mitchell medium bombers of the 7th AAF dropped 12 tons of bombs on the Ponape airstrip.

Nauru Island was attacked by Ventura search planes of Group 1, Fleet Air Wing 2, hitting runways on 20 August.

Catalina search planes of Fleet Air Wing 2 and Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing continued neutralization raids against enemy positions in the Marshalls on 20 August, hitting Maloelap, Wotje and Mille Atolls.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Philippines: Our air patrols bombed a freighter-transport off the south coast of Mindanao. . . . **Talud Islands:** Our medium units attacked coastal installations, destroying warehouses and burning small freighters. . . . **Celebes:** Our air patrols destroyed two small freighters and two coastal vessels. . . . **Ceram-Buru:** South of Ceram our air patrols bombed a 3,000-ton freighter-transport, while others destroyed two barges and damaged a small craft off the north coast. . . . **Vogelkop:** Our air patrols destroyed a coastal vessel and wrecked eight barges. A light naval craft destroyed a coastal vessel off the northwest coast.

Moscow, communique—Air reconnaissance of the Northern Fleet discovered in Varangerfjord an enemy convoy consisting of three transports, two landing barges, three destroyers, eight escort vessels, three trawlers and 12 escort motor launches. In a daring attack Soviet MTBs sank two transports, two destroyers, six patrol vessels, three trawlers and one escort motor launch.

23 AUGUST

PEARL HARBOR, Pacific Fleet announcement—A Japanese convoy consisting of three cargo ships escorted by two destroyers was attacked by two Navy search Liberators of Group 1, Fleet Air Wing 2, on 22 August (West Longitude date) near Chichi Jima, in the Bonins. A bombing attack conducted at low level resulted in sinking two of the enemy cargo ships and the third was left on fire. One Liberator was lost in this action.

Liberator bombers of the 7th AAF attacked Yap Island during daylight on 21 August, bombing bivouac areas and airfield installations. Anti-aircraft fire was meager. A single 7th AAF Liberator bombed Asor, in the Ulithi Islands, on the same day, encountering no opposition.

All of our aircraft returned.

ROME, communique—The task of landing reinforcements and stores for the advancing army continues satisfactorily. Naval aircraft, working from the carrier forces, continue to give valuable service. A report from the naval commander says that on 20 August, apart from spotting for gunfire of the forces bombarding Toulon, naval aircraft successfully attacked locomotives and motor transport. Allied minesweepers still are hard at work clearing the operational area of mines.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Philippines: Our air patrols bombed Davao and scored near misses on an 8,000-ton vessel to the south. . . . **Hal-mahera:** Reconnaissance units raided Kau village at night and sank a small freighter to the northwest. . . . **Ceram:** Our attack planes, on shipping sweeps, destroyed or damaged two small coastal craft and two barges. . . . **Flores Sea:** Our medium units, attacking enemy shipping, destroyed or damaged two small coastal craft and two barges. . . . **Vogelkop:** Our fighters destroyed seven barges and damaged many others and destroyed buildings and supplies. . . . **New Britain:** Our air patrols over the Rabaul area destroyed or damaged four barges.

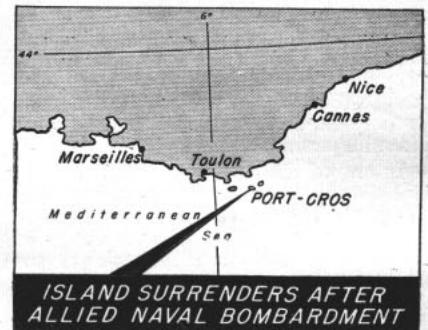
LONDON, Admiralty communique—In the course of two brisk engagements fought in the Audierne Bay, between Brest and Lorient, during the hours of darkness this morning His Majesty's ships pursued and destroyed eight enemy ships.

First contact with the enemy was made shortly after midnight when an M-class minesweeper, an escort vessel and a small supply ship were encountered. During the action which followed the supply ship was sunk and the minesweeper and escort vessel were set on fire and driven ashore.

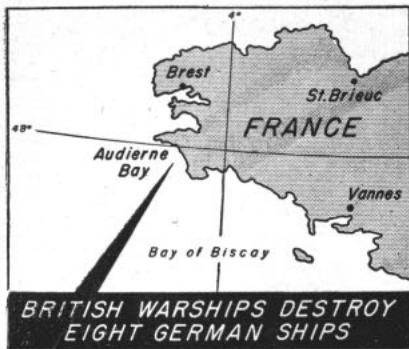
Later His Majesty's ships encountered a small convoy consisting of one medium-sized supply ship and one small supply ship. This convoy was accompanied by an M-class minesweeper and two heavily armed escort vessels. In the course of a sharp action the convoy and escorts were destroyed.

24 AUGUST

PEARL HARBOR, Pacific Fleet announcement—Paramushiru Island in the northern Kurils was bombed by Ventura



See 21 August.



See 23 August.

search planes of Fleet Air Wing 4 on 20 August (West Longitude date). Direct hits were obtained in storage areas, a small vessel offshore was sunk and another damaged. One of seven intercepting enemy fighters were shot down. Antiaircraft fire was meager and all of our aircraft returned.

Yap Island in the western Carolines was attacked by 7th AAF Liberators on 22 August. Bivouac areas and facilities near the airfields were bombed through meager antiaircraft fire.

Pagan and Rota Islands in the Marianas were attacked by our aircraft on 21 and 22 August, and Aguijan Island was hit on 22 August.

Ventura search planes of Fleet Air Wing 2 bombed Nauru Island on 21 and 22 August, concentrating on airstrips.

Neutralization raids against enemy positions in the Marshalls continue, with Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing striking at Wotje on 21 and 22 August and at Mille on 21 August.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines*: Our air patrols sank a small freighter northeast of Mindanao. . . . *Celebes*: Our air patrols destroyed or severely damaged a small freighter and three coastal vessels. . . . *Vogelkop*: Our fighters bombed and strafed enemy supply routes throughout the area. Light naval craft continued a blockade of coastal traffic.

25 AUGUST

PEARL HARBOR, *Pacific Fleet press release*—Iwo Jima in the Volcano Islands was bombed by Liberators of the 7th AAF during the night of 23-24 August (West Longitude date). Meager antiaircraft fire was encountered and there was no interception.

Pagan and Aguijan Islands in the Marianas were attacked on 23 August. Gun positions, storage facilities and buildings were bombed. Several fires were started.

Ponape Island was bombed on 23 August by Mitchell medium bombers of the 7th AAF and on 22 and 23 August Navy Ventura search planes of Group 1, Fleet Air Wing 2, attacked enemy installations at Nauru Island. A search Liberator of Fleet Air Wing 2 bombed Ponape on 22 August.

Wake Island was bombed on 22 August by a Fleet Air Wing 2 search plane, and further neutralization raids were carried out against enemy objectives in the Marshalls by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and by 7th AAF Liberators.

LONDON, *Admiralty communique*—Enemy naval vessels which attempted to break out of Le Havre early today were intercepted and engaged by light forces of the Royal Navy and the U. S. Navy. In the first of a series of running fights, U. S. light coastal craft encountered a group of E-boats off Cap d'Antifer and pursued them for 13 miles to the westward. Many hits were obtained before the enemy vessels succeeded in escaping in the darkness.

Later a force of motor torpedo boats intercepted a strongly escorted convoy and despite fierce defensive fire pressed home the attack to close range. A torpedo hit was obtained on an armed trawler which blew up. Meanwhile, U. S. light coastal craft engaged a further group of E-boats. One was severely damaged.

The action was then continued by the destroyers HMS *Retalick* and HMS *Taly-*

bont and two more E-boats were set on fire while a third was also damaged. After burning fiercely, one of the E-boats blew up and sank.

The convoy, which attempted to proceed under cover of heavy fire from shore batteries, was again attacked at close range by motor torpedo boats. In the course of the brief action one R-boat burst into flames and another R-boat was damaged and silenced.

Shortly before dawn a force of motor torpedo boats encountered a group of enemy escort vessels in the same area. A torpedo hit was scored on one of the vessels. There was a second explosion and the enemy is considered to have sunk.

All His Majesty's ships and U. S. ships returned safely to harbor, having suffered three slight casualties.

26 AUGUST

PEARL HARBOR, *Pacific Fleet press release*—Forty-seven tons of bombs were dropped on Iwo Jima in the Volcano Islands by Liberators of the 7th AAF during daylight on 24 August (West Longitude date). Three of approximately 10 intercepting enemy fighters were destroyed and one was damaged. Two Liberators were damaged. Antiaircraft fire ranged from moderate to intense.

In the Marianas, Rota Island was attacked by our aircraft on 23 August, and Pagan and Aguijan Island were bombed on 24 August. Gun positions and other defense installations were the targets.

A single 7th AAF Liberator bombed barracks on Yap Island in the western Carolinas on 24 August, encountering meager antiaircraft fire.

Nauru Island was attacked by Ventura search planes of Group 1, Fleet Air Wing 2, on 23 August, and on 24 August Venturas and 7th AAF Mitchells again heavily bombed the runways, gun positions and the town.

In the Marshalls, Corsair fighters of the 4th Marine Aircraft Wing bombed and strafed barracks and gun emplacements at Mille Atoll on 23 August.

ROME, *Navy communique*—Unloading of troops and stores continues satisfactorily. A naval bombardment was carried out on enemy positions between Marseille and Gen. After the bombardment in the Gen area a U. S. destroyer landed a small force of French troops without opposition.

Enemy guns in the Cannes area were engaged during the early morning by destroyers and numerous fires were started. In the same neighborhood units with the U. S. Navy destroyed gun emplacements and fired upon concentrations of motor transport. Pillboxes were also attacked and fires were started in an oil storage depot.

Naval aircraft continued their activity by successfully attacking enemy communications and transport.

It is reported that on 25 August HMS *Aurora* and *Sirius*, with the French battleship *Lorraine* and the French cruiser *Gloire*, were in action with enemy batteries at St. Mandrier, south of Toulon. The bombardment was most successful.

On the night of 24-25 August Allied light coastal craft operating near Genoa attacked two enemy vessels with torpedoes. One of the enemy ships was sunk and the other damaged.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes*: Our medium units in a daring mast-height attack swept enemy shipping near Manado, Japanese headquarters in Celebes. Seven medium-sized freighter-transport and a light cruiser were destroyed or severely damaged, and an estimated 40 luggers and barges caught at their moorings were badly mauled. Five of the merchantmen were seen to sink before our air force left the scene, the cruiser was ablaze from stem to stern and was believed to be sinking, and the luggers and barges were punctured with hits. In addition, a heavy bomber on patrol duty severely damaged and left burning a 4,000-ton barge tender. There was no interception and all our planes returned. . . .

Ceram: Our air patrols destroyed or severely damaged a coastal vessel and six barges. . . . *Flores Sea*: Our medium units on shipping sweeps destroyed or severely damaged two coastal vessels and a landing craft. . . . *Rabaul*: Fighters dive-bombed supply installations and destroyed or severely damaged seven barges.

LONDON, *Admiralty communique*—Further efforts by the enemy to break out of ports in northern France under cover of darkness have been frustrated by light forces of the Royal Navy and U. S. Navy.

Before dawn today the frigate HMS *Thornborough* and the French destroyer *La Combattante* intercepted and engaged a north-bound enemy convoy consisting of six gun coasters and an R-boat off Cap d'Antifer. Light coastal forces, in company with U. S. light coastal craft, joined in the action and four of the enemy gun coasters and the R-boat were sunk, and the remaining gun coasters were driven ashore.

In a further engagement His Majesty's motor torpedo boats engaged a force consisting of six E-boats and two auxiliary vessels. A number of enemy ships were damaged before they could reach temporary safety in Fecamp.

In addition to these actions in the channel His Majesty's motor torpedo boats, on an offensive patrol off the Dutch coast yesterday, encountered a number of heavily armed escort vessels to the southwest of the Hook of Holland. Torpedo hits were obtained on three of the enemy vessels, two of which blew up and sank. The third was left severely damaged.

27 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—Liberators of the 7th AAF bombed the airfield and defense installations at Iwo Jima Island in the Volcano Islands on 25 August (West Longitude date). More than 42 tons of bombs were dropped while Liberators fought off 8 to 10 enemy fighters. Two fighters were destroyed and two damaged, and several Liberators were damaged. Antiaircraft fire was intense. All of our planes returned.

A single 7th AAF Liberator bombed Yap and Woleai Islands on 25 August. There was no opposition at Woleai, and only light antiaircraft fire at Yap.

Truk Atoll was bombed by Liberators of the 7th AAF on 24 August. Sixty-four tons of bombs were dropped on defense installations. Eight enemy fighters intercepted, and one fighter was damaged.

In the Marshall Islands, Wotje and Mille were attacked on 24 August by Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing. Harassing raids were carried out during the night of 24-25 August against Wotje, Maloelap, Jaluit and Mille. On 25 August Corsairs again bombed and strafed Mille and Maloelap.

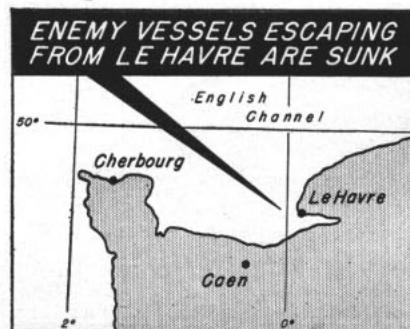
Aguijan Island in the Marianas was bombed and strafed by our aircraft on 25 August, starting several fires.

Ponape and Nauru Islands were attacked on 25 August, Ponape by Mitchell medium bombers of the 7th AAF and Nauru by Ventura search planes of Group 1, Fleet Air Wing 2.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Halmahera*: Our fighter planes, in low-level sweeps over Kaoe Bay, left a small freighter in flames. . . . *Buru*: Our air patrols destroyed or severely damaged a freighter-transport of 6,000 tons with two direct hits. . . . *Kai Islands*: Our air patrol sank a small freighter in Hoh Bay. . . . *Vogelkop*: Light naval craft sank a coastal craft south of Sorong.

28 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—Liberators of the 11th AAF and Ventura search planes of Fleet Air Wing 4 bombed Onnekotan Island in the Kurils in separate strikes on 26 August (West Longitude date). In the first raid, by Navy Venturas, buildings on the island and several small craft off-shore were bombed. Several enemy planes were air borne but did not attempt interception. Antiaircraft fire was meager.



See 25, 26 August.

In the second raid, by 11th AAF Liberators, warehouse facilities and piers were bombed. Several fires were started. All of our planes returned.

On 25 August an enemy patrol vessel was sunk near Paramushiru Island by two Mitchell bombers of the 11th AAF. Two enemy fighters attacked the Mitchells, which probably destroyed one fighter. Both of our planes returned safely.

Pagan and Almagam Islands in the Marianas were attacked by our aircraft on 26 August.

Yap and Woleai in the western Carolines were attacked by Navy Liberators of Group 1, Fleet Air Wing 2, on 26 August. Fires were started in a supply area on Woleai. On the same day a single 7th AAF Liberator bombed Yap.

Runways and gun emplacements at Nauru Island were attacked by Ventura search planes of Fleet Air Wing 2 on 25 and 26 August. Antiaircraft fire was meager.

In the Marshalls, Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing bombed Mille Atoll on 25 and 26 August. On 26 August Mille was bombed by Navy Catalina search planes, and a small motor launch near the atoll was sunk.

Jaluit Atoll was harassed by bombing during the night of 25-26 August.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes*: Our air patrols damaged three coastal vessels to the north. . . *Wewak*: Our medium units, air and naval patrols bombed enemy installations and harassed shorelines to the west.

LONDON, *Admiralty communique*—Light forces of the Royal Navy and U. S. Navy inflicted further losses on enemy shipping during offensive sweeps off the French coast early yesterday.

It was not possible to observe the full extent of the damage, but it is probable that at least four enemy ships were sunk while one was driven ashore.

The action began when eight heavily armed patrol vessels were encountered off Cap d'Antifer and engaged by our motor torpedo boats. Two of the enemy ships were torpedoed and one blew up.

A third enemy vessel was hit repeatedly and driven ashore by the destroyer HMS *Middleton*. U. S. light coastal craft then attacked, torpedoing another of the enemy forces. Finally, motor torpedo boats torpedoed two more of the enemy.

In another action off the Hook of Holland motor torpedo boats torpedoed and sank an M-class minesweeper.

In these actions there were two casualties in His Majesty's ships only.

Off Cap d'Antifer early this morning the French destroyer *La Combattante*, together with light coastal forces of the Royal Navy, encountered a convoy consisting of two medium-size supply ships strongly escorted by three armed trawlers and a number of R-boats. Both supply ships were hit and one was seen to sink, and the second is considered to have sunk.

29 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—The airfield at Iwo Jima in the Volcano Islands was bombed on 27 August (West Longitude date) by 7th AAF Liberators. Moderate antiaircraft fire was encountered. During the night of 26-27 August a single Liberator of the 7th AAF bombed Iwo Jima, encountering no opposition.

Pagan Island in the Marianas was attacked on 27 August by 7th AAF Liberators and in a separate strike on the same day was bombed and strafed by fighter planes. Buildings and gun emplace-

ments were the principal targets. Almagam Island was also bombed on 27 August.

Yap Island in the western Carolines was attacked on 27 August by a single 7th AAF Liberator. Meager antiaircraft fire was encountered.

Further neutralization raids against enemy positions in the Marshalls were conducted by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing on 27 August.

On 26 August Liberators of the 11th AAF bombed Paramushiru on the Kuril Islands, starting several fires.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes*: Our air patrols over the Manado area destroyed or severely damaged two freighters and two freighter-transports, all of about 1,000 tons each, and four smaller coastal craft. . . *Vogelkop*: Our fighter-bombers attacked small craft, installations and enemy-occupied villages in the MacCleur Gulf and Geelvink Bay areas. Three coastal craft were destroyed or severely damaged. . . *Rabaul*: Six barges were destroyed or severely damaged.

30 AUGUST

Navy Department Communique No. 539 PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 17 vessels, including two combatant ships, as a result of operations against the enemy in these waters, as follows:

- 2 destroyers
- 3 small cargo transports
- 3 medium cargo transports
- 1 medium tanker
- 6 medium cargo vessels
- 1 small cargo vessel
- 1 small tanker

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

PEARL HARBOR, *Pacific Fleet announcement*—Ventura search planes of Fleet Air Wing 4 attacked Paramushiru Island in the Kurils and several enemy vessels discovered near the island on 27 August (West Longitude date). One of the Venturas obtained a direct hit on a medium tanker, setting it afire. Another Ventura bombed a large cargo ship at Suribachi, causing a heavy explosion, while a third attacked an enemy patrol vessel. One Ventura was damaged in an engagement with three enemy fighters.

On the same day two 11th AAF Liberators sank an enemy patrol vessel and badly damaged another near Paramushiru. Neither Liberator was damaged.

During the night of 27-28 August Iwo Jima in the Volcano Islands was attacked by 7th AAF Liberators which bombed the airfield. Two enemy fighters were airborne but did not attempt interception. In a second strike on 27 August, 7th AAF Liberators attacked Pagan Island, causing fires. Fighter planes bombed and strafed Pagan on 28 August.

Nauru Island was attacked on 27 August by Ventura search planes of Group 1, Fleet Air Wing 2.

The airfields on Moen Island in Truk Atoll were bombed by 7th AAF Liberators on 28 August. Seven enemy fighters intercepted our force and damaged one Liberator, but all of our planes returned.

Mitchells of the 7th AAF attacked Ponape Island on 28 August, while Corsair fighters and Dauntless divebombers conducted further neutralization raids against Mille and Maloelap in the Marshalls on the same day.

ROME, *Navy communique*—Reporting 28 August, the naval commander off the southern coast of France said various parties of enemy troops trying to escape in boats from the occupied coast have been rounded up by naval forces and made prisoners of war.

Minesweeping activity continues in the assault area.

In the Adriatic on 28 August, in support of the Army, one of His Majesty's destroyers carried out a successful bombardment of the Pesaro area.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Amboina-Ceram*: Patrol planes hit Boula and destroyed or severely damaged two coastal craft. . . *Vogelkop*: Our fighter-bombers destroyed or severely damaged six coastal vessels and barges.

31 AUGUST

PEARL HARBOR, *Pacific Fleet Announcement*—Liberators of the 11th AAF and Ventura search planes of Fleet Air Wing 4 attacked installations at Paramushiru Island in the Kurils on the night of 27



See 31 August.

August (West Longitude date). Antiaircraft fire was meager and all our aircraft returned.

Yap and Woleai Islands in the western Carolines were bombed by a single 7th AAF Liberator on 28 and 29 August. On both days antiaircraft fire was meager.

During the night of 28-29 August 7th AAF Liberators bombed Iwo Jima in the Volcano Islands.

Pagan Island in the Marianas was bombed on the night of 28-29 August and on 29 August. Gun positions and storage facilities were hit and several fires started.

Mitchells of the 7th AAF bombed the airfield at Nauru Island on 29 August. During the preceding night Nauru was attacked by a Catalina search plane of Group 1, Fleet Air Wing 2.

Mille Atoll in the Marshalls was attacked on 29 August by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines*: Our patrol planes bombed Davao and sank a 1,000-ton freighter and a small coastal craft off the east coast of Mindanao. . . *Celebes*: Our night air patrols destroyed or severely damaged a 7,000-ton freighter-transport. The vessel was left listing heavily in shallow waters. . . *Ceram*: Patrol planes sank or severely damaged nine coastal vessels. . .

Kae Islands: Our air patrols destroyed two small freighters. . . *Vogelkop*: Our air and naval patrols, continuing their attacks on enemy communications, destroyed five barges and damaged a number of coastal craft.

1 SEPTEMBER

ROME, *Navy communique*—On 30 August British destroyers carried out a successful bombardment of enemy gun positions and transports north of Pesaro.

The naval commander off the south coast of France reports that mine clearance continues with success in recently occupied ports and approaches. It is learned that at 0800, 29 August, the unconditional surrender of the German garrison on the islands of Ratongean and Pomegues, off Marseille, was accepted by the captain of a U. S. cruiser. Ninety U. S. marines were landed in the small harbor which lies between the two islands.

Demolitions had been prepared but the charges were successfully removed and land mines were isolated.

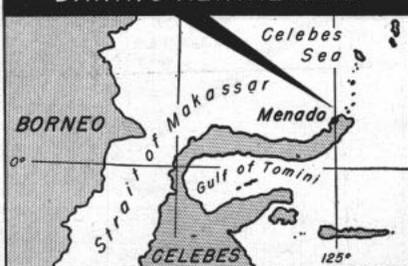
GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes*: Our night air patrols, attacking shipping in the Manado area, destroyed or seriously damaged a destroyer, two tankers and two 1,000-ton freighters. . . *Vogelkop*: Light naval craft strafed enemy positions in Geelvink Bay and on the north coast.

2 SEPTEMBER

PEARL HARBOR, *Pacific Fleet press release*—On 31 August a Navy search plane of Fleet Air Wing 2, while on a routine patrol near Iwo Jima in the Volcano Islands, sighted and attacked an enemy convoy consisting of two small cargo vessels and three sampans. One cargo vessel was sunk and the other damaged by strafing. Another Navy search plane on the same day strafed and sank a sampan near Jaluit Atoll.

Pagan Island in the Marianas was attacked on 30 and 31 August. In these attacks heavy damage was done to enemy gun emplacements and other defense installations by rocket fire, bombing and

JAP SHIPPING MAULED IN DARING AERIAL RAID



See 26 August.

strafing. On both days antiaircraft fire was meager.

A single Liberator bomber of the 7th AAF bombed Yap Island in the western Carolines on 30 and 31 August, encountering moderate antiaircraft fire.

Mille Atoll in the Marshalls was bombed on 30 August by Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing, plus 27th AAF Liberators. Gun positions and buildings were hit. Antiaircraft fire was meager.

On 30 August a lone Navy search plane of Fleet Air Wing 2 bombed Nauru, encountering no enemy antiaircraft fire.

3 SEPTEMBER

ROME, Navy communique—On 1 September a destroyer of the U. S. Navy, operating on the right flank of the Army off the south of France, successfully bombarded enemy gun positions to the southward of Monaco. There was some return fire from the shore, which was ineffective.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Molucca Sea: Our night air patrols sank or severely damaged five freighters of approximately 1,000 tons each and seven barges. . . . Vogelkop: Fighters and naval craft, maintaining their attacks on coastal areas, hit antiaircraft defenses, airdromes, small craft and motor transport. . . . New Ireland: Light naval units shelled shore positions at night.

CHUNGKING, 14th AAF communique—Interrogation of heavy bomber crews who raided Takao harbor on 31 August reveals the sinking of two 10,400-ton freighters and another of 5,600 tons. The ships were docked side by side.

South of Hong Kong B-24s sank a 1,700-ton freighter, damaged a 2,700-ton tanker and probably sank a small submarine on 1 September.

4 SEPTEMBER

U. S. Pacific Fleet Communique

Chichi Jima and Haha Jima in the Bonin Islands and Iwo Jima in the Volcano Islands were bombed and strafed by aircraft of a carrier task force on 30 and 31 August and on 1 September (West Longitude date). On 30 August and 1 September Chichi Jima and Iwo Jima were bombarded by cruisers and destroyers of the Pacific Fleet. Our aircraft dropped 196 tons of bombs in these operations, and fired 490 rockets. The following damage was inflicted on the enemy:

Ships sunk: Three small cargo ships and a landing barge at Iwo Jima. One small cargo ship southwest of Haha Jima, damaged by bombing and later sunk by a destroyer. One small tanker and six barges at Chichi Jima. One small cargo ship northwest of Chichi Jima.

Ships probably sunk: One small cargo ship and one subchaser northwest of Iwo Jima. One subchaser southwest of Chichi Jima. One subchaser at Haha Jima.

Ships damaged: Two subchasers at Iwo Jima. One subchaser and a sampan near Chichi Jima.

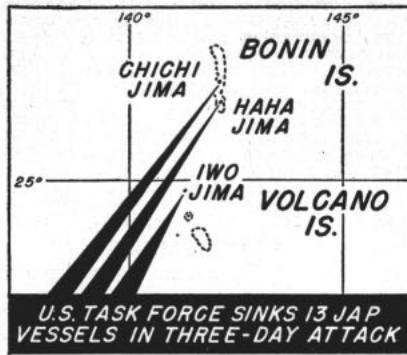
Aircraft destroyed or damaged: 10 enemy aircraft shot down near Iwo Jima. One twin-engine bomber shot down over our task force. Thirty-three enemy aircraft destroyed on the ground, 29 probably destroyed, and 10 damaged at Iwo Jima. Two seaplanes destroyed at Chichi Jima.

Damage to ground installations: Extensive damage was done to hangars, shops, warehouses, fuel dumps and antiaircraft positions by bombing and shelling during these attacks. Several antiaircraft positions were destroyed at Iwo Jima, a large warehouse was destroyed at Haha Jima, and at Chichi Jima the seaplane base was demolished.

Own damage: In these operations were lost five aircraft in combat. Our personnel casualties were one pilot and three flight personnel. There was no damage to our ships.

Cruisers and destroyers bombarded Wake Island on 3 September, and aircraft of a carrier task group bombed the island. Several coast defense guns and antiaircraft emplacements were knocked out. Extensive damage was done to other gun positions and buildings. Three small craft in the lagoon were heavily damaged. There was no opposition from enemy aircraft, and return fire from shore batteries was ineffective. We lost no aircraft, and there was no damage to our ships.

Iwo Jima was bombed by 7th AAF Liberators on 2 September. More than 95 tons of bombs were dropped on air facilities. A single enemy fighter attempted to



See 4 September.

use phosphorus bombs against our formation without effect. Intense to moderate antiaircraft fire damaged three of our planes.

Pagan Island was the target of our planes in two attacks on 1 September and one attack on 2 September. Rockets and strafing were employed in the latter two attacks and little opposition was met.

Rota Island gun emplacements, bivouac areas and air installations were bombed on 31 August, 1 and 2 September. Antiaircraft fire was meager.

Maug Island was attacked by our fighters using rockets on 2 September.

A single Liberator of the 11th AAF bombed Paramushiru in the Kurils on 31 August. No interception was encountered. A lone Mitchell bomber attacked southern Paramushiru later in the day, sinking a small cargo vessel at anchor and scoring a direct hit on docking facilities. The bomber returned undamaged.

Truk was hit with approximately 55 tons of bombs on 1 September by 7th AAF Liberators. Antiaircraft fire was meager and only one intercepting Zero was encountered.

Runways on Nauru airfield were bombed by 7th AAF Mitchells on 2 September and three of our attacking planes were damaged by meager but accurate antiaircraft fire.

Ponape airfield was hit on 1 September by 7th AAF Mitchell bombers. Antiaircraft fire was meager.

In the Marshall Islands gun positions, ammunition dumps, a radio station and personnel areas on Mille, Wotje and Maloelap Atolls were bombed and strafed by Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing. Sixty-three tons of bombs were dropped. Antiaircraft fire ranged from meager to moderate.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Celebes: Our air patrols destroyed a 1,000-ton freighter-transport. . . . Ceram-Buru: Patrol planes damaged several small craft and coastal installations. . . . Vogelkop: Patrolling planes in low-level attacks destroyed or damaged numerous small craft. . . . Palau: Our patrol planes harassed coastal barge traffic to the northeast. . . . Bougainville: Light naval units shelled shore positions on the east coast.

5 SEPTEMBER

ROME, Navy communique—In supporting the advance of the Army on the east coast of Italy, HMS *Loyal* and *Urchin* bombarded enemy batteries, transport and troop movements in the Rimini area. More than 800 rounds were fired and all targets were well covered. There was some retaliation from an enemy battery, which was engaged in return by both ships until its activity was neutralized.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Philippines: Our air patrols covering the Mindanao area by day and night, sank or severely damaged 12 freighters and continued neutralization of the Davao airdromes. . . . Talaud: Our night air patrols destroyed or severely damaged a freighter in Bu Bay. . . . Celebes: Our air patrols sank a 3,000-ton transport and a 1,000-ton freighter. Two barges and three coastal craft were sunk or severely damaged. . . . Halmahera: Our medium units bombed and strafed supply installations and sank a freighter off the jetty. . . . Vogelkop: Air and naval patrols blockading the coast lines destroyed or severely damaged nine barges.

LONDON, Admiralty communique—Naval

aircraft operating from carriers carried out several strikes over a period of days against the German battleship *Admiral Von Tirpitz* in Alten Fjord in northern Norway and against subsidiary targets in the Hammerfest area.

The *Tirpitz* was attacked with bombs of large and medium size. Some hits were claimed, but owing to smoke screens employed by the enemy it was not possible to observe the results on any occasion.

During the course of the attacks on enemy shipping an antiaircraft vessel was seen to blow up and a destroyer and tanker were set on fire. Damage was inflicted on at least 16 other enemy vessels, which included three destroyers, a U-boat, a U-boat depot ship, two armed trawlers and a large supply ship.

The Board of Admiralty regrets to announce that in the course of these extensive operations the frigate HMS *Bickerton* was torpedoed and sunk. Eleven naval aircraft were lost.

6 SEPTEMBER

Navy Department Communique No. 540

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

2. The next of kin of personnel in the *Robalo* have been so notified.

PEARL HARBOR, Pacific Fleet announcement—The airfield at Iwo Jima in the Volcano Islands was bombed by Liberators of the 7th AAF on 4 September (West Longitude date). Two enemy fighters were in the air but made no attempt at interception. Antiaircraft fire was moderate. A single Liberator bombed Iwo Jima during the night of 3-4 September.

Pagan Island was attacked by our aircraft on 2, 3 and 4 September. Gun positions were strafed and subjected to rocket fire. Antiaircraft fire was meager. The airstrip at Rota Island was bombed on 3 September.

Marcus Island was attacked by 7th AAF Liberators on 3-4 September. On 3 September a building apparently used for ammunition storage was hit and destroyed. Antiaircraft fire was intense.

A Liberator search plane of Group 1, Fleet Air Wing 2, intercepted and shot down an enemy transport plane near Iwo Jima on 4 September. A medium bomber escorting the transport managed to escape.

Yap Island was the target of attacks on 2, 3 and 4 September by a single 7th AAF Liberator. Airfield installations and bivouac areas were bombed. Antiaircraft fire was moderate.

Further neutralization raids against enemy positions in the Marshalls were conducted on 4 September by 7th AAF Liberators and Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing.

ROME, Navy communique—It is reported that on 3 September a cruiser of the U. S. Navy and destroyers bombarded enemy batteries in the Monte Carlo area. On 4 September the small German garrison fled from Monaco to the hills after destroying the defenses. Various enemy batteries in the neighborhood are still active, and on 4 September one of them opened ineffectual fire on ships operating off the coast.

Yesterday, while supporting the 8th Army on the Adriatic coast near Rimini, His Majesty's ships *Undine* and *Urchin* fired more than 600 rounds at enemy batteries and gun positions. The results were successful, direct hits being obtained and vital batteries being silenced. There was some ineffectual return fire from the shore.

Our minesweepers are at work in the same area.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Philippines: Our night air patrols over Davao Gulf sank a 1,000-ton freighter. . . . Celebes: Our air patrols sank or seriously damaged 13 barges and small vessels loaded with troops along Menado coast. . . . Halmahera: Our night patrols destroyed a 1,000-ton freighter and left a 4,000-ton freighter listing and probably sinking after direct hits. Six small freighters and 13 barges also were destroyed or damaged in Wasile Bay. . . . Amboina: Our night patrols attacked and drove ashore a 1,000-ton freighter and sank a coastal vessel.

7 SEPTEMBER

PEARL HARBOR, Pacific Fleet announcement—The Palau Islands were swept in

force by fighter planes of a carrier task group on 5 September (West Longitude date). There were no enemy planes in the air. Several aircraft on the ground were set afire by strafing.

Defense installations, including anti-aircraft emplacements and warehouses, were heavily strafed. An ammunition and fuel dump on Babelthup Island were destroyed. Seventeen small craft were left burning as a result of strafing.

Venturas of Fleet Air Wing 4 bombed Paramushiru and Onnekotai in the Kurils on 5 September. Landing barges and patrol craft were strafed.

On 6 September the airfield at Iwo Jima was bombed by Liberators of the 7th AAF, encountering moderate to intense anti-aircraft fire. 7th AAF Liberators bombed Marcus Island on 6 September. Moderate anti-aircraft fire damaged one bomber.

Nauru Island was attacked by 7th AAF Mitchells on 5 September. Airfields and gun positions were hit. Moderate anti-aircraft fire was encountered.

Anti-aircraft positions on Pagan Island were subjected to rocket fire and strafing on 6 September.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC — *Philippines*: Our night air patrols continued neutralization of Sasu airdrome and sank three small freighters. . . . *Vogelkop*: Thirty-eight tons of explosives were dropped, starting fuel fires and wrecking four barges.

8 SEPTEMBER

PEARL HARBOR, *Pacific Fleet press release*—Carrier aircraft bombed and strafed Yap and Ulithi in the western Carolines on 5, 6 and 7 September. Our aircraft dropped 110 tons of bombs and fired numerous rockets, destroying the radio cable station, anti-aircraft positions, buildings and storage dumps. No airborne enemy aircraft were encountered and anti-aircraft fire was meager. Our personnel casualties were three pilots and one air crewman. There was no damage to any of our ships.

Pagan and Aguijan in the Marianas were attacked by our aircraft on 6 September. Both islands were strafed. Rockets were launched against gun emplacements and other installations at Pagan where moderate anti-aircraft fire was encountered.

Liberators of the 7th AAF bombed Marcus Island on 6 September, experiencing moderate anti-aircraft fire. Explosions were observed and several fires were started.

On the same day further neutralization raids were carried out against enemy bases in the Marshalls. Corsair and Dauntless planes of the 4th Marine Aircraft Wing bombed radio facilities and gun positions at Mille. No anti-aircraft fire was encountered. Corsairs also bombed Wotje. Numerous fires were started. There was no anti-aircraft fire.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC — *Philippines*: Our night air patrols bombed Matina airdrome, Davao, and destroyed or heavily damaged two naval auxiliaries near Zamboanga on the southwest tip of Mindanao. . . . *Ceram*: Night patrol planes on the south coast sank or damaged three coastal craft. . . . *Kei Islands*: Our fighters destroyed or severely damaged a coastal vessel, five barges and seven small craft.

CHUNGKING, *14th AAF communique*—In a sea sweep off Formosa Island 6 September B-24s of the 14th AAF sank a 5,600-ton freighter and two of 1,200 tons 15 miles west of Takao harbor.

9 SEPTEMBER

PEARL HARBOR, *Pacific Fleet press release*—Cruisers and destroyers of the Pacific Fleet shelled the Palau Islands on 6 September. The naval bombardment destroyed and damaged numerous buildings and defense installations. Many large fires were started on Angaur, the southernmost island in the group, and carrier-based planes scored direct hits on supply facilities. There was meager anti-aircraft fire.

Bomb hits were made on communication facilities at Peleliu Island. Numerous large fires were started at Koror, and a radio station and fuel dump were hit on Arakabesan Island. There was no damage to our surface ships.

Liberators of the 7th AAF bombed airfields and installations at Iwo Jima in the Volcano Islands on 6 and 7 September. Several fires were started. Anti-aircraft fire was moderate. Of the enemy fighters airborne on 7 September, one was probably destroyed.

On 7 September, Liberators of the 7th AAF attacked Chichi Jima in the Bonin Islands, damaging an enemy cargo ship in the harbor. On the same day Pagan Island in the Marianas was attacked with rocket and machine-gun fire.

Army Liberators bombed Moen airfields in the Truk Atoll on 6 September. Moderate anti-aircraft fire was encountered.

Corsair fighters of the 4th Marine Aircraft Wing continued their attacks on remaining positions in the Marshalls on 7 September. A second Navy search plane bombed Nauru on the same day.

10 SEPTEMBER

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC — *Philippines*: Our daylight-patrol planes destroyed or heavily damaged a coastal vessel and two small freighters in Davao Gulf. . . . *Celebes*: Night patrol planes damaged a small freighter and several coastal craft. . . . *Ceram-Buru*: Air patrols severely damaged three coastal vessels. . . . *Vogelkop*: Light naval craft and fighter-bombers supported amphibious patrols conducting mopping-up operations on Supiori Island, northwest of Biak.

CHUNGKING, *14th AAF communique*—B-24s of the 14th AAF attacked and sank three 5,600- and one 1,200-ton enemy freighters in the South China Sea the night of 7 September. Heavy bombers on 8 September, operating southeast of Hong Kong, sank an enemy destroyer and a 1,000-ton sail vessel.

11 SEPTEMBER

Navy Department Communique No. 541

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of nine vessels, including three combatant ships, as a result of operations against the enemy in these waters, as follows:

- 1 destroyer
- 1 escort vessel
- 1 gunboat
- 2 medium cargo vessels
- 1 small cargo vessel
- 1 medium cargo transport
- 2 small tankers

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

U. S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet struck at enemy airfields and other military objectives at Mindanao Island in the Philippines on 8 September (West Longitude date).

The airfields at Del Monte, Valencia, Cagayan, Buayan and Davao were bombed and strafed. In these attacks, two enemy aircraft were encountered near our carriers, five were encountered near Cagayan and one over Davao. All were shot down. Approximately 60 enemy aircraft were destroyed on the ground. Barracks, warehouses and hangars were hit at the several airdromes attacked. Enemy waterfront installations at Matina, Cagayan and Surigao were also bombed.

A convoy was discovered off Hinatuan Bay consisting of 32 loaded coastal cargo ships and 20 sampans. This convoy was

brought under attack by Pacific Fleet cruisers, destroyers and carrier aircraft, and all of the enemy ships were destroyed.

In addition, enemy ships found in Sarangani Bay and Davao Gulf and near Cagayan and Surigao were attacked, resulting in the sinking or probable sinking of 16 small cargo ships, one medium cargo ship and patrol craft, and many sampans and setting fire to two small cargo ships, and at least 17 sampans.

Our aircraft losses in the operations were very light. There was no damage to our surface ships.

More than 80 tons of bombs were dropped and numerous rockets fired by carrier aircraft in attacking the Palau Islands on 9 September. Anti-aircraft emplacements and other defense installations were attacked on Angaur, Peleliu, and Koror Islands. Numerous fires were started at Koror. A destroyer and a cargo ship, believed to have been heavily damaged in previous raids, were attacked again. We lost seven flight personnel in these attacks.

Three Liberators of the 11th AAF bombed Paramushiru Island in the Kurils on 9 September and Liberator search planes of Fleet Air Wing 4 attacked the island again before dawn on 10 September. In the first attack several enemy fighters attempted unsuccessfully to intercept our force, and one fighter was damaged. A convoy discovered under way near Paramushiru was bombed by 11th AAF Mitchells on 9 September.

Four runways and air facilities at Iwo Jima in the Volcano Islands were hit by 37 tons of bombs by 7th AAF Liberators on 9 September. Anti-aircraft fire was moderate to intense. Seven to 10 enemy fighters intercepted. Of this group five or six were destroyed, one probably destroyed and one damaged. Three Liberators were damaged.

On 8 September a single Liberator bombed the airfield at Iwo Jima while a Navy search plane bombed and strafed a small tanker west of Iwo Jima, leaving it aflame and probably sinking.

A single plane bombed Pagan on 8 September while fighter planes attacked Rota on 9 September. There was no interception at either place.

7th AAF Mitchells bombed the airfield and defense installations at Ponape on 8 September. Anti-aircraft fire ranged from intense to meager. 7th AAF Liberators hit the airstrip and anti-aircraft gun positions on Nauru the following day.

Further neutralization raids were carried out against enemy-held positions in the Marshalls on 8 and 9 September. Liberators of the 7th AAF and Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing hit gun positions, ammunition dumps and bivouac areas on Wotje, Mille and Jaluit.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines*: Our night air patrols encountered a 10,000-ton tanker south of Zamboanga, secured several direct hits and destroyed it. . . . *Celebes*: Fighters attacked shipping in Amurang Bay, destroying a 1,200-ton freighter-transport and a coastal vessel. . . . *Timor*: Our air patrols bombed enemy installations at Cape Chater and Dill and destroyed a barge to the west.

12 SEPTEMBER

Navy Department Communique No. 542

1. The submarine USS *Gudgeon* is overdue from patrol and presumed lost.
2. The next of kin of casualties have been informed.

PEARL HARBOR, *Pacific Fleet announcement*—Carrier aircraft of the Pacific Fleet attacked enemy defenses in the Palau Islands on 10 and 11 September (West Longitude dates).

On 11 September the islands were shelled by battleships and cruisers. One hundred and twenty tons of bombs were dropped by aircraft on buildings, gun positions and coastal defenses at Babelthup, Peleliu and Angaur Islands. On 10 September a small cargo ship near the islands was sunk by bombing and strafing, and another was damaged. More than 150 rockets were fired at defensive positions during the two days, and numerous ground installations were strafed.

A single plane bombed Iwo Jima on the night of 10 September.

Pagan Island was a target for our aircraft on 10 September. Rockets were launched at buildings and gun emplacements. Anti-aircraft fire ranged from meager to intense.

U.S. WARSHIPS, CARRIER PLANES DESTROY JAP CONVOY OF 52 VESSELS



See 11 September.

Seventy-two tons of bombs were dropped on Truk by Liberators of the 7th AAF on 10 September. Five or six enemy aircraft attempted interception. One enemy aircraft was destroyed and one was damaged. Antiaircraft fire varied from meager to intense. Minor damage was inflicted on three Liberators.

On the same day enemy-held positions in the Marshalls were subjected to further neutralization raids. Corsairs of the 4th Marine Aircraft Wing bombed bivouac areas on Jaluit and Maloelap Atolls. Corsairs and Dauntless divebombers attacked Mille, encountering moderate antiaircraft fire.

ROME, Navy communique—Bombardments on the east coast of Italy in support of the Army in the Rimini area are being continued by units of His Majesty's Navy. The results were reported as excellent. Nearly 600 rounds were fired by the destroyers *Loyal* and *Undine* on 10 September at gun positions and field batteries. There was an accurate return of the fire from shore but our ships suffered neither casualties nor damage.

The naval commander off the south coast of France reports that naval gunfire in support of the right flank of the Army in the Menton area continued on 9 September. Firing nearly 1,400 rounds during the day, the U. S. destroyers *Hilary Peter Jones* and *Madison* broke up counterattacks, killing many enemy troops and knocking out tanks. Later, they delivered harassing fire against enemy-machine gun nests and other installations.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Philippines: Our night air patrols covering the Zamboanga area scored direct hits on two merchant vessels of 7,000 tons each . . . *Wewak*: Air patrols swept coastlines to the west, damaging barges.

13 SEPTEMBER

U. S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet shot down more than 50 enemy aircraft and destroyed more than 150 on the ground in a day-long attack against Cebu, Negros and Panay Islands, in the Philippines, on 11 September (West Longitude date).

Preliminary reports are fragmentary but it is indicated that air operations are continuing against strong enemy opposition. Several cargo ships and numerous smaller craft were sunk in the initial attacks.

Paramushiru, in the Kuril Islands, was bombed and strafed by search planes of Fleet Air Wing 4 on 10 September. Waterfront installations along the southeast coast were the principal targets and several fires were started. Each of two medium cargo ships discovered near Paramushiru suffered a direct bomb hit and both were strafed. Strafing attacks were also delivered to a number of small craft offshore.

On the same day a Navy search plane bombed Shimushu Island and another search plane shot down an enemy fighter east of Onnekotan Island.

On 11 September 11th AAF Mitchells bombed and strafed a number of vessels in the harbor of Shimushu, sinking one medium cargo vessel and four small cargo vessels. Two other small cargo vessels were damaged. Seven enemy fighters intercepted our planes and inflicted minor damage on one Mitchell, but all returned safely.

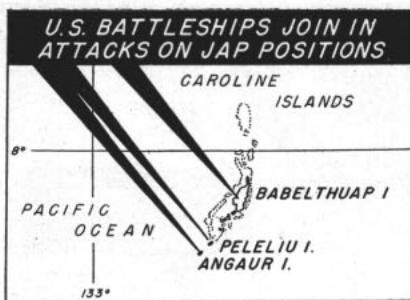
On the same day Venturas of Fleet Air Wing 4 bombed and strafed Paramushiru, Araitō and Onnekotan, setting fires to docks and warehouses.

Liberators of the 7th AAF dropped 26 tons of bombs on airfields at Iwo Jima, in the Volcano Islands, on 10 September. Large fires were started. One of four intercepting enemy fighters was destroyed. Antiaircraft fire damaged two Liberators.

On 11 September a lone Navy Catalina bombed an ammunition dump on Nauru Island, and Corsairs of the 4th Marine Aircraft Wing hit the storage and magazine areas at Jaluit.

Pagan Island, in the Marianas, was attacked on 11 September by 7th AAF Thunderbolts using bombs and rockets. Gun positions and buildings were hit.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Celebes: Air patrols sank a 2,000-ton freighter and forced a 4,000-ton vessel to be beached after a direct hit and a near miss . . . Ceram: Night air patrols sank or seriously damaged a 3,000-ton vessel, two small freighters and one large barge . . . Key Islands: Our fighters on coastal sweeps attacked small craft . . .



See 12 September.

14 SEPTEMBER

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet swept the central Philippines and inflicted crippling damage to enemy air forces, shipping and ground installations during a three-day strike, 11-13 September (West Longitude date).

More complete information shows that the following damage was done to the enemy on Panay, Cebu, Negros and Leyte Islands:

Aircraft destroyed: 156 shot down in combat and 277 destroyed on the ground. This is a revision of planes previously announced lost by the enemy in the central Philippines. As of sundown, 13 September: 501 enemy aircraft had been destroyed in the Philippines by our carrier aircraft.

Ships sunk: Two large cargo vessels, one medium transport, two destroyer escorts, 35 ships.

Ships damaged: Five cargo vessels, one medium oiler, 36 small ships, two motor torpedo boats, many sampans. These ship losses are in addition to those previously reported.

Damage to ground installations: Several airfields were bombed and strafed by our planes. Oil storage facilities, ammunition dumps, warehouses, barracks and buildings were set afire.

Enemy air opposition the first day was considerable and was reinforced during the first night so that its strength on the second day was also formidable. Enemy planes rose to intercept our aircraft, but no attempts were made to attack our surface ships. On the third day enemy airpower was non-existent and antiaircraft fire was meager. Our losses in planes and flight personnel were relatively light.

Carrier aircraft bombed enemy positions at Angaur, Peleliu and Ngeesebus Islands in the Palau group on 12 September with 90 tons of bombs and 165 rockets. Damage was inflicted on coastal gun positions, warehouses and a lighthouse at Angaur.

On 12 September Navy search planes of Fleet Air Wing 2 attacked and damaged a large sampan and two large troop-laden landing craft near Iwo Jima in the Volcano Islands.

Pagan Island was bombed twice on 12 September, one attack being made by a Thunderbolt of the 7th AAF, the other by a Liberator. Buildings and gun positions were hit. There was no antiaircraft fire.

A single Liberator of the 7th AAF bombed buildings on Marcus Island on 11 September. The plane, which returned, was damaged by antiaircraft fire. Other 7th AAF Liberators bombed Marcus Island on 12 September.

Mitchell bombers of the 7th AAF new through meager antiaircraft fire to bomb Nauru on 12 September.

The 4th Marine aircraft Wing sent Corsairs and Dauntless divebombers over Wotje on 11 September and again on 12 September to bomb gun positions and communications facilities. Dauntless divebombers struck at Mille on 11 September, hitting bivouac areas. Meager antiaircraft fire was encountered at both targets.

ROME, Navy communique—On the night of 12-13 September destroyers operating in the Aegean sank an enemy convoy consisting of several vessels escorted by two small armed ships.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Celebes: One of our reconnaissance planes sank a coastal vessel off the east coast . . . Ceram-Buru: Air patrols along the coasts destroyed or damaged a 1,000-ton freighter and three coastal vessels . . . Kei Islands: Our fighters destroyed a number of small craft . . .

New Ireland: Our air and naval patrols bombarded enemy shore positions.

15 SEPTEMBER

U. S. Pacific Fleet Communique

U. S. Army and Marine assault troops established beachheads in the Palau Islands on 14 September (West Longitude date) with the support of carrier aircraft and surface combat ships of the Third Fleet, under the command of Admiral Halsey.

Enemy defenses are being heavily bombed and shelled at close range.

Amphibious operations against the Palau Islands are being directed by Vice Admiral T. S. Wilkinson, USN, commander of the 3rd Amphibious Force.

Expeditionary troops are commanded by Maj. Gen. Julian C. Smith, USMC.

Landings are continuing against stiff ground opposition.

ALLIED HEADQUARTERS IN NEW GUINEA—We have landed in the Halmaheras, 300 miles beyond New Guinea. Our ground forces, under cover of naval and air bombardment, seized beachheads on the island of Morotai, most northern of the Halmaheras group.

The point of landing was unexpected, the enemy having anticipated it in the lower parts of the islands, where he had accumulated very strong forces in heavily defended positions.

In by-passing these forces and landing farther to the north he was taken by surprise and his initial resistance is being rapidly overcome. Our ground losses up to the present time have been very light and we have had no naval or air losses.

The Halmahera-Philippines line has now been penetrated and the enemy conquests to the south are imperiled by threat of envelopment. This would cut off and isolate the enemy garrisons in the East Indies, estimated at about 200,000 men and comprised the 16th and 19th Japanese armies, and would sever the vital supplies to the Japanese mainland of oil and other war essentials.

ROME, Navy communique—Allied light coastal forces encountered four German "F" lighters in the Gulf of Genoa. Attacks were carried out at short range, with the result that three lighters blew up and the fourth was left on fire.

16 SEPTEMBER

U. S. Pacific Fleet Communique

During 15 September (West Longitude date) U.S. Marines made some additional gains against strong opposition on Peleliu Island and captured the airfield at the southern end. The enemy has launched several strong counter attacks against our positions, but has been thrown back each time. An attack begun by our forces on the early morning of 15 September, preceded by aerial bombing and naval gunfire, resulted in steady advances through well-organized defenses in depth. This attack was supported by artillery, tanks, naval gunfire and bombing. Several enemy tanks were reported destroyed. Our troops had counted more than 1,400 enemy dead by nightfall on 15 September. Severe fighting continues.

Carrier aircraft continued to give close support to our ground forces throughout 15 September. Enemy troop concentrations, gun positions and supplies were bombed. Carrier planes also bombed airfield installations at Babelthuap, the northernmost island in the Palau group. Several fires were started by strafing.

Seventy-two tons of bombs were dropped on Dublon and Moen in the Truk Atoll by Liberators of the 7th AAF on 14 September. Five enemy planes intercepted our force and one Liberator was damaged. The enemy planes were driven off with probable damage to one. Antiaircraft fire was meager. On the same day Mitchell bombers of the 7th AAF bombed Ponape Island in the Carolines.

Paramushiru in the Kurils was bombed by 11th AAF Liberators at night on 12 September. Antiaircraft fire was meager and all of our planes returned. Venturas of Fleet Air Wing 4 attacked Paramushiru on 14 September, setting fire to several buildings. Intercepting enemy aircraft damaged one Ventura. Two of the interceptors were probably damaged. All of our planes returned.

Pagan Island was attacked on 14 September by Thunderbolts of the 7th AAF. Gun emplacements were hit with rockets and strafed. One plane was damaged by antiaircraft fire.

Gun emplacements at Wotje Atoll were bombed on 14 September by Corsairs of

the 4th Marine Aircraft Wing. Meager antiaircraft fire was encountered.

A single search plane of Fleet Air Wing 2 strafed and damaged two enemy sailboats at Lemotrek Island, east of Woleai, on 14 September. Another search plane of Fleet Air Wing 2 on routine patrol near Iwo Jima on 14 September sighted two large landing craft escorted by a fighter plane. Both landing craft were strafed and the enemy plane was shot down.

ROME, Navy communique—On the night of 13 September Allied light naval forces on patrol in the Gulf of Genoa encountered a large group of German "F" lighters, our ships attacked and a heavy explosion was heard.

When the patrol closed to finish off the enemy they discovered they were faced with two enemy destroyers. The Allied force passed between the destroyers, one of which was hit by a torpedo and left sinking by the stern and burning fiercely.

The patrol was heavily engaged by the destroyers and "F" lighters and was able to withdraw without damage, leaving the enemy to carry on "spirited gun action among themselves." Several hits were observed.

17 SEPTEMBER

U. S. Pacific Fleet Communique

U.S. Army assault troops established beachheads on Angaur Island, the southernmost of the Palau Islands, on 16 September (West Longitude date).

Carrier-based aircraft of the Pacific Fleet heavily bombed the island prior to the landings, and cruisers and destroyers took enemy positions under deliberate fire.

The initial landings were made by troops of the 81st Infantry Division, commanded by Maj. Gen. Paul J. Mueller, USA. The ships in direct support are commanded by Rear Admiral W.H.P. Blandy, USN.

All initial objectives have been gained against resistance which so far has been relatively light.

U. S. Pacific Fleet Communique

The 1st Marine Division continued to encounter heavy opposition on Peleliu Island during 16 September (West Longitude date), but extended the area under their control in the southwestern peninsula and moved ahead in a northerly direction approximately a third of a mile. Our attack was preceded by bombing and naval gunfire. The enemy is using artillery and mortars in considerable numbers against our positions, although many have been destroyed by bombing and counter-battery fire.

On Angaur Island troops of the 81st Infantry Division have joined the beachheads established on the north and north-east sectors of the island, and have pushed inland more than 1,000 yards against light opposition. The northeast third of Angaur is now in our hands.

Iwo Jima in the Volcano Islands was bombed on 14 September by a single Liberator of the 7th AAF and Liberators in great number on 15 September. In the latter attack the airstrips and surrounding areas were bombed, causing large explosions and starting fires. Four enemy planes attempted interception without success. There was moderate antiaircraft fire, which did no damage.

Pagan Island in the Marianas was attacked twice on 15 September by the 7th AAF. Liberators attacked early in the day followed by Thunderbolts which launched rockets and strafed gun positions and the runway. There was meager antiaircraft fire.

There were two attacks against Rota on 14 September. In the afternoon Corsairs of the 4th Marine Aircraft Wing strafed gun positions and Navy Hellcat fighter planes strafed the airfield at night. Rota was again visited by Corsairs of the 4th Marine Aircraft Wing on 15 September. The runway and gun emplacements were bombed and strafed.

Gun positions and the airfield at Ponape were bombed on 14 September by 7th AAF Mitchells.

On 15 September a single AAF Liberator bombed Marcus Island.

The same day Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing dropped six tons of bombs on Wotje. One of our planes was shot down. The crew was rescued. Corsairs again bombed Wotje on 16 September.

A lone Catalina search plane of Fleet Air Wing 2 attacked Nauru on the night of 16 September.



See 13-17 September.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—Halmahera: Consolidation of our positions and airdrome construction continue without opposition. . . . Ceram: Our attack planes and fighters bombed Bula airdrome and swept the coast lines destroying or seriously damaging five barges and three coastal craft. . . . Celebes: Night air patrols damaged a 3,000-ton freighter-transport in Manado harbor. . . . Banda Sea: Air patrols destroyed or seriously damaged two barges and two coastal vessels. . . . Vogelkop: Light naval craft sank two barges and strafed an enemy camp on the north coast.

18 SEPTEMBER

U. S. Pacific Fleet Communique

During the night of 16-17 September (West Longitude date) the enemy counter-attacked the western flank of our forward lines on Peleliu Island, but was thrown back.

An attack launched by the 1st Marine Division in the early morning of 17 September resulted in further gains to the north, and the occupation of Asias town. Meantime, mopping-up operations in the southern sector progressed and Ngarmoked Island, off the southern tip of Peleliu, was captured.

Two enemy aircraft bombed our positions on 17 September, but caused no casualties. Seabees are at work rebuilding the Peleliu airfield. Heavy fighting continues.

On Angaur several enemy counter-attacks have been repulsed and good progress has been made by the 81st Infantry Division. The northern half of the island, excepting some strong points along the western shore, is under our control.

Through 17 September our forces had wiped out 5,495 enemy troops on Peleliu and 48 on Angaur.

Moscow, communique—On 16 September aircraft of the Red Banner Baltic Fleet carried out a raid on the port of Lipaja (Libau) and bombed enemy shipping in the port. Three enemy supply ships totaling 12,000 tons and three German submarines were sunk. In addition, two large supply ships and a floating dock were damaged.

19 SEPTEMBER

Navy Department Communique No. 543

CENTRAL PACIFIC

1. The USS Perry (DMS-17) was sunk as the result of enemy action during the present operation in the Palau Islands.
2. The next of kin of casualties (which were small) have been informed.

Navy Department Communique No. 544

PACIFIC AND FAR EAST

1. U.S. submarines have reported the sinking of 29 vessels, including three combatant ships, as a result of operations against the enemy in these waters, as follows:

- 2 destroyers
- 1 large cargo transport
- 11 medium cargo vessels
- 1 escort vessel
- 3 medium tankers
- 2 medium cargo transports
- 9 small cargo ships

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

Navy Department Communique No. 545

1. The submarine USS Flier was lost in recent operations against the enemy.
2. The next of kin of officers and crew have been informed.

ALLIED HEADQUARTERS, NEW GUINEA—Halmahera: Our carrier-based planes swept airdromes and shores of Wasile Bay. Thirteen barges were wrecked, three enemy planes destroyed and many grounded aircraft were destroyed or severely damaged. . . . Celebes: Night air patrols sank an 8,000-ton freighter-transport off Kendari and started large fires in Manado. . . . Banda Sea: Medium and fighter planes swept the coastline in the Aru, Kei and Tenimber Islands, bombing enemy-occupied villages and severely damaging six small craft and one barge. . . . New Ireland: Light naval units destroyed two barges. . . . New Britain: Patrol planes destroyed two barges and started fires.

20 SEPTEMBER

U. S. Pacific Fleet Communique

1. During the afternoon of 19 September (west longitude date) organized enemy resistance ceased on Angaur Island. The 81st Infantry Division is proceeding with mopping-up operations.

2. Shore installations and bivouac areas in Chichi Jima in the Bonin Islands were bombed by 7th AAF Liberators on 18 September. A direct hit and two near misses were obtained in attacking a medium cargo vessel at anchor in Futami harbor, and numerous barges were bombed. The cargo ship was left burning and eight to ten barges were destroyed. Antiaircraft fire was meagre.

3. Pagan Island in the Marianas was bombed and strafed by Thunderbolts of the 7th AAF on 18 September. Antiaircraft emplacements and storage facilities were the principal targets, and several fires were started.

4. Marcus Island was attacked by 7th AAF Liberators on the same day, and 7th AAF Mitchells bombed Ponape Island, hitting gun positions and the airstrip in the latter attack.

5. Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing bombed Wotje Atoll in the Marshalls on 18 September, dropping 27 tons on barracks.

6. All of our aircraft returned from the foregoing missions.

ROME, Naval communique.—It is reported from the south of France that on 17 September the U. S. destroyers Edison and Hilary Peter Jones carried out successful bombardments of enemy targets on the right flank of the army in the area between Ventimiglia and San Remo. Enemy light coastal craft in San Remo were heavily fired upon and there was a large explosion in the quay.

The attack on San Remo was continued by the Hilary Peter Jones on 18 September with most successful results. One ship alongside the mole was set on fire and exploded with an ammunition dump on the sea wall. Twelve smaller craft, some of them resembling motor torpedobombs, were set on fire and detonated violently. One small coaster was set on fire and the target damaged by a direct hit.

Fuel storage tanks were ignited and left blazing. From the violence of the explosion considerable quantities of ammunition stored in the port area appear to have been destroyed. It is reported that all the formerly serviceable craft in the port have now been sunk.

It is reported from the Aegean that the harbor at Melos was again successfully bombarded by HMS Aurora on 17 September. On the same day naval aircraft from an escort carrier force attacked enemy transport in Crete, destroying eleven motor vehicles and damaging others.

On 18 September the Aurora, with the destroyer Terpsichore, bombarded an enemy wireless station at Melos and obtained direct hits. Continuing operations against transport in Crete, naval aircraft destroyed twenty-five motor vehicles including three staff cars. All our aircraft returned safely.

Crete is now being closely blockaded to prevent the escape of the enemy garrison.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Marine Pilot and Private Awarded Medal of Honor

A Marine fighter pilot who shot down 25 Jap planes in the South Pacific and a Marine private, first class, who hurled himself on a live grenade to save three comrades, have been awarded the Medal of Honor posthumously.



Lt. Hanson

First Lt. Robert M. Hanson, USMC, of Newtonville, Mass., was killed on 3 Feb. 1944 when his plane crashed into the sea near Rabaul. Known as "Butcher-ing Bob," he was famous for one shooting spree in which he downed 20 enemy planes in six consecutive flying days. On 1 Nov. 1943 he boldly attacked six torpedo bombers over Bougainville, brought down one and forced the others to jettison their bombs. On 24 January, he shot down four Zeros and probably a fifth before they could attack our bombers.

The other Medal of Honor winner, Pfc. Richard B. Anderson, USMC, of Port Angeles, Wash., was in a shell crater preparing to throw a grenade at an enemy position when it slipped from his hands. He hurled himself upon the grenade to save his three buddies, and later died of his wounds. Anderson was the fourth marine to be awarded the Medal of Honor for throwing himself on a grenade to protect his comrades.



Pfc. Anderson



NAVY CROSS

★ Rear Admiral Alfred E. Montgomery, USN, Piedmont, Calif.: As officer in tactical command of a carrier task group near Saipan on 21 February 1944, he maneuvered his group in an excellent manner when attacked by enemy torpedo and bombing planes. Eight Jap planes were destroyed at night by screen ships' gunfire and nine more were destroyed by ships' gunfire and combat air patrol the following morning. In the face of these determined attacks he launched

aircraft from his carriers and they delivered repeated attacks on shipping, aircraft and shore installations on and in the vicinity of Saipan. This action and retirement were completed without damage to ships of his task group. ★ Comdr. (then Lieut.) Carl F. Faires Jr., (SC) USN, Arlington, Mass.: During the repeated and sustained bombing and strafing attacks on the Philippines beginning 10 December 1941, he rendered valiant service during the gallant stand by our forces against a prolonged siege by the Japanese.

★ Lt. Comdr. Wells W. Carroll, USNR, Manhasset, N. Y. (missing in action): Severely wounded when the USS *Liscome Bay* was struck by a torpedo off Makin Island, he refused medical attention and courageously attempted to operate the fire-protection apparatus and to restore pressure in the fire mains despite continuous ammunition explosions and raging flames. He supervised the evacuation of several wounded men and encouraged others less seriously injured than himself. He refused to allow a shipmate to search for a life jacket for him.

★ Lt. Comdr. Irvin S. Hartman, USN, Columbia City, Ind.: As commanding officer of a submarine in the Pacific, he made a night surface attack on a convoy and, after scoring hits on the enemy vessels, attacked with gunfire. During a later engagement he displayed great tactical skill in a successful attack, and brought his vessel safely to base.

★ Lt. (jg) Norman T. Dowty, USNR, Alexandria, La. (posthumously): Sighting a U-boat in the Atlantic while piloting a torpedo bomber on a search flight, he made aggressive attacks at perilously low altitude in the face of intense antiaircraft fire. His bombs exploded on the deck of the submarine and destroyed it.

★ Lanson D. Mills, PhM1c, USNR, Monterey Park, Calif.: While serving with the 1st Marine Division at Cape Gloucester from 26 December 1943 to 3 January 1944, he unhesitatingly exposed himself to intense enemy rifle and machine-gun fire in order to render first aid to those in his and adjacent units. When removal of wounded from the field was impossible, he skillfully administered blood plasma on six occasions under heavy fire.

★ Irving R. Saum Jr., MM1c, USNR, Washington, D. C.: When the forward engine room of the USS *Borie* was severely holed during combat with a U-boat in the Atlantic on 1 November 1943, resulting in rapid flooding to the vessel's water line, he volunteered to enter the damaged compartment in order to close the secondary drain suction. He descended 10 feet below the surface of the debris-filled water and

succeeded in accomplishing the hazardous task.

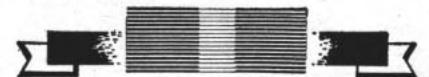
★ Francis X. Ryan, MoMM2c, USNR, Brooklyn, N. Y.: As a volunteer member of a rescue team, he fought his way through the breakers off an enemy-held island to rescue an aviator whose plane had been shot down. The rescue was accomplished while under sniper fire from the beach and with the understanding that unforeseen circumstances might have resulted in the abandonment of rescue party.



Gold Star In Lieu of Second

DISTINGUISHED SERVICE MEDAL

★ Rear Admiral Robert B. Carney, USN, Coronado, Calif.: As aide and chief of staff to the Commander South Pacific Area from 26 July 1943 to 5 June 1944, he conceived and correlated the many offensive operations carried out in the Solomons and Bismarck Archipelago. He enabled our forces to exert their greatest strength and administer a series of crushing defeats to the Japanese.



DISTINGUISHED SERVICE MEDAL

★ Rear Admiral Alfred E. Montgomery, USN, Piedmont, Calif.: As commander of a carrier task group in the Central and South Pacific Areas from



Official U. S. Navy photograph

FRENCH OFFICER DECORATED: A French naval officer receives the Legion of Merit from Vice Admiral H. K. Hewitt, USN, Commander U. S. Naval Forces, Northwest African Waters, for the part he played in the sinking of a U-boat in the Mediterranean. The officer is in command of the destroyer escort *Senegalais*, which was presented to France this year.

DISTINGUISHED SERVICE MEDAL cont.

18 November to 10 December 1943, he exercised sound judgment in directing repeated aerial attacks against Tarawa and greatly assisted our forces in the successful occupation of this strategic island. Later he directed raids on Japanese shipping, aircraft and installations on Kwajalein atoll. His brilliant leadership contributed in large measure to our ultimate victory in this area.

★ Rear Admiral Arthur W. Radford, USN, Grinnell, Iowa: As commander of a carrier task group prior to and during landing activities on Baker, Makin and Tarawa Islands, he completed these vital missions without damage to the ships of his command despite numerous raids by enemy aircraft and the constant hazard of submarine attacks. He initiated the first carrier-borne night fighter teams which later proved their value by dispersing hostile night torpedo assaults on the task group.

★ Capt. Daniel V. Gallery Jr., USN, Chicago, Ill.: As commander of an Atlantic Fleet antisubmarine task group, he maintained the group in a constant state of preparedness and skillfully utilized every available method of attack. He enabled his efficient, highly trained command to achieve unparalleled success against the enemy.

★ Comdr. James J. Sapero, (MC) USN, Denver, Colo.: As malaria and epidemic disease control officer on the staff of Commander South Pacific Area from 17 August 1942 to 2 January 1944, he conceived and developed the malaria-control unit in this area. As the result of his untiring efforts and those of his organization, the incidence of malaria among the military and naval forces was drastically reduced. His methods served as a guide for checking the epidemic in other military areas.



Gold Star in Lieu of Second
LEGION OF MERIT

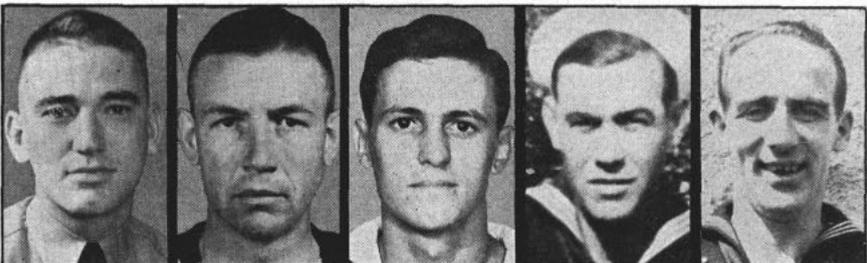
★ Capt. Wilfred L. Painter, (CEC) USN, Seattle, Wash.: As airfield engineer in the Solomons area from 1 November to 15 December 1943, he exercised great ability and sound judgment in planning and supervising the development of airfields at Empress Augusta Bay. He contributed materially to the establishment of a beachhead on a Japanese stronghold and to the subsequent success of our operations in this area.

★ Comdr. Russell C. Williams, USN, Richmond, Va.: As commanding officer of a destroyer, he carried out a well-planned search for a U-boat which menaced an Allied convoy off Cape Falcon, Algeria. After sound contact had been established and the sub forced to the surface by another destroyer's depth charges, he maneuvered his ship close to the position of contact and destroyed the enemy craft by accurate gunfire.

NAVY CROSS AWARDS



Alfred E. Montgomery Rear Admiral, USN Carl F. Faires, Jr. Comdr., (SC) USN Wells W. Carroll Lt. Comdr., USNR Irvin S. Hartman Lt. Comdr., USN



Norman T. Dowty Lt. (jg), USNR Lanson D. Mills PhMlc, USNR Irving R. Saum Jr. MMlc, USNR Frank C. Walker GMlc, USNR Francis X. Ryan MoMM2c, USNR

Report of citation of Gunner's Mate Walker appeared in August issue of the Bulletin, p. 53.

Presidential Unit Citations

The destroyer USS *Buchanan* has been awarded the Presidential Unit Citation for "striking devastating blows while Japanese opposition in the Pacific was at its height."

Serving in the Pacific area from 7 August 1942 to 26 February 1944, the *Buchanan* provided faithful and sturdy protection for our carriers and convoys, destroyed enemy air, surface and sub-surface units, and boldly faced shore batteries and silenced their guns. She contributed essentially to the success of the Solomons campaign by her support of landing operations and occupation of hostile positions.

* * *

For outstanding performance against the enemy during her fifth, sixth and seventh war patrols, the USS *Trigger* was presented the Presidential Unit Citation recently in ceremonies at U.S. Naval Drydocks, Hunter's Point, Calif. The presentation was made by Rear Admiral Carleton H. Wright, USN, commandant of the 12th Naval District.



LEGION OF MERIT

★ Rear Admiral Charles W. Fisher Jr., USN, San Francisco, Calif.: As director of the Shore Establishments Division from 17 September 1943 to 5 January 1944, he was responsible for the sound program of industrial relations with all civilian employes of the Navy. By his intelligent appraisal and skillful solution of complicated

Employing highly daring and hazardous tactics, the *Trigger* struck at Japanese shipping aggressively, seeking out her targets with dogged determination regardless of unfavorable attack conditions. She established a notable record of severe damage inflicted on hostile shipping.

* * *

Motor Torpedo Boat Squadrons 12 and 21 have won the Presidential Unit Citation for spearheading a determined water-borne attack on the Japanese in the New Guinea area from October 1943 to March 1944.

These PT-boats boldly penetrated hostile waters, disrupted barge traffic vital to the maintenance of Japanese strongholds, dauntlessly exchanged gunfire with heavily armored gunboats, planes and shore emplacements, and diverted hostile artillery fire to themselves in protection of Allied land forces. They steadily destroyed ships carrying troops, food and combat supplies, captured Japanese personnel, landed in enemy-held territory and effected air and sea rescue missions.

labor problems during this period of intensive industrial expansion, he contributed greatly to economical and expeditious ship construction and repair. ★ Rear Admiral Henry M. Mullinnix, USN, Attica, Ind. (missing in action): As commander of a carrier air support group during the assault on Makin Atoll, he skillfully conducted antisubmarine and combat air patrols supporting our landing operations. Through his brilliant leadership, escort carriers were able to carry out a well coordinated attack against the Japanese.

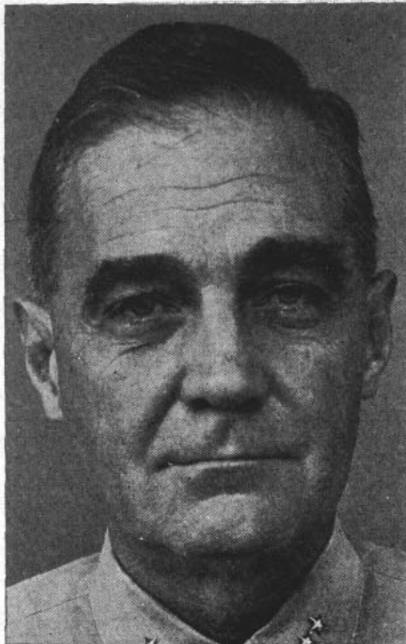
★ Rear Admiral Arthur G. Robinson, USN, Washington, D. C.: As Commander, All Forces, Aruba-Curacao Area and later as Commander Trinidad Sector, Caribbean Sea Frontier and commandant of the Naval Operating Base, Trinidad, he contributed in a major degree to the successful employment of naval surface forces and combined Army and Navy aircraft in waging a relentless war on hostile submarines.

★ Rear Admiral George L. Weyler, USN, Emporia, Kans.: As commandant of the Naval Station, Guantanamo Bay, Cuba, from 1 September 1940 to 6 April 1944, he contributed immeasurably to the successful utilization of naval surface forces and combined Army and Navy aircraft assigned to him in waging a determined war on hostile submarines. He was instrumental in furnishing effective support for our convoys and vital war shipping during offensive operations.

★ Capt. Elmer P. Abernethy, USN, Washington, D. C.: As executive officer of the USS *President Jackson* from 7 August 1942 to 30 June 1943, he made many trips to the forward area to deliver reinforcements to the American garrison at Guadalcanal. Despite frequent engagements with hostile planes and submarines, he aided his commanding officer in bringing the ship through without damage.

★ Commodore Lee P. Johnson, USN (Ret), Concord, N. C.: In charge of training activities of the Amphibious Force, Atlantic Fleet, during the period prior to the invasion of Sicily, he displayed leadership and initiative in coordinating the Army and Navy units under his command in preparation for the attack.

★ Capt. Allan R. McCann, USN, North Adams, Mass.: As a submarine squadron commander in the Southwest Pacific, he demonstrated exceptional ability and untiring devotion to duty, inspiring the officers and men under his command to the successful completion



Official U. S. Navy photograph

DIRECTED SUB OPERATIONS: Rear Admiral John H. Brown Jr., USN, of Middletown, Del., has been awarded the Legion of Merit for distinguished and meritorious service as commander of a submarine squadron from 6 July 1942 to 18 November 1943. During this period his subs sank 72 ships and damaged 54.

of dangerous and vital missions. As senior officer, he relieved his task force commander of many details and assisted in establishing the efficient operation of units.

★ Comdr. Alexander S. Heyward Jr., USN, Edisto Island, S. C.: As commanding officer of a patrol squadron, he established an anti-sub patrol at Port Lyautey, French Morocco, and courageously led his squadron on numerous hazardous missions during the following two months. He contributed immeasurably to the security of U. S. naval forces and shipping during the capture and occupation of French Morocco.

★ Comdr. John A. Moreno, USN, Washington, D. C.: As leader of a patrol squadron during the occupation of the airport at Port Lyautey, French Morocco, he organized and established a base for antisubmarine patrol, provided for the billeting and subsistence of personnel and the operation and protection of the airfield there. He maintained such effective vigilance over the enemy-infested waters that our forces escaped without damage throughout the entire period.

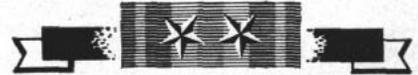
★ Lt. Comdr. Frank D. Schwartz, USN, Wichita, Kan.: As commanding officer of a warship during the landing operations at Lae, Saidor, Arawe and Cape Gloucester, and as commander of a transport division at Hyane harbor and Hollandia, he exercised sound judgment, initiative and leadership. At Hyane harbor, his forces were compelled to make numerous trips between the transports and the beach and, although subjected to intense machine-gun fire, effected the landing of all troops and equipment with a

minimum of casualties and damage.

★ Lt. Comdr. Robert H. Wanless, USNR, Chicago, Ill.: While he was commanding officer of a destroyer escort, a U-boat was detected by a companion ship during an antisub mission. He maneuvered his vessel into an advantageous striking position and participated in a series of powerful attacks which damaged the sub and forced her to the surface. As the conning tower broke water, he directed another attack which completely destroyed the U-boat.

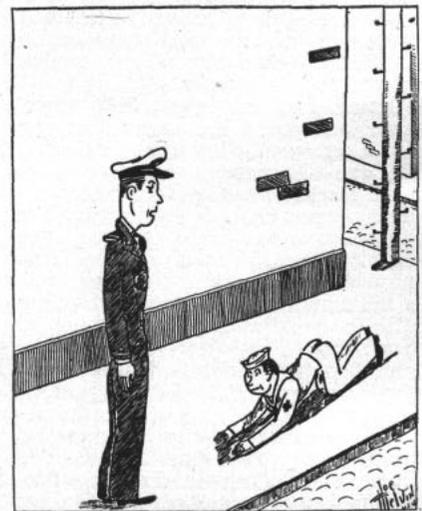
★ Lt. (jg) William D. Shervey, USNR, Rice Lake, Wis.: As officer-in-charge of the *LCT-140* during landings on the Anzio-Nettuno beachhead, he carried out the landing of troops, vehicles and armored equipment with great skill and determination. During the following 30 days his craft participated continuously in unloading and salvage operations while subjected to shellfire and frequent aerial bombing attacks.

★ Clifton M. Duckworth, CCM, USCG, Western Port, Md.: When the *USCGC Campbell* was severely damaged as the result of an attack upon an enemy vessel, he skillfully shored and reinforced the bulkheads, making it possible for the vessel to be towed 800 miles to port. He also succeeded in constructing a crib from a limited and inadequate supply of lumber on board the cutter.



Gold Star in Lieu of Third
SILVER STAR MEDAL

★ Lt. Comdr. (then Lieut.) Norvell G. Ward, USN, Indian Head, Md.: As executive officer of a submarine which was damaged at Cavite Navy Yard during the early phase of the current war, he assisted his commanding officer in directing fire-fighting activities. For five days, under persistent air attacks, he worked tirelessly to repair damage and get the sub ready for sea. By his outstanding ability in navigating strange, confined enemy waters, he contributed directly to the sinking or damaging of many Japanese ships and to bringing the submarine safely to port.



Mobster (Fleet Hospital, No. 109)

"A simple salute is sufficient, son."

Warrant Officer Tweed Gets Legion of Merit

The Legion of Merit has been awarded Radio Electrician George R. Tweed, USN, who eluded Japanese on Guam for 31 months until rescued on 10 July 1944 by a U. S. destroyer (INFORMATION BULLETIN, September 1944, p. 9).

With the aid of friendly natives, he managed to subsist on the Jap-occupied island and to obtain much valuable information regarding the occupation forces. Ingeniously attracting the attention of the destroyer, operating two miles off shore, he signaled messages by semaphore to reveal that a Japanese battery of six-inch guns concealed on Adelup Point remained undamaged.

After being rescued, Mr. Tweed furnished information which made a vital contribution to the recapture of Guam. Since his rescue he has been promoted from radioman first class to warrant rank.



Gold Star in Lieu of Second
SILVER STAR MEDAL

★ Lieut. Richie N. Henderson, USN, Bethesda, Md. (missing in action): As torpedo and diving officer aboard a submarine during highly successful war patrols, he contributed greatly to the accurate and devastating attacks against heavily escorted Japanese task forces and convoys. His courage and devotion to duty were an inspiration to the officers and men of his ship.



SILVER STAR MEDAL

★ Commodore (then Capt.) George T. Owen, USN, Washington, D.C.: As acting commanding officer of the USS *Curtiss* during the Pearl Harbor attack, he immediately organized a spirited defense. Although violent fires were started and the *Curtiss* was severely damaged by a bomb hit and a crashing plane, he continued directing the gunfire of his vessel, enabling his men to destroy several Japanese aircraft and a small submarine while bringing the fire under control.

★ Comdr. Bret H. Brallier, USCG, San Jose, Calif.: As executive officer of the USCGC *Campbell* when it surprised an enemy U-boat on the surface and collided with it, he expertly coned throughout the vigorous engagement and materially contributed to the sinking of the submarine by gunfire and depth charges, and the capture of several members of her crew. Afterward he rendered invaluable assistance to his commanding officer in the control of damage and the safe towage of the cutter into port.

★ Comdr. Finley E. Hall, USN, Tupelo, Miss. (missing in action). As executive officer of the USS *Liscome Bay* when it was struck by a hostile torpedo off Makin Island, he skillfully supervised the evacuation of personnel from his battle station, completely disregarding his own safety in the face of continuous ammunition explosions and raging fires. He voluntarily remained aboard the rapidly sinking vessel in an effort to search for other wounded and trapped shipmates.

★ Comdr. Emil E. Napp, (MC) USNR, New Rochelle, N.Y.: Accompanying assault troops during the occupation of Cape Gloucester, he repeatedly risked his life in order to care for injured personnel and supervise their evacuation to battle aid stations, once administering aid to a wounded marine while pinned down by sniper fire. By his keen foresight and outstanding skill, he contributed to the saving of many lives.

★ Lt. Comdr. Charles S. Manning Jr., USN, Cheraw, S.C.: As engineering and diving officer of a submarine severely damaged by the Japanese at Cavite Navy Yard, he assisted his commanding officer in directing fire-fighting activities and worked for five days under persistent air attacks to make the sub ready for sea. Throughout five war patrols his ability con-

tributed to the sinking or damaging of many enemy vessels.

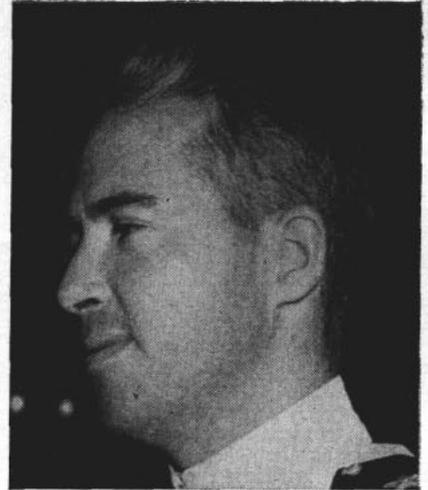
★ Capt. James L. Denig, USMC, Washington, D.C. (posthumously): Assuming command of eight light tanks when the 4th Marine Division landed on Namur Island, he directed the vehicles in a closely coordinated attack by tanks and infantry, routing out and killing numerous Japanese. When he halted his tank to reconnoiter and was fatally wounded as a result of a sudden enemy attack, his wrecked machine marked the farthest advance of the infantry that day.

★ Lieut. Samuel E. Elmore Jr., (MC) USNR, New Orleans, La.: During the landing at Cape Torokina on 1 November 1943, he unhesitatingly entered a dangerous area and gave medical attention to the injured despite an incessant rain of enemy fire. Suddenly attacked by a Japanese soldier, he engaged the enemy in hand-to-hand combat and killed him, thereby removing an imminent threat to the lives of the wounded men.

★ Lieut. Edward J. Hagan Jr., (MC) USNR, Williston, N. Dak.: While attached to the 3rd Battalion on 14 January 1944, with the troops battling up Hill 660 at Cape Gloucester, he realized it was impossible to evacuate the wounded under the fire of the entrenched enemy. Disregarding his personal safety, he crawled to the top of the hill and, in the face of severe Japanese machine-gun and rifle fire, skillfully administered aid to the injured.

★ Lieut. George M. Kempker, (ChC) USNR, Omaha, Neb.: Serving with a Marine division at Bougainville, he exposed himself continuously to intense rifle, machine-gun, artillery and mortar fire to conduct last rites and comfort the wounded. On several occasions he proceeded beyond combat lines to locate dead and injured, subsequently guiding stretcher bearers through dense jungle undergrowth for evacuation of casualties.

★ Lieut. James P. Lowry, USNR, Pittsburgh, Pa.: As member of a reconnaissance patrol on a Japanese-held



Official U. S. Navy photograph
LANSDALE SKIPPER HONORED: Lt. Comdr. Douglas M. Swift, USN, of Springfield, Mass., has been awarded the Silver Star Medal for conspicuous gallantry and intrepidity as commanding officer of the USS *Lansdale* when it was sunk off the coast of Algeria.

island, he went ashore in the face of certain danger and, within an exceedingly brief time, secured information concerning the strength of the Japanese forces, the most suitable beach for future landings and favorable sites for fighter strips. Discovered by the enemy, he assisted in killing three Japs, wounding one and putting the remainder to flight before struggling back through heavy surf to the rendezvous with a friendly craft.

★ Lieut. Arthur T. Willetts, (MC) USNR, Verona, Pa.: As battalion surgeon with the 3rd Marine Division during the landing at Cape Torokina on 1 November 1943, he noticed that enemy fire was endangering the lives of our wounded men who had fallen on the beachhead. He requested a nearby assault unit to attack an adjacent enemy-infested jungle area and, after the site was cleared of Japanese, established an aid center under cover of the jungle growth. Although his medical post was attacked by enemy machine guns six times during the day, he calmly treated many serious wounds.

★ Lt. (jg) Kermit E. Chapman, USNR, Fargo, N. Dak. (posthumously): As boat officer of a landing craft attached to the USS *Neville* during the invasion of Eniwetok Atoll, he skillfully maneuvered his craft to the designated beach in the face of sniper fire. Although mortally wounded while carrying out his perilous mission, he was instrumental in delivering vital equipment to our fighting units.

★ Boatswain Joseph V. Kaspar, USN, Los Angeles, Calif. (posthumously): While acting as coxswain of a landing craft during the invasion of Makin Atoll, he boldly led an assault against two old hulks beached offshore from which a deadly stream of enemy fire was coming. Although he lost his life during the bitter engagement, his daring initiative and fighting spirit contributed materially to the success of our operations.



Official U. S. Navy photograph

CRUISER SKIPPER CITED: For fighting his cruiser in a courageous and skillful manner during action in the Gilberts, Marshalls, Carolines and Marianas, Capt. Richard W. Bates, USN, of Alameda, Calif., has received the Legion of Merit.

★ William J. Carr, CGM, USN, Los Angeles, Calif. (missing in action): In charge of the gun battery and equipment aboard a submarine, he maintained his department in a constant state of readiness throughout an extremely hazardous period. His battery sank or inflicted severe damage on an important amount of enemy shipping.

★ Alvin F. Gunther, CMM, USCG, Pelham, N.Y.: When the engine room of the USCGC *Campbell* flooded as the result of an attack upon a hostile submarine, he descended to the engine room bilges in order to determine the size and location of a hole in the ship's side and to investigate the possibility of flood reduction. Later he rendered valuable assistance to the engineer officer of the watch in his efforts to minimize damage to vital machinery.

★ Anton J. Hainrihar, CWT, USCG, Chicago, Ill.: When the engine room of the USCGC *Campbell* flooded as the result of an attack upon an enemy submarine, he calmly directed necessary operations in the fire room and set an inspiring example to the other members of the crew. He remained on duty from 8 to 12 hours a day with the vessel in a precarious position.

★ Walter L. LeGates, CWT, USCG, Cape May, N.J.: When the engine room of the USCGC *Campbell* flooded and the main engines failed as the result of an attack upon an enemy U-boat, he labored tirelessly throughout the night with neither sleep nor rest and rendered invaluable assistance to the assistant damage control officer. His courageous perseverance contributed greatly to the final salvaging of the damaged cutter.

★ Louis C. Bergan, CM1c, USNR, Roseglen, N. Dak.: Serving in the USS *Osprey* when she was mined and caught fire during the invasion of France, he sustained second-degree burns about the face and hands. Despite his painful injuries, he manned one of the two fire hoses available and quickly subdued the flames, saving the lives of many of the crew who were trapped by the flames.

★ Francis C. Berger, QM1c, USNR, Trenton, N.J., and George H. Allison Jr., MN3c, USNR, Pittsburgh, Pa.: As crew members of the USS *C-9477* on aircraft rescue duty in Japanese-controlled waters, they made daily routine patrols through treacherous, reef-studded waters between Rendova and Munda and, despite repeated bombing and strafing attacks, assisted in the rescue of 14 airmen. When a stranded



Official U. S. Navy photograph

RESCUED WOUNDED COMRADES:
Lieut. Richard W. Townsend, USNR, of Springfield, Ill., recently won the Silver Star Medal for heroism during the Marshall Islands campaign. He obtained a small boat and skirted an exploding ammunition dump to rescue several casualties trapped on a nearby reef.

comrade was sighted on Kundukundu Island, they volunteered to row a dinghy ashore and effected the rescue while their boat maneuvered to draw the enemy's fire.

★ Walter M. Sharp, PhM1c, USNR, Amityville, N.Y.: Braving an intense barrage of machine gun and rifle fire at Cape Gloucester on 3 January 1944, he entered the dense jungle to effect the rescue of six wounded comrades and, after administering first aid, supervised their evacuation over extremely difficult terrain. When an entire platoon was pinned down by Jap fire, he crawled into the dangerous area to care for the injured marines.

★ Gerald W. Ward, PhM1c, USNR, Roanoke, Tex.: Landing with a Marine raider battalion on Puruata Island, he went among the wounded administering first aid when the intensity of fire made it impossible to carry the wounded to his first aid station. His devotion to duty contributed to the saving of three lives.

★ Paul H. Currier, PhM2c, USNR, Rochester, N.H.: While attached to the 3rd Marine Division in the landing at Cape Torokina on 1 November 1943, he disembarked from a landing craft under intense enemy fire and rushed to the aid of our wounded on the beach. Realizing that persistent fire from a nearby jungle threatened the lives of the helpless men under his care, he procured a submachine gun and charged the hazardous area alone, killing six Jap soldiers. He then returned to his task of treating and evacuating the wounded.

★ Manuel M. Maya, PhM2c, USN, Pasadena, Calif.: Although painfully injured during an assault on a strongly fortified enemy position on Puruata Island, he continued to administer first aid to his wounded comrades until the

firing subsided. Refusing to be evacuated when the battle was resumed, he moved from man to man giving medical assistance to his companions as they fell.

★ Daniel Webster, PhM2c, USNR, Paris, Ill.: While the platoon to which he was attached was defending a vital road block in the Solomons on 9 November 1943, he made his way among the wounded men across the exposed battle area and cheerfully rendered first aid under a deadly curtain of enemy fire. His courageous action undoubtedly saved the lives of many of his comrades who otherwise might have perished.

★ Jack E. Woodward, PhM2c, USNR, Pearsall, Tex.: While the Marine rifle company to which he was attached was subjected to an intense artillery bombardment at Cape Torokina, he left the safety of his foxhole and rushed to the side of a seriously wounded marine. Although injured himself while administering first aid, he continued to render assistance until relieved by another corpsman. Disregarding his own intense pain, he remained in the area to treat other casualties.

★ Joseph R. Wooldridge, PhM3c, USNR, Albany, Oreg.: When a Jap infiltration party crept near his foxhole and knifed three marines, he crawled 20 yards to reach the injured men, although previously warned that any man who ventured out of his foxhole would be regarded as an enemy. In the total darkness he located all of their wounds by sense of touch, stopped the bleeding and kept watch over them until they could be evacuated the following morning.



Gold Star in Lieu of Third
DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): As commanding officer of Torpedo Squadron 17 in the Marshalls area from 29 January to 2 February 1944, he led his squadron on two pre-dawn glide bombing attacks, without fighter escort, against enemy air installations at Kwajalein and Engebi. Despite devastating anti-aircraft fire, his squadron so damaged the airfields that they were useless to the enemy. On a second assault the same day he attacked and sank a merchant vessel.



Gold Star in Lieu of Second
DISTINGUISHED FLYING CROSS

★ Lt. (jg) William F. Chamberlain, USNR, Aberdeen, Wash. (missing in action): Supporting other planes in an attack upon a submarine, he pressed home his bombing run in the face of a tremendous barrage of anti-aircraft fire. His bombs hit the base of the sub's conning tower, causing a terrific explosion, and it sank in less than two minutes. He righted his plane, which had caught fire, and made a turn into the wind, thereby insuring a safer landing for his crew.



Sky Ranger (NAS, Dallas, Tex.)

"She wants me to bring a friend who'll loan me ten dollars."



DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Thomas D. Davies, USN, Cleveland, Ohio: As a bomber pilot on an anti-submarine sweep, he sighted a surfaced U-boat. He pressed home a bold depth-bomb attack and defied intense anti-aircraft fire to force the sub gun crew to abandon her guns. A second depth bomb exploded on the submarine's deck, completing its destruction.

★ Lt. Comdr. Robert C. Millard, USN, Mamaroneck, N. Y.: Sighting a surfaced U-boat, he dived low and released depth charges before the sub's deck crew could fire a single shot. Explosions just aft of the conning tower drove the submarine beneath the sea, leaving wooden splinters and men swimming in oil slick as evidence that the vessel had been severely damaged or destroyed.

★ Lieut. James E. Bridges, USNR, Brinson, Ga. (missing in action): In an attack on Japanese shipping in Truk harbor, he maneuvered his ship skillfully, dove to a perilously low altitude and scored a direct hit which exploded an ammunition ship.

★ Lieut. Joseph E. Butler, USNR, Irwinton, Ga.: As assistant operations officer and pilot of a divebomber operating in the Solomons from 15 May to 5 October 1943, he completed numerous bombing and photographic missions against strongly defended positions. On 11 September he volunteered to direct rescue operations of a pilot shot down in Japanese-controlled waters and, under most difficult conditions, obtained bearings which resulted in his rescue.

★ Lieut. Robert H. Higley, USNR, Kansas City, Mo. (missing in action): Separated from the other planes of his squadron during an attack on Japanese surface forces at Rabaul on 11 November 1943, he valiantly pressed home his attack against a heavy warship despite violent fighter opposition and severe anti-aircraft fire from shore batteries and combatant vessels.

★ Lieut. Mark P. Mowry, USNR, Havre, Mont. (posthumously): On 29 January 1944 he led his division of fighter planes in repeated strafing raids on Ebeye Island and upon shipping in a nearby lagoon. He pressed home his successive attacks with determination, severely damaging two aircraft at a seaplane base, silencing a group of light anti-aircraft guns near the ramps and seriously damaging two small cargo vessels lying off the island.

★ Lt. (jg) Ralph B. Brownell, USNR, Helena, Mont. (missing in action): Piloting a PB4Y-1, he unhesitatingly attacked a submarine at night under extremely hazardous conditions. He pressed home his assault with determination and probably sank the U-boat.

★ Lt. (jg) Anthony J. Ditter, USNR, Wayzata, Minn. (posthumously): As commander of a Ventura bomber in the South Pacific from 20 October 1943 to 22 February 1944, he took part in many daring raids on hostile installations. In a strike against targets on the coast of New Ireland on 22 February, he succeeded in crippling enemy

barges, shore installations and a valuable station at Cape St. George before his plane was badly damaged. He made a skillful water landing with no power from either engine, bringing his four crew members down to safety, although he himself was fatally injured in the landing.

★ Lt. (jg) Duane J. Kenney, USNR, Chicago, Ill. (missing in action): Leading his team of four fighters over Truk on 29 April 1944 as escort cover for torpedo bombers, he engaged a numerically superior force of intercepting planes. He sent one Zero down in flames, assisted in the destruction of another and contributed to the complete rout of the remaining fighters.

★ Ens. George E. Edwards Jr., USNR, East St. Louis, Ill. (missing in action): Piloting a torpedo bomber in an attack on an enemy submarine, he pressed home his attack in spite of a heavy barrage of anti-aircraft fire. On his last attack he was hit by an explosive shell, causing his plane to explode in mid-air and crash ahead of the U-boat. His courage in attacking single-handedly a heavily-armed submarine is in keeping with the highest traditions of the naval service.

★ Ens. Harold L. Handshuh, USNR, Eugene, Oreg. (missing in action): Piloting a fighter on antisub patrol with a torpedo bomber, he sighted and attacked a U-boat, scoring many hits as he strafed it. Under the protection afforded by his strafing attack, the torpedo bomber was able to deliver an accurate depth-bomb attack which probably destroyed the submarine.

★ Ens. Albert E. Mitchell, USNR, Seattle, Wash. (posthumously): Attacked by a formation of six carrier-based enemy planes over Unimak Pass, Alaska, on 4 June 1942, he fought valiantly against great odds and forced down the Japanese flight commander's plane. Although he himself was killed when his plane crashed, he had made



Official U. S. Navy photograph

SUB CREWMAN HONORED: *The Silver Star Medal has been presented Roy L. Hoffmann, CRM, USN, of Santa Rosa, Calif., for gallantry in action while his submarine was attacking Japanese shipping in enemy waters.*

possible the capture of a Mitsubishi fighter which provided new and invaluable information on this type of enemy aircraft.



NAVY AND MARINE CORPS MEDAL

★ Lt. Comdr. Richard R. Smith, USCG, New London, Conn.: While supervising the rescue of personnel from a stranded U. S. warship, he fearlessly set out in a power boat and skillfully maneuvered his craft through treacherous waters to the stricken ship. He made repeated trips and succeeded in rescuing about 45 men, while the other boats under his command saved an additional 155 who otherwise might have perished.

★ Lieut. Gordon H. MacLane, USCG, Evanston, Ill.: As coxswain of a power boat engaged in the rescue of survivors from a stranded U. S. warship, he maneuvered the boat into highly dangerous waters in order to take survivors from the ship and from the sea.

★ Lieut. Max H. Ostrander, USN, West Lafayette, Ind.: When a shipmate was swept overboard from their submarine on 8 December 1943, he went over the side with a line tied to his waist and swam to his struggling comrade. He arrived just as the man lost the life jacket previously thrown to him, and supported him until both were hauled aboard the submarine.

★ Lieut. Clifford D. Philip, USNR, Libertyville, Ill.; Lt. (jg) Leslie O. Swanson, USNR, Brainerd, Minn., and Chief Machinist William J. Kubran, USNR, Jacksonville, Fla.: When a Marine plane crashed on the runway at the Naval Air Station, Miami, Fla., on 30 June 1943, they rushed to extricate the pilot who was suspended, head down, and helpless. In spite of the fierce blaze and imminence of a gasoline explosion, they released the trapped man from his shoulder straps and safety belt and lifted him from the wrecked plane.

★ Lt. (jg) James L. Hamilton, USNR, Morgantown, W. Va.: When a plane crashed in the sea on 10 March 1944, he discovered that a crewman floating nearby had disappeared. He immediately swam to the area and pulled his helpless shipmate from beneath the water, supporting him until a rescue ship arrived. His presence of mind undoubtedly saved the man's life.

★ Lt. (jg) Leroy A. Shreiner, USNR, Wenatchee, Wash. (missing in action): Observing a PB4Y-1 plane parked in close proximity to another which was on fire, he started the engines and taxied the aircraft out of the danger zone, although 50-caliber bullets from the burning plane were flying in every direction. Returning to the burning plane, which contained a 500-pound bomb, he taxied it to a place of safety (Apamama, 2 January 1944).

★ Chief Machinist Carl N. Sears, USN, Richmond, Va. (posthumously): During the sinking of one of the pontoons of a floating dry dock at an advanced naval base in the South Pacific Area on 2 November 1943, he procured wooden plugs after all men had been ordered from the engine and pump rooms and

returned to the living compartments in an attempt to seal the leaks in the ventilating system. Determined to check the flooding, he persisted in his hazardous task, sacrificing his life in his efforts to prevent the vessel from sinking.

★ **Machinist Wilbur J. Camblin, USN, Los Angeles, Calif.:** During the flooding of a pontoon of a floating drydock at an advanced base in the South Pacific on 2 November 1943, he risked his life to aid a man entrapped under the overhead of a nearly flooded compartment. He waited for the instant when the inrush of water subsided and then swam about 20 feet to the surface, carrying the man with him.

★ **Leonard W. Campbell, CBM, USCG, Burlington, Wash.:** Serving aboard the USCGC *Modoc* during the rescue of survivors from the SS *Svend Foyne*, he observed three survivors who had jumped from a life raft alongside his vessel and were helplessly trying to fasten their life lines. He descended the port rescue net and for 10 minutes struggled unaided to secure a line to one of the floundering men. He and two shipmates worked waist-deep in water for 15 minutes until he became completely exhausted and was helped aboard. His action was instrumental in saving the lives of two survivors.

★ **Bernhart Dibbern, CMM, USN, Wood River, Neb.:** During the first three patrols of a submarine, he was directly responsible for the performance of the engineering plant. His knowledge of the ship and his untiring efforts in training personnel contributed materially to the success of the vessel in destroying Japanese shipping.

★ **John A. Sigmon, CGM, USN, Boulder, Colo.:** During six war patrols, he constantly supervised the submarine's main battery. His conduct as gun captain contributed largely to the sinking of a sizable freighter, and his courage and leadership were an example to the ship's company.

★ **Lionel F. Pelletier, ARM1c, USN, Fall River, Mass.:** Serving aboard a patrol bomber which crashed in the North Atlantic on 11 July 1943 while attempting to rescue the crew of an RAF Fortress, he assisted the members of his crew in launching two small rubber boats. Drifting for six days without water, flares or provisions, he ministered tirelessly to his comrades as they died one by one from exposure, sickness and immersion in salt water until he was rescued.

★ **Ed King, StM2c, USN, Atlanta, Ga.:** Hearing a cry for help and seeing one of his shipmates struggling in the swift current about 40 yards off Majuro Atoll, he and two other men swam out toward the drowning seaman but were unable to get a secure hold on him. He tried desperately to save his companion but became exhausted and was finally picked up by a harbor patrol.

★ **Robert H. Gross, Cox., USCG, Glendale, Calif.;** **George W. Prichard, Cox., USCG, Loup City, Neb.,** and **Russell M. Speck, Cox., USCG, South Gate, Calif.:** As coxswains of power boats during the rescue of personnel from a strand-

ed U. S. warship, they skillfully maneuvered their boats into extremely perilous positions, many times narrowly escaping certain destruction. Each personally rescued approximately 15 of his shipmates.

★ **Hugh J. Hounshell, EM3c, USNR, Flat Rock, Mich.:** While ferrying a



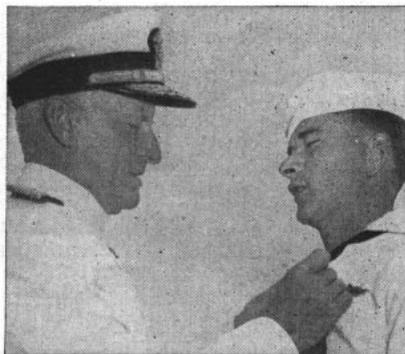
H. J. Hounshell

liberty party from the USS *YMS 287* through the surf at Ellice Island on 6 January 1944, a boat overturned and one crew member was being carried out by the back wash into shark-infested waters. Hounshell fought his way to the man's side and reached him just as his head disappeared for the fourth time. He then supported the drowning man until a life raft picked them up.

★ **John S. Vandeleur Jr., SM3c, USCG, Portland, Oreg.:** During the rescue of personnel from a stranded U.S. warship, he refused safety in another boat and remained aboard his rapidly sinking boat to assist a helpless survivor. At great risk of his life, he supported the man until the latter was rescued.

★ **Norbert A. Kohlbeck, Cox., USNR, Manitowoc, Wis.:** As a member of the Armed Guard aboard the SS *Maiden Creek* when it was sunk on 17 March 1944, he sighted an unconscious merchant seaman who had been blown from the ship by the torpedo explosion. Although dazed and suffering from severe shock, he swam 50 feet to rescue the man and after placing him on a life raft, guided the raft to a rescue vessel.

★ **Raymond C. Paternoster, S1c, USN, South Bound Brook, N.J. (posthumously):** While being transferred in a rubber boat from an accompanying vessel to his own ship, he saw that his small craft would be crushed as strong winds drove the two ships together. He immediately hoisted a comrade to a rope overhead, lifting him clear of the main point of impact before he himself was fatally injured.



Official U. S. Navy photograph

SUB HERO DECORATED: *Admiral Chester W. Nimitz, USN, pins the Silver Star Medal on Max J. Martell, GM1c, USN, of Ukiab, Calif., for gallantry in action while on raids against Japanese shipping.*



BRONZE STAR MEDAL

★ **Capt. William N. Thornton, USN, Atlanta, Ga.:** As material officer of the 4th Fleet from 23 January 1943 to 30 May 1944, he overcame the disadvantages of limited facilities and logistic support so that forces under his cognizance were in a high state of readiness at all times.

★ **Capt. Charles R. Will, USN, Norristown, Pa.:** As assistant chief of staff for the South Atlantic Forces, he organized the operations section and coordinated air and surface units in the South Atlantic Area so effectively that enemy submarine and blockade running activities were minimized.

★ **Lieut. Jonathan S. Raymond Jr., USNR, Pittsburgh, Pa. (missing in action):** As boat captain and section leader of a PT squadron in the Solomons on the night of 26 February 1944, he intercepted 12 Japanese landing barges transporting supplies along the coast of an enemy-held island. He braved intense fire to engage the enemy in a bitter eight-hour battle, and contributed materially to the sinking of four barges and the damaging of eight others.

★ **Lieut. John N. Renfro, USN, Cleveland, Ohio;** **Lt. (jg) August J. De-reume, USNR, Punxsutawney, Pa.,** and **Frank R. Sancho, Cox., USN, Detroit, Mich.:** Serving in a destroyer which was bombarding Japanese shore installations in the Buka and Shortland areas, they assisted in repelling an attack by enemy dive and torpedo bombers and in obtaining hits on an enemy vessel. Their ship was a unit in a task force that destroyed an enemy cruiser and four destroyers. Their courage in performing their duties under adverse conditions was an inspiration to all.

★ **Lt. (jg) Leon R. Demontier, USNR, Jackson Heights, N. Y.:** As first lieutenant and damage control officer aboard the USS *Susan B. Anthony* when it was sinking in the Bay of Seine, he directed the efforts of repair and salvage parties in attempting to stop flooding. He entered darkened and ruptured compartments to inspect damage and spared no effort to save the ship.

★ **Lt. (jg) Harold J. Leyrer, USNR, Compton, Calif.:** As officer-in-charge of repair and maintenance of special equipment of a motor torpedo boat squadron in the Solomons from 1 September 1943 to 1 March 1944, he maintained the special equipment of all boats in readiness at all times, despite the lack of adequate supplies and limited repair facilities. He participated in numerous patrols and combat missions to perform experiments and study the defects of the new type installations.

★ **Lieut. (then Ens.) John J. O'Connell, USNR, Indianapolis, Ind.:** Attached to a communications unit at an advanced base in the Solomons on 12 September 1942 when the base radio station was wrecked by a direct bomb hit, he directed a repair party which reestablished service on a temporary basis within 18 minutes. On the same

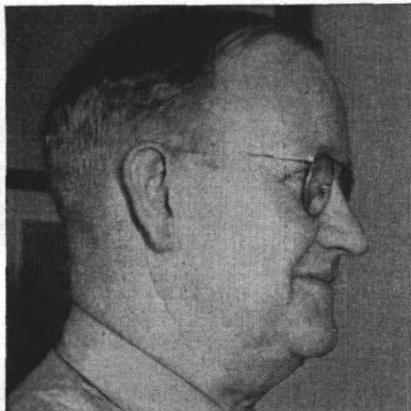
BRONZE STAR MEDAL cont.

day he continued to perform his duties while enemy naval units standing off shore bombarded the entire area. (This citation was erroneously credited to Ens. James J. O'Connell, New Brunswick, N. J., in the August 1944 INFORMATION BULLETIN.)

★ Lt. (jg) David M. Payne, USNR, New York, N.Y.: As boat captain and section leader of a motor torpedo boat squadron operating in the Solomons area, he led his section in numerous attacks against Japanese barges and surface units. On the night of 1-2 August 1943, his boat was part of a group of 15 which attacked five destroyers. On another occasion he went to the assistance of and rescued the crew of another PT-boat which had been severely damaged. He was severely wounded 22 August while leading a daylight raid into a Japanese barge hideout and repair station.

★ Lt. (jg) Melvin A. Schadewald, USNR, Folly Beach, S. C.: As commanding officer of the Armed Guard aboard the ss *Maiden Creek* when it was hit in the Mediterranean on 17 March 1944, he removed three seriously injured crew members to an escorting destroyer and remained in the vicinity of the sinking ship. Later he returned to the ship to attempt salvage operations. Although he could not swim, he gave his life jacket to an injured crew member and assisted him over the side. He finally abandoned ship with a companion who kept him afloat until both were rescued.

★ Ens. William H. Kent, USNR, Fort Valley, Ga. (posthumously): As commanding officer of a PT-boat in the Solomons from 5 to 30 March 1944, he participated in numerous day and night patrols and constantly intercepted Jap barges attempting to reinforce their troops in the Empress Augusta Bay area. On three occasions he attacked and destroyed loaded barges before they reached their objective. When his ship was hit and set afire he remained aboard despite severe burns and aided his crew in abandon-ship operations.



Official U. S. Coast Guard photograph

HERO OF TRAIN WRECK: Rear Admiral Philip B. Eaton, USCG, of Washington, D. C., has been awarded the Navy and Marine Corps Medal for heroic conduct after a train wreck near Dickerson, Md., on 24 September 1942. He risked his life in crawling beneath the wreckage to carry a number of persons to safety.



Official U. S. Navy photograph

LANSDALE CREWMAN CITED: *Sam Varlas, GM3c, USNR, of Moundsville, W. Va., recently received the Navy and Marine Corps Medal at a ceremony in the Navy Department for heroism at the time of the sinking of the USS Lansdale off the coast of Algeria on 20 April 1944.*

★ Ens. Nixon Lee Jr., USNR, Forest Hills, N. Y. (missing in action): As commanding officer of a PT-boat off Bougainville Island on the night of 25 February 1944, he daringly engaged a convoy of 12 Japanese barges transporting supplies along the enemy-held coast. For eight hours he continued to attack the convoy, damaging eight and destroying four barges. When his boat struck a coral reef 200 yards from a coastal gun position he calmly directed salvage operations until a direct hit demolished his boat.

★ Ens. Washington J. D. Rabon, USN, Blakely, Ga.: In charge of torpedoes and torpedo equipment aboard a submarine during his first four war patrols, he carried out his highly important duties with skill, initiative and courage despite repeated enemy attacks. He contributed in large measure to the sinking of many Japanese ships.

★ Ens. William D. Schaffner, USNR, Harrisburg, Pa.: Commanding a PT-boat in the Solomons from 1 to 30 March 1944, he participated in many day and night patrols. On two occasions he was largely responsible for the destruction of loaded enemy barges. When his boat was hit by enemy shell fire and burst into flames, he suffered severe burns. Despite these he assured himself of the safety of other crew members before abandoning the vessel.

★ Albert A. Boehme, CMoMM, USN, Bremerton, Wash.; Oscar Helms, CMoMM, USN, New London, Conn., and James W. Holt Jr., CEM, USN, Adairsville, Ga.: As crew members of a submarine during her first four war patrols in enemy waters, they carried out their highly important duties with skill, initiative and courage despite repeated enemy attacks. They contributed in large measure to the sinking of many Japanese ships.

★ Dawson A. E. Gentry, CEM, USNR, Sherman, Tex.: When his destroyer was straddled by near bomb hits off Bougainville on 3 December 1943, resulting in the loss of all light and power, he went below to the forward engine room and, working in total darkness and stifling heat, restored light and power to the ship. Later he located short circuits in several auxiliary units and effected repairs.

★ Dalton C. Keeter, CMoMM, USN, Vickery, Tex. (missing in action): In charge of the main propulsion plant of a submarine, he worked skillfully and tirelessly to keep his machinery in the highest state of efficiency, thereby assisting in the sinking and damaging of an important amount of enemy shipping.

★ James E. Carter, RM1c, USN, Monroe, La. (missing in action): As radioman and sound operator aboard a submarine, he maintained the vessel's equipment in a perpetual state of readiness. By furnishing vital and accurate sound data to his CO, he contributed materially to the sinking of considerable Japanese shipping.

★ Arthur D'Amico, WT1c, USN, Watertown, Mass.: When the USS *Lansdale*

was fatally damaged by a direct hit from an enemy plane, he kept his men at their station in the after fireroom and kept the fireroom in operation until water started coming down the escape hatch from the boat deck. His decisive and courageous action undoubtedly saved the ship from additional hits and probably contributed to the saving of life.

★ George R. Clarkson, FCS2c, USN, Barstow, Calif.: His loyalty and devotion to duty in maintaining the torpedo fire control equipment of a submarine in a perpetual state of readiness, his excellent judgment and his leadership of fire control personnel were materially responsible for the sinking of many thousand tons of enemy shipping.

★ Lester K. Gilmer, BM2c, USNR, Evanston, Ill.: When the USS *Susan B. Anthony* was sunk, he aided materially in the orderly debarkation of troops and crew and launched two sets of rafts without assistance. When the lines of his raft became fouled, he cleared the raft through superior seamanship and physical effort, saving the lives of himself and his companions.



Arthur D'Amico



Bulletin (NTC, Great Lakes, Ill.)



RECEIVES BRONZE STAR: Under Secretary of the Navy Ralph A. Bard congratulates Capt. Timothy J. O'Brien, USN, of Springfield, Mass., following presentation of the Bronze Star Medal to him as Commander, Escort and Minecraft Squadrons, Service Force, 7th Fleet, and training officer on the staff of Commander 7th Fleet, for his brilliant leadership, organizing ability and energy in administering and training for war operations the squadrons under his command.



Gold Star in Lieu of Third
AIR MEDAL

★ Ens. Donald G. Hardin, USNR, Inglewood, Calif. (missing in action): As navigator of a PB4Y during a tree-top level bombing and strafing attack on Jaluit Atoll on 12 December 1943, he helped destroy hostile installations and inflict casualties on enemy personnel. In addition, he skillfully photographed the action. When his pilot was severely wounded, he went through intense Jap crossfire to drop the last bomb directly on a large underground oil storage, and brought the plane back to base for a safe night landing.



Gold Star in Lieu of Second
AIR MEDAL

★ Lt. (jg) Thomas J. Cunningham, USNR, Selma, Calif. (missing in action): Piloting a medium bomber in the Central Pacific Area from 9 July to 23 December 1943, he took part in many combat patrols, searches, bombing and mine-laying missions. His airmanship and fighting spirit were contributing factors in the success of our forces in driving the Japanese from this vital area.

★ Lt. (jg) Larry H. Englade, USNR, Lions, La. (missing in action): Flying as escort for a striking force over the Rabaul area on 12 February 1944, he boldly intercepted a strong enemy fighter formation attempting to attack our bombers and caused a Zero to crash into the water. On a combat patrol on 29 February he destroyed an enemy barge loaded with troops and supplies, and aided in the burning of a small Jap cargo vessel.

★ Ens. Donald G. Hardin, USNR, Inglewood, Calif. (missing in action): As navigator of a PB4Y during a 2,000-mile search and reconnaissance mission in the Marshall and Gilbert Islands on 8 December 1943, he materially aided in the sinking of an enemy boat, the probable sinking of one cargo vessel, damaging of two other ships, and the destruction of shore installations. He accurately photographed the attack and brought the craft back to a safe landing on its home base.

★ James H. Finch, ARMC, USNR, Leesburg, Fla. (missing in action): As radioman of a torpedo bomber in action against a U-boat, he kept all equipment operating in the face of accurate anti-aircraft fire and aided his pilot in pressing home a bombing attack which completely destroyed the sub.



AIR MEDAL

★ Lt. Comdr. John L. Phillips Jr., USN, Linden, Va. (missing in action): Piloting a plane on a photographic mission over the southern islands of Japanese-held Kwajalein Atoll, he flew his plane at dangerously low altitudes to obtain photographs of proposed landing beaches. His daring and airmanship in the face of grave peril contributed to our capture of this area.

★ Lieut. William F. Krantz, USNR, Minneapolis, Minn.: Piloting a torpedo bomber in an attack on Jap shipping at Rabaul on 11 November 1943, he pressed home his attack at close range against a heavy warship, despite extensive damage to his engine. He finally brought his plane to a safe landing on the water without injury to himself or his crew.

★ Lieut. Harry B. Lawrence, USNR, Pensacola, Fla.: Piloting a patrol plane during attacks on a U-boat in the Caribbean area, he launched a determined attack in the face of heavy anti-aircraft fire. Losing contact in the darkness, he reestablished contact after a two-hour search and again attacked, probably scoring hits.

★ Lieut. Lloyd E. Parker, USN, Salem, Ind. (missing): As pilot of a PV-1 plane in the Pacific area, he often flew beyond the normal limits of his patrol to carry out special low-level reconnaissance of enemy islands. His expert airmanship and fighting spirit were of invaluable assistance to his squadron in successfully completing numerous vital missions.

★ Lieut. William Shevlin, USNR, Locust Valley, N.Y.; Kurtz A. Mattingly, ACMM, USNR, Fairmont, W. Va.; Louis M. Neale Jr., ACRM, USN, Walterboro, S.C., and John Vasu, ACMM, USN, Avon Lake, Ohio: As first pilot and crew members of a patrol plane, they rendered invaluable assistance to the pilot in a head-on attack on an enemy U-boat. As a result the submarine was severely damaged and possibly destroyed by depth charges.

★ Lieut. Roy M. Voris, USNR, Santa Cruz, Calif.: Disregarding his personal safety, he took off from the USS Enterprise on 25 November 1943 and

operated as a night fighter. His cool and efficient performance of duty under extremely difficult conditions and his display of courage were in keeping with the highest traditions of the naval service.

★ Lt. (jg) Stewart E. Doty, USNR, Camarillo, Calif.: While engaged in anti-sub patrol, he sighted a U-boat and immediately launched a vigorous attack. Despite withering blasts of enemy gunfire, he released several accurate depth charges which exploded just off the sub's port quarter, seriously damaging and probably destroying the vessel.

★ Lt. (jg) Charles W. Hagans, USNR, Denison, Tex.: As a fighter pilot escorting a striking force to the Rabaul area on 24 January 1944, he attacked and destroyed a Japanese interceptor which attempted to break through the fighter formation. On 29 January he assisted in repulsing an attack by enemy fighters and severely damaged one plane before his own plane was hit and he was wounded in the left leg. He applied a tourniquet to his leg and brought his damaged plane back to base. From 12 September 1943 to 1 March 1944 he took part in 52 combat missions.

★ Lt. (jg) Alexander J. Kostrzewsky, USNR, Millers Falls, Mass.: Attached to a fighter squadron operating in the Solomons, he escorted a bomber strike against Rabaul on 31 January 1944 and destroyed one enemy plane attempting to intercept the formation. On 5 February he destroyed a second fighter plane over Rabaul, and on 19 February he destroyed a third.



Official U. S. Navy photographs

BRONZE STAR MEDAL was recently presented to Comdr. John A. Tyree Jr., USN, assistant naval aide to the President, for his services as commanding officer of a submarine which made an aggressive night attack on a Jap convoy and damaged three freighters. He previously had received the Navy Cross, a gold star in lieu of a second Navy Cross and the Silver Star Medal for daring exploits in the submarine service during this war. Officers and men serving on the same submarine have received one Navy Cross, five Navy and Marine Corps Medals and six Silver Star Medals.

What Is Your Naval I. Q?

1. The naval base at Pearl Harbor, T. H., is situated on the island of (a) Hawaii, (b) Maui, (c) Oahu?

2. True or false: The Judge Advocate General of the Navy must be an officer of the Navy.

3. Who is specifically required by Navy Regulations to take care that there is no smoking aboard ship in unauthorized places or at unauthorized times?

4. The present USS *Lexington* is the (a) second, (b) third, (c) fifth ship of the U. S. Navy to bear the name of the first Revolutionary War battle?

5. Shown here is the specialty mark for the rating of . . .



6. The expression "freshen the nip," means to (a) shift a rope so as to take the wear in another place, (b) change the set of a sail so as to take full advantage of the wind,

(c) add hot coffee to a cup that has become cool?

7. The Chiefs of the Bureaus of Medicine and Surgery and Supplies and Accounts have, respectively, the titles of Surgeon General of the Navy and Paymaster General of the Navy. What is the corresponding title of the Chief of the Bureau of Yards and Docks?

8. Give the type of wingfold used on the following Navy planes: Wildcat, Avenger, Hellcat, Helldiver and Corsair.

9. What are the colors of the ribbon bar representing the Bronze Star Medal?

10. What class of ships are given names of deceased Surgeons General of the Navy?

11. Of the 26 alphabet flags, how many are solid colored?

12. The Territory of Alaska is in which of the following Naval Districts: 13th, 16th, 17th?

13. Convicted by summary court-martial on AOL charges, a sailor was sentenced to two months confinement and to lose \$20 per month of his pay for a period of 6 months but the convening authority ruled that he should not serve the confinement. The convening authority had (a) remitted, (b) mitigated or (c) commuted the part of the sentence involving confinement.

14. Give the corresponding full title for the following short titles: (a) CNAIntermTra, (b) ABATU, (c) CASU.

15. One of the U. S. battleships which the Japs "sank" at Pearl Harbor supported the Normandy invasion. Name it.

(Answers on Page 62)

V-DISC KIT FOR OCTOBER

Following is the list of V-Discs contained in the October kit to be mailed



FRANCES LANGFORD
(see below)

the middle of the month to eligible ships, naval activities outside the continental limits, and convalescent hospitals within the United States. Procedure for obtaining the discs, recorded exclusively for members of the armed forces, may be found in *Bu-Pers Circ. Ltr. 154* (N.D.B., 31 May 1944, 44-631).

61. SUN VALLEY JUMP; CHATTANOOGA CHOO CHOO—Capt. Glenn Miller; IT HAD TO BE YOU; SPECIAL DELIVERY STOMP—Gramercy Five.
62. INDIAN SUMMER; SOMEBODY LOVES ME—Tommy Dorsey; WHAT A DIFFERENCE A DAY MAKES—Sammy Kaye.
63. THE GREAT LIE—Jimmy Dorsey; FLIP LID—Les Brown.
64. TOCCATA and FUGUE in D MINOR—Stokowski and Philadelphia Orchestra.
65. HOT LIPS; WANG WANG BLUES—Henry Busse; ARTISTRY in RHYTHM; EAGER BEAVER—Stan Kenton.
66. TRAVELIN' LIGHT—Paul Whiteman; ALL FOR YOU; I CAN'T SEE FOR LOOK-IN—King Cole Trio.
67. I'M IN THE MOOD FOR LOVE—Frances Langford; PENNIES FROM HEAVEN—Bing Crosby; ALL THE THINGS YOU ARE; ALL OF ME—Frank Sinatra.
68. THE FIRST NOEL; IT CAME UPON A MIDNIGHT CLEAR; SILENT NIGHT, HOLY NIGHT—Kostelanetz, Leonard Warren and Lyn Murray Chorus; JINGLE BELLS; WHITE CHRISTMAS; SANTA CLAUS IS COMING TO TOWN; WINTER WONDERLAND—Band of the Training Command of the AAF.
69. PRETTY EYES; LUNCIFORD SPECIAL—Jimmie Lunceford; CIRCUS in RHYTHM—Count Basie.
70. WHEN OUR HEARTS WERE YOUNG AND GAY; YESTERDAYS—Jo Stafford; WHEN I GROW TOO OLD TO DREAM; WHERE OR WHEN—Dick Haymes.
71. STRIP POLKA; WRECK OF THE OLD 97—Johnny Mercer; SOMEWHERE—Dinah Shore.
72. WHERE THE MOUNTAIN MEETS THE SKY; I'M HEADIN' EAST—Billy Williams; FIRST CLASS PRIVATE MARY BROWN; SALT WATER COWBOY—Barty Wood.
73. COME BACK TO SORRENTO; BISHOP'S BLUES—Woody Herman; UPTOWN EXPRESS—Lee Castle.
74. UPTOWN BLUES; HAUNTED TOWN—Charlie Barnet; TRAUMEREI; WHERE HAS MY LITTLE DOG GONE?—Claude Thornhill.
75. WHITE CHRISTMAS; WHEN YOUR LIPS MET MINE—Charlie Spivak; UNDER A BLANKET OF BLUE—Glen Gray.
76. AN AMERICAN in PARIS—Warner Bros. Symphony Orchestra; DARK EYES—Van Cleave.
77. LA CUMPARSITA; CHOPSTICKS POLKA—Xavier Cugat; SOLAMENTE UNA VEZ; MORENA LINDA—Chu Chu Martinez.
78. O LITTLE TOWN OF BETHLEHEM; DECK THE HALLS; GOD REST YE MERRY GENTLEMEN—Dick Haymes and Travis Johnson Singers; HARK THE HERALD ANGELS SING—Ben Yost Choir and Dick Liebert; OH COME ALL YE FAITHFUL—Eileen Farrell, Jan Pierce and Band of Training Command, AAF.
79. MEMPHIS BLUES; ON THE ALAMO—Harry James; SUPERMAN—Benny Goodman.
80. SO BEATS MY HEART FOR YOU—Paul Weston; I'VE GOT YOU UNDER MY SKIN—Gordon Jenkins; ROBIN HOOD—Louis Prima.

EAR-WITNESS REPORTS, PACIFIC

On film, wire and discs, Marine combat radio correspondents have been recording the Pacific war since January 1943.

First recording of battle action to be used on an American network (MBS) was the description of the Bougainville landing made on a wire recorder by Marine Sgt. Roy Maypole.

First recording to be used on a commercial network program was a pickup of a Japanese night bomber attack on Piva airfield, Bougainville. The platter, made by S/Sgt. Jim Hardin, was aired on "Report to the Nation" over CBS. There was no voice on this platter, however, just the sound of the bomber's engines and the crack of ack-ack.

First recordings of battle action that included the voice of the narrator to be used on a commercial program was on "We the People" in July of 1944. Records were of the landing on Saipan, described by Capt. Larry Hays. Of Hays' and his 15 transcribed hours *Time* says, ". . . his warcasting is the best to date." To T/Sgt. Keene Hepburn, Hays' engineer, goes credit for the technical excellence of the recordings.

Best description of the ship-to-shore movement in a tactical landing, according to network representatives, was the 90-minute recording made by

S/Sgt. Alvin M. Josephy Jr. during the assault on Guam. Josephy loaded his equipment into a half truck and waded ashore under heavy enemy fire, talking all the way. Half-hour portions of the recording were used on three national networks.

Recorded programs that have been received range from native song fests to actual pick-ups of tank battles over short wave. Most unusual recording, perhaps, was a description of a dive-bombing attack on a Jap-held bridge on Bougainville. The pilot, Lt. Joseph Butler, USN, described every second of his bombing run over the voice high frequency transmitter in his plane. Sgt. Hardin picked it up on a receiver at Piva airfield.

Short, interesting interviews with marines in the field are now being distributed to local stations throughout the country. The "Joe Blow" recordings are getting an excellent play.

Two-man combat radio teams, equipped with wire, film, and disc recorders are attached to every Marine division and air wing. Their material is currently being sent back to Marine Corps Headquarters for processing and distribution, but when the Navy transmitters are set up at Pearl Harbor and Guam, the hottest combat recordings will be released there.

LETTERS TO THE EDITOR

(Continued from page 36)

through the Selective Service System and inducted into the Navy as USN(1) are part of the regular Navy. As USN(1), you would not have signed a contract for six years or have any "term of enlistment" since you did not enlist. As a USN(1), when the war or emergency is declared over, you will be subject to the Selective Service Act which provides that men in your status, that of inductee without enlistment, shall be transferred to a reserve component (on inactive duty subject to recall in case of emergency) of the land or naval forces of the United States, to remain a member of such force until you reach the age of 45 or until the expiration of 10 years from the date of your transfer.—Ed.

RULINGS ON G.I. BILL

SIR: I enlisted in the Seabees last year when I was 27 years old. For the past few years I've been taking college courses at night. After Pearl Harbor I went to work in a shipyard and found it impossible to continue my education. Since I've been in the Navy, I've registered for correspondence courses given by the University of Iowa. I still lack about four semesters of college credits. Would I be able to continue my education under the G. I. Bill of Rights after I leave the service?—C.N., M2c, USNR.

• While the INFORMATION BULLETIN will continue to publish all information available on the "G. I. Bill of Rights" and related subjects, it cannot undertake to provide specific rulings. The Veterans' Administration has the responsibility of administering the Servicemen's Readjustment Act of 1944 (G.I. Bill of Rights), and an opinion on any borderline case (such as the above) may be obtained by submitting all specific facts of each case direct to the Veterans' Administration, Washington 25, D. C. No case can be finally processed by the Administration, however, until an eligible person has been discharged or released from the service.—Ed.

MARINE BATTLE RECORDINGS

SIR: The article on "Battle Recordings" in your September issue noted that "Wire recordings made by the Marine Corps have provided the only ear-witness reports of the actual fighting recorded so far in the Pacific theater."

It is true that Marine combat radio correspondents have done the only Pacific battle broadcasts, but it has been a rather worthwhile effort. They have used disc and film, as well as wire, to bring the war with Japan to the public. I think some facts concerning their activities, as described in the enclosed statement, might well be presented.—ROBERT L. DENIG, Brig. Gen. USMC, Director, Division of Public Relations.

• Gen. Denig's statement will be found on p. 60.—Ed.

SALE OF SMALL CRAFT

SIR: Is there any information available regarding the sale of naval small craft? We are interested in obtaining an SC boat or minesweeper.—R. L. B., CCM.

• The sale of small craft up to 1,000 gross tons is handled by the Division for Small Vessel Disposal, War Shipping Administration, Washington, D. C. Vessels which were requisitioned or purchased must be offered first to former owners for repurchase when no longer needed in the war effort. If they do not want the craft, then they may be offered to the public. Present law requires that such small craft be sold under sealed bids. Prospective purchasers who have had their names included on the mailing list as interested in obtaining specific types of small craft are notified whenever suitable boats are available for sale to the public, including date specified for the submission of offers.—Ed.

DISRATING

SIR: According to Alnav 110-44, all petty officer advancements, effective 1 July 1944, are on a temporary basis. (1)

If a man holding the rate of SK2c before 1 July 1944 is disrated by a sentence of court-martial or CO's mast, what is his new rate—SK3c(T) or SK3c? (2) If rated at a subsequent date, what will his rate be?—D.E.K., Y1c, USNR.

• (1) SK3c. (2) In case of re-advancement, the rating would become SK2c(T).—Ed.

TEMPORARY CPOs

SIR: Will enlisted men holding temporary ratings in pay grade 1, under Alnav 110-44, be paid off in the status of pay grade 1 or 1-A upon their severance from the service under honorable conditions?—T.L.D., CRM(AA).

• Discharges and releases from active duty will be effected in the rating held at time of discharge or release, whether temporary or permanent (Alnav 110-44).—Ed.

PROVIDING EYE CARE

SIR: Does the Navy provide examinations, prescriptions and glasses for men with defective vision, or is this up to the individual, at his own expense?—D. H. B., S1c.

• Eye examinations and prescriptions for glasses are made and written by Navy medical officers. Certain naval medical activities outside the continental U. S. have optical repair units aboard at which personnel, without charge, may have broken lenses and damaged frames repaired. At advance bases and afloat these units also manufacture glasses from original prescriptions, without charge. With these exceptions, however, glasses and repairs must be obtained by the individual from outside sources at his own expense.—Ed.

TANGLED KNOT

SIR: With reference to the INFORMATION BULLETIN for August 1944, page 62, since when has a double carrick bend been a victory knot? (See Bluejackets' Manual, 1927 edition, page 159).—C. V. S. K., Capt., USN.

SIR: . . . The knot is designated as a double carrick bend on page 339 of the 1943 edition of Bluejackets' Manual.—W. A. S., Comdr., USNR.

• Double carrick bend it was in 1927 and again in 1943—but in the 1938 edition of the Bluejackets' Manual it was called the victory knot, and so remained through the 1940 edition, against which the BULLETIN checked its answer. Further checking indicates that the 1944 edition also has it as double carrick bend.—Ed.

CLASS A SCHOOLS

SIR: I enlisted in the Naval Reserve in July 1943, never went through boot camp, and want to strike for AMM. However, because of lack of boot training, I had no chance to go to AMM school. I've had a couple of months' training in propeller work, but since our outfit calls for no AMMs, it has been useless to strike for it. Is there any way for me to be assigned to an AMM school?—C.L., S1c.

• No. Class A School quotas are filled only with recruits selected upon graduation from recruit training.—Ed.

SIR: There are a number of electrician's mates in the ship repair unit here, including myself, who would like to attend one of the excellent Navy schools. Thus far, the only school to which we have been assigned is a 12-day gyro compass maintenance course. How may S.R.U. men with three years or more of college engineering be assigned to Class A schools, such as the electrician's school, radar school or the three-month gyro compass course?—J.H.W., EM2c.

• See above letter—but, incidentally, men of your qualifications were enlisted especially as EMs due to previous experience and are needed in your present duties.—Ed.

NO WAIVERS FOR V-7

SIR: May a Special Assignment with 5/20 and 6/20 vision correctible to 20/20 apply for V-7 in the supply corps? Are waivers considered?—R.G.R., Y3c, USN(1).

• Under the provisions of BuPers Circ. Ltr. 143-44 (N.D.B. 15 May 1944, 44-578) all candidates for the V-7 program must meet general service physical requirements, and no waivers are considered.—Ed.

SSM(L) RATING

SIR: (1) Will the new rating of SSM(L) be permanent after the war? (2) If so, would it be possible to change over to this rate from CSK(PA), since I was in charge of the laundry for two years aboard a heavy cruiser, and this notation is in my record.—S.B., CSK(PA), USN.

• (1) While all ratings are subject to change, SSM(L) was established in the same category as other general-service ratings. (2) Yes, subject to the provisions of BuPers Circ. Ltr. 231-44 (N.D.B., 31 Aug. 1944, 44-996).—Ed.

CERTIFICATE OF SATISFACTORY SERVICE

SIR: In the letters column, INFORMATION BULLETIN, September 1944, p. 60, you say, "Reservists released to inactive duty receive release orders which do not constitute a discharge certificate. They are not entitled, under present instructions, to receive the Honorable Service Lapel Button until discharge has been effected. . . ." Is anything else done to give such reservists the benefits of something similar to the certificate of honorable discharge or discharge under honorable conditions?—A.A., CPO, USNR.

• Yes, the certificate of satisfactory service, as authorized by BuPers Circ. Ltr. 59-43 (N.D.B., cum. ed. 43-927, p. 711-712) for officers and enlisted men, will serve their purposes permanently or until such time as they may be discharged honorably or under honorable conditions.—Ed.

HOME DISTRICT DUTY

SIR: I am a Fleet Reservist (F4D), classified as mobilization ashore due to physical disability, serving at present outside my home naval district. (1) May I request transfer to my home district for duty? (2) Must I travel at my own expense in event of such a transfer?—F.C.D., CMM.

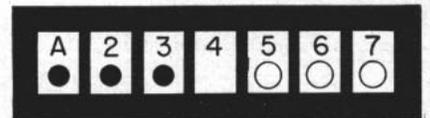
• (1) Yes, by letter to BuPers via official channels. Where practicable, retired enlisted men or Fleet Reservists are retained for duty in home naval districts when ordered to active duty. If no vacancies exist, they are considered available for duty wherever their services may be required. 2. Yes.—Ed.

AVIATION TECHNICAL OBSERVER

SIR: (1) An aviation technical observer is under orders to duty involving flying, maintains a flight log, draws flight clothing as needed, yet receives flat additional pay of \$60 a month, regardless of rank, while a flight surgeon is under orders to duties involving flying, but draws 50% additional base pay. Why is this so? According to BuPers Circ. Ltr. 102-42 (N.D.B., cum. ed.,

Coin and Card Trick

Lay the ace, deuce, trey, four, five, six and seven of a card suit side by side so that the numbers, from left to right, are one through seven. Place a penny each on the ace, deuce and



trey; a nickel each on the five, six and seven. Without moving the cards and by moving a coin to a coinless card, or by jumping an adjacent coin over only one coin onto a vacant card, make the pennies end up on the five, six and seven and the nickels on the ace, deuce and trey. Pennies may be moved only to the right, nickels only to the left. (For solution see page 62.)

42-333, p. 638), it would seem that a technical observer falls under the legal definition of an aircraft observer and thus is entitled to the 50% extra base pay for flight duty.

(2) With regard to the "Naval Aviation Observer," how can an officer apply for the course leading to this designation, and what are the requirements?—W.F.W., Lt., USNR.

• (1) An aviation technical observer is considered strictly a technician who has never completed any course of training designating him as a flying officer or a combat aircrewman, or if a medical officer, a course leading to designation as flight surgeon. The flat \$720 a year pay for aviation technical observers is fixed by Federal law.

(2) The designation Naval Aviation Observer was established during the World War to allow selected senior officer graduates of the Naval Academy to take a naval aviation course at Pensacola and thus qualify for command of carriers and other aviation units. Since enough flight officers are available for aviation commands, Naval Aviation Observers are not being trained or designated as such at the present time. None have been designated during the present war, and requests are not being accepted for this training.—Ed.

'WAVE' COVER PICTURE

SIR: The cover picture entitled "Wave at Work" on the August 1944 issue was erroneously credited to Naval Air Station, Lakehurst, N. J. To set the record straight: the picture was taken at the Naval Air Station, Floyd Bennett Field, Brooklyn, N.Y.—N. W. W. Jr., Capt. USN (Ret).

• You are correct. The credit to NAS, Lakehurst, was in error.—Ed.

FRENCH FOURRAGERE

SIR: Are members of the U. S. Coast Guard allowed to wear the French Fourragere under the conditions explained in BuPers Circular Letter, 199-44 (N.D.B., 15 July 1944)?—R.W.B., CMM, USCG.

• Yes. See also INFORMATION BULLETIN, Aug. 1944, p. 71.—Ed.

LONGEVITY PAY FOR BCD

SIR: If a man gets a BCD and later is allowed to return to the service, may he draw longevity pay for his previous service ending in a BCD?—J.E.Y., S1c, USN.

• Yes, except for any time lost in prior enlistment by being AOL, AWOL or under other such circumstances as specified in Art. 2143-2, BuS&A Manual.—Ed.

AIRCREW INSIGNIA

SIR: Prior to my transfer to V-12, I was officially designated as a CAC radio-man. Upon receiving my commission, will I be entitled to wear the wings on my uniform although I am no longer serving with a squadron?—D.G.K., AS, USNR.

• Yes, if permanently earned and conferred, according to BuPers Circ. Ltr. 174-44 (N.D.B., 30 June 1944, 44-747).—Ed.

Answers to Quiz on Page 60

- (c).
- False: he may be an officer of the Marine Corps.
- The Master at Arms.
- (c). (The first *Lexington* was a brig, the second a sloop-of-war, the third a sidewheel ironclad steamer, the fourth the aircraft carrier which was lost in the Battle of the Coral Sea.)
- Special artificer.
- (a).
- Chief of Civil Engineers of the Navy.
- Wildcat Avenger and Hellcat have alongside folding; Helldiver and Corsair have overhead folding.
- Old Glory red, royal blue and white.
- Transports fitted for evacuation of wounded (APH).
- Two only. B (Baker) is red and Q (Queen) is yellow.
- 17th.
- (a).
- (a) Chief of Naval Air Intermediate Training, (b) Advance Base Aviation Training Unit, (c) Carrier Aircraft Service Unit.
- USS Nevada.

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

REENLISTMENT

SIR: (1) I was commissioned two months before my enlistment expired. When I revert to my rate, do I complete my enlistment or do I reenlist? (2) Because my service was broken, I reenlisted with the understanding that I could transfer to the Fleet Reserve upon completing 20 years' total service. Is this correct? If so, please quote the reference. J.B., Ens., USN.

• (1) Regardless of how much of your enlisted period was served as an officer, you would reenlist only if the expiration date of your enlistment had passed. Otherwise, you would complete your enlistment by serving until the expiration date. (2) Yes. Naval Reserve Act of 1938. All active naval service counts toward time required for transfer to the Fleet Reserve, but you may not be transferred to the FR while serving as a temporary officer.—Ed.

SURVIVOR'S REASSIGNMENT

SIR: A ship on which I previously served was sunk. May I be reassigned to a new ship bearing the same name?—J.E.Y., S1c, USN.

• There is no privilege of reassignment in such a case. You could write BuPers, via official channels, requesting duty on the new ship of the same name if it were already in commission, and the request would receive due consideration. If the ship were under construction, the request should be addressed via official channels to the personnel officer of the Atlantic or Pacific Fleet Subordinate Command.—Ed.

WANTS SEABEE DUTY

SIR: I enlisted in the Seabees in 1942 and in May, 1944, I was put in general service. My rating is MM2c (bulldozer operator). Is there any way I can get back into the Seabees?—H.D.C., MM2c.

• Transfers from general-service to Seabees are not being authorized at the present time.—Ed.

CHIEF WARRANT INSIGNIA

SIR: Request information on the insignia a Chief Warrant wears on his overseas cap. Is it the commissioned officer's insignia on the left side and the corps device on the right?—O.A.P.; Chf. Radio Elec.

• Correct.—Ed.

PAYMENT TO NEXT OF KIN

SIR: A man's next of kin is entered on page 2 of his service record. The beneficiary is asked for on pages 7 and 8 of the beneficiary slip. In the event of the death of the man, would the six months' pay be given to the next of kin listed on page 2, if pages 7 and 8 indicated no beneficiary, or would no payment be made?—J. H. K., Y2c.

• Payment of six months' death gratuity may be made in cases of naval personnel who die while on active duty and not as a result of their own misconduct, even though no beneficiary is designated. If the deceased is survived by a widow, payment is made to her. If he is not survived by a widow, but by a child or children, payment is made to the surviving child or children. However, if he is survived by neither a widow nor a child and fails to designate a beneficiary, payment may be made to a dependent grandchild, parent, brother or sister, or grandparent. A claim filed by one or more of these dependent relatives must be accompanied by satisfactory evidence of dependency.—Ed.

NEPTUNE CERTIFICATES

SIR: Are Neptune Certificates authorized for aircraft squadrons crossing the Equator?—R.L.W., Y1c, USNR.

• Yes.—Ed.

SIR: Not so long ago a group of us crossed the Equator aboard a ship to which we were not assigned. We were fully initiated, but did not receive a diploma stating that we were shellbacks. I wrote the leading yeoman aboard the ship, but did not receive an answer. Are we supposed to receive a diploma stating that we are shellbacks?—R.G., S1c.

• Upon initiation, pollywogs (men who cross the Equator for the first time) become shellbacks, and are entitled to a Neptune certificate, signed by the commanding officer of the vessel on which the ceremony is held. We suggest that you write the CO, via your commanding officer, requesting a certificate. For complete details see October 1943 INFORMATION BULLETIN.—Ed.

MACHINE GUNNER

SIR: I am a special artificer, devices (machine gunner). (1) Is it possible to go to sea duty with this rating? (2) In what category does this rating fall—above or below deck?—F.A.B., SAD2c(MG)(T), USNR.

• (1) Yes, to advance base duty but not aboard ship. (2) Artificer Branch.—Ed.

FORFEITURES FUND ABOLISHED

SIR: Art. 1877, paragraph 2(b), Navy Regs, states that the amount of pay deducted on account of sentences of deck courts or courts-martial will be credited to the Navy Fines and Forfeitures Fund. We are unable to ascertain just when or how this money is used, nor can our disbursing officer enlighten us.—H. McC., Lt., USNR.

• Public Law 73, 78th Congress, approved 15 June 1943, abolished the fund to which you refer. The law provides that "All pay forfeited by law or by terms of a court-martial sentence shall remain to the credit of the appropriation concerned." The appropriation, in this case, is Pay, Subsistence and Transportation, Navy.—Ed.

SKT RATING BADGE

SIR: Is an SKT authorized to have the "T" placed just below the keys on his rating badge?—J.R.A., SKT1c.

• No.—Ed.

DeHAVEN SURVIVORS

SIR: My son was lost when the destroyer *DeHaven* went down some time ago.

I would appreciate it very much if you would insert a notice in your magazine to the effect that the writer, who is the mother of Charles Brady, extends an invitation to any of the survivors of the *DeHaven*, who might at any time be in the vicinity of Netcong, N. J., to visit me and be assured of a very pleasant sojourn as my guest.

I am very anxious to meet someone who was shipmates with my son.—MRS. ERNEST BRADY.

CHIEF WARRANT PAY

SIR: Your June issue states that a chief warrant may draw the pay of a warrant officer and the allowances of a chief warrant. Please print the authority for this.—M.C.K., CSC, USNR.

• Article 2142-1(c) (3) BuS&A Manual.—Ed.

RATINGS OF V-12 MEN

SIR: Is a man who entered V-12 from the fleet with a rating required to take an examination in order to have his rating restored if he goes back to general service?—M.R.D., AS, USN.

• No.—Ed.

Solution to Trick on Page 61

Moves of the coins: trey to four; five to trey; six to five; four to six; deuce to four; ace to deuce; trey to ace; five to trey; seven to five; six to seven; four to six; deuce to four; trey to deuce; five to trey; four to five.

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POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

No Demobilization Until Jap Defeat

Rules Permit Release Of Unneeded Specialists If Not Fit for New Duty

Although the Navy's personnel program requires continued expansion, with no demobilization until the defeat of Japan, BuPers on 15 September issued instructions revising and clarifying previous provisions governing voluntary severance which will make eligible for release a small number of officers and enlisted personnel who are now engaged in specialized activities which are being closed down or curtailed and who are not qualified physically for other duties nor adaptable to other assignments without considerable training.

In acting on applications, BuPers will use as the test the needs of the service and whether the applicant can be spared. It is clearly not the intention of the Navy to release any officer or man trained and physically qualified for sea duty or any other personnel whose services are essential. Every officer and man who can be effectively used anywhere in the naval establishment will be retained.

The new instructions on enlisted personnel cover the discharge upon their own request of enlisted naval reservists and inductees (USN-I) in the above categories who are 42 years of age and over, and the release to inactive duty of naval fleet reservists and enlisted personnel on the retired list of the same age.

(The policy announced by the Marine Corps in Hdqtrs. Ltr. of Inst. 792, 29 June 1944, provides that the application for discharge will be considered for any enlisted man over 38 who is serving within the continental limits of the United States. The Coast Guard plan covering the release or discharge of certain enlisted personnel is now being formulated.)

Officers covered by the new instructions, if 38 years old or over, may either resign from the naval reserve or request release to inactive duty. Those under 38 who are considered eligible for release will be required to submit their resignation.

"The Navy," both directives pointed out, "is still engaged in carrying out an expansion program and cannot consider favorably wholesale requests for discharge or release to inactive duty. Any conclusion that the Navy's participation in the war is nearly over is not based on fact."

A statement issued last month by Secretary of the Navy James Forrestal emphasized that point. "The defeat of Germany will bring about no

demobilization of the Navy," he said. "On the contrary, the Navy is expanding and will continue to expand. The Navy cannot demobilize until Japan is defeated."

Mr. Forrestal's statement was issued following the War Department's announcement of the Army partial demobilization plan (see below), to be effected after the defeat of Germany.

"The collapse of Germany will present the Navy with new tasks," Mr. Forrestal noted. "One of these will be the transporting of men and material, freed from the European theater, into the Pacific in order to deliver heavier blows against Japan. Germany's defeat will result in a redistribution, rather than reduction, of naval strength.

"The Navy has been at work on demobilization methods for the past year and has completed tentative plans to meet any contingency. In developing these plans the Navy has worked in close cooperation with the Army, with the result that present plans agree in principle with those announced by the War Department. Like the Army, the Navy, in establishing priority for severance, intends, when the time comes for demobilization, to give due consideration to the factors of length of service, service outside the continental limits, combat service, and parenthood.

"The Navy will continue to work in closest liaison with the Army in an endeavor to establish, to the fullest extent possible, uniformity in demobilization policies and methods. Furthermore, since demobilization of the Navy must await defeat of Japan, the Navy will have an opportunity to observe in operation the partial demobilization of the Army and will thus be able to profit by the Army's experience.

"A final and precise blueprint is not expected to be drawn until the defeat of Japan is at hand."

(Details regarding the authorized increase in naval strength, announced recently by Mr. Forrestal, may be found in the *INFORMATION BULLETIN*, Sept. 1944, p. 42.)

Plan for Releasing Certain Specialist Reserve Officers

The policy covering the release of reserve officers whose services are no longer needed to fill the specialist duties for which they were originally enrolled was announced in a letter from SecNav to all ships and stations on 1 Sept. 1944 (N.D.B., 15 Sept. 1944, 44-1031).

As the expanding Navy is still engaged in fighting the war, it is not the

intention at this time nor in the immediate future to release officers who are qualified by physical condition and training for sea or combat duty.

The need for the services of the officer will determine the action taken in each individual case, as will the relative contribution to the war effort which will result from the officer being placed on inactive duty or retained in the service.

Officers 38 years and over who are considered eligible for release may request inactive duty, or if they prefer, may submit their resignations. Officers less than 38 who are considered eligible for release will be required to submit their resignations. Officers under 38 whose resignations are accepted are required to report to their draft boards.

Requests for release to inactive duty should be submitted to the Chief of Naval Personnel, or Commandant, Marine Corps or Coast Guard, via official channels. Resignations are to be submitted to SecNav, via official channels, including BuPers, or Commandant, Marine Corps or Coast Guard.

The following information should be included in submitting requests:

Paragraph 1: Whether request is for active duty or acceptance of resignation.

Paragraph 2. (a) Months served on present term of continuous active duty. (b) Months served outside the continental United States. (c) (I) Total number of days leave taken during the present term of continuous active duty as an officer; (II) amount of leave authorized to be taken, not yet taken, and intended to be taken; (III) a statement as to how much of the accumulated leave normally anticipated on separation or release is not desired. (An officer who is separated or released may not receive pay from two government activities simultaneously. An officer on leave is in an active duty status.) (d) List of awards received, including unit citations, decorations, letters of commendation and number of stars authorized on area ribbons.

Paragraph 3: Such reasons for the request an applicant desires to include. (Letters from employers may be appended where appropriate.)

The forwarding endorsement will indicate whether or not the services of each individual can be spared without relief. While release is pending, officers will not be granted leave.

Some Enlisted Personnel To Be Released by Navy

Navy enlisted personnel eligible for release will be returned to civilian life

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under provisions of BuPers Circ. Ltr. 257-44, (N. D. B., 15 Sept. 1944, 44-1064).

The only personnel affected are those who have been engaged in specialized activities which are being closed down or curtailed, and who are not physically qualified for other duties nor adaptable to other assignments without considerable training.

Applications will be considered only from enlisted men who have passed their 42d birthday, and only when the request has been initiated by the individual concerned. The directive covers the discharge of naval reservists and inductees (USN-I), and the release to inactive duty of fleet reservists and enlisted personnel on the retired list.

In deciding upon requests for release, the needs of the service will be considered paramount, and discharge will be for the convenience of the government. Reliefs, if required, will be furnished. Requests will not be considered from individuals awaiting court-martial, undergoing punishment as a result of court-martial, or sick in a hospital.

Applications for discharge or release are to be sent to BuPers, via the commanding officer, who will indicate on the endorsement whether or not the man can be spared without a relief.

The directive is not applicable to men on the active list of the regular Navy who request transfer to the fleet reserve subsequent to receipt of the circular letter.

Army Demobilization Plan After Defeat of Germany

While the Navy has said definitely that there can be no demobilization until the defeat of Japan, the Army's plan of partial demobilization is of general interest since the Navy has announced (see above) that when it comes, Navy demobilization will follow in principle the Army's plan.

The War Department plan, made public on 6 Sept. 1944, calls for partial and orderly demobilization of the Army from present peak strength after the defeat of Germany. Army personnel will be selected for release on an individual basis, rather than by units. The following system of credits, the value of which will be announced after cessation of hostilities in Europe, will be used in determining the priority for releasing personnel:

1. Service credit—based on total number of months of Army service since 16 Sept. 1940.

2. Overseas credit—based on number of months served overseas.

3. Combat credit—based on the first and each additional award to the individual of the Medal of Honor, Distinguished Service Cross, Legion of Merit, Silver Star Medal, Distinguished Flying Cross, Soldier's Medal, Bronze Star Medal, Air Medal, Purple

Heart and Bronze Service Stars (battle-participation stars).

4. Parenthood credit—for each dependent child under 18 up to a limit of three children.

Men in various theaters of operation will be affected by the plan in this manner:

1. European theater: Soldiers will be transferred to the Pacific, kept in Europe as occupation troops or declared surplus under a priority credit system and sent back to the United States as quickly as possible.

2. Pacific theater: Commanders will be informed as to the number and type of men who can be replaced. Men will be selected under a priority system and returned to the United States as rapidly as replacements of the same type become available and as the military situation permits.

3. Continental United States: Troops in this area will be the main reservoir of replacements for overseas theaters, for, in general, their priority scores will be lower than those of men who have served overseas and have seen combat duty.

Any man with a satisfactory record who may be declared nonessential under the plan, but who wishes to remain in the Army, will not be forced out if he can be usefully employed.

Officers will be released as they can be spared, with military necessity determining which are nonessential.

Members of the WAC will be replaced under the same formula as soldiers, except that those whose husbands already have been released will be discharged upon application.

Many months will be required to return all surplus men from Europe, since ships and planes will be needed to supply the Pacific theater. Release of troops will be slow and small in number at first.

Return to the United States will not mean an automatic release to civilian life. The same system used in determining which men were surplus overseas will be used in deciding which are nonessential to military needs and entitled to release.

These men from overseas, as well as surplus men from the United States, will go to a surplus pool, where it will be determined on the basis of the point



Sky Ranger (NAS, Dallas, Tex.)
"Since you're new at this, Anderson, maybe you'd better just tag along and watch."

system which will be returned to civilian life.

Travel Time Not Counted In Overseas Enlisted Leave

Travel time will not be counted in the leave which may be granted to enlisted personnel upon their return from combat or overseas duty, under provisions of BuPers Circ. Ltr. 254-44 (N.D.B., 15 Sept. 1944, 44-1061). Those who have served one year or more outside the continental limits of the U. S. may be granted 30 days leave.

If service outside the continental limits has been less than one year, leave may be granted at the rate of two and one-half days for each month of service or fraction thereof. All such leave is computed exclusive of travel time.

Dates of departure from and return to the continental United States are used for determining the amount of leave to which personnel are entitled.

Regulations Changed on Mileage Allowance for Enlisted Personnel

Instructions contained in Alnav 134-43 regarding payment of an allowance of three cents per mile to enlisted personnel who perform travel under official orders at their own expense have been modified and liberalized in order to permit payment for that portion of the official distance from the old to the new station not covered by transportation requests, or over which TRs or tickets secured on TRs were not used. For details, see SecNav letter to all ships and stations (N.D.B., 15 Sept. 1944, 44-1032).

New Form to Assist Navy Personnel Reemployment

In order to facilitate the return of naval personnel to their former jobs on release from active duty, as provided for by existing laws, former employers are to be notified by the commanding officers whenever service men or women are either discharged from the Navy or returned to inactive duty.

Copies of BuPers Form 143 are now being sent to COs of all naval activities within the continental limits of the United States where separation from the Navy will occur.

The directive provides that former employers will be given only the following information: name, date of birth, date of separation or return to inactive duty, name of naval activity and check-mark indication as to whether individual is being separated from the naval service or returned to inactive duty.

For details see BuPers Circ. Ltr. 262-44 (N.D.B., 15 Sept. 1944, 44-1068).

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Navy Relief Society Aid Defined in Connection with Medical Care for Dependents

There is manifest an increasing belief, especially on the part of newly inducted men and their dependents, that the Navy Relief Society will provide medical care for their dependents without cost to them. The Navy Relief Society earnestly desires to assist naval personnel and their dependents in meeting their emergency needs; but it should not grant loans which cannot possibly be repaid, and it has not the financial ability to advance as a gratuity sufficient funds to provide free medical care for the dependents of even all of the men in the lower pay grades.

The Navy Relief Society is supported by voluntary contributions. IT IS NOT A GOVERNMENT AGENCY; therefore, the assistance given by it is not a benefit or a right and must be limited.

The first purpose of the society is to assist, in time of need, the widows, minor orphans and dependent mothers of deceased men of the Navy and the Marine Corps. It is also its purpose, in cases of emergent need, to help active servicemen provide hospital (ward rates), medical and surgical care for their dependents in cases of other than chronic illness if,

- (a) the serviceman and his family do all that they can to meet their own obligations, and
- (b) the resources of the community are utilized as far as possible, without prejudice to the status of the family prior to the man's entry into the service, and
- (c) the application for assistance has been approved by the Navy Relief Society before the services are rendered, except in emergency cases, when application must be made within 48 hours to the Navy Relief Society directly, or through its Auxiliaries or through the American Red Cross.

The Navy Relief Society may, after full consideration of the facts of the case, help a serviceman provide hos-

pital, medical and surgical care for his dependents, but it cannot,

- (a) accept the obligation to advance as a gratuity (gift), sufficient funds to pay in full normal medical and surgical fees, nor
- (b) pay bills for operations or medical care in chronic cases, nor
- (c) pay hospital, medical or surgical bills contracted without his knowledge or approval, except under conditions stated in (c) above.

Postwar Logistics Training Planned for Officers

A survey to determine the number of naval officers who would be interested in selection for postwar logistics training is now being made on all ships and stations at the request of BuPers. The survey will cover officers of the regular Navy and those of the Naval Reserve who are candidates for the postwar regular Navy.

Logistics, which is the science of supply and support both of material and personnel, is recognized as a specialty of paramount importance. It has been proposed that a limited number of officers be selected for postgraduate training in the technical aspects of logistics. Thereafter, they would be concerned with the planning and administration of logistics ashore and with the operations of logistics systems in the fleet.

Plans for this training are in the preliminary stage and now await the results of the survey in which COs will ascertain the number of officers who are interested. For details, see BuPers Circ. Ltr. 250-44 (N.D.B., 15 Sept. 1944, 44-1058).

General Service Rating of Mailman Established

The general service rating of mailman (MaM) has been established in the special branch by SecNav to replace the specialist (M) rating, in order to give the mailman his own permanent place among Navy ratings and to send him to sea, where necessary.

All specialists (M) are now being changed to mailman ratings of equal pay grades. Non-rated personnel may be advanced to MaM3c to fill vacancies in complement, in accordance with current advancement instructions.

Ratings of general service petty officers designated Navy mail clerks may be changed to MaM ratings of equal pay grade, if they are qualified as such and have served in postal duties so long as not to be well qualified for the duties indicated by present ratings.

Insignia for the MaM rating will be announced later. Meanwhile, men rated MaM will continue to wear the insignia of their previous rating.

For full details, see BuPers Circ. Ltr. 263-44 (N.D.B., 15 Sept. 1944, 44-1069).

Rotation of Overseas Personnel to Become Increasingly Difficult

There is every reason to expect that rotation of naval personnel on sea and foreign service duty will become increasingly difficult to accomplish as the war with Japan becomes more intensified.

BuPers is concerned with the apparent misunderstanding which has arisen among all personnel in connection with the current policy designed, wherever possible, to return personnel to the United States for duty ashore, with new construction, or other reassignment, following 18 months outside the continental limits of the U. S.

The original announcements (BuPers Ltrs. Pers-630-Nd P16-3/MM, 4 June 1943, and Pers-315-EH, 14 Oct. 1943) emphasized that the degree to which the policy could be carried out would depend on the overall availability of personnel and transportation and immediate demands for men in forward areas.

Intensification of the war in the Pacific has increased the amount of shipping required for initial movements of men and for support of the forces fighting the battles.

BuPers will continue to rotate overseas personnel wherever possible by ordering additional personnel to administrative commands for assignment, over and above the number required to replace new construction and school quotas, attrition, and other losses. The numbers will vary from month to month.

Rotation of officers on shore duty at outlying stations will continue to be handled through area commanders, while rotation of officers in ships will continue to be handled by BuPers in accordance with current practice, coordinating the needs for new construction with the policy of rotation, insofar as possible.

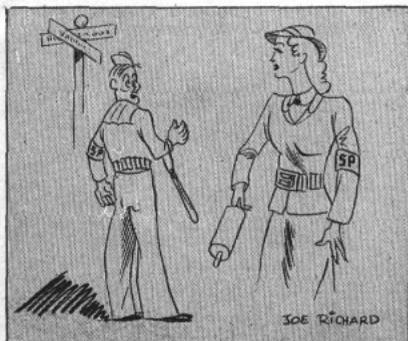
For details, see BuPers Circ. Ltr. 255-44 (N.D.B., 15 Sept. 1944, 44-1062).

Seabees With Long U. S. Service to Go Overseas

All qualified CB ship's company enlisted personnel who were ordered to active duty before 1 Jan. 1943 and still have not served outside continental U. S. will be transferred to a construction battalion or replacement unit destined for overseas service.

The same procedure applies hereafter to qualified men of the CBs with 18 months' service on continental U. S. since they began active duty or with 18 months' U. S. shore duty since their return from overseas.

Details are in BuPers Ltr. Pers-6303-DW-1 QR9, 11 Aug. 1944, to CB training centers, replacement depots and receiving barracks.



The Chaser (NTC, Miami, Fla.)

THE BULLETIN BOARD

Revised List of Operations and Engagements For Wearing of Stars on Area Ribbons

A revised list of operations and engagements for which stars may be worn on area service ribbons has been issued by Cominch, bringing certain operations in the Asiatic-Pacific Area through 17 May 1944 and in the European-African-Middle Eastern Area through 25 June 1944.

The latest list (N.D.B., 15 Sept. 1944, 44-1049) includes changes made since the promulgation of General Order No. 207, dated 7 Feb. 1944 (see INFORMATION BULLETIN, March 1944, p. 66).

Honorable service in a ship, aircraft unit or shore-based force at the time it participated in actual combat with the enemy is the primary requirement for the wearing of a star on an area service ribbon. Only one star is awarded for a single operation or engagement.

Following is the complete list:

Asiatic-Pacific Area Service Ribbon

PEARL HARBOR-MIDWAY (formerly named PEARL HARBOR) 7 December 1941

WAKE ISLAND 8-23 December 1941

PHILIPPINE ISLAND OPERATIONS 8 December 1941--6 May 1942

NETHERLANDS EAST INDIES ENGAGEMENTS:
(Only one star for participation in one or more of the following:)
Makassar Strait 23-24 January 1942
Bandoeng Strait 19-20 February 1942
Java Sea 27 February 1942

PACIFIC RAIDS—1942
(Only one star for participation in one or more of the following:)
Marshall-Gilbert Raids 1 February 1942
Air Action off Bougainville 20 February 1942
Wake Island Raid 24 February 1942
Marcus Island Raid 4 March 1942
Salamaua-Lae Raid 10 March 1942

CORAL SEA 4-8 May 1942

MIDWAY 3-6 June 1942

GUADALCANAL-TULAGI LANDINGS (Including First Savo) 7-9 August 1942

CAPTURE AND DEFENSE OF GUADALCANAL 10 August 1942--8 February 1943

MAKIN RAID 17-18 August 1942

EASTERN SOLOMONS (Stewart Island) 23-25 August 1942

BUIN-FAISI-TONOLAI RAID 5 October 1942

CAPE ESPERANCE (Second Savo) 11-12 October 1942

SANTA CRUZ ISLANDS 26 October 1942

GUADALCANAL (Third Savo) 12-15 November 1942

TASSAFARONGA (Fourth Savo) 30 November-1 December 1942

RENNELL ISLAND 29-30 January 1943

ALEUTIANS OPERATIONS:
(Only one star for participation in one or more of the following:)
Komandorski Island 26 March 1943
Attu Occupation 11 May-2 June 1943

NEW GEORGIA GROUP OPERATION:
(Only one star for participation in one or more of the following:)
New Georgia—Rendova-Vangunu Occupation 20 June-31 August 1943
Kula Gulf Action 5-6 July 1943
Kolombangara Action 12-13 July 1943
Vella Gulf Action 6-7 August 1943
Vella Lavella Occupation 15 August-16 October 1943
Action off Vella Lavella 6-7 October 1943

PACIFIC RAIDS—1943:
(Only one star for participation in one or more of the following:)
Marcus Island Raid 31 August 1943
Tarawa Island Raid 18 September 1943
Wake Island Raid 5-6 October 1943

NEW GUINEA OPERATION 4 September 1943-
(date to be announced later)

TREASURY-BOUGAINVILLE OPERATION:
(Only one star for participation in one or more of the following:)
Treasury Island Landing 27 October-15 December 1943
Choiseul Island Diversion 27 October-6 November 1943
Occupation and Defense of Cape Torokina 28 October-4 November 1943
Bombardment of Buka-Bonis 1 November-15 December 1943

Buka-Bonis Strike 31 October-1 November 1943
Bombardment of Shortland Area 1-2 November 1943
Battle of Empress Augusta Bay 1 November 1943
Rabaul Strike 5 November 1943
Action off Empress Augusta Bay 8-9 November 1943
Rabaul Strike 11 November 1943
Battle off Cape St. George 24-25 November 1943

GILBERT ISLANDS OPERATION 13 November-8 December 1943

MARSHALL ISLANDS OPERATION:
(Only one star for participation in one or more of the following:)
Air attacks designated by CincPac on defended Marshall Islands targets 26 November 1943-2 March 1944
Occupation of Kwajalein and Majuro Atolls 29 January-8 February 1944
Occupation of Eniwetok Atoll 17 February-2 March 1944
Attack on Jaluit Atoll 20 February 1944

BISMARCK ARCHIPELAGO OPERATION 15 December 1943-
(date to be announced later)
Kavieng Strike 25 December 1943
Kavieng Strike 1 January 1944
Kavieng Strike 4 January 1944
Bombardments of Kavieng and Rabaul 18 February 1944
Anti-Shipping Sweeps and Bombardments of Kavieng 21-25 February 1944
Anti-Shipping Sweeps and Bombardments of Rabaul and New Ireland 24 February-1 March 1944

ASIATIC-PACIFIC RAIDS—1944
(Only one star for participation in one or more of the following:)
Truk Attack 16-17 February 1944
Marianas Attack 21-22 February 1944
Palau, Yap, Ulithi, Woleai Raid 30 March-1 April 1944
Sabang Raid 19 April 1944
Truk, Satawan, Ponape Raid 29 April-1 May 1944
Soerabaja Raid 17 May 1944

ESCORT, ANTISUBMARINE AND SPECIAL OPERATIONS:
USS NAVAJO—Salvage Operations 8 August 1942-3 February 1943

European-African-Middle Eastern Area Service Ribbon

NORTH AFRICAN OCCUPATION
(Only one star for participation in one or more of the following:)
Algeria-Morocco Landings 8-11 November 1942
Action off Casablanca 8 November 1942
Tunisian Operations 8 November 1942-9 July 1943

SICILIAN OCCUPATION 9-15 July 1943;
28 July-17 August 1943
9-21 September 1943

SALERNO LANDINGS 22 January-1 March 1944

ANZIO-NETTUNO ADVANCED LANDINGS 6-25 June 1944

BOMBARDMENT AND INVASION OF THE FRENCH COAST 6-25 June 1944

ESCORT, ANTISUBMARINE AND SPECIAL OPERATIONS:
(One star for participation in each of the following:)
Convoy PQ-17 3-4 July 1942
Task Group 21.16 11 March-31 March 1944
USS MENGES 20 April-3 May 1944
Task Group 26.11 22 April-29 May 1944
Convoy UGS-40 11 May 1944

American Area Service Ribbon

ESCORT, ANTISUBMARINE AND SPECIAL OPERATIONS 3-8 November 1942
Convoy SC-107

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Change of Address Notices To Expedite Delivery of Personal Mail

So that naval personnel transferred from one ship or station to another may keep families, friends and business correspondents informed at all times of their current mailing address, a new system of "change of address" cards is being inaugurated throughout the service. The new procedure will speed up the delivery of mail, as well as prevent personal mail from going astray due to frequent changes of address. Upon receipt of orders for transfer from your present ship or station, this is how the plan will work for you:

1. One copy of the card—form NavPers 693 (rev. 734)—is to be sent to your *new* ship or station, giving advance notice of your transfer, so that mail which may reach the station before your arrival will be held for you.

2. One copy is to be sent to your nearest of kin, so that this important correspondent will have your latest possible mailing address.

3. One unaddressed copy of card is to be sent to the mail clerk of your *present* ship or station, advising of the anticipated change. The mail clerk will then address and mail the card to the record office of the appropriate fleet post office, via any other activity concerned with your address.

4. Sufficient cards will be provided so that one can be sent to each of your correspondents, from whom letters, packages or publications may be expected.

Cards in sufficient quantities for all hands are now being forwarded to ship and station commanding officers.

For details, see BuPers Circ. Ltr. 234-44 (N.D.B., 31 Aug. 1944, 44-999).

Officers to Report Address Between Duty Stations

All officers receiving change of duty orders, and those awaiting further assignment after reporting to naval districts from duty outside the United States, are required to keep BuPers informed where they can be reached from the time of detachment from present station until arrival at their new station.

The change-of-address form, NavPers 322 (9-43), which is provided with each set of change of duty orders, is filled out by the officer so that BuPers may keep him notified of any change or modification in his orders. Attention is called to this procedure by BuPers Circ. Ltr. 269-44 (N.D.B., 15 Sept. 1944, 44-1075).

This change-of-address form is not to be confused with form NavPers 693 (rev. 734)—see item directly above.



Silver Star Authorized On Submarine Combat Insignia For Each Five Patrols

Up to 36 successful patrols may now be indicated on the submarine combat insignia, under revised regulations.

Wearing of the insignia itself, without stars, indicates one successful combat patrol. A gold star is added in the holes on the scroll for each additional successful patrol up to four patrols.

For five successful patrols the wearer now removes the three gold stars and places a silver star in the center hole. For each additional successful patrol he is authorized to add one gold star, and for each additional five, another silver star.

In order to show more than seven patrols, four additional holes may be drilled, as shown in the above paragraph. As additional stars are added, they will be arranged symmetrically.

Regulations provide for award of the submarine combat insignia to officers and men of the Navy and the Naval Reserve regularly assigned to submarine duty who complete (or who have completed since 7 Dec. 1941) one or more patrols during which the submarine sinks or assists in sinking at least one enemy vessel or accomplishes a combat mission of comparable importance.

Under previous regulations, three gold stars were the maximum worn, with the third representing four or more patrols.

For further details, see BuPers Circ. Ltr. 266-44 (N.D.B., 15 Sept. 1944, 44-1072).



Island Breeze (NAS, Somewhere in the Pacific)
"I'm positive I filed your request for
leave in here somewhere."

Officers Sought for Submarine Training

Officer volunteers are sought for submarine training in the class convening about 1 Jan. 1945 at the Submarine School, New London, Conn., and for subsequent classes.

Applications are desired from officers of the U. S. Naval Academy classes of 1942-45, incl., and from Naval Reserve officers not over 28 years of age, of the ranks of lieutenant, lieutenant (jg) and ensign.

Sea service and other requirements of BuPers Manual, Arts. E-1301 and E-1304, have been removed. However, officers with seagoing experience qualified in ship handling and particularly Naval Academy graduates, are especially urged to volunteer.

(For details, see BuPers Circ. Ltr. 244-44, N.D.B., 31 Aug. 1944, 44-1007.)

Submarine Duty Volunteers Requested in Certain Rates

Enlisted men in specified ratings who can meet the mental, physical and psychological requirements for submarine duty may now volunteer for transfer to the Submarine School, New London, Conn., for initial training and further assignment to fleet submarines.

As provided by BuPers Circ. Ltr. 253-44 (N.D.B., 15 Sept. 1944, 44-1060) applications are desired only from enlisted men in the following ratings: TM, TME, QM, SM, FC, FCS, S, EM, RM, RT, MoMM, F, Y, PhM (except PhM3c), SC, Bkr, StM. Machinist's mates are also needed, and requests should state any previous experience with internal-combustion engines, as well as whether men care to have rate changed to motor machinist's mate when qualified. No chief petty officer volunteer in any of these ratings is desired unless he has had previous submarine duty.

Requests for transfers from Seabees are not desired except in cases of men with previous submarine duty or graduates of submarine school in a previous enlistment.

Applications will be considered from all qualifying personnel in any of the listed categories, other than recruits undergoing training or personnel in class "A" schools. Requests should be sent to BuPers, via commanding officers, and via fleet service force commands or other appropriate commands.

Officers May Wear Civilian Clothes on Terminal Leave

Officers granted terminal leave, pending discharge or return to inactive status, may wear civilian clothes during the leave period, according to BuPers Circ. Ltr. 273-44 (N.D.B., 15 Sept. 1944, 44-1079).

THE BULLETIN BOARD

W-V(S) Officers to Wear Stars on Their Uniforms

Officers of the Women's Reserve who are classified W-V(S) are authorized to wear a blue star above the sleeve braid on their uniforms by BuPers ltr. Pers-34-ECS QR/JJ55, dated 15 Sept. 1944. The ruling affects all Wave officers except those of the staff corps, for whom existing staff insignia has already been authorized.

The star will be embroidered in reserve blue for the navy blue uniforms and in navy blue for the white and grey uniforms. It is to be centered on the sleeve one-fourth inch above the braid with the lower ray pointed downward. The insignia may be worn beginning 15 Oct. 1944. All W-V(S) officers are required to have the star on their uniforms after 15 Nov. 1944.

The directive also permits officers to wear metal pin-on collar devices on working smocks. W-V(S) officers wear the rank insignia on both sides of the collar; staff officers wear the corps insignia on the left side of the working smock collar and the rank device on the right side. The insignia is to be centered on the collar one inch from the front edge.

Three Additional Ratings Now Open to WR

Three additional ratings now have been opened to enlisted personnel of the Women's Reserve, in addition to those for which they already have been eligible where qualified. These ratings are Specialist V (transport airman), Ship's Service Man L (laundryman) and Ship's Service Man T (tailor). However, civilians will be utilized to the greatest extent possible in performing the duties of the last two ratings.

Although the rating of Ship's Service Man B (barber) is not included



Sky Ranger (NAS, Dallas, Tex.)

"Confidentially, what happens around here when you cry?"

in the list of those open to Women's Reserve personnel, BuPers will consider requests for advancement to that rate from stations in isolated localities where adequate civilian facilities are not available.

Advancement in rating of enlisted Women Reservists is now governed by BuPers letter Pers-67-Bt-QR8/P17 to all activities in continental U. S., dated 7 Aug. 1944, which includes the provisions outlined above, and by BuPers Circ. Ltr. No. 134-44 (N.D.B., 15 May 1944, 44-569) which covers enlisted advancements in general.

Reserve Line Officers May Transfer to Supply Corps

Reservist line officers interested in applying for transfer to the Supply Corps of the Naval Reserve may do so under BuPers Circ Ltr. 270-44 (N.D.B., 15 Sept. 1944, 44-1076).

Applications of officers between the ages of 28 and 38 with a college degree, or courses in business administration plus practical experience, will be considered. Candidates should have had successful experience in connection with the management of an organization in an executive capacity, including the handling of people and the planning of operations. Officers with backgrounds in one or more of the following are desired: procurement, inventory control, storage or movement of supplies and materials.

In addition, officers are needed in the following specialized activities:

1. Materials handling—officers with at least three years' experience in a responsible supervisory capacity in the handling of large quantities of stock.

2. Material reclamation—officers who have had three to five years in the salvage or reclamation of scrap metals or used materials.

3. Oil terminal supervision—officers who have had at least five years' experience in handling bulk fuel oil, at least two years' experience in a water terminal storage plant in a supervisory capacity, and who have knowledge of loading and unloading of ocean-going tankers of large capacity.

4. Packaging—officers who have had at least three years' experience in field work in at least one of the following container industries: corrugated fibreboard, solid fibreboard, nailed wood, wire bound, cleated plywood, cleated fibreboard, metal containers or crating and waterproofing.

Officers selected for transfer will be ordered to duty as assistants to supply officers at yards and stations within and without the continental limits of the United States. Transfers will be made in the same rank and without loss of precedence.

Applications should be submitted to the Chief of Naval Personnel (Attention Pers-365), via official channels, and should include the applicant's file number and complete statement of qualifications.

Reenlistment Rules Clarified For Navy Regulars in V-12

Regular Navy men whose enlistments expire while undergoing instruction in the V-12 program may, if they so request, be discharged and reenlisted or allowed to extend enlistments as apprentice seamen. They may not, however, for purpose of discharge and reenlistment, revert to the rating held prior to transfer to the program. These provisions are contained in V-12 Bulletin No. 255 (Subject C), 8 Sept. 1944.

In case of reenlistment or extension of enlistment, they would be eligible to draw the reenlistment allowance of an apprentice seaman, but not that of the rating held at the time of entering the V-12 program. They would also be eligible for the travel allowance to place of acceptance of enlistment. Regular Navy men who do not reenlist or extend their enlistments upon expiration, are eligible for no reenlistment or travel allowances, and can be held in the service in an involuntary extended-enlistment status under Alnav 155-41 for the duration and six months thereafter.

In the event any regular Navy man, who has been retained in the service beyond the expiration date of his enlistment in accordance with Alnav 155-41, fails to complete successfully the V-12 program, he may (1) be discharged and reenlisted, or (2) extend his enlistment, providing he is not already serving in a voluntary extension of enlistment, in which case he is required to reenlist for a regular term of enlistment. In both instances he reverts to his previous rating.

If, after discharge and reenlistment or extension of enlistment as an apprentice seaman, any regular Navy man is later separated from the V-12 program, he may return to duty in the enlisted status he held before transfer to the V-12 program.

Drugs and Medicines Not to Be Sold by Ship's Service Stores

The sale of drugs and medicines hereafter will not be permitted in Ship's Service Stores, following a recommendation from BuMed to BuPers. This policy, contained in BuPers Circ. Ltr. 233-44 (N.D.B., 31 Aug. 44-998), is being inaugurated to prevent the indiscriminate handling and sale of drugs for self-prescribing by individuals, which is fraught with much danger.

The sale of recognized home remedies (such as Listerine, lotions, cold creams and similar substances) which may customarily be purchased at grocery, department, or similar stores may be permitted provided the sale of these items has the prior approval of the commanding officer upon the advice of the medical officer.

THE BULLETIN BOARD

Inclusive Dates Used to Determine Eligibility for Block Promotions

A new policy established by the block promotion of 1 Aug. 1944 (Alnav 142-44), that of setting inclusive dates for the eligibility of ensigns and lieutenants junior grade for promotion to the next higher grade, was continued with the Alnav of 1 Sept. 1944 (169-44) and will be maintained until further notice.

Under the previous system, eligibility was set forth by specifying those with continuous active duty in grade on the first day of a given month or earlier. Therefore, officers whose promotions had been withheld again became eligible for promotion automatically in the following months, unless their promotions again were ordered withheld.

The Alnav of 1 Aug. 1944 made eligible those ensigns and lieutenants junior grade with dates of rank between 2 May 1943 and 1 June 1943 incl. The Alnav of 1 Sept. 1944 continued the inclusive date policy, covering the period 2 June-30 June 1943, incl.

Changes Approved for Nurse Corps Uniforms

The following items of uniform for members of the Navy Nurse Corps have recently been approved:

Nurses may now wear the blue and white garrison caps, the same as authorized for male officer personnel, to be worn as optional items of uniform when prescribed by COs. The insignia of rank will be worn on the right side and the miniature cap device on the left, each two inches from the front edge.

Beige hose will be worn with the nurses' service dress white uniform.

Dress shoes, black, may be laced oxfords, simple pumps or monk strap style, with closed toes and heels, of plain black leather or fabric, with black stitching, heels not higher than two inches. Suede, patent leather or novelty leather shoes are not permitted.

Dress shoes, white, will conform to the same general description as above, but white in color, with white stitching. Buckskin-type leathers or leathers with a smooth, slightly grained, or sueded finish are permissible. Covered or built-up leather heels are acceptable.

When authorized by COs, the basic seersucker dress now authorized for wear by members of the Women's Reserve, may be worn by Navy nurses on duty in certain hospitals in the Pacific area where it is difficult to maintain white starched uniforms.

These regulations are contained in BuPers Circ. Ltr. 259-44 (N.D.B., 15 Sept. 1944, 44-1066).



Invader (146th CB, "Somewhere-in-England")
"Ob, Jack!—I've always wanted to see one of you Chief Petting Officers!"

H-V(S) Officers to Wear Gold Caduceus

Officers in Class H-V(S) of the Naval Reserve will wear the gold caduceus, the same corps device as that prescribed for the Hospital Corps of the Navy. (See BuPers Circ. Ltr. 246-44, N.D.B., 15 Aug. 1944, 44-1009.)

Insignia Authorized for PT-Boat Enlisted Men

A shoulder insignia for enlisted personnel regularly attached to motor torpedo boat squadrons has been approved by SecNav. The insignia (reproduced at the left) is white markings on a Navy blue background.

Regulations call for wearing the insignia on the left sleeve, the top to be one-half inch below the shoulder seam. It is not to be worn in the presence of enemy ground forces or at anytime when the senior officer present considers that its wearing might endanger the security of the command.

Those eligible to wear the insignia are enlisted personnel who have been designated as qualified to serve in motor torpedo boats and who are assigned to motor torpedo boat duty. The authorization to wear the insignia ends upon detachment from motor torpedo boat duty. The authority to wear the insignia shall be entered in each enlisted man's service record.

As soon as the insignia is available, the block letters "PT" now being worn on the left sleeve will be eliminated.

(For details see BuPers Circ. Ltr. 265-44, N.D.B., 15 Sept. 1944, 44-1071)



Qualifications Published For CB Ratings

Qualifications for the following construction battalion ratings are published in BuPers Circ. Ltr. 237-44 (N.D.B., 31 Aug. 1944, 44-1002):

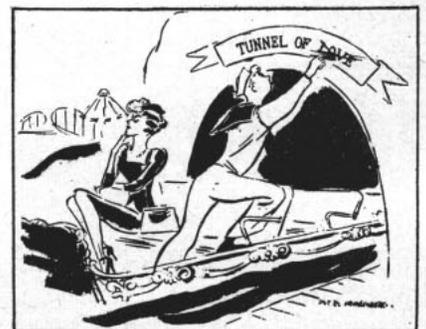
- Cox (CB) (Boatswain) and BM (CB) (Boatswain).
- Cox (CB) (Stevadore) and BM (CB) (Stevadore).
- GM (CB) (Powderman).
- GM (CB) (Armorer).
- CM (CB) (Builder).
- CM (CB) (Draftsman).
- CM (CB) (Surveyor).
- CCM (CB) (Excavation Foreman).
- SF (CB) (Pipefitter & Plumber).
- SF (CB) (Steelworker).
- SF (CB) (Welder).
- SF (CB) (Blacksmith).
- SF (CB) (Rigger).
- SF (CB) (Mechanical Draftsman).
- MM (CB) (Equipment Operator).
- EM (CB) (General).
- EM (CB) (Line & Station).
- EM (CB) (Communications).
- EM (CB) (Draftsman).
- WT (CB).
- SK (CB) (Stevadore).

Mufflers With Overcoats Now Optional for CPOs

CPOs may now wear mufflers with their overcoats under a recent addition to uniform regulations. When mufflers are worn, they are to be of white silk, rayon or wool, plain or ribbed, woven or knitted, to be of approximately commercial size. Blue wool mufflers may be worn at sea. (See BuPers Circ. Ltr. 246-44, N.D.B., 31 Aug. 1944, 44-1009.)

Designate Cap Devices For Tropical Helmets

For helmets used with the tropical uniform, commissioned officers will wear the miniature officers' cap device, warrant officers the same full-size crossed anchor device as worn on their regular caps, and CPOs their own miniature cap device (See BuPers Circ. Ltr. 246-44, N.D.B., 31 Aug. 1944, 44-1009.)



Sky Ranger (NAS, Dallas, Tex.)

THE BULLETIN BOARD

The Month's Alnavs in Brief

No. 165—Relates to handling of receipts for Federal War Ballots delivered to Navy post offices for transmission to U. S.

No. 166—Provides that in all duty orders involving per diem for travel by air, the air travel status exists only for days on which travel is actually performed by air, effective 21 Aug. 1944, in accordance with a decision of Controller General dated 12 Aug. 1944.

No. 167—Emphasizes that retroactive orders to duty involving flying as technical observers are not legal and cannot be issued under any circumstances.

No. 168—Extends Alnav 112-44, containing procedure for issuance of orders to officers for temporary additional duty in Pacific Area, to all overseas areas.

No. 169—Announces appointment to next higher rank, to rank from 1 Sept. 1944, of those ensigns and lieutenants (junior grade) of the line on the active list of the regular Navy, ensigns and certain listed lieutenants (junior grade) of the staff on the active list of the regular Navy, whose dates of rank as such are within the period 2 June 1943 to 30 June 1943, inclusive, and those ensigns and lieutenants (junior grade) of both line and staff of the Naval Reserve and the Women's Reserve, whose continuous active duty in their respective ranks began within the period 2 June 1943 to 30 June 1943 inclusive (see page 69).

No. 170—Announces appointment to chief warrant rank for temporary service, to rank from 1 Sept. 1944, of those warrant officers on the active list of the regular Navy whose dates of rank as such are within the period 2 June 1943 to 30 June 1943 inclusive and those warrant officers of the Naval Reserve whose continuous active duty in their respective ranks began within the period 2 June 1943 to 30 June 1943 inclusive.

No. 171—Calls for applications from officers of the line and staff corps, in-

cluding the medical corps, for appointment to the school of military government for intensive training with eventual assignment to foreign duty as civil affairs officers in occupied areas. Courses, convening monthly, will be approximately 90 days in length with training focused primarily on Far East. Desirable that all applicants have previous administrative experience of a nature to qualify them for responsible civil affairs posts in city management, public administration, labor, transportation, shipping, agriculture, mining, fisheries, public accounting, finance, utilities, public health, commodity control, prices and rationing, manufacture and trade. Applications are desired until further notice, and should be submitted to BuPers via official channels.

No. 172—Announces that naval personnel who are casualties in naval hospitals outside the U. S. may be permitted to make telephone calls to persons in the U. S. in the discretion of the CO and censor at the hospital, wherever located.

No. 173—For benefit of naval, Marine Corps and Coast Guard personnel returning from overseas duty, provides that commandants in whose districts such personnel land may endorse their travel orders to authorize travel by private automobile where warranted. Effective immediately.

No. 174—Announces appointment to commander for temporary service, with varying dates of rank, of certain lieutenant commanders on the active list of the regular Navy.

No. 175—Announces that Navy Department may now defray expenses of emergency medical and hospital treatment for enlisted personnel of Navy and Marine Corps obtained from civilian sources while on leave or liberty, where it is impracticable to obtain treatment from naval or other Government facilities, retroactive to 28 April 1942, by decision of Assistant Controller General.

No. 176—Directs COs to take steps necessary to insure that cigarettes or other items donated by private concerns are not sold by ship's stores or ship's service stores.

No. 177—Announces appointment (by name) to commander, for temporary service, of certain lieutenant commanders of the retired list of the regular Navy and Naval Reserve, to rank from 27 Aug. 1943.

No. 178—Announces appointment (by name) to lieutenant commander, for temporary service, of certain lieutenants of the retired list of the regular Navy and Naval Reserve, to rank from 3 Aug. 1944.

No. 179—Delegates authority to award the commendation ribbon to all fleet commanders of the rank of vice admiral or above, effective 13 Sept.

1944. Wearing of ribbon is NOT authorized for commendations by fleet commanders, other than a commander-in-chief, issued prior to this date. Delegated authority is not extended to task-force commanders or other flag officers not fleet commanders.

No. 180—Announces recent ruling of Bureau of Internal Revenue holding that cost of all items of uniform equipment, including gold lace, chin straps and gilt and silver devices on caps, and gold lace, shoulder marks, and corps and rank devices on uniforms is deductible as business expense for Federal income tax purposes. This includes cost of altering equipment on uniforms subsequent to promotion or demotion.

No. 181—Provides that personnel are not entitled to the percentage pay increase for sea or foreign duty while (1) suspended or otherwise removed from duty by reason of an offense which results in conviction by general or summary court martial or (2) confined in a brig or prison pursuant to sentence of general or summary court martial. Where trial does not result in conviction, retroactive credit of percentage increase will be made.

No. 182—Contains additions and deletions for N. D. Serviceman Voting Poster No. 4 (included in list on pages 21-23).

Four Navy-Marine Units Recognized by Army For Philippine Service

Personnel of four units of the Navy and Marine Corps are eligible for one oak leaf cluster to be worn upon the Army Distinguished Unit Badge authorized for service in defense of the Philippines on and after 7 Dec. 1941.

These units, recognized by the Army for Philippine service between 14 March and 9 April 1942, are the Fourth U. S. Marines, Navy Inshore Patrol, Naval Forces District Headquarters, Fort Mills, P. I., and Naval Forces, Mariveles Area.

All naval personnel who in the future serve with any of these units are eligible to wear the badge only and then only while attached to the unit.

Those who took part in the operations of the four units may apply to BuPers through official channels for permission to wear the Army Distinguished Unit Badge with Oak Leaf Cluster.

The cluster is authorized by War Department General Order No. 21, 31 April 1942. For details, see BuPers Circ. Ltr. 239-44 (N.D.B., 31 Aug. 1944, 44-1004).

Award of the Distinguished Unit Badge to naval personnel who defended the Philippines, provided in W. D. G. O. No. 22, 30 April 1942, was reported in the INFORMATION BULLETIN, August 1944, p. 71.



The Dispatch (NTS (Radio), Oxford, O.)
"I wonder when my relief will show up?"

THE BULLETIN BOARD

Issuance of Air Travel Priorities to and from Latin America Clarified

The rules for the issuance of Class 4 priorities to naval personnel traveling on leave by commercial air lines to or from points in Mexico, Puerto Rico and other Caribbean, Central and South American areas are clarified by BuPers Circ. Ltr. 272-44, (N.D.B., 15 Sept. 1944, 44-1078).

Class 4 priorities may be issued to (1) personnel on leave stationed within the United States who wish to travel to and from their homes outside the United States; (2) personnel on leave stationed outside the continental limits of the United States for travel to the United States and return to their stations.

Air priorities are not issued to personnel who wish to visit Latin America while on leave, if their homes are not located there. The priorities are good only between points wholly outside the United States, or to and from the first port of landing within the continental limits of the United States.

Establish Rating of Aviation Boatswain's Mate

The rating of aviation boatswain's mate (ABM), aviation branch, with four accompanying designators covering various duties of the rating, has been established.

The designators and the qualifications they cover are:

(AG)—qualified in the operation and maintenance of arresting gear and barriers.

(CP)—qualified in the operation and maintenance of catapults.

(GA)—qualified in handling and operating gasoline stowage, aircraft fueling system and aircraft fire protection equipment.

(PH)—qualified in beaching, launching, handling and securing of patrol aircraft, and the handling, direction, spotting and stowage of aircraft on carriers.

Separate qualifications will be published later for each of the four categories. No man will be changed or advanced to ABM unless one of the four designators is applicable and one of the designators shall always be used integrally with the rating. Effective upon receipt of qualifications and establishment of complements, qualified non-rated personnel may be advanced to ABM in accordance with current advancement instructions, and COs may change POs in any rating to ABM of equal pay grade to fill vacancies in complement.

The insignia for the new rating will be announced later. Meanwhile, men rated ABM, will continue to wear the insignia of their previous rating.

For details, see BuPers Circ. Ltr. 268-44 (N.D.B., 15 Sept. 1944, 44-1074).



The Bulletin (NAD, Ft. Mifflin, Philadelphia, Pa.)
"Nothing serious. . . . He just fell asleep taking the deep-breathing exercise!"

Training Course Notes

A 1944 edition of Instruction Manual for Personnel Engaged in the Operation and Upkeep of Gyro Compasses, Navy Training Course, NavPers 10606, is now available from the Training Activity, Bureau of Naval Personnel; Director of Training, 11th Naval District, San Diego, Calif., and Director of Training, 14th Naval District, Navy 128, FPO, San Francisco, Calif. Commanding officers or training officers of naval activities should address requests for this manual, which replaces the 1941 edition of

Gyro-Compasses, to one of the above activities.

A new Officers' Correspondence Course, International Law, will be made available during the next month. Any officer desiring to take the course should forward a request for enrollment to one of the four Naval Reserve Educational Centers. Procedures for obtaining these courses were outlined on page 71 of the September 1944 issue of the INFORMATION BULLETIN. This course, in six assignments, covers the basic principles of international law in peace and in war, with their development and historical background.

It stresses the present policy of the United States Government on international aspects of maritime and aerial warfare, as stated in Instructions for the Navy of the United States Governing Maritime and Aerial Warfare. Supplementary study material, prepared especially for this course, outlines inter-allied agreements concluded during the present war having to do with jurisdictional rights of our armed forces in the territory of our allies. Reference material includes: International Law, Wilson and Tucker, 9th Edition; Instructions for the Navy of the United States Governing Maritime and Aerial Warfare, May 1941; Jurisdiction over Friendly Foreign Military and Naval Personnel and Establishments.

Information Bulletin Now Available To Interested Civilian or Military Personnel on a Subscription Basis

The Bureau of Naval Personnel INFORMATION BULLETIN now may be obtained by any interested civilian or military personnel by writing to the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

Copies may be ordered either singly or by yearly subscription. The rate for single copies is 15 cents each; annual subscription (12 monthly issues) is \$1.50, domestic rate, which includes personnel having Fleet Post Office (or APO) addresses. Foreign rate is \$2.25 per year.

The new procedure does not affect in any way the present free distribution of the INFORMATION BULLETIN on a basis of one copy for every 10 officers and enlisted personnel in the Navy. (See page 72.) But in response to many requests for personal copies from naval personnel, their families, friends and others interested in them, the Navy and the Superintendent of Documents have made the above arrangements for public sale so that copies will be available to any who wish them.

INDEX FOR OCTOBER 1944



THIS MONTH'S COVERS

Jeep with a sign directs bombers to parking places at a Navy airfield on Eniwetok, in the Marshalls, stepping stone to points west and north (Official U.S. Navy photograph). **INSIDE FRONT COVER:** Marines unload oil drums from a tank lighter and roll them through the surf to the beach on Tinian Island. Offshore stands part of the Pacific Fleet invasion armada that brought the men who quickly crushed Jap resistance on this Marianas island near Saipan (Official U.S. Coast Guard photograph). **OPPOSITE PAGE:** A Coast Guard combat cutter smashes out her own channel through ice that threatened to trap her close to shore in the North Atlantic (Official U.S. Coast Guard photograph).

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

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THE INFORMATION BULLETIN IS FOR
ALL HANDS
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 ... PASS THIS ONE ALONG AFTER YOU HAVE READ IT



Sure, you can see the Skipper



but **MAYBE IT WON'T BE NECESSARY IF YOU TRY THIS SYSTEM FIRST:**

CHIEF PETTY OFFICER

See your Division Chief Petty Officer first if you have any problem. Perhaps he can solve it to your satisfaction. If not —with his permission, then. . . .

DIVISION OFFICER

. . . perhaps your Division Officer can help you in your quest, whether leave, change of duty, welfare money, etc. If you are not satisfied, then, with his permission. . . .

PERSONNEL OFFICER

. . . you can see the Personnel Officer. In 99 out of 100 cases it won't be necessary to go farther for help. **BUT** if you are still not satisfied, with his permission. . . .

EXECUTIVE OFFICER

. . . you can see the Executive Officer. The chances are you will be satisfied by now, but if you are not, with the Exec's permission you can now. . . .

CAPTAIN

. . . see the Captain. Few do—**NOT** because the Skipper won't see you (he will) but because, if you follow the procedure above, your problem will probably have been solved long before this!

P.S.

ZILCH, S2c

Better not count on Zilch, S2c, solving your problem. He probably doesn't know any more about it than you do!