BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

NOVEMBER 1944

NAVPERS-0

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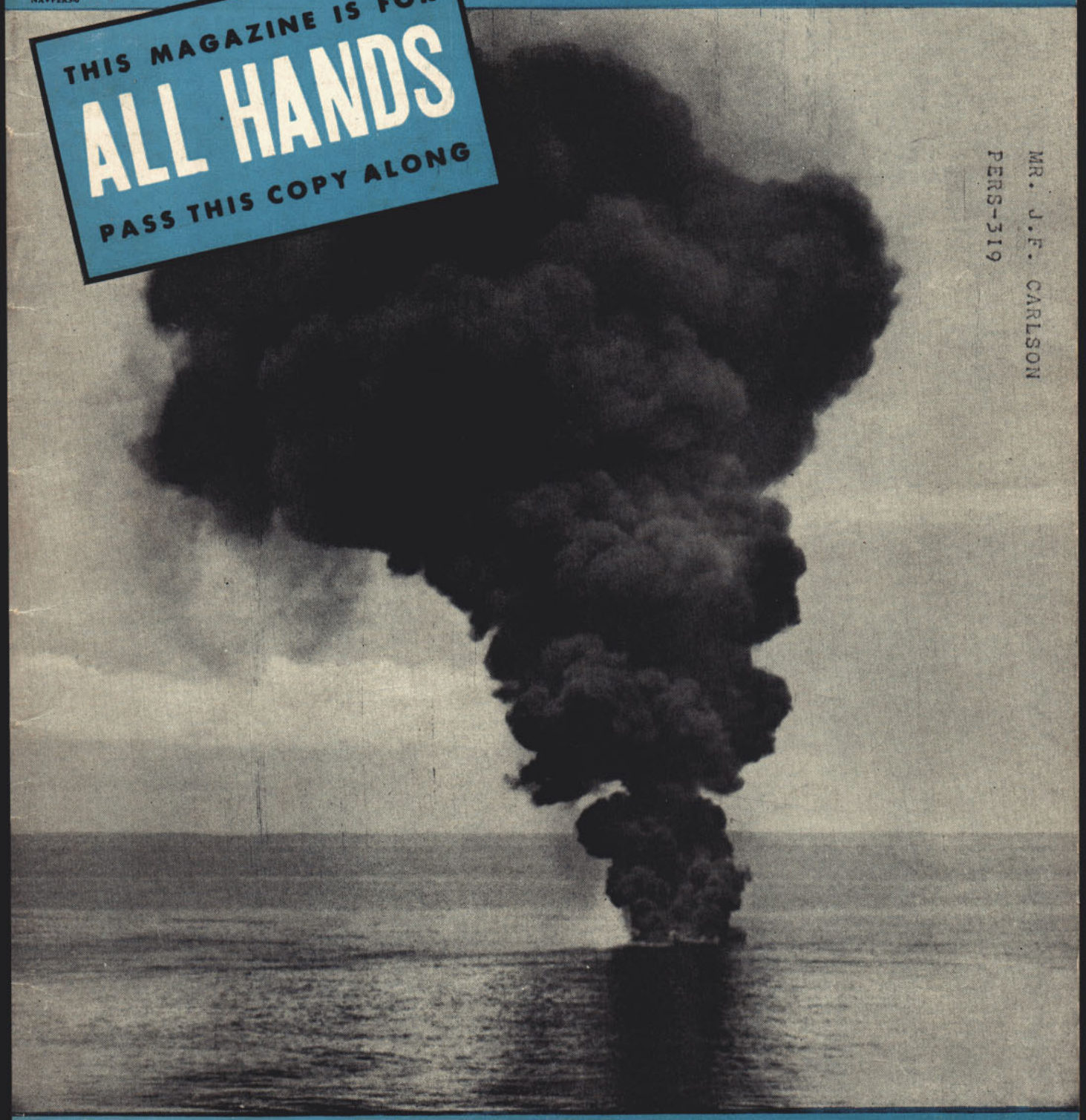
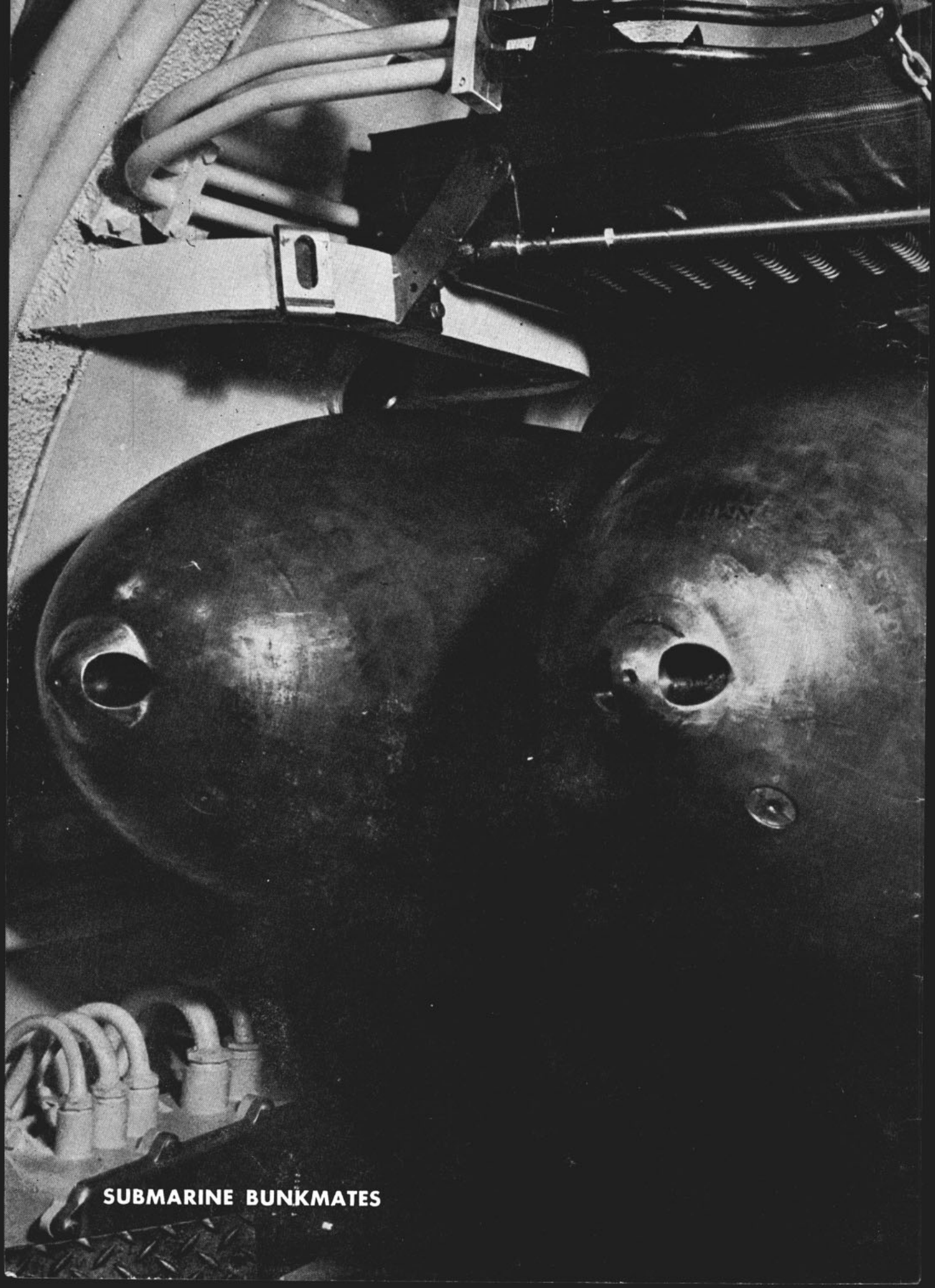


MR. J.F. CARLSON
PERS-319

JAP SMOKE OFF PHILIPPINES



SUBMARINE BUNKMATES

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

NOVEMBER 1944 NAVPERS-0 NUMBER 332

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

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The Assistant Chief of Naval Personnel

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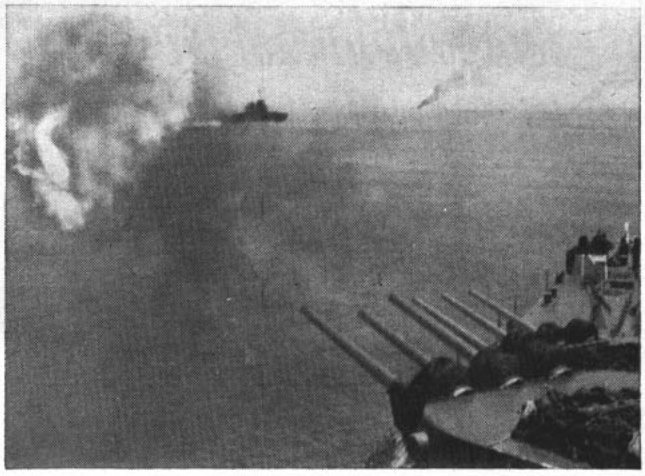
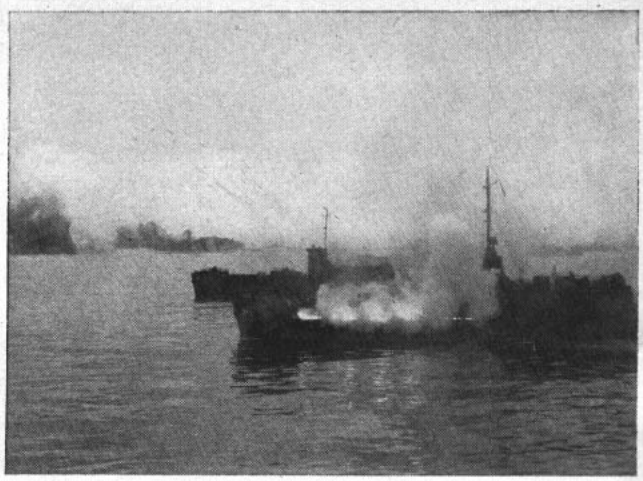


SOFTENING UP: 3d Fleet cruisers shoot up Jap convoy off Mindanao in first task-force strike at Philippines. Smoke plumes on horizon mark two of 32 enemy ships sunk.



PACIFIC BASE: Landing craft launch rockets in invasion of Palau Islands, whose capture Admiral Nimitz said would give us a base from which to cover and support Philippines campaign.

WE RETURN TO THE PHILIPPINES

2 Fleets Aid in Landings by Gen. MacArthur's Forces . . . Enemy Warships Flee as U. S. Carrier Planes Take Record Toll in Sweeps Near Japan

Forces of the Central and Southwest Pacific areas teamed up last month to carry the American flag back to the Philippines in a major amphibious operation that set the stage for avenging Bataan and Corregidor and placed us in position to cut off Japan from much of her stolen empire.

Six hundred ships were used in the operation, according to press dispatches, which reported also that more men were believed to have been put ashore in the first 24 hours than were landed by the Allies during the first day in Normandy. That would mean at least 250,000 troops.

The assault was made on 20 October (Philippines time) against Leyte, eighth largest of the 7,000 islands in the archipelago, strategically located between Mindanao to the south and Luzon to the north, where the main enemy forces were believed to be concentrated. It was preceded by the landing of combat teams, beginning three days before, on smaller islands commanding the approaches.

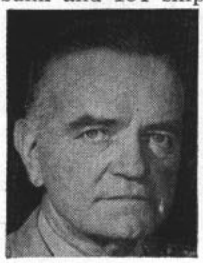
Newsmen related that Gen. Douglas MacArthur, who commanded the operation, observed the landing from the USS *Nashville*. As the INFORMATION BULLETIN went to press, dispatches had not yet revealed the specific part played by the naval forces under his general command.

These naval forces were identified in General MacArthur's first communique from the Philippines as the U. S. 7th Fleet, the Australian squadron and supporting elements of the U. S. 3d Fleet. Troops in the operation, the communique announced, comprised elements of the U. S. 6th Army, to which were attached units from the Central Pacific with supporting elements. Air support was given by Navy carrier forces, the Far East Air Force and the Royal Australian Air Force.

Surface units of the Navy had begun their part in softening the Philippines for invasion more than a month earlier with the first of a series of devastating sweeps by carrier planes of the 3d Fleet over the islands and against Jap shipping, military installations, industrial facilities and aircraft staging bases to the north.

Following two such strikes against the Philippines in September, swarms of Hellcats, Avengers and Helldivers struck daringly close to Japan itself on 9 October with raids on harbors, airfields and other enemy shore installations in the Ryukyu Islands. At least 89 Jap planes were destroyed and 58 ships sunk or damaged.

Two days later our airmen were strafing and bombing targets on Formosa. A week of such raids, plus new sweeps over the northern Philippines, cost the enemy 915 planes, 128 ships sunk and 184 ships probably sunk or damaged, in addition to destruction of airfields, docks, oil dumps, warehouses, aircraft repair facilities, industrial establishments and other installations.



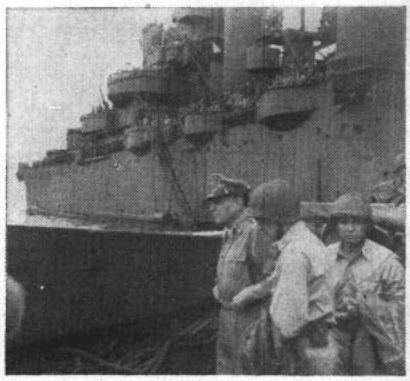
Adm. Halsey

The attacks were made from units of the 3d Fleet, commanded by Admiral W. F. Halsey Jr., USN, with Vice Admiral Marc Mitscher, USN (picture on page 59), in command of the fast carrier task force.

(General MacArthur identified other U. S. naval leaders in the Philippines operation as Vice Admiral Thomas C. Kinkaid, USN, commander of the 7th Fleet, and Vice Admiral Theodore S. Wilkinson, USN, and Rear Admiral Daniel C. Barbey, USN, commanders of the amphibious operations.)

Official U. S. Navy photographs

TARGET: Air view shows Tacloban, capital of Leyte, taken in first two days of invasion.



GENERAL MacArthur goes ashore (in earlier operation) from USS Nashville, from which he saw Leyte landing.

During their carrier-force attacks, which also extended to the nearby Pescadores, the Army's B-29 Superfortresses in the largest numbers employed up to then joined in battering Formosa with three raids in four days, while other U. S. planes from China took a heavy toll of enemy shipping which had fled to Hong Kong.

Japan's air force, despite its heavy losses, struck back in strength at our ships with persistent torpedo and bomb attacks which were accompanied on the Tokyo radio with claims of "brilliant victories" that had routed what part of Admiral Halsey's fleet had not been sunk. The Japs doped out that this would postpone invasion of the Philippines at least two months.

After a lot of such talk from Tokyo, Admiral Nimitz announced that there had been no damage of consequence to our battleships or carriers; two of our medium-sized ships had been hit by aircraft torpedoes and were retiring.

Japanese fleet units were sighted approaching, he said, "but on discovering our fighting strength unimpaired have avoided action and have withdrawn to their bases."

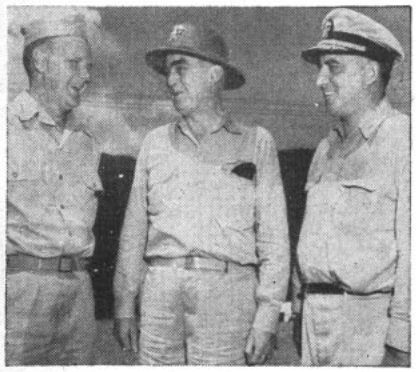
To reporters he added:

"I have received from Admiral Halsey the comforting assurance that he is now retiring toward the enemy, following the salvage of all the 3d Fleet ships recently reported sunk by Radio Tokyo."

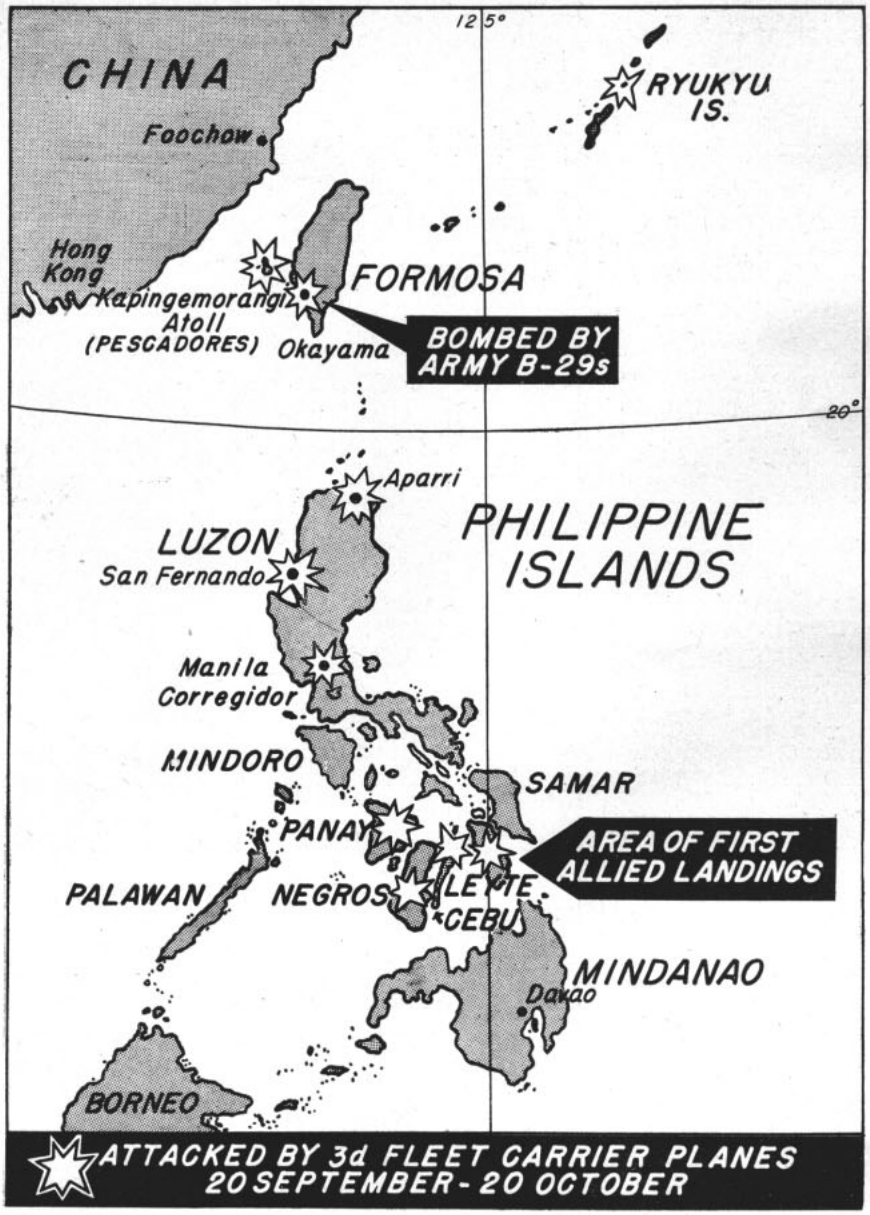
As General MacArthur's invasion forces approached the Philippines, planes from Admiral Halsey's carriers worked down from Formosa to Luzon and then to the central islands, where they supported the landing with attacks on Leyte, Cebu and Negros. These raids raised their score of Jap planes, beginning with the Ryukyu spree, to more than 1,400 in 11 days.

The landing on Leyte, General MacArthur said, was preceded by devastating naval and air bombardment. Press dispatches told how U. S. battleships joined in the shelling as minesweepers cleared channels for the armada and demolition units removed obstacles ahead of the landing craft.

Although casualties were described as light and enemy resistance somewhat disorganized, partly as a result of the pre-invasion carrier strikes, there was bitter opposition to the landing at some points. A newsman described the action at one of these:



ADMIRALS Wilkinson, Kinkaid and Barbey (l. to r.) at advance base at which invasion preparations were made.



"Four landing ships sank and several smaller craft about us were smothered by Jap shore guns and mortars. We moved the last 500 yards toward the beach aboard Higgins boats in a rain of shrapnel and machine gun bullets. When, after eternal minutes, we could land, we hit the sand and had to plow through waist-deep water through geysers thrown up by very near misses. Until mid-afternoon, the ships unloaded doggedly under enemy fire. . . . At long last the struggling soldiers dragged our own artillery ashore and began answering the Japanese."

Once ashore, the troops quickly widened their beachheads and moved inland. Tacloban, capital of Leyte, was occupied within two days, as were two nearby airfields. As supplies continued to pile up, work went forward on "a great base for all arms for future operations" against an estimated 225,000 Japanese on the isands.

Among those, and on Leyte, was the Japanese 15th Division, described by General MacArthur as "the outfit that did the dirty work at Bataan." In the forces he had brought to square accounts with them were all the available able-bodied American survivors of our defeat there in the black early months of the war.

With the American forces, too, was Filipino President Sergio Osmena and Brig. Gen. Carlos Romulos, resident Commissioner of the Philippines. They would head the civil government set up for the 17,000,000 inhabitants of the islands as fast as they were freed from Jap slavery.

For General MacArthur the beginning of operations to liberate the Philippines meant fulfilment of the promise to return which he had made when he was ordered from there, a few steps ahead of the invading Japs, in March 1942. The landing on Leyte meant an advance for his forces of 2,500 miles in 16 months from Milne Bay, on the southeast tip of New Guinea. Central Pacific elements participating in the operation were some 3 000 miles bevond the Gilberts, where Admiral Nimitz's forces had begun their great push to the west just a year ago this month.

AT LEFT: Combatant ships and supply vessels of a U. S. Navy task force prepare for a new attack on Jap positions. Vast distances in the Pacific complicate our supply problem.

Prospects in the Pacific:

Jap Defeat to Take at Least 1½ Years, Experts Say, After Victory in Europe

• It will take an absolute minimum of one and a half to two years after the defeat of Germany to defeat Japan.

• No internal collapse of Japan is expected; and even if it should occur, it would not give the Allies a quick or easy victory.

Those are the conclusions drawn by the Office of War Information in a recent report based on facts, figures, estimates and opinions of authorities in the Navy, War and State Departments and the Foreign Economic Administration.

There is no question in the minds of American authorities that the Allies will defeat Japan. The odds of military strength, natural resources, and the quality of the fighting forces and equipment—all favor the United Nations. The U. S. alone outclasses Japan in raw materials, in the capacity to produce fighting equipment, in the military might of her warships and naval materiel, and in her armed manpower. Add the forces of other United Nations, and the mustered power of the Allies is overwhelming.

Following are some specific examples of the strategic advantages favoring the Allies:

1. Allied war production is overwhelming. The U. S. alone produces 8,000 combat planes a month as contrasted with Japan's estimated production of 1,400 or 1,500 a month.

2. Our Pacific commanders assert that Japan has lost the power for a strategic offensive beyond the range of her land-based planes. This is due to U. S. supremacy in carriers, and to the sinking of many of the lighter screening units of Japan's fleet. Not eliminated, however, is the possibility of sporadic raids by the Japanese on our West Coast.

3. Japan's merchant shipping, never adequate to the demands of a conquered Pacific empire, has been steadily reduced by naval, aerial and submarine action. Sinkings have averaged 1,500,000 tons a year, and it is estimated that Japan has not even yet pushed her ship construction to 1,000,000 tons a year.

4. Japan's industrial production has been affected by B-29 bombings, a definite advance in the warfare against Japan.

5. "Island-skipping" has neutralized about 50 major bases on the fringes of Japan's outer zone of defense, and the victories at Guam, Saipan and Tinian have brought Allied forces within striking distance of the inner defense zone of Japan itself, which extends more than 1,000 miles from the home islands.

6. Allied forces now are established where another giant stride to the west, if successful, would place the Navy and land-based planes in a position to clamp a tourniquet on the north-south arteries of Japan's supply routes, and thus begin the blockade of the islands. One such stride would be the conquest of the Philippine Islands (see page 2).

7. In Burma, a successful issue of the battle of supply routes will open the Ledo-Burma road into China.

8. The tactical ability of Japanese generals has not yet been probed, since there has been as yet no modern full-dress warfare on land masses in the European pattern, and no battles of armor involving more than a comparatively few tanks on either side. The Allies, on the other hand, have military leaders of proven ability in full-scale battles of maneuver.

9. At sea the Japanese have been outfought and outmaneuvered. In the air they have lost about five planes to our one. On land Japanese soldiers have been beaten in every test of strength by the Allies since they went over to the offensive.

10. Japan has failed to capitalize fully on its conquests. Primarily, the measure of Japan's war production is the capacity of its pre-Pearl Harbor industrial plant rather than its conquered raw material resources.

On the other hand, there are a number of considerations that favor the Japanese and point toward a prolongation of the war. Psychologically, the defeat of Germany may even heighten Japan's determination and fighting spirit and at the same time induce a let-down in the effort of the Allies.

The Japanese are expecting the Allies to grow tired and accept a negotiated peace. Japanese war leaders have repeatedly predicted that Japan will drag out the war so long, make the Allies pay so dearly, that the "soft" democracies will be forced into a stalemate.

Following are some of the factors on Japan's side as listed in the OWI report:

1. An appraisal of Japan's war economy by the FEA concluded that Japan is capable of increasing her production in almost every category of war equipment and military supplies.

2. Geography fights on the side of the Japanese. Before the Allied might can be brought to bear, it must be based within striking distance of Japan's home islands. Our present new bases in the Marianas are 1,500 statute miles from her shores.

3. Before major invasions can be launched, a tremendous shipping problem must be solved. The conclusion of the European war will release a large part of the shipping now being used in that theater, but several months may be required before this shipping can become effective in the Pacific.

4. At present, the course of the war in China is all in Japan's favor. Instead of securing additional advanced bases from which to strike at Japan by air, the Allies have lost several in China within recent months.

5. Despite losses in China and on Pacific islands, Japan's army has not yet been mustered to its full strength. Estimates are that she has an army of 4,000,000 men, 2,000,000 more available and fit for military service who haven't been called up, and another 1,500,000 between the ages of 17 and 20, not yet subject to the draft. Between 200,000 and 250,000 men come of age annually as replacements.

6. Japan's industries are beyond the range of air attack, except by our B-29s, and will remain so until the Allies establish bases within 500 to 600 miles of her shores.

7. Japan has many strategic supplies on the home islands, in nearby Korea and Manchuria. The Army has estimated that she also has stockpiled large quantities of raw materials—enough rubber, for instance, for five years or more of war.

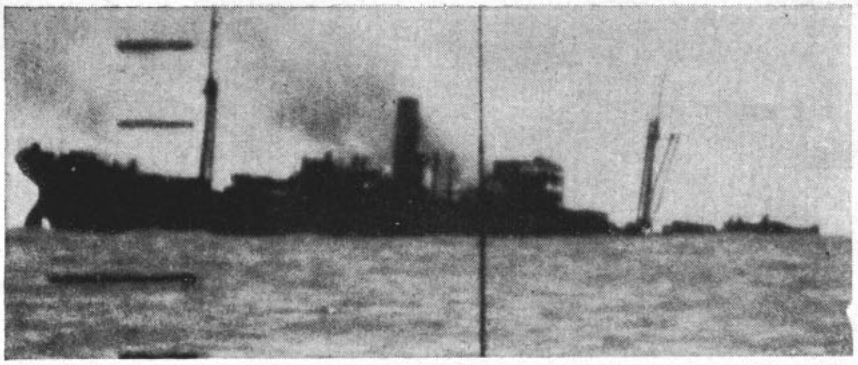
8. Despite our aerial victories and the high ratio of Jap planes destroyed to our own losses, it is estimated that the Japanese are currently able to produce planes as rapidly as we destroy them, and probably can even increase this production slightly. They can now mass their air power in a narrowing theater of action. Secretary of the Navy Forrestal recently pointed out that Jap planes now have greater fire power, armament, range, speed and load capacity; that aircraft of the U. S. Navy do not any longer have so big a technical advantage over enemy planes.

9. Japan still has a powerful fleet, which includes from 10 to 13 battleships, from 10 to 12 large carriers and several smaller carriers, plus reduced numbers of smaller screening war vessels. Allied navies in the Pacific must operate only in large forces, lest smaller forces be trapped and destroyed by the Japanese fleet.

10. Japan operates on interior lines of supply. The farther she is crowded back toward her home islands, the greater her logistical advantage becomes, and the more nearly adequate her merchant fleet. Our supply line to Japan is nearly three times as long as the supply line to Europe. It took well over two years to accumulate the tremendous materiel surplus used in the invasion of France.

11. Japan's production of food on the home islands, plus North China, Korea and Manchuria is calculated to be sufficient to maintain the population on a minimum basis.

12. Japan retains all her major conquests except New Guinea, and the Allies still are not in a position to attack her supply routes along the China coast except with submarines. If she is successful in cutting China in two, the strain on her shipping may be somewhat relieved by a possible overland route in China.



JAP TRANSPORT goes down after torpedoing by U. S. submarine. The enemy is losing ships faster than she is building them but, as Allies advance, needs fewer merchant vessels to maintain her shortened lines.

13. Even though the Ledo-Burma road be opened, this thin line weaves through mountain masses for 1,500 miles from its India terminus to Chungking. It is doubtful if this route can carry more than the amount of supplies now flown "over the hump."

President Roosevelt, in his enunciation of the strategic problem of conquering Japan, has announced that she would be attacked from all sides. To attain this objective, the Allied strategy has been to open safe ocean routes to China as soon as possible and to establish China as a base for the final assault on Japan.

The immense distances of the Pacific war generate serious problems of logistics, which is defined by Maj. Gen. W. D. Styer of the Army Service Forces as "the science of getting the right number of men to the right place with the right equipment at the right time."

An invasion of China might be compared with the invasion of North Africa, in which 500 ships were used. They cleared from dozens of ports in the U. S. and the United Kingdom and covered distances of from 1,500 to 4,050 sea miles. In invasion, from 5 to 10 tons of cargo, equipment, supplies, etc., must be landed for every soldier who hits the beach. These supplies include 700,000 different items, from buttons, needles and thread, to tanks, planes and railway locomotives.

The supplies needed for an invasion force of 250,000 men and to maintain this force for a period of 30 days would total about 1,889,000 tons. For the initial landing alone, it would require 200,000 tons of weapons and ammunition, 325,000 tons of combat vehicles, 525,000 tons of general-purpose vehicles, 200,000 tons of engineering equipment, 100,000 tons of medical equipment.

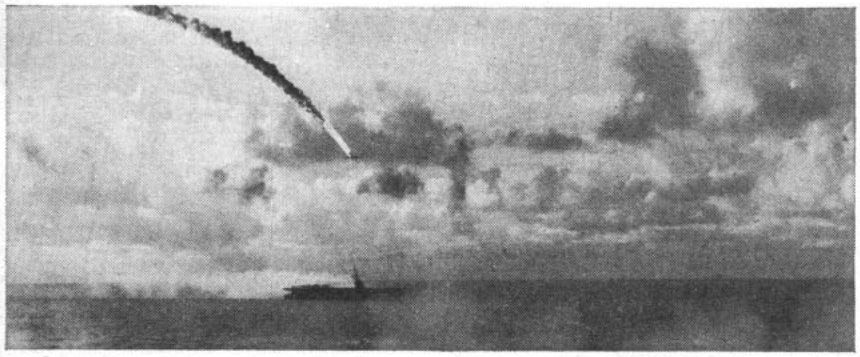
A ship carrying supplies to Australia requires 90 to 150 days for a round trip, which means that from four to six ships must be kept in service to supply one shipload a month in Australia. A supply ship running to the China-Burma-India ports takes five months for a round trip.

Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet, has said: "It may be possible to defeat Japan without the necessity of an invasion." There is no question that Japan is vulnerable to blockade-starvation, both of food and strategic materials, as is the United Kingdom or any other insular nation. The length of time required to succeed by this method would depend upon the efficiency of the blockade and the size of Japan's stockpiles.

Japan's war economy is based on access primarily to North China, Korea and Manchuria on the mainland across the Sea of Japan, which varies from straits of 150 miles to the wider reaches of 500 miles. This is a landlocked sea, everywhere accessible to patrol by land-based aviation of Japan. Also, Japan has had more than two years in which to stockpile strategic materials. They are estimated to be enough to support a war of considerable duration.

The Japanese have been rationed on food since 1940, but experts do not believe that a scarcity of food would develop as rapidly as shortages of some war materials. Rice supplies fully half of the caloric intake of the Japanese, while beans and fish, in that order, supply the other two main staples of diet. Japan raises 80% of the rice consumed, and the remainder comes principally from Korea and Formosa.

Whether Japan falls from combined assaults from the air, the east, west, north and south, or from a blockade—one fact stands out. Her defeat will not be easy or speedy.



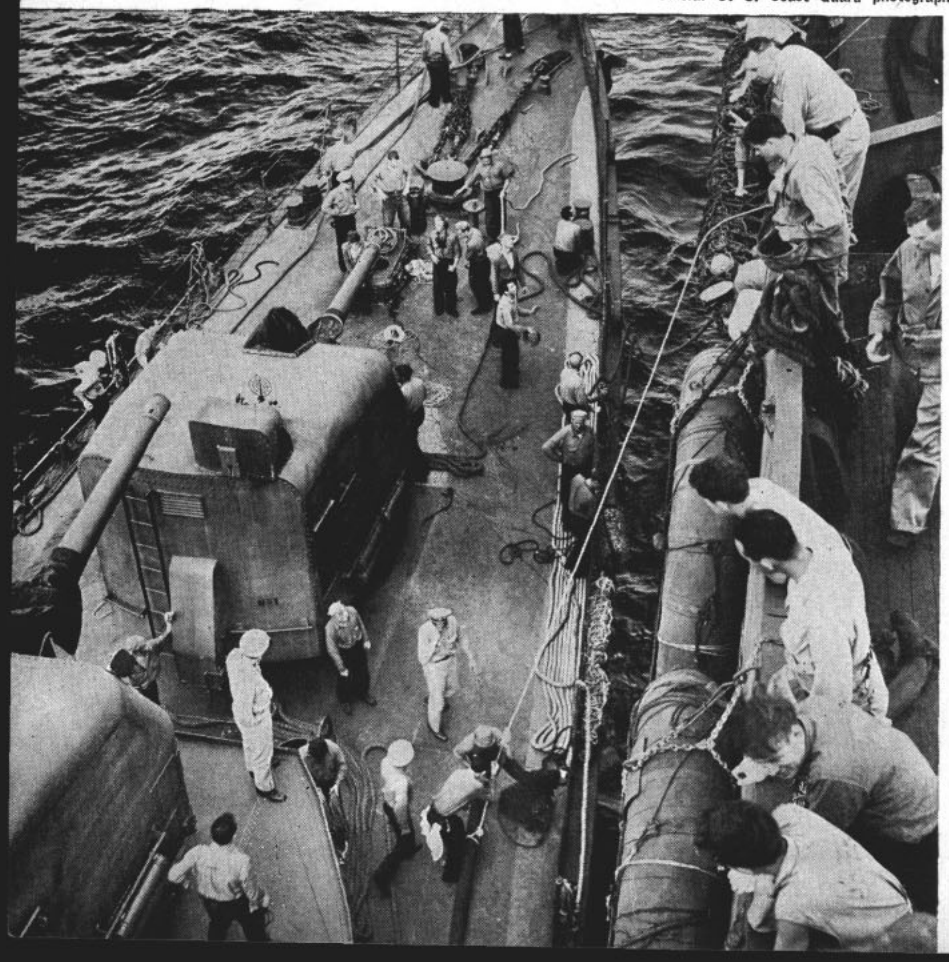
Official U. S. Navy photographs

JAP PLANE goes down, one of 402 destroyed in a day by U. S. naval forces off the Marianas. Despite such losses, it is estimated Japan is currently able to produce planes as rapidly as we destroy them.

Official U. S. Navy photograph

MOBILE SERVICE STATIONS: An oiler, above, draws alongside a warship for a transfusion in the Pacific. The destroyer below is about to receive a supply of fuel from an assault transport in the South Pacific.

Official U. S. Coast Guard photograph



'A' FLEET:

Floating Supply Depots Help Task Forces Leap Time, Space Barriers

In football it's the ball-carriers who win the glory.

In the Pacific war the battlewagons and flat-tops have been in the limelight as they lug the ball ever nearer Tokyo. But much of the credit for their ground-gaining must go to those anonymous guards and tackles—the vessels of the "A" fleet.

Without its floating service stations and machine shops the Navy would not have been able to make those lightning thrusts which have carried the war to Japan's doorstep. Our task force could not, for example, have accomplished that 8,000-mile rampage from Pearl Harbor when it helped capture Kwajalein, pasted Truk and shelled Guam, before returning 3,825 miles to Pearl Harbor.

Under the old conception of naval warfare Japan thought she was secure from our attacks as long as she held every land base within striking distance of Tokyo. By seizing the Philippines, Guam, the East Indies and all the other islands between her homeland and Australia, Japan probably figured that it would take years for us to establish bases close enough to threaten her vital areas; that, meantime, development of conquered territory would have made her too strong to lick.

For in previous wars it was unheard of for a fleet to strike more than a thousand miles or so from its base. Task forces, in the sense in which they operate now, were unknown until World War II; and even when they were developed, the Japs assumed that they would have to return to base for refueling after a strike.

Our Navy solved the problem by putting hulls under service stations and supply and ammunition depots, and taking them to sea with the fleet. Today the Navy can assemble a floating advance base at any point in any ocean. *There is absolutely no limit to our fleet's striking range.*

From its train of auxiliary ships a task force can obtain fuel oil, ammunition, spare parts, food, fresh water—anything from a piece of sheet metal to a sirloin steak. Any damaged ship that still floats can be repaired sufficiently to make port. A floating advance base can do anything except dock a ship—and the chances are there's a floating drydock not very far away that can handle the largest battleship.

A recent personal letter from an officer on one of our carriers stated: "Before a recent operation we were anchored in an atoll with a concentration of auxiliaries. Almost as far as the eye could see—nothing but ships, with no daylight whatever between the hulls."

In the early days of the war, when

OUR ROVING ADVANCE BASES

the Navy's auxiliary shipbuilding program was barely under way, a destroyer operated for 140 days in the Pacific without dropping her hook. When her supply of cigarets ran out, an oiler that was refueling her gave the DD crew all the cigarets on board and her own men went without until they reached port several days later. In another case, a task force protected Guadalcanal for 60 days without touching land.

As naval warfare has changed, new types of auxiliaries have been added to the fleet to meet the new requirements. At the latest count, 36 types of auxiliary ships had been announced, 17 of these having been developed since the war started. All the new auxiliaries are much faster than those of prewar vintage.

The newest type of auxiliary is the distilling ship (for water, not alcohol). Most warships can distill enough fresh water for their own use, but small patrol vessels must depend upon advance bases or larger ships for their water. Since most of the atolls we have been taking in the Pacific do not have fresh water, these distilling ships will be floating reservoirs for occupation forces and small craft.

Four distilling ships are on the present building program, one having been completed and the second scheduled for early completion. The first two are converted Liberty oilers with a distilling capacity of 120,000 gallons a day and a stowage capacity of 1,680,000 gallons. The latter two will have the same distilling capacity, but will be able to stow 5,040,000 gallons.

One oldtime merchant marine skipper who now commands a Navy tanker asked, after using pure distilled water, if BuShips couldn't furnish some salts for the water. His men, he complained, were not thriving on water containing no minerals. BuShips tactfully replied that no one can become ill from drinking pure water.

The Navy had repair ships before the war, but now it has six different kinds of repair ships. Previously, repair ships were designed primarily for patching up battleships and cruisers, while destroyer and submarine tenders took care of repair work on their types, replenished them with torpedoes and ammunition, supplied small stores and spare parts.

Today the Navy has a heavy-hull repair ship, a battle-damage repair ship (converted LST) with a shallow draft and diving equipment, an internal combustion engine repair ship, a landing craft repair ship, a motor torpedo boat tender and an aircraft repair ship.

Ships of this type virtually are floating machine shops fitted out with equipment, tools and spare parts to meet any emergency. All carry equipment for underwater cutting and welding. They can do almost anything a navy yard can do except dock a vessel.

Another innovation is the barracks ship. It is a huge floating hotel which furnishes food, housing and fresh water for personnel working in repair ships. In peacetime the crew of a repair ship slept among the lathes and drill presses after the day's work was finished. Now the machinery may be in use 24 hours a day. Besides, more men are required for the extra shifts. The barracks ship was the answer to this problem.

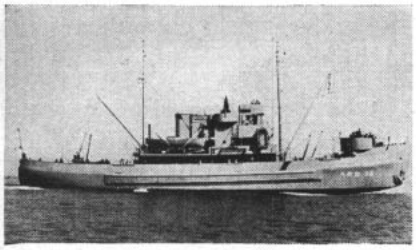
Before the war the Navy had a few tugs; now it has four distinct types of seagoing tugs—auxiliary, fleet, rescue and the old, or prewar, model. All of these ocean-going tugs have been equipped for fire-fighting and salvage. There are instances on record where burning merchant ships carrying gasoline or ammunition, abandoned by their crews, have been salvaged and returned to use through

Components of the 'A' Fleet

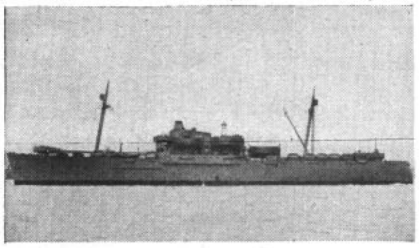
AD—Destroyer Tender
AE—Ammunition Ship
AF—Provision Storeship
AG—Miscellaneous
AGP—Motor Torpedo Boat Tender*
AGS—Surveying Ship
AH—Hospital Ship
AK—Cargo Ship
AKA—Cargo, Attack*
AKN—Net Cargo Ship*
AKS—General-Stores-Issue Ship
AKV—Cargo Ship and Aircraft Ferry*
AN—Net-Laying Ship
AO—Oiler
AOG—Gasoline Tanker
AP—Transport
APA—Transport, Attack*
APB—Barracks Ship (self propelled)*
APc—Coastal Transport (small)
APH—Transport for evacuation of wounded*
APL—Barracks Ship*
AR—Repair Ship
ARB—Repair Ship, Battle Damage*
ARG—Repair Ship, Internal Combustion Engine*
ARH—Repair Ship, Heavy Hull*
ARL—Repair Ship, Landing Craft*
ARS—Salvage Vessel
ARV—Aircraft Repair Ship*
AS—Submarine Tender
ASR—Submarine Rescue Ship
ATA—Ocean Tug, Auxiliary
ATF—Ocean Tug, Fleet*
ATO—Ocean Tug, Old
ATR—Ocean Tug, Rescue*
AW—Distilling Ship*
LSV—Landing Ship, Vehicle*

*New-type auxiliary added during this war.

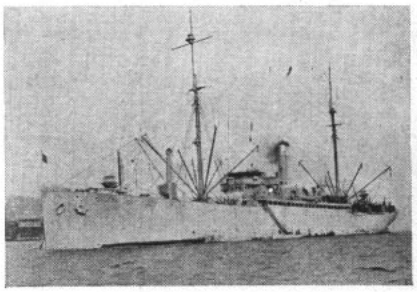
Cross Section of the 'A' Fleet



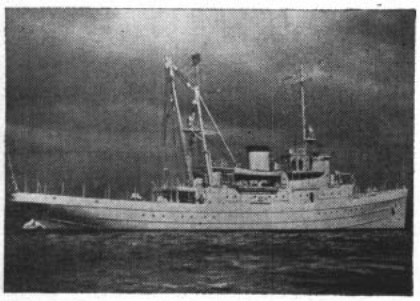
ARS: Salvage vessel.



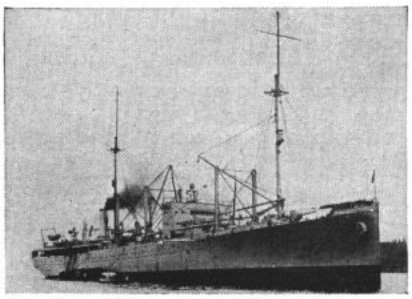
APH: Transport for wounded.



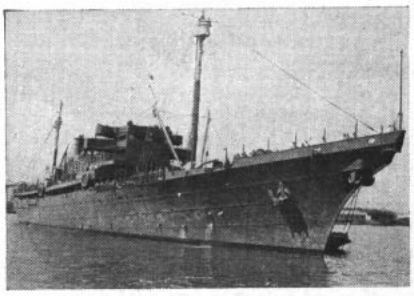
AF: Provision storeship.



ATF: Ocean tug, fleet.



AE: Ammunition ship.



Official U. S. Navy photographs

AS: Submarine tender.

AIRLINE (GREAT CIRCLE) DISTANCES, PACIFIC AREA, IN NAUTICAL MILES

	ADAK I., ALEUTIANS	ATTU I., ALEUTIANS	CHICHI JIMA, BONINS	CHUNGKING, CHINA	DAVAO, P. I.	DUTCH HBR, ALEUTIANS	ENIWETOK, MARSHALLS	FOOCHOW, CHINA	FORMOSA (TAIWAN)	GUAM I., MARIANAS	HALMAHERA, N.E.I.	HOLLANDIA, D.N.G.	HONG KONG, CHINA	KANDY, CEYLON I.	KISKA, ALEUTIANS	KWAJALEIN, MARSHALLS	LOS ANGELES, CALIF.	MANADO, CELEBES	MANILA, P.I.	MARCUS I.	MIDWAY I., T. H.	MUKDEN, MANCHURIA	MYITKYINA, BURMA	PALEMBANG, SUMATRA	PARAMUSHIRU, KURILS	PEARL HARBOR, T. H.	PELELIU, PALAU IS.	PORT DARWIN, AUST.	RABAUL, NEW BRITAIN	RANGOON, BURMA
ADAK I., ALEUTIANS		377	2371	3552	3896	382	2643	3239	3344	2964	4104	3926	3594	5520	216	2703	2704	4195	3701	2134	1425	2458	4074	5124	1019	2030	3616	4722	3726	4509
ATTU I., ALEUTIANS	377		2072	3175	3588	726	2544	2876	2987	2727	3819	3709	3228	5143	169	2657	3074	3897	3361	1921	1535	2081	3697	4777	645	2307	3342	4482	3584	4133
CHICHI JIMA, BONINS	2371	2072		1871	1525	2753	1478	1228	1219	830	1749	1781	1549	3685	2179	1819	4952	1847	1403	659	2139	1273	2401	2818	1554	3263	1288	2464	1966	2618
CHUNGKING, CHINA	3552	3175	1871		1718	3880	3278	698	825	2313	2091	2731	592	1987	3338	3632	6225	1976	1195	2530	3909	1094	558	1955	2535	5039	2059	2882	3306	961
DAVAO, P. I.	3896	3588	1525	1718		4278	2187	1193	1001	1185	381	928	1127	2678	3701	2503	6427	337	527	1927	3459	2084	2079	1389	3025	4487	512	1216	1730	1820
DUTCH HBR, ALEUTIANS	382	726	2753	3880	4278		2952	3602	3748	3334	4484	4286	3953	5827	585	2978	2353	4577	4078	2501	1613	2788	4389	5499	1367	1991	3994	5090	4051	4841
ENIWETOK, MARSHALLS	2643	2544	1478	3278	2187	2952		2586	2504	1044	2126	1548	2829	4829	2549	354	4499	2303	2424	913	1524	2733	3760	3542	2382	2356	1684	2358	1112	3847
FOOCHOW, CHINA	3239	2876	1228	698	1193	3602	2586		194	1615	1574	2111	359	2477	3025	2940	5941	1508	695	1880	3343	965	1185	1937	2238	4475	1428	2409	2638	1403
FORMOSA (TAIWAN)	3344	2987	1219	825	1001	3748	2504	194		1503	1381	1936	334	2466	3131	2858	6036	1314	504	1854	3356	1142	1257	1800	2357	4482	1254	2216	2484	1402
GUAM I., MARIANAS	2964	2727	830	2313	1185	3334	1044	1615	1503		1225	992	1814	3787	2800	1387	5299	1372	1380	830	2293	2026	2755	2572	2304	3303	726	1759	1151	2807
HALMAHERA, N.E.I.	4104	3819	1749	2091	381	4484	2126	1574	1381	1225		775	1503	2863	3919	2409	6523	192	905	2041	3512	2445	2293	1424	3291	4475	503	840	1481	2102
HOLLANDIA, D.N.G.	3926	3709	1781	2731	928	4286	1548	2111	1936	992	775		2144	3631	3773	1767	6047	963	1550	1793	3049	2816	3013	2141	3295	3884	684	826	710	2866
HONG KONG, CHINA	3594	3228	1549	592	1127	3953	2829	359	334	1814	1503	2144		2138	3379	3183	6297	1396	603	2188	3681	1258	941	1616	2588	4810	1479	2307	2739	1070
KANDY, CEYLON I.	5520	5143	3685	1987	2678	5827	4829	2477	2466	3787	2863	3631	2138		5309	5163	8114	2671	2412	4311	5296	3071	1448	1570	4511	6947	3189	3221	4340	1075
KISKA, ALEUTIANS	216	169	2179	3338	3701	585	2549	3025	3131	2800	3919	3773	3379	5309		2638	2920	4005	3493	1980	1444	2244	3862	4914	804	2160	3436	4560	3611	4295
KWAJALEIN, MARSHALLS	2703	2657	1819	3632	2503	2978	354	2940	2858	1387	2409	1767	3183	5163	2638		4312	2592	2766	1221	1438	3060	4115	3832	2581	2120	1993	2542	1213	4194
LOS ANGELES, CALIF.	2704	3074	4952	6225	6427	2353	4499	5941	6036	5299	6523	6047	6297	8114	2920	4312		6665	6347	4503	3019	5137	6713	7770	3718	2223	6024	6851	5517	7185
MANADO, CELEBES	4195	3897	1847	1976	337	4577	2303	1508	1314	1372	192	963	1396	2671	4005	2592	6665		818	2168	3664	2416	2142	1241	3347	4646	646	912	1671	1927
MANILA, P.I.	3701	3361	1403	1195	527	4078	2424	695	504	1380	905	1550	603	2412	3493	2766	6347	818		1950	3503	1637	1477	1429	2754	4596	905	1727	2173	1436
MARCUS I.	2134	1921	659	2530	1927	2501	913	1880	1854	830	2041	1793	2188	4311	1980	1221	4503	2168	1950		1555	1842	3059	3302	1587	2651	1538	2590	1714	3256
MIDWAY I., T.H.	1425	1535	2139	3909	3459	1613	1524	3343	3356	2293	3512	3049	3681	5296	1444	1438	3019	3664	3503	1555		2957	4464	4846	1804	1134	3019	3870	2621	4745
MUKDEN, MANCHURIA	2458	2081	1273	1094	2084	2788	2733	965	1142	2026	2445	2816	1258	3071	2244	3060	5137	2416	1637	1842	2957		1624	2874	1442	4058	2164	3281	3174	2054
MYITKYINA, BURMA	4074	3697	2401	558	2079	4389	3760	1185	1257	2755	2293	3013	941	1448	3862	4115	6713	2142	1477	3059	4464	1624		1755	3064	5595	2381	2999	3650	521
PALEMBANG, SUMATRA	5124	4777	2818	1955	1389	5499	3542	1937	1800	2572	1424	2141	1616	1570	4914	3832	7770	1241	1429	3302	4846	2874	1755		4154	5872	1865	1651	2842	1289
PARAMUSHIRU, KURILS	1019	645	1554	2535	3025	1367	2382	2238	2357	2304	3291	3295	2588	4511	804	2581	3718	3347	2754	1587	1804	1442	3064	4154		2771	2841	4016	3301	3492
PEARL HARBOR, T.H.	2030	2307	3263	5039	4487	1991	2356	4475	4482	3303	4475	3884	4810	6947	2160	2120	2223	4646	4596	2651	1134	4058	5595	5872	2771		4009	4657	3306	5877
PELELIU I., PALAU IS.	3616	3342	1288	2059	512	3994	1684	1428	1254	726	503	684	1479	3189	3436	1993	6024	646	905	1538	3019	2164	2381	1865	2841	4009		1186	1269	2304
PORT DARWIN, AUST.	4722	4482	2464	2882	1216	5090	2358	2409	2216	1759	840	826	2307	3221	4560	2542	6851	912	1727	2590	3870	3281	2999	1651	4016	4657	1186		1360	2702
RABAUL, NEW BRITAIN	3726	3584	1966	3306	1730	4051	1112	2638	2484	1151	1481	710	2739	4340	3611	1213	5517	1671	2173	1714	2621	3174	3650	2842	3301	3306	1269	1360		3549
RANGOON, BURMA	4509	4133	2618	961	1820	4841	3847	1403	1402	2807	2102	2866	1070	1075	4295	4194	7185	1927	1436	3256	4745	2054	521	1289	3492	5877	2304	2702	3549	
SABANG, NE I.	5050	4679	2957	1560	1808	5385	3981	1831	1765	2954	1982	2751	1472	880	4834	4306	7753	1791	1599	6370	5090	2625	1176	776	4035	6194	2320	2388	3461	655
SAIPAN I., MARIANAS	2845	2609	744	2317	1277	3215	996	1619	1520	119	1336	1106	1839	3848	2682	1346	5190	1478	1436	720	2190	1971	2776	2666	2193	3214	834	1878	1223	2852
SAN FRANCISCO, CALIF.	2397	2764	4667	5912	6158	2042	4293	5635	5734	5050	6273	5839	5990	7806	2612	4130	313	6409	6056	4241	2790	4825	1469	7483	3408	2087	5771	6651	5342	6873
SASEBO, JAPAN	2555	2196	740	1196	1579	2921	2217	689	792	1435	1915	2226	1048	3130	2341	2560	5253	1915	1211	1377	2716	598	1749	2589	1566	3848	1588	2738	2579	2059
SHANGHAI, CHINA	2939	2572	1109	771	1462	3296	2553	328	498	1660	1834	2294	660	2699	2724	2904	5644	1789	996	1765	3148	644	1320	2262	1930	4281	1616	2674	2755	1629
SINGAPORE, MALAYA	4951	4597	2692	1703	1347	5322	3531	1732	1610	2527	1454	2207	1397	1436	4739	3838	7629	1263	1289	3214	4767	2650	1493	115	3966	5826	1847	1807	2916	1033
SOLOMONS (GUADALCANAL I.)	3874	3795	2424	3864	2283	4160	1253	3190	3040	1650	2012	1238	3300	4851	3794	1184	5305	2198	2734	2054	2610	3671	4211	3317	3613	3087	1830	1728	562	4100
TARAWA, GILBERTS	3082	3090	2348	4124	2849	3313	870	3427	3329	1829	2687	1960	3644	5526	3048	543	4305	2878	3178	1763	1706	3599	4583	4097	3082	2084	2338	2639	1286	4614
TOKYO, JAPAN	2089	1747	523	1701	1876	2465	1901	1195	1269	1352	2158	2286	1553	3648	1881	2219	4769	2202	1614	999	2209	848	2258	3034	1152	3338	1740	2926	2486	2576
TRUK, CAROLINES	3091	2920	1306	2869	1563	3435	662	2173	2053	562	1470	907	2354	4236	2960	945	5147	1650	1871	1023	2142	2557	3295	2891	2609	3018	1052	1731	695	3306
WAKE IS.	2111	2035	1421	3292	2494	2415	540	2635	2595	1310	2506	2023	2929	5028	2027	636	4042	2668	2627	764	1029	2666	3817	3881	1948	1994	2024	2846	1648	3990
YAP I., CAROLINES	3364	3103	1079	2132	756	3740	1432	1460	1308	450	777	738	1577	3412	3190	1754	5748	922	1052	1268	2742	2085	2507	2132	2627	3740	276	1390	1178	2484

Our enemy, geography: Approximate locations of points included in table above are shown on map at right.

the work of tugs. The crew of one tug continued its fire-fighting under enemy fire and extinguished the blaze. A rescue tug was bombed so severely while fighting the fire on another ship that it had to be beached after accomplishing its job. But it finished the job and saved the ship.

In preparation for the European invasion, tugs were employed in the largest towing operation of its kind in history when huge railroad barges were towed across the Atlantic. The ATF (fleet tug) is the most powerful in the world. Over 200 feet long, of 3,000 horsepower, it is capable of towing one of the enormous C-2 freighters thousand of miles. BuShips developed, designed and supervised the building of these new-type tugs in anticipation of invasion operations.

Other newcomers in the "A" fleet are attack transports and attack cargo ships. The former carry tank lighters, small landing crafts, tanks—whole combat teams of troops and their equipment. The AKAs carry eight LCM (3)s, 16 LCVPs, bulldozers, trucks, tanks, gasoline, ammunition, etc. These form a part of the task forces that establish our beachheads.

One attack transport, which was bombed as it was coming in to unload, was set afire by enemy action. The crew fought and extinguished the fire and unloaded its cargo as a matter of course, finishing ahead of some of the undamaged ships.

All navies have been experimenting for years in an effort to solve the problem of refueling a warship without loss of time. Refueling at sea is a delicate operation because there is the ever-present danger of collision and fire. An oiler comes alongside a fighting ship while both are moving at identical speeds on identical courses, with allowances for the water displacement that pulls them together. Our ships can refuel by this method at high speed in any kind of weather short of a gale. While refueling vessels, oilers frequently send over bread, canteen stores and even ice cream. When necessary they receive sick and wounded.

These oilers, our fleet's floating service stations, have been largely responsible for increasing the range of our fleet and in speeding up naval striking power. Every one we have is in use, and many more will be needed as we come to grips with the Nips in their own bailiwick.

Enemy planes usually single out oilers and gasoline tankers for special attention, but they have found that these apparently vulnerable vessels are not "sitting ducks" to be picked

Prepared in the Hydrographic Office,
Navy Department, Washington, D.C.

SABANO, WE I.	SAIPAN I., MARIANAS	SAN FRANCISCO, CALIF	SASEBO, JAPAN	SHANGHAI, CHINA	SINGAPORE, MALAYA	SOLOMONS (GUADALCANAL I.)	TARAWA, GILBERTS	TOKYO, JAPAN	TRUK, CAROLINES	WAKE IS.	YAP I., CAROLINES
050	2845	2397	2555	2939	4951	3874	3082	2089	3091	2111	3364
679	2609	2764	2196	2572	4597	3795	3090	1747	2920	2035	3103
957	744	4667	740	1109	2692	2424	2348	523	1306	1421	1079
560	2317	5912	1196	771	1703	3864	4124	1701	2869	3292	2132
808	1277	6158	1579	1462	1347	2283	2849	1876	1563	2494	756
385	3215	2042	2921	3296	5322	4160	3313	2465	3435	2415	3740
981	996	4293	2217	2553	3531	1253	870	1901	662	540	1432
831	1619	5635	689	328	1732	3190	3427	1195	2173	2635	1460
765	1520	5734	792	498	1610	3040	3329	1269	2053	2595	1308
954	119	5050	1435	1660	2527	1650	1829	1352	562	1310	450
982	1336	6273	1915	1834	1454	2012	2687	2158	1470	2506	777
751	1106	5839	2226	2294	2207	1238	1960	2286	907	2023	738
472	1839	5990	1048	660	1397	3300	3644	1553	2354	2929	1577
880	3848	7806	3130	2699	1436	4851	5526	3648	4236	5028	3412
834	2682	2612	2341	2724	4739	3794	3048	1881	2960	2027	3190
306	1346	4130	2560	2904	3838	1184	543	2219	945	636	1754
753	5190	313	5253	5644	7629	5305	4305	4769	5147	4042	5748
791	1478	6409	1915	1789	1263	2198	2878	2202	1650	2668	922
599	1436	6056	1211	996	1289	2734	3178	1614	1871	2627	1052
370	720	4241	1377	1765	3214	2054	1763	999	1023	764	1268
090	2190	2790	2716	3148	4767	2610	1706	2209	2142	1029	2742
626	1971	4825	628	644	2650	3671	3599	848	2557	2666	2085
176	2776	1469	1749	1320	1493	4211	4583	2258	3295	3817	2507
776	2666	7483	2589	2262	115	3317	4097	3034	2891	3881	2132
035	2193	3408	1566	1930	3966	3613	3082	1152	2609	1948	2627
194	3214	2087	3848	4281	5826	3087	2084	3338	3018	1994	3740
320	834	5771	1588	1616	1847	1830	2338	1740	1052	2024	276
388	1878	6651	2738	2674	1807	1728	2639	2926	1731	2846	1390
461	1223	5342	2579	2755	2916	562	1286	2486	695	1648	1178
655	2852	6873	2059	1629	1033	4100	4614	2576	3306	3990	2484
	3018	7442	2519	2114	581	3976	4651	3024	3371	4223	2553
018		4938	1387	1640	2613	1701	1810	1266	591	1220	559
442	4938		4949	5336	7333	5171	4167	4469	4931	3818	5496
519	1387	4949		433	2401	3084	3087	518	1977	2136	1491
114	1640	5336	433		2053	3291	3416	950	2221	2529	1596
581	2613	7333	2401	2053		3416	4141	2866	2894	3833	2102
976	1701	5171	3084	3291	3416		1004	2932	1118	1767	1733
651	1810	4167	3087	3416	4141	1004		2761	1308	1142	2133
024	1266	4469	518	950	2866	2932	2761		1818	1719	1565
371	591	4931	1977	2221	2894	1118	1308	1818		1116	827
223	1220	3818	2136	2529	3833	1767	1142	1719	1116		1751
553	559	5496	1491	1596	2102	1733	2133	1565	827	1751	

off with impunity. Some time ago a message was received from an oiler in the Pacific: "Being attacked by 10 Jap planes." This was followed a short time later with the terse message: "OK." A third message announced: "Ten more planes attacking." Within a few minutes a final message reported: "OK." A later report revealed that during the course of the action the oiler had been hit and set ablaze but had been saved by the action of her own crew, which fought off the bombing attacks and put out the fire.

Even though auxiliaries are well armed and able to protect themselves under all circumstances, they do not invite attack and usually remain well in the rear when accompanying a task force. After a task group has struck, it meets the train at some prearranged rendezvous for refueling and repair of battle damages.

Use of floating drydocks has been emphasized as our naval front moves farther and farther away from Pearl Harbor. At advance bases we now have drydocks that were towed across the Pacific, section by section. Some of the larger ones can drydock the largest battleship in the world. Their availability near the front enables warships to operate with time out only for major overhauls at navy yards.

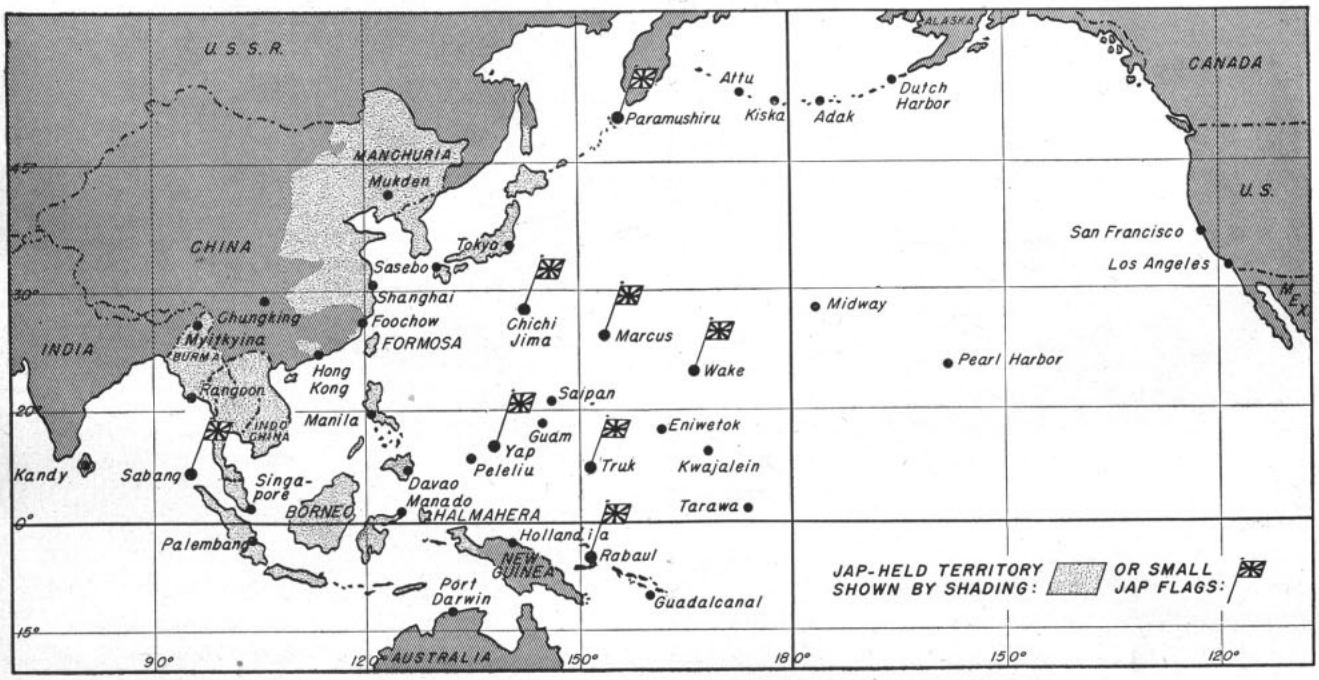
We also have submarine rescue vessels (ASR), designed and equipped primarily to rescue crews of disabled subs in waters up to 300 feet in depth. Special salvage gear, including diving outfits, decompression chambers, compressed air supplies and rescue chambers are carried on board for use in rescuing personnel from distressed submarines. They are distinct from salvage vessels, which are equipped for diving operations in water up to 60 feet deep. The latter perform all types of salvage, from refloating sunken or stranded vessels to clearing wrecked harbors.

In order that men in the fleet and at advanced bases may have fresh vegetables, fruit and meat, special refrigerator ships have been added to the "A fleet."

The auxiliary fleet has been increased nearly tenfold in the last 3½ years, and it will have been more than doubled between January 1944 and January 1945. On 1 Jan. 1941 the Navy had 85 auxiliaries in operation; today it has approximately 800. Present plans call for 1,630 auxiliaries early in 1945—a fleet totaling well over 10,000,000 tons full-load displacement.

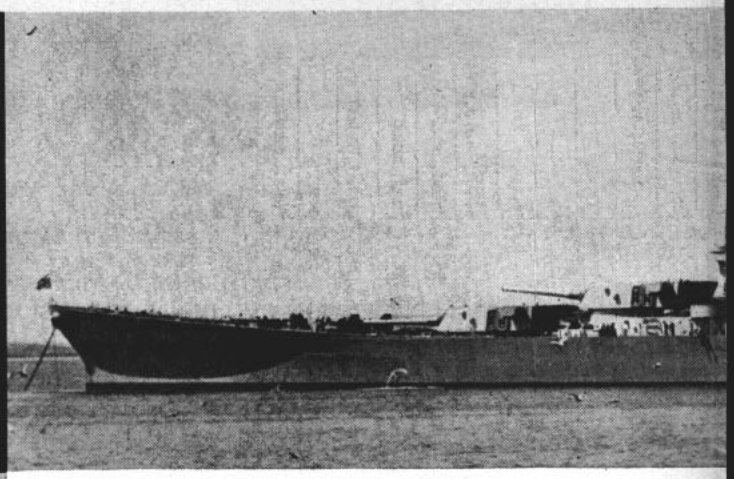
Most of the auxiliary craft have been built by the U.S. Maritime Commission as commercial vessels and have been converted for special needs of the Navy under the direction of BuShips. The C-3 type, one of the largest and speediest of the commission's cargo vessels for both cargo and passengers, has been converted to many Navy uses. Even larger are the twin-screw passenger ships, designed for postwar passenger use, which have been redesigned as troop transports.

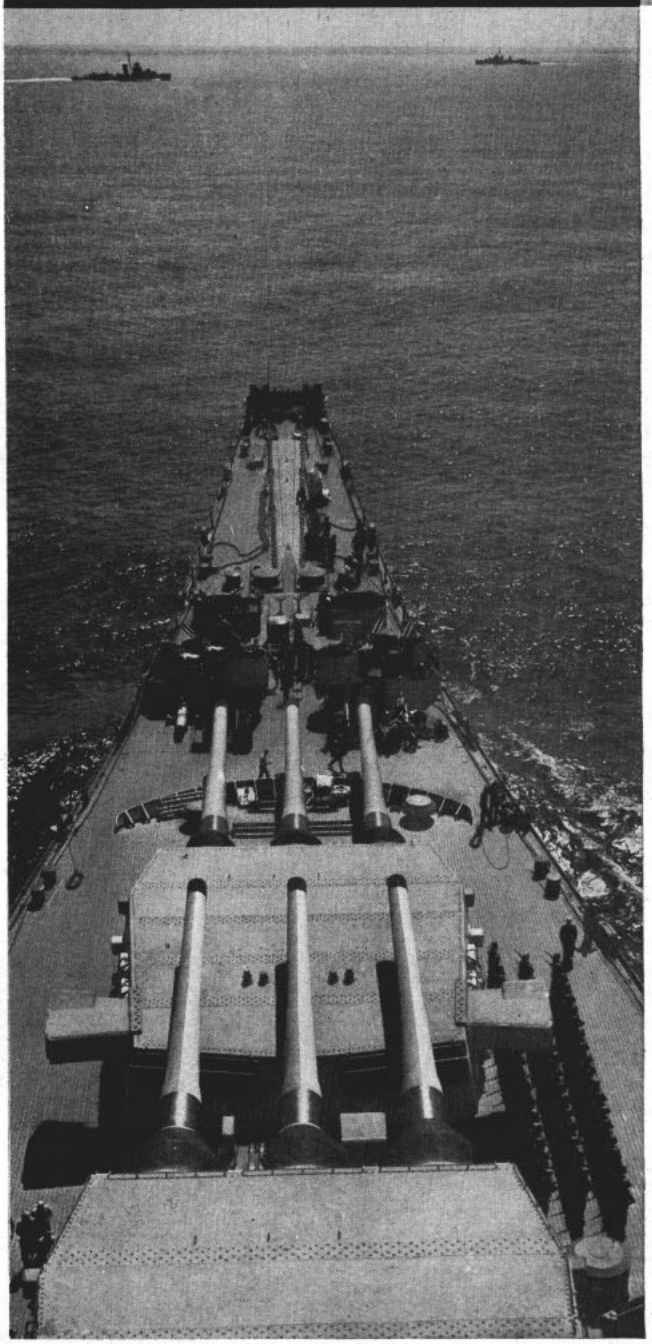
Our auxiliary fleet, which makes up 29% of the total tonnage in the U.S. fleet, constantly is undergoing changes to keep pace with changing needs. A year ago the emphasis was on the landing craft for amphibious operations. Today the need is for attack transports and cargo ships, and for oilers and tankers to fuel our far-ranging fighting ships. As the war progresses and new strategies are mapped out, naval architects and marine engineers are always ready with new-type auxiliaries to meet the requirements of our mobile fleet.



PORTRAIT OF A BATTLEWAGON

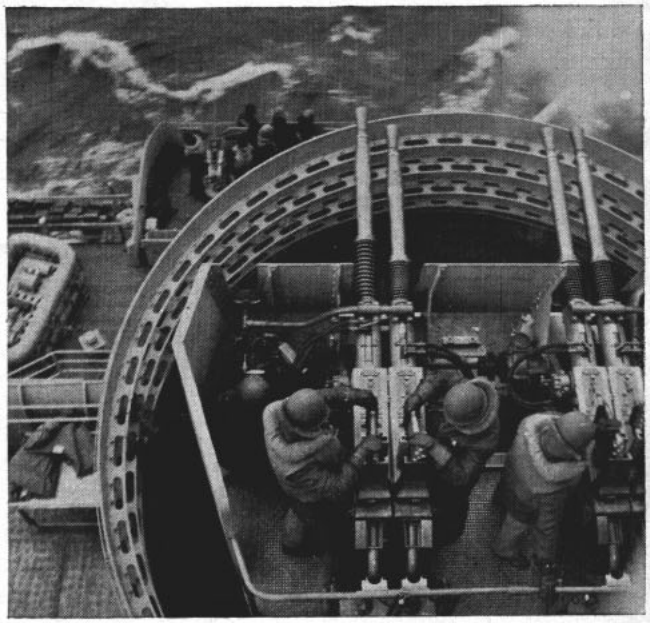
New Pictures of USS Iowa Show Navy's Mightiest Surface Weapon



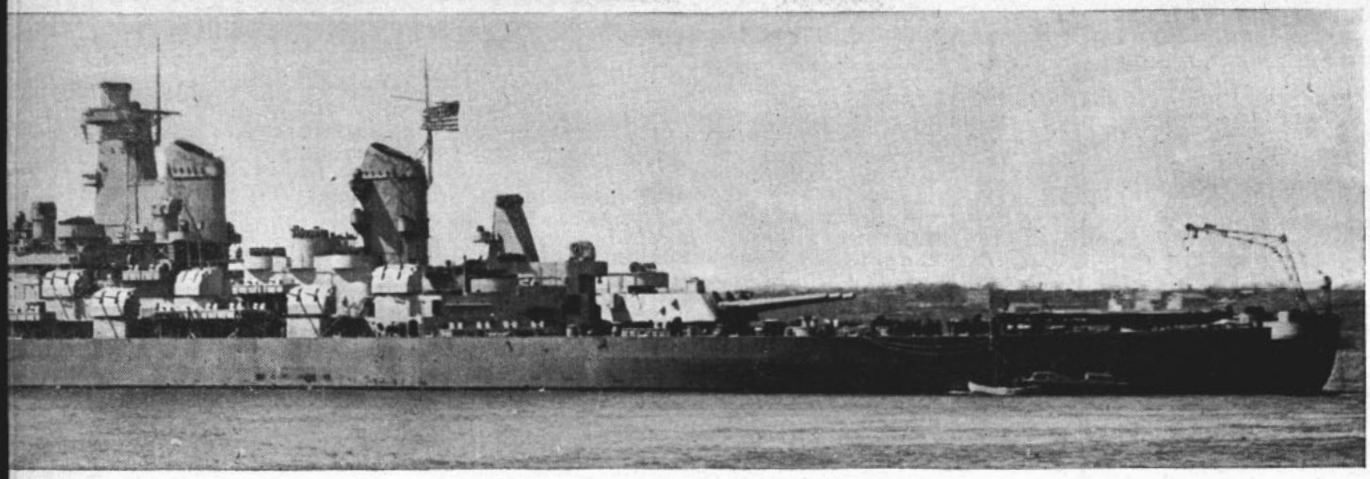


CLEAVING the Pacific, the 45,000-ton USS Iowa resembles head of an arrow when seen from the bridge.

WASHDAY: Crewmen swab deck under big guns of the Iowa, fourth U. S. ship of that name.

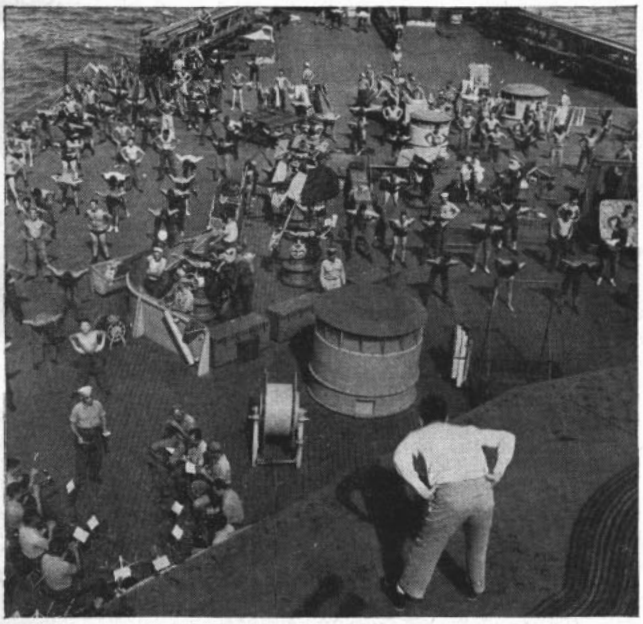


ANTIAIRCRAFT: Gunners in foreground load clips into 40-mm. quads. Beyond, at left, is a 20-mm. gun.

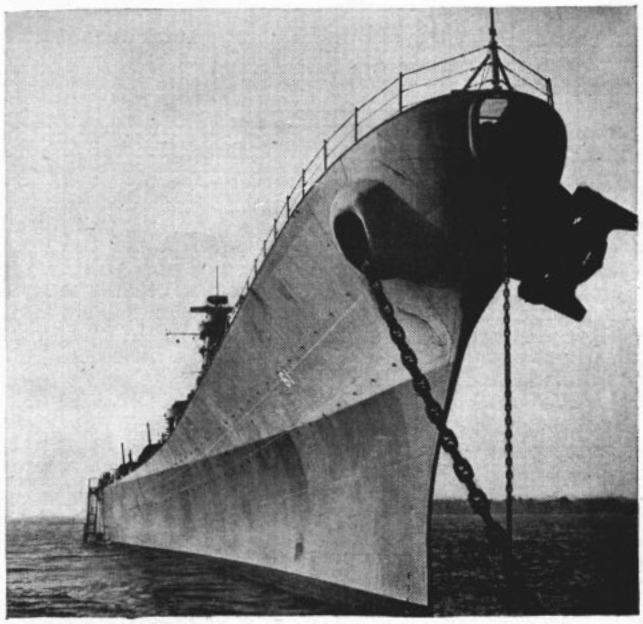


MACHINE SHOP has necessary mechanical equipment to make all except major repairs to ship.

FIREPOWER: Mighty 16-inch guns hammer at distant target in preparation for strike in the Pacific.

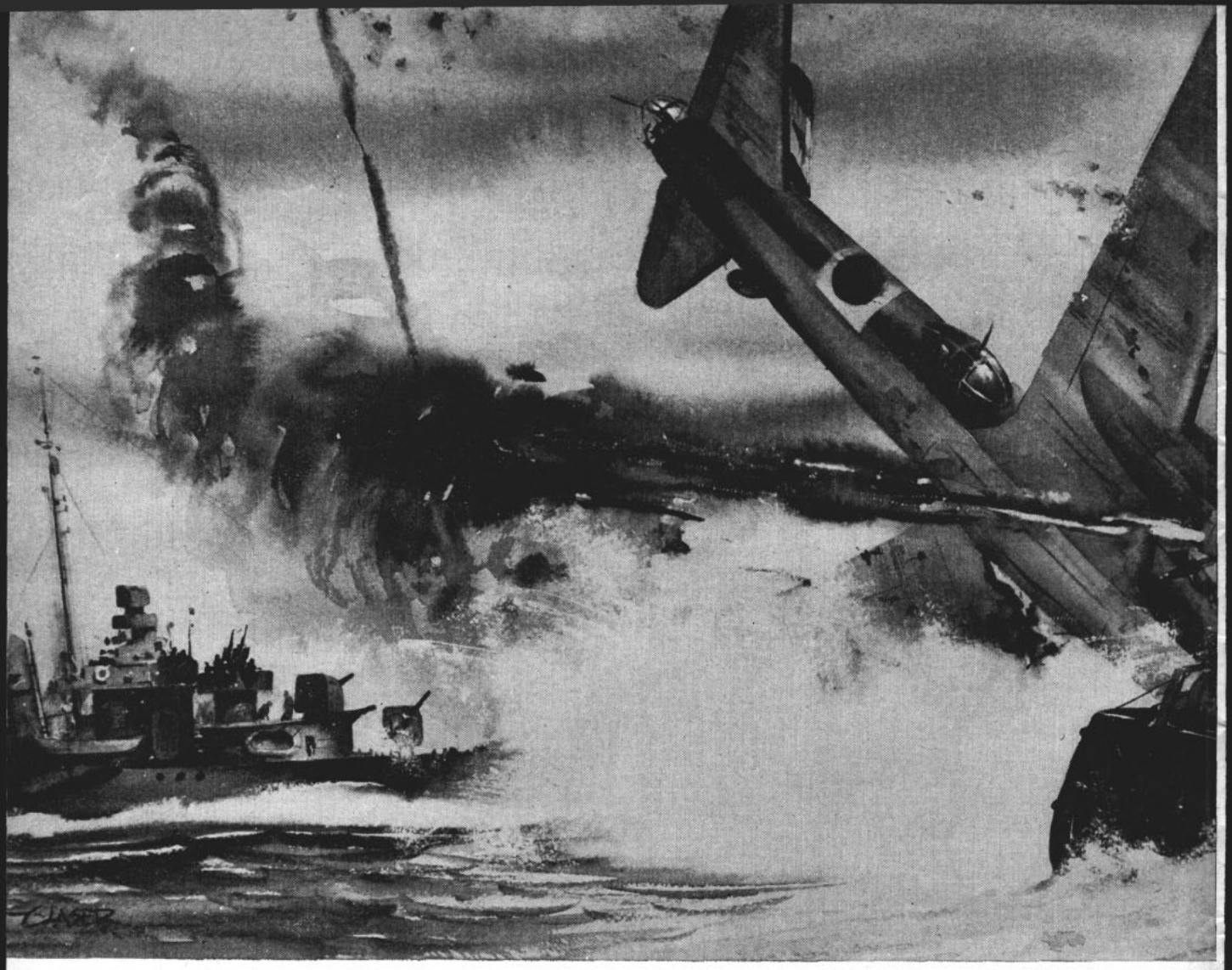


FIGHTING TRIM: Calisthenics on deck of the Iowa keep muscles in tone for the battles to come.



BOW-ON VIEW of the "Big I" gives indication of her slim, deadly lines.

Official U. S. Navy photographs



Blazing Jap bomber misses DD, hits SC:

They Like It Rugged

Men of the Splinter Fleet Know Only 2 Kinds of Quarters: Small—and General!

WHENEVER sailors congregate, from Cherbourg to Saipan, and debate which type of duty in the Navy is the most rugged, the boys of the Southwest Pacific "splinter fleet" will have plenty of arguments to support the case for their branch of the service.

Their little SCs, PCs and YMSs—all small vessels with limited facilities—seldom make the headlines, but many a Jap plane and sub has felt their sting. Far out on the fringe of the Pacific war zone, they are in there pitching when we make an amphibious assault. After the beachhead has been secured they take over the duty of escorting the ships supplying the new base. And when the Jap planes have been chased out of the area and things quiet down, the splinter fleet moves on to another advanced area—to repeat the performance.

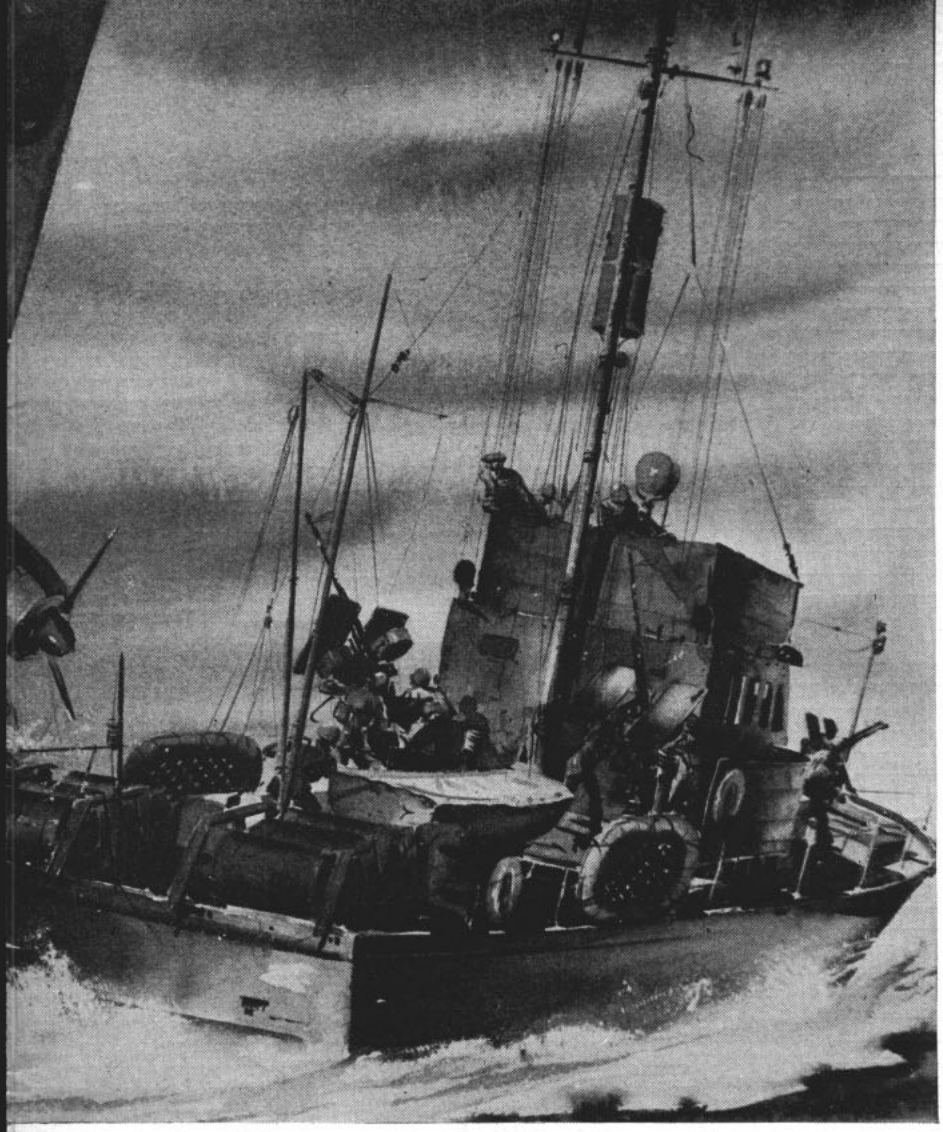
Typical of the vessels of the escort and minecraft squadrons, serving day in and day out to keep our forces leapfrogging toward Japan, is the *SC 699*. Known as the "Shootin' *699*," she participated in 11 amphibious operations in the Southwest Pacific in 11 months, with never a breather, or a trip south of Milne Bay, in all that time. Her skipper was Lt. (jg) James W. Foristel, USNR, who gave up a St. Louis law practice for a crack at the Nipponese.

In the landing at Arawe, New Britain, in December 1943, the Shootin' *699*, already a combat veteran with several enemy planes to her credit, gave the Japs a dazzling exhibition of broken-field running as she came in under their shore batteries and rescued from the water 71 men who had been shot out of rubber landing boats. For this daring exploit Lieutenant Foristel received the Silver Star Medal.

His citation from Vice Admiral Thomas C. Kinkaid, USN, commander of the 7th Fleet, stated that he "daringly and skillfully carried out sea rescue operations within known gun range of a Japanese shore battery, thereby saving the lives of many of the wounded." The citation told how the *699* was strafed by six enemy fighter planes, but shot one down and forced the others to turn away.

Later at Biak, in the Schouten Islands, the *699* proved that she could take it, as well as dish it out. Just as a beachhead had been established, five Jap planes dove out of the sun. Three vanished in the confusion of shore and destroyer ack-ack. One of the remaining planes, ablaze from jabs of the little SC's 40-mm. gun, fell into a steep spiral, just cleared the bridge of a destroyer, struck the water with its left wing and catapulted into the speeding *699*.

When the confusion had subsided, it was found that a twin-motored Jap plane was plastered all over the little sub-chaser, one motor being actually imbedded in the hull. Wreckage of the plane was thrown overboard from the quivering, blazing SC. With two of her crew dead, others severely burned or injured and her skipper and several of the crew thrown into the water by the impact, the executive officer, Lt. (jg) Orville A. Wahrenbrock, USNR, of San Diego, Calif., led the remainder of the crew in fighting the fire and



t happened off Biak last May. Drawing is based on eyewitness reports.

jettisoning the exploding ammunition. The engineer and gunnery officer, Lt. (jg) Henry G. Reents, USNR, of Weed, Calif., although injured himself, was aiding other injured men in the water.

Finally, with the help of other ships in the force, the fire was extinguished and the *699* was towed back to a repair base. There the crew enjoyed their first holiday in 11 months while the *699* was being patched up. Soon she will be back in the lineup.

Life on a small craft is no bed of roses. The crew of 25 or so live in cramped, sometimes stuffy quarters with few facilities for recreation or opportunities for shore leave. Like a woman's work, the splinter fleet's job is never done: Combat operations consist of successive actions, with time out between rounds, but escort operations go on 365 days in the year. When an escort vessel is laid up for an overhaul, her crew seldom can get ashore and relax; they have to do much of the repair work themselves. Larger ships may get back to Australia occasionally, but small craft can't be spared for that long journey; not only are they too busy but, because of their slower speed, couldn't make the trip so quickly as larger ships.

Some of our older Pacific bases have fine athletic fields, good movies and rest camps, but the splinter fleet usually operates too far forward to enjoy these luxuries. Listening to the radio is about the only recreation their crews can count on. Even a bath in fresh water is a luxury, because these small vessels do not have evaporators and must depend upon larger ships or advance bases for water supply.

Nearly all the officers and men who make up the crews are reservists who were trained at the Sub Chaser Training Center, Miami, Fla. Many of them never saw salt water before they joined the Navy. Few are over 35 years of age, because this type of duty is definitely a young man's work. But the young men who are doing it wouldn't trade their duty for any other in the Navy.

Many a small-craft skipper has added gray hairs from the strain of trying to avoid treacherous shoals and coral reefs. Even with the most painstaking navigation a vessel may run aground or rip a hole in her hull. The waters where they operate are among the most poorly charted in the world.

Typical of the splinter fleet's routine escort missions were three trips made by the *SC 743* to Arawe in December 1943 while escorting landing craft engaged in resupply of the new base. Enemy planes attacked the convoys seven times, each time while the landing craft were unloading and highly vulnerable to dive-bombing attacks.

In two of the seven attacks the *743* was not a direct target herself and was able to fire at the planes over the other vessels. In the other five attacks she was too busy repelling planes near her to furnish much protection for other ships. For "heroic and meritorious service" on this occasion her CO, Lieut. William W. Robinson, USNR, was awarded the Bronze Star Medal.

Jap divebombers had learned to take advantage of the opportunities for strafing and bombing attacks during unloading operations. Weary gunners on the escort ships hopefully scanned the skies for friendly fighter planes to help them drive away the Japs. But for the Nips' exceedingly inaccurate divebombing, probably due to the intense ack-ack fire of all ships, many more of our vessels might have been sunk or damaged.

As it was, our losses during these three trips were one coastal transport sunk, another seriously damaged, and a coastal transport, a minesweeper and the *SC 743* put out of action by minor damage.

Two men aboard the *743* were killed, one was seriously wounded, two were slightly wounded and four others were knocked out temporarily. The small crew was so depleted that one man recuperating from an appendicitis operation volunteered to fill in for one of the casualties on a gun crew. The only material damage to the *743* was a few scattered bullet and shrapnel holes. Such is the daily routine on a subchaser.

Despite the strain of frequent daylong general quarters under a burning sun, when divebombing attacks may be expected at any minute, splinter fleet crews have maintained excellent morale. They know their small craft are tackling hazardous missions far beyond the use originally contemplated for them; they know the larger warships and landing craft get the glory in amphibious operations; they know their ships haven't the speed of PT-boats or the armament of large warships to ward off air attacks.

But they know, too, that they're doing a necessary job and doing it well, and they wouldn't swap it for a billet in the best "pig boat" or "tin can" in the U. S. Navy.

What's in a Name?

TONNAGE comes from the word "tun," meaning a large barrel or cask for carrying wine. In the early days of sail, especially at Bordeaux, France, a vessel's size was measured by her capacity for carrying wine tuns —hence, her tunnage or, later, tonnage.

	NEW CLASSIFICATIONS / OLD CLASSIFICATIONS	A-V(G)	A-V(P)	A-V(N)	A-V(RS)	A-V(S)	A-V(T)	CC-V(S)	CEC-V(S)	CHC-V(G)	CHC-V(P)	CHC-V(S)	C-V(G)	C-V(L)	C-V(S)	C-V(X)	DC-V(G)	DC-V(S)	DE-M	DE-F	DE-V(G)	DE-V(S)
GENERAL SERVICE—UNLIMITED / LINE	(A): Aviation non-flying					a																
	(AD): Aviation non-flying and deck					a																
	(A1): Heavier-than-air pilot, formerly A-V(N)		(See Note k)	e	(See Note l)														(See Note k)			
	(A2): Lighter-than-air pilot, formerly A-V(N)			f																		
	(A3): Heavier-than-air pilot, formerly A-V(G)	e																				
	(A4): Lighter-than-air pilot, formerly A-V(G)	f																				
	(A5): Heavier-than-air pilot, formerly A-V(T)						e															
	(A6): Lighter-than-air pilot, formerly A-V(T)						f															
	(C): Communications												a		a							
	(CD): Communications and deck												a		a							
	(D): Deck					a																a
	(DM): Deck, Merchant Marine																					
	(E): Engineering																					a
	(EM): Engineering, Merchant Marine																					
	(DE): Deck and engineering																				m	a
	(DEM): Deck and engineering, Merchant Marine																		a			
STAFF	CEC: Civil Engineer Corps																					
	CHC: Chaplain Corps									a		a										
	DC: Dental Corps																a	a				
	HC: Hospital Corps																					
	MC: Medical Corps																					
	MCM: Medical Corps, Merchant Marine																					
	SC: Supply Corps																					
	SCM: Supply Corps, Merchant Marine																					
GENERAL SERVICE—LIMITED / LINE	(A)L: Aviation non-flying					a																
	(A1)L: Heavier-than-air pilot, formerly A-V(N)			e																		
	(A2)L: Lighter-than-air pilot, formerly A-V(N)			f																		
	(A3)L: Heavier-than-air pilot, formerly A-V(G)	e																				
	(A4)L: Lighter-than-air pilot, formerly A-V(G)	f																				
	(A5)L: Heavier-than-air pilot, formerly A-V(T)						e															
	(A6)L: Lighter-than-air pilot, formerly A-V(T)						f															
	(C)L: Communications												a		a							
	(D)L: Deck					a																a
	(DM)L: Deck, Merchant Marine																					
	(E)L: Engineering																					a
	(EM)L: Engineering, Merchant Marine																					
	(W): Unrestricted (female)																					
	(S): Unrestricted (male)					b							b		b							b
SPECIAL SERVICE—UNLIMITED / LINE	S(A): Aviation non-flying duties					b																
	S(A1): Heavier-than-air pilot, formerly A-V(N)			c																		
	S(A2): Lighter-than-air pilot, formerly A-V(N)			d																		
	S(A3): Heavier-than-air pilot, formerly A-V(G)	c																				
	S(A4): Lighter-than-air pilot, formerly A-V(G)	d																				
	S(A5): Heavier-than-air pilot, formerly A-V(T)						c															
	S(A6): Lighter-than-air pilot, formerly A-V(T)						d															
	S(C): General communications duties												b		b							
	S(C1): Special communications duties, restricted to former C-V(L)													m								
	S(C2): Special communications duties, restricted to former C-V(X)															m						
	S(DM): Merchant Marine, deck duties																					
	S(E): General engineering duties																					b
	S(E1): Special engineering duties, equivalent to EDO hull							g														gl
	S(E2): Special engineering duties, equivalent to EDO machinery							g														gl
	S(E3): Special engineering duties, equivalent to EDO electrical							g														gl
	S(E4): Special engineering duties, equivalent to EDO diesel							g														gl
	S(EM): Merchant Marine engineering duties																					
	S(DEM): Merchant Marine deck and engineering duties																		b			
	S(I): Intelligence duties																					
	S(0): General ordnance duties																					
	S(01): Special ordnance duties in ordnance engineering																					
	S(02): Special ordnance duties in aviation ordnance																					
	S(03): Special ordnance duties in fire control and guns																					
	S(04): Special ordnance duties in ammunition and explosives																					
	S(05): Special ordnance duties in torpedoes																					
	S(06): Special ordnance duties in underwater ordnance																					
	S(L): Legal duties																					
STAFF	CHC(S): Chaplain Corps									b		b										
	CEC(S): General duties of Civil Engineer Corps								o													
	CEC(S1): Special CEC duties as mechanical engineer								o													
	CEC(S2): Special CEC duties as electrical engineer								o													
	CEC(S3): Special CEC duties as cargo handling specialist								o													
	DC(S): Dental Corps																b	b				
	H(S): Special duty in Medical Corps, restricted to former H-V(S)																					
	HC(S): Hospital Corps																					
	MC(S): Medical Corps																					
	MCM(S): Medical Corps, Merchant Marine																					
	SC(S): Supply Corps																					
	SCM(S): Supply Corps, Merchant Marine																					
PROBATIONARY STAFF	CHC(P): Duties in Chaplain Corps, restricted to former CHC-V(P)										m											
	H(P): Leading to (S)H classification, restricted to former H-V(P)																					

D-M	D-V(G)	D-V(S)	E-M	E-V(G)	E-V(RS)	E-V(S)	HC-V(G)	HC-V(S)	H-V(P)	H-V(S)	I-V(S)	L-V(S)	MC-M	MC-V(G)	MC-V(S)	O-V(RS)	O-V(S)	SC-M	SC-V(G)	SC-V(P)	SC-V(S)	W-V(S)
					(See Note l)											(See Note l)						(See Note h)
	n	a															a					
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New Plan Adopted For Classification Of Reserve Officers

A NEW system for the classification of reserve commissioned and warrant officers, with symbols to describe more exactly than those now used the qualifications necessary for the designation of officer personnel to specific types of duty, both at sea and ashore, has been announced. The plan is covered by BuPers Circ. Ltr. 298-44 (NDB, 30 Sept. 1944, 44-1146).

The new system is intended to make possible more efficient use of officer strength and to enable many officers now restricted in duty by their present designations to be eligible for

(*Continued on next page*)

HOW TO READ THE CHART

Find your present classification along top of page. By checking down that column to where any notation appears, and then by referring across to the lefthand column, you can tell into which new classification you may be changed. Notations, in small letters, refer to the following qualification and instruction:

a: If General Service.

b: If Special Service.

c: If heavier-than-air and Special Service.

d: If lighter-than-air and Special Service.

e: If heavier-than-air and General Service.

f: If lighter-than-air and General Service.

g: To be classified under S(E and numeral) indicating particular specialty within engineering for which best qualified.

h: Officers in the Women's Reserve receive Special Service classifications on the same basis as do male officers: Special Service limited line classifications carry W instead of S before ( ); for staff corps Special Service limited classifications the W replaces S in ( ).

j: To be classified under S(O and numeral) indicating particular specialty within ordnance for which best qualified.

k: To be assigned new classification where best qualified.

l: To be assigned to proper engineering or aviation classification where best qualified, with (T) appended to classification symbol.

m: To be reclassified to symbol in corresponding lefthand column.

n: D-V(G) officers professionally qualified for *all* duties of rank to be reclassified (D). D-V(G) officers *not* qualified for *all* duties of rank to be reclassified (D)L.

o: CEC-V(S) officers to be reclassified CEC(S), unless they have a particular specialty falling under CEC(S1, 2 or 3).

By Alnav No. 195, issued after publication of the basic letter on which the chart is based, six additional classifications were created: (A1D) through (A6D), indicating General Service Unlimited line officers who, in addition to fulfilling the heavier-than-air pilot requirements, are qualified for all deck duties afloat, including the assumption of command of surface ships under Article 819 of Navy Regs. Men now A-V(N), A-V(G), or A-V(T) may be reclassified into these new designations.

The Alnav also provides that transfers between line and staff corps or between various staff corps cannot be made in advance of specific approval by BuPers.

broader assignment. Likewise it limits officers trained and qualified to fill specialized duties to those jobs.

Under the new plan officers are to be divided into two basic categories: (1) General Service officers, unlimited and limited duty; (2) Special Service officers, unlimited or limited duty. Both line and staff corps personnel are included in each basic classification.

General Service officers are those eligible for sea duty and, ultimately, for rotation between sea and shore. They must meet all standards prescribed by BuPers, and their medical records must indicate that they are physically qualified for sea duty. In addition, they must be able to meet the following requirements:

(1) Visual acuity, each eye, 15/20 uncorrected, corrected to or correctable to 20/20.
(2) Hearing 15/15, each ear, whispered voice or spoken voice.
(3) Color perception as tested by American Optical Co. test, 1940.

A General Service officer's eligibility to receive training for sea duty is determined, in each individual case, on the basis of such factors as physical qualifications, age, rank, naval experience in relation to age and rank, and technical proficiency in special fields.

Officers who are qualified to perform *all* duties of their rank within their classification at sea are to be classified to *Unlimited* General Service. Those who are not so qualified are to be placed in the *Limited* General Service classification.

Included in the second basic category, Special Service officers, will be personnel who would normally be restricted to shore duty, either within or outside the continental limits, or those who would be assigned to sea duty only in a specialist billet in which physical qualifications are not pertinent.

The Special Service classification will include three types of officers: (1) (S)—Unlimited general administrative officers; (2) S (with bureau cognizance letter)—officers whose assignment is of paramount interest to the bureau whose letter they bear; (3) S (with bureau cognizance letter plus a numeral)—officers who are bonafide technical specialists who can be considered as the reserve equivalent of an EDO of the regular Navy. It is expected that the number of officers within the last category will be strictly limited.

The Special Service classification will include officers not physically qualified for sea duty; personnel whose special training and service can be used to best advantage ashore and officers disqualified for sea duty because of incompatibility of rank, age and previous sea experience.

The *Unlimited* designation under Special Service is used to indicate any officer who is qualified for assignment to any general administrative billet ashore either within the continental limits or at an advance base. The *Limited* designation under Special Service is for officers who should be restricted to a particular type of duty ashore.

Whenever, in the opinion of the CO, an officer on sea duty who has a Limited General Service classification qualifies himself for satisfactory performance of all duties of his rank within his classification, the (L) designator for Limited may be dropped. The change becomes official when notice of it is received by BuPers.

The directive also clarifies Article 819 of Navy Regulations, which deals with the assumption of command of a vessel in the event the regularly assigned CO is absent, disabled, relieved from duty or detached without relief. The circular letter states that only those reservist officers who carry any of the following designations are considered qualified for the performance of all deck duties afloat, and therefore qualified to assume command: (DE), (D), (AD), (DM), (CD) and (DEM).

Women's Reserve officers may be reclassified in any unrestricted Special Service assignment ashore, or they may be restricted to a particular type of duty under the Limited Special Service classification.

Warrant officers are to be assigned new classifications on the same basis as are commissioned officers. The classification assigned is to be in addition to a warrant officer's grade.

With the exception of personnel now in CHC-V(P) and H-V(P), the present probationary classifications are being eliminated. As there is no longer any need to differentiate between the Organized and Volunteer Reserve, at least for the present time, the "V" (for Volunteer) is being dropped from all classifications.

The classifications A-V(P) and DE-F are also being eliminated, and personnel in these two groups will be assigned to classifications where best qualified.

Although the reserve officer designations included in the new system have not been designed to indicate the training or special courses which an officer may have had, an exception is made in the case of certain specialized officers in the field of electronics, namely, radio specialist officers, radar officers, intercept officers and fighter director officers. An additional letter designator is carried in the symbols for these officers to indicate the specific type of work for which they are trained. The letter appended is to be carried as long as the officer is qualified in his particular field of electronics in accordance with such standards as may be prescribed.

Radio specialist officers, who are now classified under A-V(RS), E-V (RS) and O-V(RS), designations which are being eliminated, will be changed to appropriate classifications in engineering or aviation. These officers, trained in the technical and material details of radio, radar and underwater sound, will have a (T) appended to their classification symbols. When used in conjunction with an aviation designation, the (T) shall mean that the officer is qualified for the maintenance of airborne electronic gear. The (T), when appended to an engineering designation, indicates qualification for maintenance of shipborne electronic gear. Wave officers who have been trained in the material and technical aspects of radar are to be assigned to an appropriate technical or semi-technical administrative billet, with the appended (T) designator.

The letter (R) will be appended to the designation symbol for radar specialist officers who have received special training in the operation of radar and combat information equipment. Specialist intercept officers will be designated by an additional letter (X) to indicate their qualification to perform the mechanics of aircraft interception. The letter (F) will be appended to indicate specialist fighter director officers who are qualified to control and coordinate fighter direction in one carrier vessel (ship fighter director) or who are qualified for the responsibility of coordination and control of air cover for fleet, task forces, task groups or bases (force fighter director).

Instructions are now being forwarded to COs so that the reclassification of all reserve officers under their command may be made within 30 days of receipt of the circular letter.

The reclassification chart printed on pages 14-15 shows how the revision in symbols will affect reserve officers.

Qualification Jacket to Aid In Placing Officers

So that information will be readily available which will aid in the assignment of officers to duties that will fully utilize their training, experience and qualifications, a system providing for the establishment of a qualification record jacket for each officer below the rank of captain has been initiated by BuPers.

Although designed to help accomplish one of the basic principles of the reclassification system—that of more efficiently placing officer personnel in jobs for which they are best qualified—the plan should not be confused with the reclassification program itself.

Under the procedure established by BuPers, the qualification record jacket is not intended to serve in any way as a "traveling fitness report." It will contain only such information as directed by BuPers, and will be carried by the officer whenever he changes his permanent duty station or reports to a naval training school. The information contained in the jacket will be especially useful in properly assigning officers who are reporting for duty but for whom no specific billet has been designated.

Through the use of qualification questionnaires, the plan will likewise bring up to date the officer records now kept at BuPers, and will provide information useful in formulating the demobilization procedure.

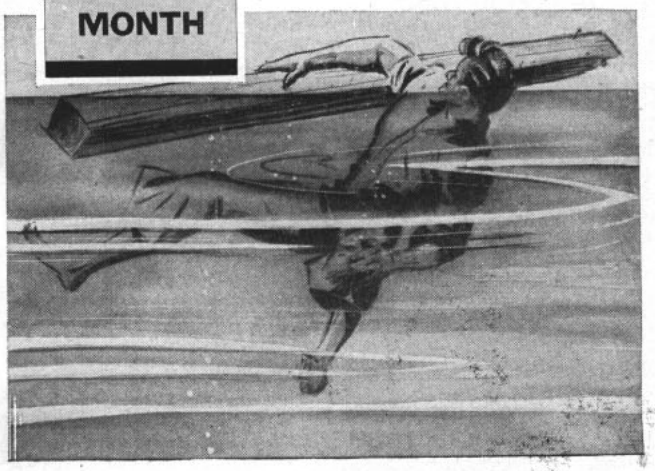
The information will be made available to classification control officers, who have been placed with district commandants and chiefs of air training stations within the U. S. It will be used for locating officers qualified to fill other billets within a district or command.

The plan affects all commissioned and warrant officers, line and staff, below the rank of captain, all midshipmen and aviation cadets one month prior to commissioning and all Wave officers and Navy nurses.

For details see BuPers Circ. Ltr. 310-44 (NDB, 15 Oct. 1944, 44-1188).

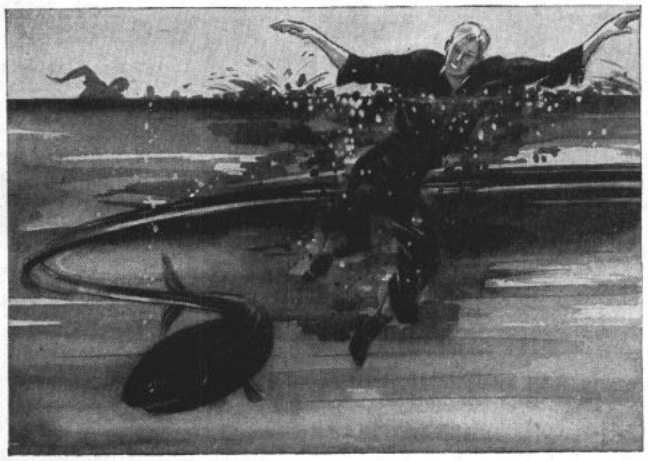
TRAINING TIP OF THE MONTH

Swimming When the Going's Tough



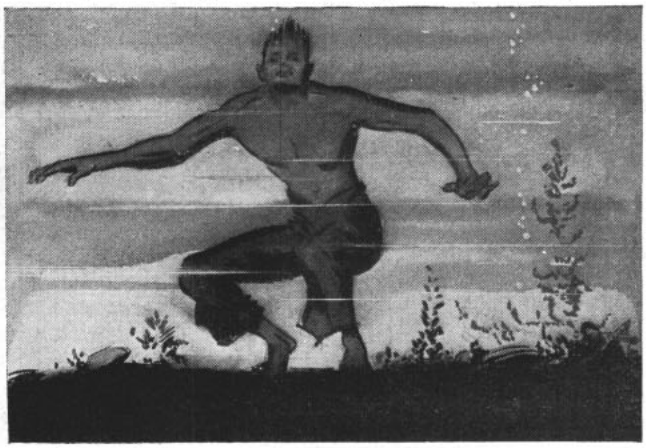
IN COLD WATER: Obtain something to hang on to, no matter how good a swimmer you are. Keep moving and massage your arms and legs.

IN SURF: Use the side or breast stroke. Ride a small wave and surface-dive to end the ride just before the wave breaks.

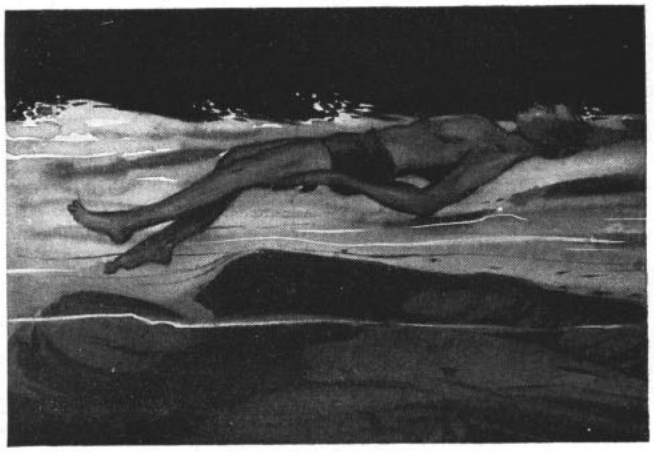


IN SHARK-INFESTED WATERS: Swim quietly in groups. Keep your shoes on. If fish attack, splash and yell to frighten them away.

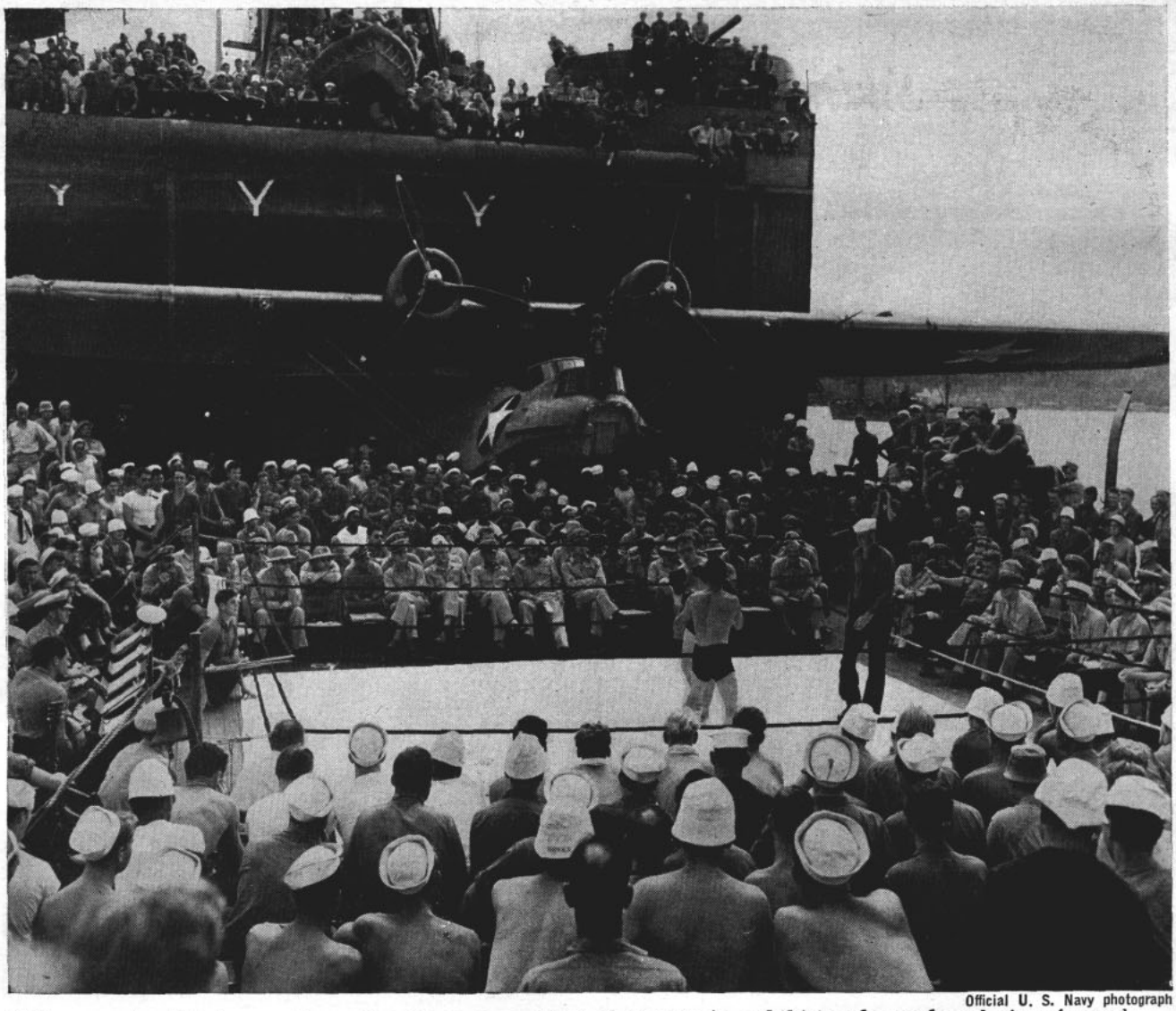
IN UNDERWATER PLANTS: Stay near surface and move calmly. Remove clinging vegetation as if it were clothing. Don't thrash about.



IN CURRENTS: Swim parallel to shore or diagonally across until out of current. If caught in undertow, push off bottom to surface.

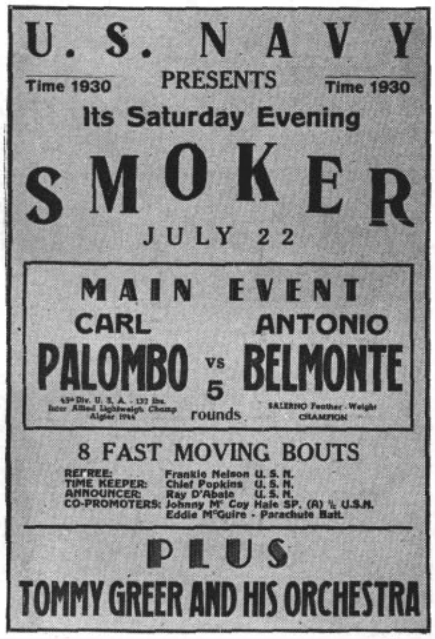


IN RAPIDS: Swim feet first on back in shallow rapids. Keep body horizontal and "fin" with hands at hip level for protection against rocks.



Official U. S. Navy photograph

Officers and enlisted men share ringside seats as bluejackets mix in exhibition bout aboard aircraft tender.



Handbill advertises Navy smoker at Salerno, Italy.

Fighting For Fun

When sailors aren't fighting the Japs or the Nazis, one of their favorite pastimes is seeing a good fight in a Navy-promoted smoker. This is one form of entertainment that can be staged anywhere—on the hangar deck of a carrier, in an open-air arena on Guadalcanal, or in the bomb-spattered Salerno Opera House.

The talent doesn't have to be imported from the States because most of the outstanding ring champions are in the armed forces, battling under the management of Uncle Sam. Nearly every ship and station has some amateur boxers or wrestlers, and often some topnotch professionals.

Some of those youngsters appearing on cards at Guadalcanal or Salerno may become world's champions after the war. Gene Tunney, now a commander in the Naval Reserve, emerged from World War I to become the world's heavyweight champion. Odds are that some comparatively now-unknown serviceman will some day lift Joe Louis' heavyweight crown.

It's the job of the Navy's welfare and recreation officers to see that naval activities, including ships and advance bases, have entertainment. They have found that USO shows with radio and film celebrities are always popular, but when these are not available there's nothing which draws larger crowds or excites more enthusiasm than a good smoker.

These may be small affairs, with men from a single ship participating, or they may be area elimination tournaments comparing favorably with the Golden Gloves tourney or Madison Square Garden title bouts. For

example, some 10,000 howling servicemen and natives turned out for the boxing tournament at Guadalcanal last December to decide the South Pacific championships.

In this elimination tourney Tom Heeney, the New Zealander who fought Gene Tunney for the heavyweight crown in 1927, was one of the referees. Now a chief specialist in the Navy, Heeney met his former opponent for the first time since their historic fight when Commander Tunney arrived at Guadalcanal to present medals to the new champions.

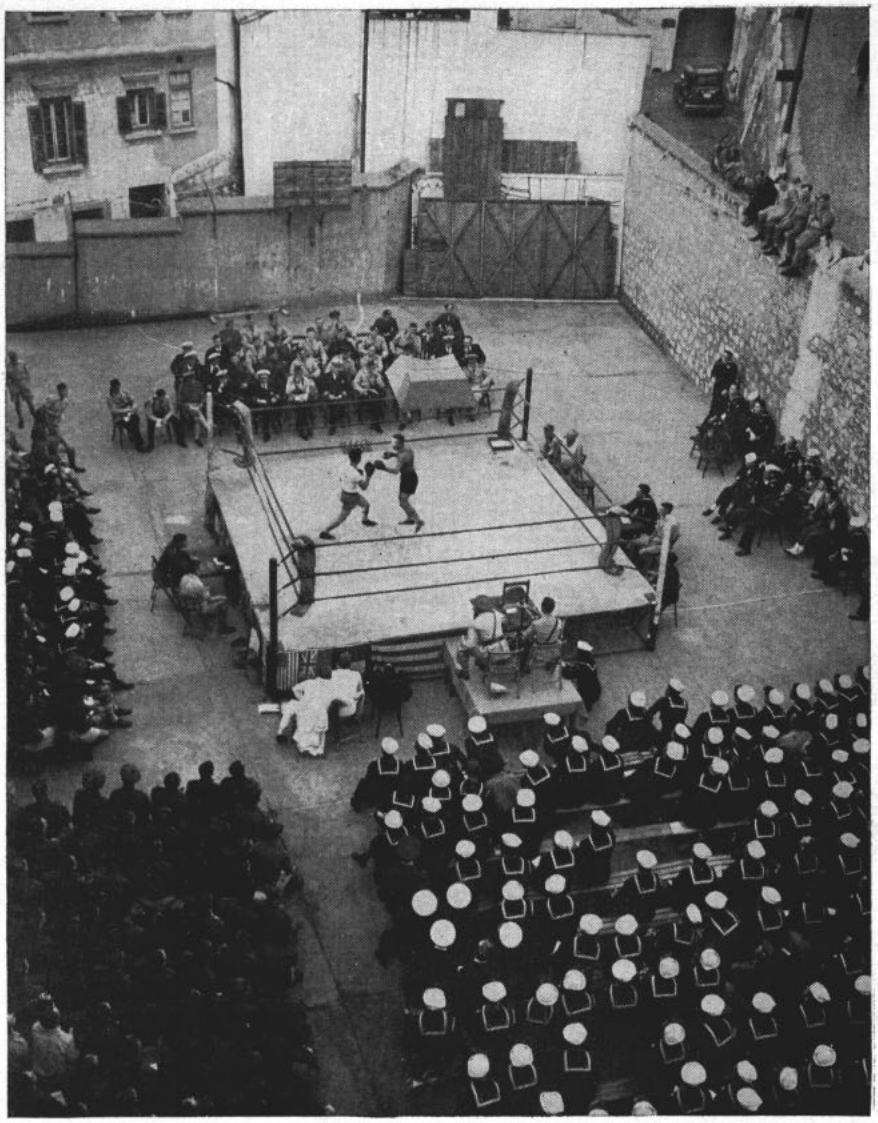
Medals for the South Pacific champions were donated by famous movie stars—Sonja Henie, George Raft, Dorothy Lamour, Joe E. Brown, James Cagney, Lana Turner, Betty Grable, Cary Grant, Bing Crosby, Jean Arthur, Greer Garson and Alice Faye.

Among the champions who came out of the tournament were a set of identical twins—Harvey and Moe Weiss—whom you probably will read about on sports pages after the war. They have been sparring together since childhood, and when they enter the ring they cast aside all brotherly love and really swap punches. They were entered in different weights in the Guadalcanal tournament and mopped up all opposition. Right now they are representing the Marine Corps in a main event against the Japs, but when that fight is over you'll undoubtedly be hearing more about the Weiss brothers.

Navy matchmakers are careful to match boxers of equal ability. If they see that one man clearly outclasses the other, the referee is instructed to stop the bout. It's all for fun and entertainment, and injuries to contestants are rare.

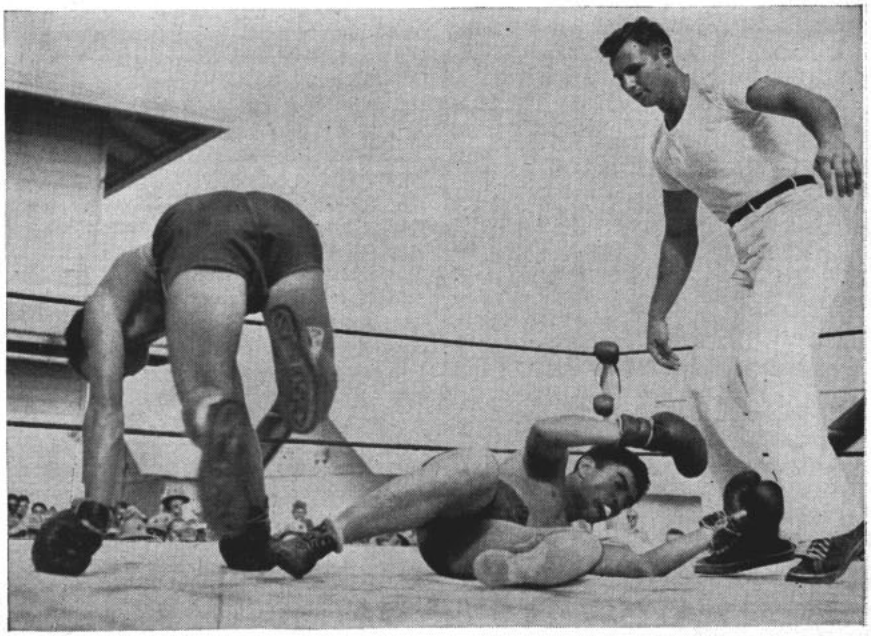
Saturday night smokers are a regular event at the big outdoor arenas at New Caledonia, Guadalcanal and at other Pacific bases. Usually you'll see the commanding admiral or general in a ringside seat. Admiral Halsey is an avid fight fan. A crowd of 8,000 often attends the smokers at Guadalcanal or Espiritu Santo. Natives perch in surrounding palm trees and marvel at the strange antics of the Americans.

Madison Square Garden nowadays doesn't have better cards than a recent smoker promoted by the Navy in the Salerno Opera House. Carl Palombo, Allied featherweight champion, outpointed Antonio Belmonte, Italy's amateur lightweight titleholder, in the six-round main event. In the semi-wind-up, the Navy's Bob Cummings fought a three-round draw with Willie (Refugee) Smith. Cummings was the Navy's representative in the Allied boxing tourney held last February in Algiers. About 5,000 servicemen saw this smoker—and they didn't have to pay $5.50 for ringside seats. All Navy smokers are "on the house."



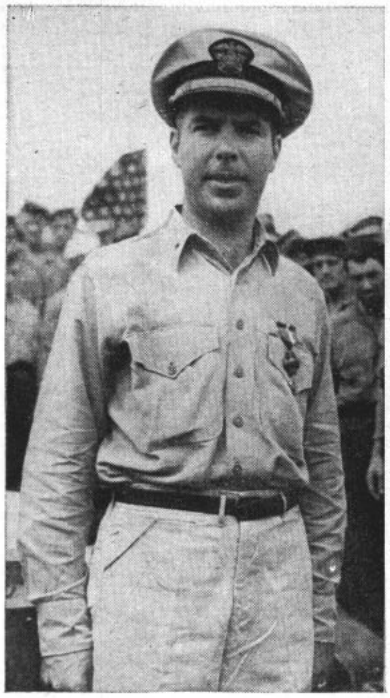
Official U. S. Navy photograph

Gibraltar: A British soldier battles a crewman from a U. S. cruiser.



Official U. S. Marine Corps photograph

Pacific Island: Double knockdown at smoker for marines and sailors.



Official U. S. Navy photographs

COMMANDER (then Lieutenant Commander) MacDonald and members of the O'Bannon's crew are shown on the deck of their destroyer during the ceremony at which he received the Navy Cross and they were commended for their gallant performance in the Battle of Kula Gulf on 5-6 July 1943.

'They Went to Hell and Back'

Skipper of USS O'Bannon Tells How 14 Months of Almost Continuous Action Forged Green Crew and New Ship Into a Great Fighting Team

By Comdr. Donald J. MacDonald, USN

The 2,100-ton destroyer, the USS *O'Bannon,* was brand-new when her crew trooped aboard her for the first time at Boston in June 1942. Their average age was about 19, which meant that some of them were mere children who had fibbed to the recruiting officer, while others were in their 30s and 40s, with children of their own at home. It was early in the war, the services were hard-pressed for men, and a ship had to take what it could get.

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

REPRINT OF THE MONTH

Seventy-five percent of these lads had never been to sea before. Many had received very little training in seamanship, or, for that matter, in anything else. Some had no idea what the war was about or exactly where Japan was. A considerable number had no more than an elementary-school education, although a few had been about to receive college degrees when they enlisted. They represented nearly every state in the Union, although the majority came from the Eastern seaboard.

As they came awkwardly abroad, duffle bags over their shoulders, uncertain which way to turn, a tall hard-bitten petty officer who had been at sea a dozen years was heard to mutter, "Look at 'em. How you going to win a war with a mob like that? They don't know a gun mount from a horse. It's a sorry-looking crew."

I did not agree. What I saw coming aboard was a cross section of my country, as it was then—raw and untrained youth that had taken freedom and abundance for granted. But I knew also that the children of freedom are ultimately more enduring and more determined than the children of slavery.

Today I know I was right—that this assortment of clerks, mechanics and schoolboys, of Catholics, Protestants and Jews, of Irish, Italians, Scandinavians and colored boys, all lovers of their country, would make a great crew.

Timid and awkward though they were at that moment, they made the greatest crew, I think, that ever sailed into the blazing guns of an enemy. First, as executive officer, under Capt. Ed Wilkinson, later as commanding officer, I served with the *O'Bannon's* indomitable crew, from her commissioning until her recent return from the South Pacific. They fought the Japanese almost continuously for 14 months when the enemy was at the peak of its power, and earned a battle record unequaled, I think, in naval history. And thanks to God and the good judgment of all hands, we did not lose a single man, killed or wounded.

We trained. We worked night and day, getting the boys acquainted with the *O'Bannon,* the *O'Bannon* with the boys. She was a new ship which, like most of the crew, had never been to sea before. They had to be welded together. I am glad now that it was that way. Ship and men grew into great fighters as one. That is one reason why the record is unique.

But we were not great fighters then, not by a long shot. On our first missions into the Atlantic to protect convoys from submarine attack, the boys saw several merchant ships go down. Some of them exploded, went to pieces, and sank immediately into the cold, green water with scarcely a trace. It

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was a shock. It was reality. Many a lad began to ask himself as the sweat broke out on his pale forehead, "What am I doing here? What is it all about? I may be sunk, myself. I may lose my life." And back over the smoking horizon were the green hills of home, a soda at the corner drugstore, a pretty girl waiting to go to the movies. People back there were having a good time. Out here people were dying. It was tough.

If we had got into some real action in the Atlantic—sunk a few subs in a running surface battle—it would have helped a lot, but we dropped only a few depth charges at an invisible enemy with no certain results, then turned and headed the little ship to the South Pacific to meet the Japs. We had had no baptism of fire. But we got one and got it early.

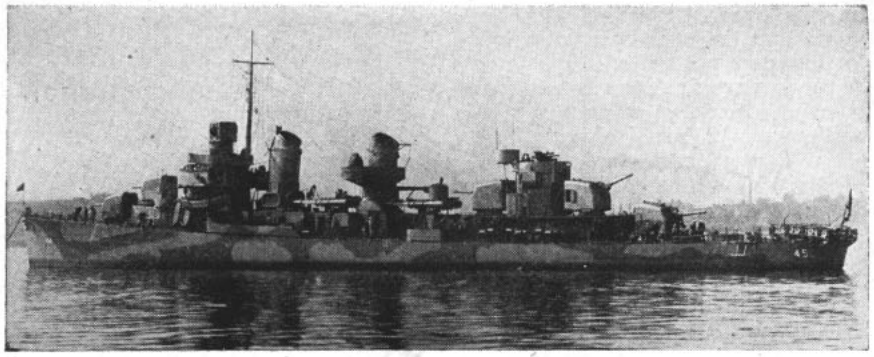
Our baptism was a Niagara of fire—the battle of Guadalcanal, one of the fiercest and most significant naval battles in history. In that battle our task force defeated the major part of the Japanese fleet in the South Pacific, prevented Japan's last desperate attempt to recapture Guadalcanal, and, I think, turned the course of the war in our favor.

Our men were in their prime physically. After a little less than five months aboard the *O'Bannon*, they knew the ship, the sea, and their guns. But they didn't know hell.

On the morning of November 12, 1942, as a member of a convoy escort, we stood off Henderson Airfield on Guadalcanal to cover the landing of Marine reinforcements we had brought up from our base. The boys had been up all night standing by. They were tense.

Hardly had the troops started landing than the Japanese struck from the air. Three waves of torpedo bombers with Zero fighter escorts swept over us in succession. At last we were in action! Our little force stood off and began to maneuver, meanwhile spattering the sky with antiaircraft bursts. From the bridge I could see our green boys, pale and determined, manning the guns like experts. Apparently, they weren't timid any more. As those who followed that battle already know, the guns on the ships and the fighter planes from the airfield all but annihilated those bombers. I think only one escaped; 9 were brought down by the ships, 21 by the fighter planes.

It wasn't so much pride as relief that made the boys smile as we turned back to escort the transports and supply ships away. Everybody thought we were going home. But we weren't. We on the bridge knew that two forces of the Japanese fleet were already on their way down to Guadalcanal, one to bombard Henderson Airfield out of existence, the other to cover the landing of troops above the Marine lines to destroy their beachhead once and for all time.



Official U. S. Navy photograph

USS O'Bannon: "Ship and men grew into great fighters as one."

Thirteen American ships, eight of them destroyers, had been delegated to intercept them. Our ship, instead of heading on to the comfortable safety of the base, turned back toward Guadalcanal. Dismay appeared on every face. Hadn't they just had a battle? Presently we informed the men that another one was likely to ensue, and ordered them to put on their life jackets and stand by at battle stations. We didn't tell them they were about to meet the whole Japanese South Pacific fleet.

We met the enemy in pitch-darkness a little before midnight. The Japs opened up with searchlights. We fired. Everybody fired. It was weird, seeing the big gray ships appear in flashes of light and disappear into utter darkness as the salvos roared. They were like giant, ghostly light bulbs being turned off and on in the twinkling of an eye.

Suddenly we saw the peril of our situation. On one side of our column was a Japanese force possibly headed to bombard Henderson Airfield, on the other was another force covering a Japanese troop landing. We were caught between the two. We went forward.

No man can adequately describe the shock and terror and tremendousness of a great naval battle fought at close range in the dead of night. Everybody was firing. The thunder was deafening. The concerted fire lasted only 20 minutes, but it seemed an eternity. Then the black water began to flicker with the reflection of flame. Ships began to blow up all over the place. One minute the *O'Bannon* was fourth in a column of little destroyers. The next minute she was first in the column. The other three ships had gone down or had been so severly damaged that they had fallen out of our battle line.

Then the order came to cease firing. Our force had to reorganize, to see where we were. I turned and began to maneuver. It was dangerous to continue firing. By this time you couldn't tell friend from foe. A ship in flames sometimes has no identity. A great, burning battleship suddenly swung across our course. We were so close we almost collided with her. We veered very sharply and "backed emergency," missing her. Then we knew she was Japanese. The crew was aboard, dying in the flames. Jap sailors usually have no life jackets.

The water was full of men—friends and enemies. Some were wounded and screaming. But no time to stop now. We had to get out. We had to know where we were. We were low on ammunition and torpedoes and we didn't know the score. This, it seemed to me, was the battle for the world. We couldn't lose everything.

Then there was a deep, muffled explosion under us. The *O'Bannon* seemed to rise out of the water. I thought, "She's going down," for she seemed to plunge head foremost. We slowed down. I called for reports. The ship apparently was undamaged, except that there was a slight misalignment, which cut down our speed. Later we discovered that the hull was pitted, as if by metal fragments. I don't know yet what happened. Either a torpedo exploded in our wake, or the depth charges of a sunken ship went off.

When at last the American force made a rendezvous beyond the scene of battle, we found that of 13 ships that entered the fight only one had got out unscathed. Of our eight destroyers, four were lost, only one was undamaged. Rear Admiral Daniel J. Callaghan, task force commander, had been killed on the bridge of the USS *San Francisco*, as well as Capt. Cassin Young, the *San Francisco's* skipper. The cruiser *Atlanta* had received its deathblow and later was scuttled. And the cruiser *Juneau* was badly damaged, reducing her speed. She was torpedoed later while we were making our way back to our base.

But what of the Japanese? In the entire period of the battle of Guadalcanal they lost two battleships, eight cruisers, six destroyers, and eight transports loaded with troops. Four other Jap transports were destroyed by bombers and shellfire on the beach.

We had gone into battle on the morning of November 12 when the airplanes attacked. Then men of the *O'Bannon* hardly had a wink of sleep until November 15, when we returned to base. They were tense, shocked,

terribly tired. Of course, they were proud that they had been given credit for hits on a battleship and a cruiser, but they were far from happy. This, then, was it, riding up in a tiny ship between row on row of frightfully superior Japanese men-o'-war and trying to sink them? A sea full of burning ships and drowning men instead of a soda at the corner drugstore and a pretty girl coming down the street. So this was the foe, with its supposedly inferior ships and its treacherous little sailors. Whew!

It was a relief to the men that they had come out of their first battle without shedding blood. But for the future it still left bloodshed to the imagination.

A very pleasant memory of that battle, however, was of the light cruiser *Helena*, with which the *O'Bannon* had the honor to serve through many a battle until July 7, 1943, when she went down with her guns still firing. It is seldom that the crew of one ship idolizes another, but it happened in the case of *O'Bannon* and *Helena*. The two ships worked together beautifully in all actions. On the terrible night of November 12-13, it was the *Helena* that fired upon the enemy first, that inflicted some of the worst damage upon him, that seemed to be running to everybody's rescue all of the time, protecting embattled destroyers as if they were her little brothers.

We had hardly returned to base when we were ordered out again—up to Guadalcanal. *My God*, they said, *wasn't it over yet?* No. It hadn't begun. We went up again and again. Sleepless and stunned, we would come down from battle or bombing, only to refuel, load ammunition and supplies, and turn the prow northward to the shoals of death. When I was given command of the ship, I found it pretty hard to cheer up the men when we set out at night again after only a few hours in port. Everybody could see what direction we were heading in, but they didn't want to believe what they saw.

I soon discovered that it was a good thing, before we blacked out the ship preparatory to entering dangerous water, to tell the crew, over the loudspeaker system, just what to expect. I am not at all oratorical. I have never preached or exhorted. I just told them in a matter-of-fact way and voice something like this:

"Men, we probably will intercept a light Japanese task force at about 10:30 o'clock tonight. Sleep a little if you can, until the call for battle stations. Whatever you do, don't worry. Leave that to me."

Cheerless as these little talks were, I am surprised at what they did for the morale of the crew. I had been making these talks a long time when, one night, I forgot to tell them what to expect. My quartermaster came to me and said, "Captain, the men are standing around the loudspeakers waiting for your talk." I was surprised. But I soon discovered that they had become almost superstitious about these cannonside chats. Some of them felt that it was a ritual necessary to victory, that without it they might be sunk.

Official U. S. Navy photograph

THE O'BANNON steams through a cloud of spray and on to new adventures. Lovingly called the "Little Helena" by her men, she has a battle record any crew would be proud of.

One night, on a particularly hazardous expedition, I hesitated to tell them into what grave danger they were going. It was unwise, tense as we always were, to go into details. We had a chance of coming out of it, and there was no reason to worry everybody. We couldn't stop the expedition just because it was going to be tough. So, at the conclusion of my talk, I said, "I suggest that you wear your life jackets. It's a little chilly tonight." We were in the tropics, and the gun mounts were so stuffy and hot you had to supply them with drinking water before battle.

This remark of mine, as we grew tougher and tougher, became one of the stock jokes of the *O'Bannon*. Whenever, in our brief periods of rest, we had what we call in the Navy a "Happy Hour," an entertainment given by all who can perform, I was burlesqued at a wooden mike saying, "It's going to be chilly tonight."

One night when I said, "We may meet a light Japanese task force at 10:30 o'clock," it was reported to me that a big Swedish machinist's mate had said, "Ja, light battleships, light heavy cruisers and light barges that make 45 knots an hour."

This humor relief was helpful in our long period of strain, but the *O'Bannon* had not yet realized herself. The tension which at first affected the very young now began to tell on the older ones, some with children at home.

One older man came to me one night, in tears. "Captain," he said, "I can't go back up there. I can't endure it. Don't you see, sir, we're up here until we're dead."

It was a chilling statement. A lot of us had begun to feel that we were up there until we were dead, that we were the sacrifice that must be made until new ships could be built and sent and new men could be trained.

"I know," I said. "We all hate it. We all want to go home. We can't quit. You know the enemy. We must stop him. Why should we make an exception of you? You are not you. You are part of the sum total of America."

He knew what I meant. He got control of himself.

We were then members of what came to be known as the "Cactus Striking Group," a little band of destroyers which shuttled back and forth between our base and Guadalcanal, attempting to intercept the so-called "Tokyo Express," which came down almost nightly to shell our position there, or reinforce their troops. We had to fight them off if we meant to save the men of Guadalcanal, because Guadal was the keystone of civilization. If we held that, we could eventually fight up through the sea front at New Ireland and New Britain, which, thank God, we are now doing. But we had to stand more than men ordinarily can endure.

Official U. S. Navy photograph

THE HELENA (right), her fatal flames lighting the waters of Kula Gulf, burns just before sinking on the morning of 6 July 1943. Another U. S. warship, guns blazing away at the enemy, stands by.

We nad no chaplain aboard, although on occasions one visited our ship. Many of the men prayed without embarrassment. Nobody chided them. Approximately a third were Catholics and wore rosaries and scapulars. My boy always saw to it that my St. Christopher medal was never from around my neck. One of the crew, with his rosary around his neck, was nearly struck by a shell fragment. That rosary never left his body after that. But still it was tough, even with humor and religion. It was tough to be out there until you were dead.

Then the transformation began to take place. Through the awful nights of bombing, the exchange of shots with cowardly ships, the sickening vigil, the breaking strain, hate began to emerge: "What right have they to be doing this to us? They are pounding at this beautiful little ship until they smash it. We will smash them. We are not here until we are dead. They are here until they are dead."

Then the men of the *O'Bannon* really began to fight. They no longer thought of the green hills, the sodas, the pretty girls. They became hunters. They were no longer the hunted. The steel in their hearts was at last tempered.

One day we came upon two Japanese in the water, an airplane pilot and his wounded observer, floating in their life jackets. The observer was near at hand; we brought him aboard. He died. We called to the pilot to swim over. He wouldn't come, so we put out a boat to get him. We always cover such an operation with a machine gun. As our boat approached him, he yanked a pistol from his life belt and pointed it at our men. The machine gunner let him have it. We recovered the pistol. The pin had hit the shell. The shell didn't explode. The pilot and the pistol had been in the water for about nine hours.

What manner of man was this who could fire upon his rescuers, his benefactors? Or was he not human? The most depraved man of the Western World would not do anything like that. So these were the treacherous beasts who had made life almost unbearable? Well, the men of the *O'Bannon* would see about that. They did. Their hate grew. They trusted no Jap. And the Japs no longer trust them. They swim away when boats try to pick them up.

As I sat some nights in my chair on the bridge, bound for some combat in the dark, I used to while away the hours thinking about theoretical problems of strategy. What would I do, I would think, if I came upon a surfaced Japanese submarine in enemy waters, traveling at this or that speed in such and such a direction.

One night I met her. We got close enough to read the numbers on her conning tower; then we let her have it. We sank her with our guns. The crew were jubilant. Who was going to die now? We had fought battle after battle; we were still afloat, unhurt. And we had sunk a sub in a running fight.

At dusk one day as we lay in port, the boys on the *O'Bannon* saw a task force slip out and head north. They waited hopefully for us to weigh anchor, but we made no move. Then one lad came up to me and said, "Aren't we going, too?"

"Not tonight," I said.

"What's the matter, Captain?" he said with a tremor in his voice. "Are we slipping?"

I knew then the tide had turned. The boys of the *O'Bannon* were jealous of the privilege of fighting the Japs.

The crew were so cocky by the time we took our first holiday in Sydney, Australia—a nine-day leave in April 1943—that I felt it wise to ask them all not to boast while ashore. Other crews might resent it. They had received enough acclaim, and I didn't want any scraps in defense of the honor of the *O'Bannon*. They could save the fighting for the Japs. I told them I would make a release for the press; that would suffice.

When they returned—only two men out of the entire complement failed to come aboard the ship at the time appointed, a remarkable record—one of them brought a little wire-haired terrier, a pup named Peggy. Peggy thenceforward had several hundred masters. She was the sweetheart of fighting men, and they looked after her as jealously as the *Helena* looked out after us when we were together on a mission. Once, during a battle while she was leaping and barking with excitement, she jumped from the superstructure and broke her leg on the steel deck. That was our first and only serious casualty.

The ship's doctor bound her leg with splints and plaster, and soon she was hobbling around the deck again. Some of the boys decorated her with a medal for her bravery. When we returned to the States I had to give her away. Quarantine, I knew, would not pass her. It was a very sad parting.

Peggy, I think, would have been an impossible mascot when we were first commissioned. Everybody was so busy thinking about his life that he could not have admitted a terrier pup to his heart. When Peggy did arrive, the crew of the *O'Bannon* were no longer concerned with themselves. They were interested in bigger things.

I cannot in this space recount all of the battles in which the *O'Bannon* participated—five surface engagements, seven bombardments of shore positions, three rescue operations, numerous fights with airplanes, and innumerable convoy assignments. We have been credited for helping sink a battleship, three cruisers and six destroyers. But there is one battle about which I must tell to enable you to understand the complete fulfillment of the men of the *O'Bannon* as Americans and as gallant fighting men.

We were war-weary when orders came, early in July 1943, to head northward again into the dangerous waters of the Solomons. We had been going up almost every night for a week and we felt due for a rest. But there we were heading northward.

By that time such an ordeal wasn't too much of a job for the *O'Bannon*. She had taken some awful punishment. All we had to do was to bombard shore positions on Kolombangara and New Georgia in a circling movement, then to support the landing of troops at Rice Anchorage on New Georgia above us.

We stood off and pounded Vila on Kolombangara first, our flashes ashore indicating that our hits were doing deadly work; then we turned and struck at installations on New Georgia.

Just as we thought we were getting safely out, the USS *Strong* was hit by a torpedo. The *Chevalier* went alongside to take off survivors. We received orders to screen the operation, because an unexpected Japanese shore battery had opened up. That battery had been put out of commission long ago, but apparently the Japs had restored it. Never was the *O'Bannon* in greater danger. Shells were whistling right over our decks. But our gunners never faltered. Then Jap planes illuminated and bombed our group. And for a few minutes there was hell. They gave us the works; we gave it back until their fire diminished. Then we got out of there. The *Strong* had gone down.

If ever a crew was worn out, the *O'Bannon's* was. But the worst was to come. Later the same day word was received that a large Japanese task force of 9 to 11 destroyers and cruisers was expected in the Kula Gulf area. Hours later we tangled with them. We think we got them all. It was an awfully dark night.

After our guns ceased roaring, and all enemy vessels were on fire or had disappeared, an unidentified target loomed up on our starboard bow. For a moment I almost fired. If it were a Jap, however, how could it have got on the other side of us, considering the tremendous fire our force had delivered to port? If our men had shot at it, they never would have forgiven themselves. It was the *Helena*, smashed by torpedoes, going down. Several destroyers were dispatched to pick up survivors, while we were ordered to escort the remainder of our force out of the area. The whole group had just about exhausted its ammunition.

As we started back to the base, word got around to the men that all the survivors of the *Helena* had not been picked up. Some were in the water, others adrift in small boats. The enemy definitely controlled the battle area. Sooner or later, we felt, those men would die or be taken prisoner by the Japanese, which would be a little worse.

One of my men slipped up to the bridge. "Captain," he said, "we want to go back after the men of the *Helena*. They are our buddies. They've always taken care of us."

It was suicide to go back there alone with little ammunition. And the orders were to get back to base.

But in a few moments they were coming by the score—officers, petty officers, men. "We can't leave the men of the *Helena*," they said.

I was deeply moved. Finally I put it up to the whole ship's company by loud-speaker. I told them there was a possibility they would never come back. We might be chopped to pieces. Most of the men of the *Helena*, I told them, had been rescued. Should we sacrifice the crew of the *O'Bannon* as well as losing the few unrescued survivors of the *Helena*? Did they still want to go back?

With one accord they shouted, "Aye!"

I signaled the commander of the task force, in effect: "The officers and men of the *O'Bannon*, with full awareness of the hazard, request permission to return to pick up survivors of the *Helena*."

The answer was "No." Such a mission was foolhardy. But what was not foolhardy was the request. I was very proud. It was a happy moment of my life. Men have to be great to be willing to lay down their lives for their fellow men. And the commander did not say it was foolhardy. He congratulated every man aboard for his spirit.

One of our men once said he thought an angel rode upon our foremast. Be that as it may, we were given the privilege, not long afterward, of accompanying a task group to a tip of Vella Lavella, to which some 167 survivors of the *Helena* had made their way. For days they had been hidden away in the jungle by friendly natives, when we got word they were there.

Our job was tough, but the *O'Bannon* was willing to do anything to get those boys back. We, with several other destroyers, had to stand off to draw enemy fire while other ships took them off. We had to maneuver nearly all night in a black sea, while Japanese airplanes overhead circled us like vultures, dropping bomb after bomb. They are great pyrotechnicians and their flares made us visible again and again.

I think it was the worst night we ever spent, because we couldn't do much about the attack. If you can stay in action, you relax, but when you can't shoot back or you know your fire is ineffective, your strain is increased. But the men stayed through that night like steel. . . .

The two greatest honors that have come to the *O'Bannon* are: First, the award of the Presidential Unit Citation to the ship, which permits every man aboard to wear that distinguishing ribbon. The second is that the *O'Bannon* has been dubbed by men in the South Pacific the "Little *Helena*." The *Helena*, as we knew her, was one of the greatest fighting ships in our Navy.

Some of my boys are still with the *O'Bannon*. My heart is with them.

What Is Your Naval I. Q.?

1. What is the title of the poem, well-known to men of English-speaking navies, from which the following are the last two lines?

But the hull and the deck and the keel
And the truck of the law—is obey.

2. A square knot also is known as a . . . . . knot.

3. When a ship is under way, her navigating officer must report in writing to the CO the position of the ship at three specified times in the day (in addition to such other times as the CO may require). For what hours must the three specified reports be made?

4. Commissioned officer membership of a general court-martial is limited to: (a) not more than 13 nor less than 5; (b) not more than 11 nor less than 7; (c) not more than 9 nor less than 3?

5. What flag is hoisted at the fore of a U. S. naval vessel whenever powder or other explosives are to be embarked or disembarked?

6. Strike out one of the words in parentheses so that the following sentence will read correctly: The ship's (armament, armor) included 16-inch guns.

7. Identify the following enlisted ratings: (1) MN1c; (2) CSAO; (3) SCB2c.

8. Here is a not-quite-complete reproduction of the emblem of a certain branch of the naval service. What lettering should appear on the wing?

9. The USS . . . . . was the first U. S. naval vessel designed originally as an aircraft carrier.

10. What type of naval unit is designated by the letters VC?

11. The specialty mark of non-rated graduates of Class A schools (except those in basic engineering and those who have qualified for petty officer third class by examination) is worn halfway between the elbow and wrist. True or false?

12. What are the "deeps" on a lead line?

13. Complete the following: (1) An anchor is atrip when it . . . . . (2) An anchor is aweigh when it . . . . . (3) An anchor is said to "come home" when it . . . . .

14. After what are destroyer tenders of the U. S. Navy named?

15. Name the groups of islands to which each of the following, all scenes of recent U. S. naval action, belongs: (a) Angaur; (b) Pagan; (c) Panay.

(*Answers on Page 29*)

ADVANCEMENT IN RATING *New Instructions; Current References*

New instructions on advancement of enlisted personnel have been issued by BuPers, incorporating modifications in the regulations since those reported in the June 1944 INFORMATION BULLETIN, page 8, and putting into effect some additional revisions.

The changes made by the directive, BuPers Circ. Ltr. 297-44 (NDB, 30 Sept. 1944, 44-1145), are as follows:

The ratings HA1c and AM3c, are added to those already open for advancement in excess of complement of fully qualified general service personnel, ashore and at sea, and Class V-10 Personnel.

The following are open for advancement in excess of complement *at sea:* Cox, QM3c, CRT, RdM3c, RM3c, EM3c and Y3c. These are not open for advancement in excess of complement to personnel serving aboard vessels assigned to continental naval districts and in continental shore-based fleet activities who are credited with sea duty for advancement purposes.

As of 30 Sept. 1944, requests pertaining to advancement and changes in rating of individuals *will be filed without acknowledgment or further action if approval is not deemed warranted.*

COs are authorized to effect changes in rating within the same pay grade to fill vacancies in complement of fully qualified personnel to those ratings which follow. The asterisk indicates ratings for which V-10 personnel are eligible:

From	To
Various	MN
GM	TC
TM	TME
TM	TMV
SK	SKV*
SK	SKD*
FC	FCS
AMM	AMMC
AMM	AMMF
AMM	AMMH
AMM	AMMI*
AMM	AMMP
AOM	AOMB
AOM	AOMT
Ptr	PtrV
Various	AR
MM	SAO

The directive emphasizes that in determining vacancies in complement each rating group must be considered separately. Storekeeper, storekeeper V, aviation machinist's mate and aviation machinist's mate I, for example, are separate rating groups.

Upon receipt of qualifications from BuPers, COs are authorized to effect changes within the same pay grade to fill vacancies in complement as indicated below:

From	To
Various	ABM(PH)
Various	ABM(CP)
Various	ABM(GA)
Various	ABM(AG)

Each of the above designators, applicable to the aviation boatswain's mate rating, has the full effect of a separate rating.

PhM3c(DP) through CPhM(AA)(DP) have been added to the list of ratings requiring specific Bureau authorization for advancement.

The following modifications or additions have been made under the training courses and service school requirements:

(1) There is no longer an advanced school requirement for advancement to CRM and ACRM.

(2) The highly technical qualifications required for radio technicians (including sonar, radio and radar) make it inadvisable to waive the *advanced* service school requirement for advancement to CRT(AA) and ACRT(AA).

(3) The qualifications for advancement to CFC call for at least one year service in first-class rate in operation and maintenance or servicing of one or more of the following director systems: Mark 28, 33, 37, 50 or any modern main battery system in a capital ship, plus requirements previously listed in the June 1944 issue.

(4) For advancement to CTM or CTMV candidates are required to serve in a torpedo overhaul shop for not less than six months in a petty officer rating, in addition to other requirements previously listed.

The only changes made in the service, sea-duty and marks requirements chart (June 1944 INFORMATION BULLETIN, p. 9) are:

(1) Sea duty is required for advancement to SKV, TMV, and PtrV ratings.

(2) Previous active naval service, and sea duty in the required pay grades, may be counted towards fulfillment of service and sea-duty requirements, except that in cases where men were reduced in rating by COs for misconduct or by sentence of deck court, summary or general court martial, service in rating shall not be counted which was performed prior to the date of offense, or if confinement was served pursuant to sentence of court martial, prior to date of termination of such confinement. Where marks were lowered for reasons of conduct, the date of the offense and not the end of the semi-annual marking period shall be used to determine the earliest date of eligibility for subsequent advancement, except that where men are reduced in rating by COs for misconduct or by sentence of deck court, summary or general court martial, and confinement was served pursuant to sentence of court martial, the date of termination of the confinement shall be used in lieu of the date of the offense.

(3) Advancement cannot be effected to other than the next higher pay grade. This does not prohibit further immediate advancements from pay grade 5 to pay grade 4, inasmuch as no service in rate requirement is involved.

The directive emphasizes the necessity for COs to consider carefully all factors in paragraph 3 of the basic letter relative to requirements *before* effecting advancements, in order to eliminate hardships on personnel erroneously advanced and later subjected to reduction in rating.

Also emphasized by the letter is the ruling which says that advancements in rating and changes in status to pay grade 1 cannot be made retroactive.

The following references pertaining to change in enlisted status are in effect:

Advancement in Rating

Advancement of enlisted personnel of retired list on active duty—BuPers circ. ltr. 18-42 (corrected) (NDB, cum. ed., 42-2106).

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

Changes of status to pay grade one—BuPers circ. ltr. 11-42 (corrected) (NDB, cum. ed., 42-2102), and Alnav 110-44 (NDB, 30 June 1944, 44-724).

Changes of status (of enlisted personnel)—BuPers circ. ltr. 93-44 (NDB, 31 Mar. 1944, 44-379).

Coast Guard personnel serving with Navy and Navy personnel serving with Coast Guard—BuPers circ. ltr. 115-44 (NDB, 30 April 1944, 44-496).

Construction Battalion enlisted personnel—BuPers ltr. Pers-67-Bt/QR/P17-2/MM of 23 June 1944.

Enlisted personnel—BuPers circ. ltr. 196-44 (NDB, 15 July 1944, 44-814).

Enlisted status of men holding temporary commissions—BuPers circ. ltr. 26-42 (corrected) (NDB, cum. ed., 42-2109).

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

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

Meritorious—Alnav 163-1941.

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

Qualifications for ratings—BuPers circ. ltr. 98-44 (NDB, 31 Mar. 1944, 44-384).

Radio materiel students, changes in rating—BuPers ltr. Pers-67-Bt/QR-P17-2/MM of 4 July 1944.

Ship repair personnel—BuPers circ. ltr. 42-44 (NDB, 15 Feb. 1944, 44-186).

Ship's service personnel, advancement in rating—BuPers circ. ltr. 231-44 (NDB, 31 Aug. 1944, 44-996).

Status of Fleet Reservists (other than F-2) *with respect to advancement or reduction in rating while on active duty*—BuPers circ. ltr. 70-40 (corrected) (NDB, cum. ed., 40-2017).

Temporary ratings—Alnav 110-44 (NDB, 30 June 1944, 44-724).

V-10 personnel—BuPers ltr. Pers-67-Bt/QR8/P17 of 7 Aug. 1944.

Yeoman—class V-4 of Naval Reserve abolishment—BuPers circ. ltr. 206-44 (NDB, 15 July 1944, 44-824).

Change in Rating

Aviation Boatswain's Mate rating, establishment—BuPers circ. ltr. 268-44 (NDB, 15 Sept. 1944, 44-1074).

Change in status—BuPers ltr. Pers-67-Bt /P17-2/MM, 19 April 1944, to Comdts., all naval districts, river commands and naval air functional training commands.

Construction Battalion, changes in rating and skill designators—BuPers ltr. Pers-67-ez QR/P17-2/MM of 13 Sept. 1944.

Dental prosthetic technicians—BuPers circ. ltr. 214-44 (NDB, 31 July 1944, 44-877).

Fleet reservists and retired men with obsolete ratings—BuPers circ. ltr. 108-41 (corrected) (NDB, cum. ed., 41-2050).

General—Art. D-5114, BuPers Manual.

Intelligence personnel, reclassification—Pers-67-sa QR/P17-2/MM of 11 Sept. 1944.

Mailman rating, establishment—BuPers circ. ltr. 263-44 (NDB, 15 Sept. 1944, 44-1069).

Radiomen to radio technicians—BuPers circ. ltr. 94-43 (corrected) (NDB, cum. ed., 43-1136).

Special instruction re: RM—BuPers circ. ltr. 38-44 (NDB, 15 Feb. 1944, 44-182).

Specialist (Y)—BuPers ltr. Pers-67-Hn/P17-2/MM, 9 Feb. 1944, to Commandants and COs of NASs and NavAirCens.

Steward's branch, procurement from General Service—BuPers circ. ltr. 227-44 (NDB, 15 Aug. 1944, 44-933).

Reductions in Rating

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

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

Reports

Pages 9-10 of Service Records—Art. D-4002 and D-4022 of BuPers Manual.

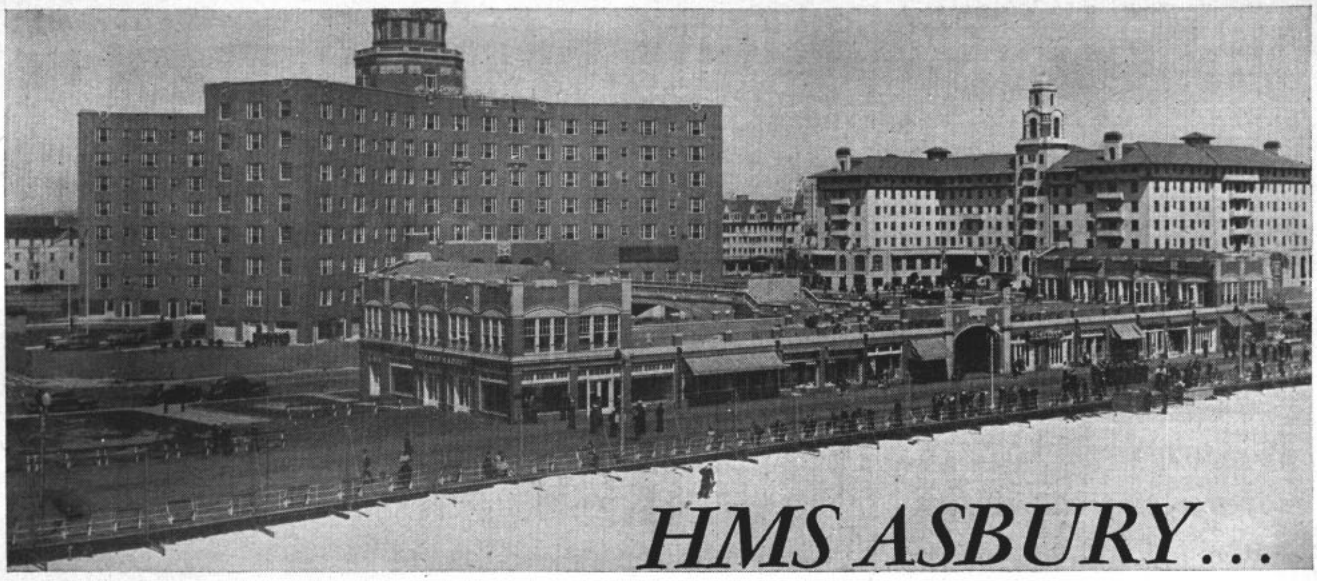
Miscellaneous

Class A school graduates, designation—BuPers circ. ltr. 238-44 (NDB, 31 Aug. 1944, 44-1003).

Definitions of ratings—BuPers circ. ltr. 184-44 (NDB, 30 June 1944, 44-757).

Special qualifications of enlisted personnel, designators for—BuPers circ. ltr. 251-43 (corrected) (NDB, cum. ed., 43-1650).

You may now obtain a
PERSONAL COPY
of the Information Bulletin for yourself and your family or friends
See Page 28



HMS ASBURY...

Official U. S. Navy photograph

She Never Fought or Sailed the Sea, But She Lives On in British Tradition

SHE never fought a battle and she never sailed a sea—in fact, she has never been within sight of the English coast—but "HMS *Asbury*" will long have a high place in the hearts of thousands of British tars who served aboard her.

"HMS *Asbury*" was, in fact, a pair of former resort hotels in Asbury Park, N.J. She was formally commissioned as a ship in His Majesty's Navy on 1 October 1942.

In the summer of that year, large numbers of Royal Navy personnel were in the United States, awaiting completion of repairs to their ships or completion of new ships being constructed for them in U. S. yards under lend-lease. They were housed in the U.S. Navy Receiving Barracks, Brooklyn, N.Y., and in other Navy facilities on the eastern seaboard, principally in the 3rd Naval District. These facilities were seriously overtaxed and the need for additional facilities became acute.

In addition, many of the British seamen were new recruits and it was imperative that they be given adequate training before being placed aboard. Especially needed was training in the operation of American-type equipment with which the lend-lease ships were fitted.

The problem was taken up by British naval representatives with BuS&A, and on 28 August 1942 Vice CNO authorized Com3 to acquire the Berkeley-Carteret and Monterey Hotels, in Asbury Park, N.J. Within a few days, $1,000,000 in lend-lease funds was made available for operating the two hotels to house and subsist about 4,000 British seamen.

The two properties were acquired and preliminary arrangements carried out under BuS&A. The activity was commissioned as the U. S. Navy Receiving Barracks (British), Asbury Park, N.J.

The Monterey Hotel with 396 rooms and the Berkeley-Carteret with 380 rooms were rapidly readied for British occupancy. Preliminary cleaning up was carried out by a crew of 100 British enlisted men; a group of U. S. Navy storekeepers worked with the Navy regional real estate office and the hotel representatives to take an inventory of all equipment and furnishings; unneeded furnishings were removed and returned to the owners; plans for conversion of the properties were drawn up, approved and carried out.

On 1 October 1942, all except minor conversion work had been completed and the activity was commissioned as a British ship, the "HMS *Asbury*," under Captain C. R. A. Bunbury, RN.

In addition to serving as a receiving barracks, "HMS *Asbury*" trained British naval personnel. Four schools were operated: a signal school, training 4,200 men in telegraphy, radio, signaling and radar; a seamanship school, training 5,000 men, with 360 officers studying navigation; a gunnery school training 5,800 men in small arms, cannon and antiaircraft firing, including target practice at sea; and a swimming school, with "abandon-ship platform," "scrambling net" and "Jacob's ladder," instructing 13,000.

The barracks had its own brig and handled its own disciplinary problems.

Life aboard "HMS *Asbury*" was not all duties and schooling. The tars took part in many social and community activities. The USO recorded 210,000 British attendances at its dances and the Union Jack Club (for British enlisted personnel) recorded 385,000 attendances.

Many American customs and conveniences were immediately appreciated and quickly adopted by H.M. sailors. They fully enjoyed central heating and plenty of hot water for bathing and for washing clothes. On the other hand, some American customs were approached with great reserve and considerable caution. Typical is the notice which was posted on the bulletin board by the Senior Medical Officer for all new arrivals to see:

> *"The spirits here are considerably stronger than ours, and there are unheard-of varieties—some very bad and some very bad indeed!"*

As ships for Great Britain were completed, the need for extensive quarters and training facilities diminished rapidly and it was decided, following discussions between British and BuS&A representatives, to close the Receiving Barracks 1 March 1944.

"Scrubbing down," inventorying and other preliminaries to closing began soon after the first of the year, and on 1 March the properties were turned over to the USNR Pre-Midshipmen's School, under the cognizance of BuPers.

More than 60,000 British seamen served aboard "HMS *Asbury*" during the year and a half she was "afloat" and in the memories of these men and of the U. S. Navy men who worked with them, the "ship" will live on.

"The British Barracks at Asbury Park not only served a very valuable practical purpose in the advancement of the war effort," said Rear Admiral W. B. Young, (SC) USN, chief of BuS&A, "but the experience there taught both the British and ourselves a lesson in cooperation and strengthened considerably the bond of understanding between our two navies."

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

BLONDIE by Chic Young. Never a dull moment in this collection of the famous newspaper comic strip.

BOTTS IN WAR, BOTTS IN PEACE by William Hazlett Upson. The indomitable Mr. Botts doggedly carries on in the interests of the Earthworm Tractor Co., plotting his harebrained schemes with the most carefully reasoned madness.

IT'S YOUR MOVE by Willie Ryan. Problems in black and white for the checker fan.

OUT ON A LIMBO by Claire MacMurray. Heartwarming sketches of life on the home front with high humor content.

ST. LOUIS CARDINALS by Frederick G. Lieb. "Story of a great baseball club."

SPORTSMAN'S ANTHOLOGY by Robert F. Kelley. Treasury of fiction, essays, articles and poetry covering all sports with appeal for the sentimentalist as well as the enthusiast.

TAKE IT AWAY compiled by Mary J. Breen and Arthur Lawson. Ideas for idle moments—alone or in a group. Short stories, poems, songs, music, games, drinks, quick meals.

WE LIVE IN ALASKA by Constance Helmericks. Honeymoon on the Yukon, told with youthful enthusiasm and a zest for living.

WE RIDE A WHITE DONKEY by George Panetta. Laughter-filled episodes of the chaotic, uninhibited world of an Italian-American family, the Caparutas of Mulberry St.

WHAT'S ON YOUR MIND by Dunninger. Anecdotes of telepathy by a famous mind reader whose program is known on the air.

Solid Stuff

THE ADMIRAL by Laurin Hall Healy and Luis Kutner. Interwoven with the history of the Navy's growth is the authentic, intimate biography of one of its famous leaders, Admiral Dewey.

AMERICA AND TWO WARS by Dexter Perkins. Thoughtful and compact, a summary of the U. S. foreign policy with suggestions for the postwar period.

CAN DO: THE STORY OF THE SEABEES by Lieut. William B. Huie. Contribution of the Seabees to the war—their ability, courage and ingenuity.

COMING STRUGGLE FOR PEACE by Andre Visson. Brief pertinent studies of the internal problems of the Allies, including Great Britain, United States, Russia, France, the Balkans and the Arabs.

COMPASS OF THE WORLD edited by Hans W. Weigert and Vilhjalmur Stefansson. Timely, readable articles on political geography and transport aviation.

DAY OF DELIVERANCE by William Rose Benet. Warmhearted, quotable poems on World War II distinguished by their emotional fervor.

EVERYBODY'S POLITICAL WHAT'S WHAT by Bernard Shaw. Shaw sharpens his wits —and ours—on politics, science, education and kindred subjects.

GEORGE BANCROFT: BRAHMIN REBEL by Russel Blaine Nye. About a former Secretary of the Navy and founder of Annapolis, this biography should have special interest for Navy men.

GERMANY: A SELF-PORTRAIT edited by Harlan R. Crippen. Composite picture of modern Germany from selected writings of her well-known authors.

A GUIDE TO NAVAL STRATEGY by Bernard Brodie. Completely revised edition of the author's "Layman's Guide to Naval Strategy."

HAWAII: OFF-SHORE TERRITORY by Helen Gay Pratt. Factual account of the pineapple islands from their annexation to Pearl Harbor.

THE ISLAND by Capt. Herbert L. Merillat. Straightforward matter-of-fact reporting of Marine action on Guadalcanal and neighboring islands, 7 Aug. to 9 Dec. 1942.

LATIN AMERICA AND THE INDUSTRIAL AGE by J. Fred Rippy. Dispassionate survey of Pan-American collaboration—the development of Latin American resources and the contributions made by the United States through its laborers, technicians, and promoters.

MAMMALS OF THE PACIFIC WORLD. Fascinating description of animals to be found in the various Pacific areas.

THE MARINE CORPS READER edited by Colonel Clyde H. Metcalf. The Marines—from the Halls of Montezuma to the shores of Tripoli.

THE SOUND I LISTENED FOR by Robert Francis. Simple lyrics on nature, country life, people, with a bit of philosophy now and then.

STATE OF THE NATION by John Dos Passos. Provocative picture of wartime U. S. as the author records his conversations with people throughout the country—people working and loafing, bragging and griping.

WE STOOD ALONE by Dorothy Adams. Poland during the 1920s and 1930s as seen by the Boston-born wife of the Polish economist and diplomat, Jan Kostanecki.

WORLD OF WASHINGTON IRVING by Van Wyck Brooks. Books and writers of Washington Irving's time against the rich, varied background of their contemporary scene.

Sagebrush Sagas

THE FIGHTING FOUR by Max Brand. Real trouble started when a gang of outlaws blew the bank at Elkdale. Then the mighty Silvertip stepped in.

MEDDLING MAVERICK by Tom West. Desperate doings in the West.

RUSTY GUNS by Bliss Lomax. Lovely Meilang Seng again saves the day for that famous pair of range detectives, Rainbow Ripley and Grumpy Gibbs, when they try to untangle the mystery of the murdered cattle baron.

THE THUNDERING TRAIL by Norman A. Fox. Romance, adventure and action in the West.

Fiction

DEEP RIVER by Henrietta Buckmaster. Simon Bliss, an anti-slave leader, risks the power of the rich slave owners and his wife's love in this stirring tale of those harried years preceding the Secession.

THE PHANTOM FREIGHTER by Felix Riesenberg, Jr. Icy-white and unarmed, the freighter *Princess* drifts in enemy waters to complete her secret mission at an unknown island base.

SO THICK THE FOG by Catherine Pomeroy Stewart. Haunting story of a wartime French family's struggles against hunger, cold and savage Nazi passions as well as the conflicting emotions of its own members.

WATCH OUT FOR WILLIE CARTER by Theodore Nadish. To be "champ," yet keep the love of Helen, are Willie's two ambitions. A story of the prize ring.

WORLD'S GREAT TALES OF THE SEA, edited by William McFee. Old and new favorites by London, Hall, Cozzens, Bartimeus, Conrad and many others.

YANKEE STRANGER by Elswyth Thane. Action and romance mark this story by Eden Day, a loyal Confederate who tries to forget her love for Cabot Murray, the Yankee spy. Sequel to "Dawn's Early Light."

Whodunits

BERMUDA CALLING by David Garth. An Army intelligence officer working incognito uncovers a Nazi plot in Bermuda, and finds plenty of adventure and romance in the process.

BLOOD UPON THE SNOW by Hilda Lawrence. Mark East, private detective, enters a frightened household as secretary to an archeologist, and finally solves the mystery after three murders have taken place.

THE DARK PAGE by Samuel M. Fuller. Murder, suspense, and a little love, while Lance McCleary figures out what you already know—who is the killer?

IF THIS BE TREASON by Margaret Echard. Italian prisoners of war escaping from labor camps, several deaths, a skillful impersonation and a beautiful young widow are the chief elements in this tale of adventure and suspense.

TOWARDS ZERO by Agatha Christie. Inspector Battle proceeds backward to solve a brutal, senseless murder.

New Books in the Armed Services Editions

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:

L-1—Benet, A BOOK OF AMERICANS
L-2—Thurber, MY LIFE AND HARD TIMES
L-3—Lamond, KILGUR'S MARE
L-4—Stephens, ETCHED IN MOONLIGHT
L-5—Heyward, PORGY
L-6—Untermeyer, ed., GREAT POEMS FROM CHAUCER TO WHITMAN
L-7—Bromfield, WHAT BECAME OF ANNA BOLTON
L-8—Evans, MONTANA RIDES AGAIN
L-9—Raine, THE SHERIFF'S SON
L-10—Leacock, HAPPY STORIES JUST TO LAUGH AT
L-11—Gooden, ROARING RIVER RANGE
L-12—Eisenberg, THERE'S ONE IN EVERY FAMILY
L-13—Brand, THE KING BIRD RIDES
L-14—Eaton, THE SEA IS SO WIDE
L-15—MELVILLE, OMOO
L-16—Perry, HACKBERRY CAVALIER
L-17—Smith, TURNABOUT
L-18—Crow, 400 MILLION CUSTOMERS
L-19—Wylie, FISH AND TIN FISH
L-20—Strachey, EMINENT VICTORIANS
L-21—Croy, COUNTRY CURED
L-22—Gray, SCIENCE AT WAR
L-23—Allen, BEDFORD VILLAGE
L-24—Shearing, THE LADY AND THE ARSENIC
L-25—Stoker, DRACULA
L-26—Marquand, WICKFORD POINT
L-27—Graves, I. CLAUDIUS
L-28—Mann, SELECTED SHORT STORIES
L-29—Stone, LUST FOR LIFE
L-30—Maugham, OF HUMAN BONDAGE
L-31—Binns, THE LAND IS BRIGHT
L-32—Johnson, FOUR YEARS IN PARADISE

How Did It Start?

PORTHOLES: King Henry VII of England (1485-1509) insisted on having the ships of his navy armed with guns too big to be placed in the fore- or after castles, the conventional sites of that period. Ship constructors solved the problem by piercing holes through the sides of the ships and adapted the watertight door used on French cargo ships as covers. The French word for door, "*porte*," used to designate the new-type openings, eventually was Anglicized to "port," and the openings became known as "ports" or "portholes." (*If you have a different version, send it along to the Editor.*)

Legislative Matters of Naval Interest

Women reservists of the Navy, Marine Corps and Coast Guard are now eligible for assignment anywhere in the American Area (including North and South America) and in the Territories of Alaska and Hawaii, if they volunteer for such duty, under provisions of Public Law 441, 78th Congress, signed by the President on 27 Sept. 1944. Previously women reservists were limited to duty in continental U. S. For procedure on assigning them to duty under the new law, see p. 69.

Other legislation which also has recently become law includes Public Law 447, making temporary members of the Coast Guard Reserve and members of the Coast Guard Auxiliary eligible for compensation and hospitalization in case of physical injury resulting from duty under orders, with compensation for their dependents in case of death. The law is administered by the U. S. Employees' Compensation Commission.

The bill (H. R. 5386) to increase from 40 to 90 days the time in which personnel discharged or released from the armed forces must apply for reemployment in their old civilian jobs, in order to maintain their legal rights to such employment, was passed by the House and was pending in the Senate as Congress recessed until after the 7 November election. As now written, the measure also would apply to veterans released from hospitalization that continued for a period of not more than one year after discharge from the service, allowing them 90 days after hospitalization in which to ask for their old jobs.

• The following recess appointments for temporary service have been made by the President, pending Senate approval:

To be vice admiral:

Rear Admiral Charles M. Cooke, jr., USN.

Rear Admiral Charles H. McMorris, USN, until detached from duty as chief of staff to the Commander-in-Chief, U. S. Pacific Fleet.

To be rear admiral:

Capt. Frederick W. Pennoyer jr., USN, until detached from duty as fleet aircraft maintenance officer on the staff of Commander Air Force, Pacific Fleet.

Capt. Arthur C. Miles, USN, until detached from duty as Bureau of Aeronautics general representative, Central District.

Capt. Ingolf N. Kiland, USN.

Capt. Thomas R. Cooley, USN.

Capt. Donald Royce, USN, until detached from duty as commanding officer, Naval Air Material Center, Philadelphia, Pa.

Rear Admiral Luther Sheldon jr., (MC) USN, appointment for temporary service without regard to duty assignment, to replace his spot appointment, which was to have continued while serving as Assistant Chief, Bureau of Medicine and Surgery.

Capt. Lucius W. Johnson, (MC) USN.

To be commodore:

Capt. John J. Mahoney, USN, until detached from duty as Commander, NOB, Guantanamo Bay, Cuba.

Capt. Ellery W. Stone, USNR, until detached from duty as deputy commissioner of the Allied Control Commission, Italy.

Digit Problem

Arrange the ten digits 1, 2, 3, 4, 5, 6, 7, 8, 9, 0 so that you get a total of 100. (*See p. 29 for solution*).

November V-Disc Kit

Following is the list of V-Discs contained in the November kit to be mailed 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 BuPers Circ. Ltr. 154-44 (NDB, 31 May 1944, 44-631). See also chart on p. 30.

Numerous requests have been received for tunes that previously have been issued in Army releases. In the near future the Navy will issue a release which will include many of these old tunes. Beginning with this release, the Army-Navy Hit Kits will be included with each kit of V-Discs. These Hit Kits, designed for use in community singing, will contain lyrics and music of approximately eight tunes included in the V-Disc release.

81. LET ME CALL YOU SWEETHEART; GOING MY WAY; TOO-RA-LOO-RA-LOO-RAL—THAT'S AN IRISH LULLABY; SWINGIN' ON A STAR—Bing Crosby.
82. THESE FOOLISH THINGS REMIND ME OF YOU—Benny Goodman and Mildred Bailey; HALLELUJAH — Benny Goodman quartette; IN THE GLOAMING; DEEP PURPLE—Maj. Glenn Miller and Army Air Forces Training Command Orchestra.
83. JANIE; THERE IS NO GREATER LOVE—Sammy Kaye; JUST KIDDIN' AROUND —Artie Shaw.
84. CAPRICE VIENNOIS — Fritz Kreisler; LONG LONG AGO—Bidu Sayao.
85. SOME PEACEFUL EVENING—vocal by Gordon Drake; OKAY FOR BABY—Les Brown; THERE ARE NO WINGS ON A FOXHOLE—Woody Herman; LILI MARLENE—Vaughn Monroe.
86. I'M GONNA HANG MY HAT ON A TREE THAT GROWS IN BROOKLYN — Al Goodman, Patsy Kelly and Barry Wood; APRIL SHOWERS; MA BLUSHIN' ROSIE—Al Jolson with Tommy Dorsey.
87. CHEROKEE; POMPTON TURNPIKE — Charlie Barnet; RIVERBOAT SHUFFLE; I WISH I COULD SHIMMY LIKE MY SISTER KATE—Muggsy Spanier.
88. YOUR FEET'S TOO BIG; ALL THAT MEAT AND NO POTATOES — "Fats" Waller; JELLY JELLY—Earl Hines.
89. AND HER TEARS FLOWED LIKE WINE — Stan Kenton, vocal by Anita O'Day; IN A MAGIC GARDEN; TIAJUANA—Raymond Scott.
90. MIGHTY LAK' A ROSE—Frank Sinatra; MY REVERIE; BLOW GABRIEL BLOW—Bea Wain.
91. FLIGHT OF THE BUMBLEBEE; STRICTLY INSTRUMENTAL — Harry James; SUMMERTIME; SHORTENIN' BREAD—Bob Crosby.
92. GOODBY SUE — Perry Como; HOW MANY HEARTS HAVE YOU BROKEN; YOU'VE GOT ME WHERE YOU WANT ME—Johnny Mercer.
93. PRELUDE IN E MAJOR (Bach); WALTZ (Tchaikovsky)—AAFTAC Symphonette.
94. CONTRASTS; OH WHAT A BEAUTIFUL MORNIN'—Jimmy Dorsey; DON'T CRY BABY—Erskine Hawkins.
95. YOU ALWAYS HURT THE ONE YOU LOVE; JUST FRIENDS—Charlie Spivak; THINGS AIN'T WHAT THEY USED TO BE—Duke Ellington.
96. I'M FOREVER BLOWING BUBBLES; THE TROLLEY SONG—Pied Pipers; OUT OF NOWHERE; LOUISE — Paul Weston.
97. PRISONER OF LOVE—Teddy Wilson; I'M IN AN AWFUL MOOD; PUT IT AWAY—Jimmy Lunceford.
98. TEN DAYS WITH BABY; MISS YOU—Clyde Lucas; LIMEHOUSE BLUES; THE GIRL I LEFT BEHIND ME—Kay Kyser.
99. BOSTON TEA PARTY; EXACTLY LIKE YOU — Mal Hallett; GOOFUL; YOU DON'T LOVE ME; WILDCAT—Louise Massey.
100. SWEET AND LOVELY; THE LAMP IS LOW—Tommy Dorsey; IT MUST BE JELLY; FLYIN' HOME—Woody Herman.

PERSONAL COPIES OF INFORMATION BULLETIN MAY NOW BE PURCHASED

Interested personnel, whether military or civilian, may now obtain their own personal copies of the Bureau of Naval Personnel INFORMATION BULLETIN by ordering from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. It is suggested that personnel may wish to take advantage of this opportunity to send in subscriptions for their families at home.

The rate for single copies is 15 cents each. Annual subscription (12 monthly issues) is $1.50, domestic rate, and this includes all personnel having a Fleet Post Office or APO address. The foreign rate is $2.25 a year, including foreign postage.

The new procedure does not in any way affect present free distribution on the basis of one copy for every 10 officers and enlisted personnel. It is in addition to this distribution, to make personal copies available to those in the service who wish them, and to their friends and families.

THE MONTH'S
ALNAVS
IN BRIEF

No. 183—Contains changes in Navy Department Serviceman Voting Poster No. 4 (October 1944 INFORMATION BULLETIN, p. 21).

No. 184—Announces appointment to next higher rank, to rank from 1 Oct. 1944, of those ensigns, line and staff corps, and lieutenants (junior grade), line, on the active list of the regular Navy whose dates of rank as such are 1 July 1943; of certain listed lieutenants (junior grade) of the staff on the active list of the regular Navy; and of 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 1 July 1943.

No. 185—Directs disbursing officers to report by airmail to BuS&A stocks of and requirements for S&A Form 500, Navy Pay Record.

No. 186 — Directs verification of names on original pay records with published naval personnel and service records and gives instructions for making out advance copies of money lists.

No. 187—Changes Art. 2505-8(A), Naval Travel Instructions, to read: If ordered from a foreign nation to hospital in U. S., transportation for dependents is authorized *providing dependents are also on the foreign station. If dependents are already in U. S. no transportation is authorized.* (Our italics indicate the change in regulation.—ED.)

No. 188—Relates to issuing of and obtaining receipt for invoices for transfers of supplies, equipment and services outside continental U. S.

No. 189—Rescinds, effective 27 Sept. 1944, all instructions relating to loss of pay, as distinguished from loss of time, while absent from duty due to venereal disease.

No. 190—Modifies Alnav 153-44 and BuPers Circ. Ltr. 226-44 (NDB, 15 Aug. 1944, 44-932) to request, by 15 Dec. 1944, applications for postgraduate course in civil engineering, convening 3 May 1945, from officers of the regular Navy, classes 1943 and 1944, whose careers in line appear to be in jeopardy through failing eyesight or similar physical impairment.

No. 191—Modifies Alnav 139-44 to provide that no requests for flight training submitted after 1 Nov. 1944 by officers of U. S. Naval Academy class of 1942 will be considered by BuPers.

No. 192—Calls attention to fact that failure to comply with instructions governing advancement in ratings (see p. 25) necessitates cancellations of many erroneous advancements, which imposes unwarranted hardships on enlisted personnel, particularly if checkage of uniform allowance for advancement to CPO (AA) is involved.

No. 193—Puts into effect new system of reserve officer classification (see p. 14).

No. 194—Discontinues issuance of first aid kits for life rafts and life floats by Navy Yards, Philadelphia and Mare Island; establishes procedure for requesting issuance of kits.

No. 195—Refers to BuPers Circlet 298-44 and authorizes reserve officer classification A1D to A6D where officers of classifications A1 to A6 are qualified for all deck duties afloat (see page 14), and provides that transfers between line and staff corps or between staff corps shall not be made in advance of specific approval by BuPers.

No. 196—Contains correction to reference cited in Alnav 189.

Answers to Quiz on Page 24

1. The Laws of the Navy by Capt. R. A. Hopwood, RN.
2. Reef.
3. 8 a.m., 12 m. and 8 p.m.
4. (a).
5. Baker.
6. Strike out "armor."
7. (1) Mineman, first class; (2) Chief Special Artificer Optical; (3) Ship's Cook Butcher, second class.
8. Naval Air Transport Service.
9. *Ranger.*
10. Composite squadron of aircraft, composed of both fighters and torpedo bombers, organized to operate from small carriers.
11. False: It is now worn halfway between the shoulder and elbow on the appropriate sleeve.
12. The fathoms which are not marked.
13. (1) clears the bottom in heaving in. (2) is off the bottom. (3) drags toward the ship when heaving in.
14. Localities and areas of the U.S.
15. (a) Palau Islands; (b) Marianas Islands; (c) Philippine Islands.

Solution to Digit Problem

(*See page 28*)

$50+49+\frac{1}{2}+38/76=100$

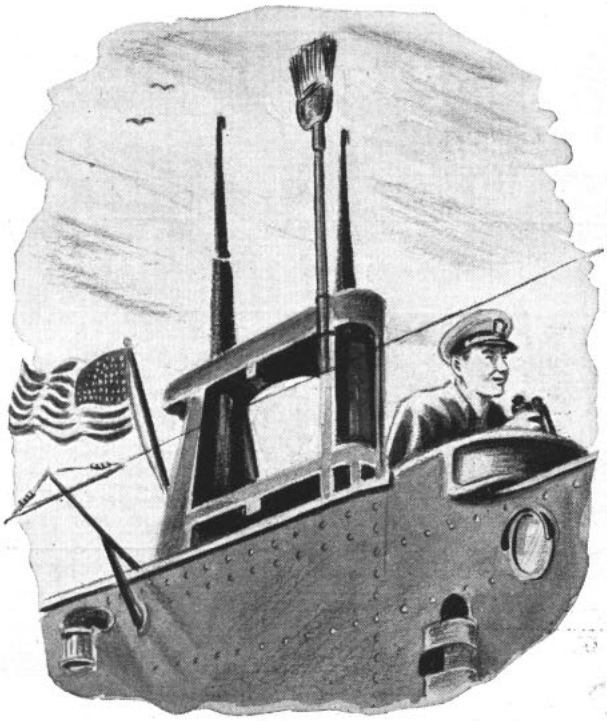
A Broom on the Periscope Shears

Tremendous success of the submarine fleet in combat operations during the present war brings again to the fore the tradition of submarines returning to port with new brooms hoisted from the periscope shears.

The custom is not American in origin, but Dutch.

Maarten Harpertszoon Tromp, a Dutch admiral, ordered that brooms be lashed to the masts of his ships when he took his fleet out to meet the fleet of Cromwell. This occurred during the two years' naval war of 1652-1654, in which Holland and England were the antagonists.

The brooms were to indicate that the Dutch ships were cleansers of the seaways. The British, upon seeing the brooms, tied whips to their masts as a sign of reprisal.



Ships of many nations in the centuries since have used brooms as signs of outstanding success or as significant of missions assigned. Gradually, however, the tradition has dwindled, until now it is kept alive more by submariners than by others.

Not all American skippers of submarines, however, favor the custom. Some object that it does not have an American origin, and they prefer to hang out miniature Japanese flags as signals of victory. Still other skippers display both.

By strange coincidence, many returning American submarines with brooms on their periscope shears have been met and escorted by a Dutch ship named for the admiral who originated the custom. Other submarines, early in the war, operated with the ship, the *Tromp.*

WHAT	WHO IS ELIGIBLE	HOW
WELFARE AND RECREATION ALLOTMENT Allotment of funds under appropriation "Welfare and Recreation, Navy"	All Navy and Marine Corps activities including navy vessels manned by Coast Guard personnel	1. NAVAL VESSELS: (a) Vessels assigned to the Fleet; BuPers provides annual allotment. (b) Vessels assigned to Naval Districts or Bases; from the Command to which assigned by re-allocation. 2. NAVAL DISTRICTS, RIVER COMMANDS, AIR FUNCTIONAL TRAINING COMMANDS: From BuPers upon request. (a) Naval activities assigned to Naval Districts, River Commands and Air Functional Training Commands by re-allocation from Command to which assigned. 3. MARINE CORPS ACTIVITIES: (a) Within Naval Districts by re-allocation from the Commandant of the Naval District. (b) Fleet Marine Force by re-allocation from the Commandant of the Marine Corps. 4. ADVANCE BASE UNITS: Upon request to BuPers prior to departure from U. S., initial allotment is granted. (Except LIONS, CUBS, ACORNS, STANDARD LANDING CRAFT UNITS, and P.T. BOAT BASES which are granted automatically by BuPers upon promulgation of movement order by C.N.O.). Annual allotment is granted by Fleet or Area Commander. 5. CONSTRUCTION BATTALIONS: Prior to embarkation from the United States, Construction Battalions are granted their commissioning allotments by either the U. S. Naval Construction Replacement Depot, Camp Parks, Shoemaker, California, or U. S. Naval Construction Training Center, Camp Elliott, Davisville, Rhode Island. After departure from the continental U. S. Construction Battalions receive their welfare and recreation allotment from the Fleet or Area Commander to which they are assigned. 6. FLEET AND AREA COMMANDERS: Upon request to BuPers. 7. AIR ACTIVITIES ASSIGNED TO THE FLEET: Air Groups, Squadrons, and Units are granted allotments by re-allocation from ComAirLant and ComAirPac. NOTE: Coast Guard vessels and activities obtain allotments through District Coast Guard Officer under appropriation "Pay and Allowances, 1750900.004, Coast Guard, subhead 27."
SPORTS, GAMES, AND MUSIC EQUIPMENT	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES 1. Forces Ashore: Use BuS&A Requisition Form 76. Request in writing to the SOinC of the nearest of the following Naval Supply Depots: Newport, R. I.; Bayonne, N. J.; Norfolk, Va.; New Orleans, La.; Oakland, Calif.; Seattle, Wash.; Pearl Harbor, T. H. (Requests in excess of $1,000 must be forwarded to BuPers for approval). 2. Forces Afloat (including Naval vessels manned by Coast Guard personnel): Same as above but use BuS&A Requisition Form 44. (Area Commander designates channels through which Requisition goes to SOinC.) B. COAST GUARD ACTIVITIES Apply to Morale Officer of district to which activity is attached. C. MARINE CORPS ACTIVITIES (1) Purchases with official funds made through nearest Purchasing Quartermaster using BuSandA Requisition Forms 76 or 76A. (2) Purchases with unofficial funds made direct from Naval Supply Depots: if above $1,000 via BuPers.
V-DISC KITS 12" Phonograph records of music designed to suit all tastes	All Navy, Marine Corps and Coast Guard activities outside United States; hospitals within the United States treating battle casualties	Submit request to BuPers.
AFRS TRANSCRIPTIONS 16" phonograph records of transcriptions of major radio network shows, and special talent programs manufactured to play on turntable which turns at 33⅓ rpm.	All Navy, Marine Corps and Coast Guard activities outside the United States	Activities outside the United States submit request to either Commander, Service Force, Atlantic Fleet; Commander, Subordinate Command, Service Force, Pacific Fleet, or nearest Fleet Motion Picture Exchange.
PERIODICAL SUBCRIPTIONS Subscriptions to magazines are the responsibility of each activity. There is no package distribution of magazines. **SPECIAL ATTENTION invited to "Notes" on this subject.**	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES If to be paid under appropriation, "Welfare and Recreation, Navy," or appropriation, "Ship's Stores Profits," submit requisition to nearest Navy Purchasing Office. If to be paid with ship or station unappropriated welfare funds, place order direct with publisher or distributor. B. COAST GUARD ACTIVITIES Ordered by Commanding Officer direct from publisher or distributor. C. MARINE CORPS ACTIVITIES (1) Purchased by Quartermaster out of general funds for activity when formed. (2) If to be paid with official funds requisitions to be submitted to nearest Marine Purchasing Quartermaster. (3) If to be paid with unofficial funds place order direct with publisher or distributor.
LIBRARY BOOKS	All Navy and Marine Corps activities including navy vessels manned by Coast Guard personnel	Commissioning libraries supplied by BuPers to all units. Monthly shipments of hard backed books varying from 5 to 35 depending upon the size of the crew are made generally by mail without request to all units of more than 100 personnel. Monthly shipments of paper-backed Armed Services Editions consisting of 32 to 40 titles made by mail each month at the rate of one set to each 150 men of crew to all units afloat and overseas, not within continental United States. Replacement of worn out material should be requested from BuPers.
USO-CAMP SHOWS, INC. **On Shore Within U. S.:** Victory Circuit Blue Circuit White Circuit (west coast), 11th, 12th, 13th NDs. Hospital Circuit Hospital Sketching Circuit **Overseas**	All Navy, Marine Corps and Coast Guard Activities, complements of 1,500 or over All Navy, Marine Corps and Coast Guard Activities with complements of less than 1,500 Those hospitals carrying a preponderance of Navy, Marine Corps and Coast Guard personnel deemed eligible by BuMed All Navy, Marine Corps and Coast Guard activities ashore and afloat sharing equitably with Army	By request from the Commanding Officer to the Commandant of the District involved, stating complement, facilities and desired frequency of performance. Once declared eligible for the hospital circuit or hospital sketching circuit, acceptance of subject entertainment and details pertaining thereto should be handled by the Medical Officer in Command directly with USO-Camp Shows, Inc. with information copy to the Chief of Naval Personnel. Through contact by Naval Area Commander with Commanding General of same Area. All routings of overseas units handled by Army.
SHIP AND STATION PAPERS	All Navy, Marine Corps and Coast Guard Activities	By request through official channels to SecNav via Chief of Naval Personnel.
ENTERTAINMENT MOTION PICTURES	All Navy, Marine Corps and Coast Guard Activities	1. Outside Continental United States (a) 35 mm. Navy Motion Picture Service—Obtain film from nearest Fleet Motion Picture Exchange or Sub-exchange. (b) 16 mm. (not available to activities and vessels equipped with 35 mm. projectors)—obtain through nearest Navy or Army Overseas 16 mm. Motion Picture Film Exchange or Sub-Exchange. 2. Within Continental U. S. (35 mm. only) (a) Vessels in port. (1) Navy Motion Picture Service—Obtain film from nearest Shore-based Motion Picture Exchange or Sub-exchange, or nearest Fleet Motion Picture Exchange or Sub-exchange. (b) Shore activities (1) Optional Naval District Picture Plan (2) Navy Motion Picture Service—Obtain film from Navy Motion Picture Exchange, New York, N. Y. or Navy Motion Picture Exchange, San Diego, Calif.
MOTION PICTURE PROJECTION EQUIPMENT	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES Ships and shore activities are supplied 35 mm. and 16 mm. projection equipment in accordance with an authorized allowance list. Activities not so supplied may submit requests to BuSHIPS for consideration. Replacements by official request to BuSHIPS. Requests involving 16 mm. equipment should go via BuPers. B. COAST GUARD ACTIVITIES under the jurisdiction of a District Coast Guard Officer will submit requests for motion picture projection equipment to the District Morale Officer. C. MARINE CORPS ACTIVITIES will send requests for both 16 mm. equipment to Quartermaster General of the Marine Corps: for 35 mm. to BuShips via Commandant Marine Corps.

EQUIPMENT - HOW TO GET IT

METHOD OF PAYMENT	REFERENCE	NOTES
	BuPers Manual, Art. E-7401 to E-7411, incl. BuPers ltr. Pers-524-gm L1-2-150 of 8 June 1944. BuS&A Manual, Art. 940. Circ. Ltr. No. 132-42 (corrected) (NDB, cum. ed., 31 Dec. 1943.) Circ. Ltr. No. 163-42 (corrected) (NDB, cum. ed., 31 Dec. 1943.)	Naval vessels to be commissioned receive their allotments from BuPers as follows: Destroyers and larger 3 months prior to the commissioning date; other vessels 1 month prior to the commissioning date. *BuPers allots annually a lump sum to the Commandant of* the Marine Corps for re-allocation to units of the Air and Ground Personnel of the Fleet Marine Force. BuPers grants direct allotments to naval vessels in commission and manned by Coast Guard personnel in the same manner as other naval vessels. The allotments granted Fleet and Area Commanders are to *provide for the welfare and recreational needs of their Staffs,* Construction Battalions, Base Hospitals, Advance Base Units, (including craft attached thereto) and other naval establishments under their command.
Navy—Charge to Appropriation, "Welfare and Recreation, Navy," or "Ship's Store Profits," or purchase with unappropriated "Welfare" funds by check drawn in favor of Treasurer of the United States. **Coast Guard**—Charge to Appropriation Pay and Allowances, 1750900.004, Coast Guard, Sub Head No. 27; or purchase with unappropriated "Morale funds" by check drawn in favor of Treasurer of the United States. **Marine Corps**—Charge to Appropriation "Welfare and Recreation, Navy"; or purchase with unappropriated "Recreation Funds" by check drawn in favor of Treasurer of the United States.	(a) Joint ltr. Pers-1012-PL P10-(A) BuS&A No. P10-1(3) of 16 July 1943. (b) Sports — Games — Music Catalog; Navy, Coast Guard, Marines. (c) Coast Guard Hq. Circular 209.	Newest edition of the catalogue will be distributed about 1 January 1945 to all ship and shore activities in commission *on that date. Requests for additional copies should be ad*dressed to BuPers.
Same as for "Sports, Games, and Music Equipment" above.	BuPers Circ. Ltr. 154-44 (NDB, 31 May 1944, 44-631).	All kits in one monthly release of V-Discs contain the same assortment of 20 records each.
Outside United States, no charge.	BuPers Circ. Ltr. 236-44 (NDB, 31 Aug. 1944, 44-1001).	Turntables attached to 35 mm. strip film projector will play AFRS transcriptions. A limited quantity of turntables are distributed through the two Service Forces. The number of transcriptions available for distribution is limited.
Same as for "Sports, Games and Music Equipment," above, except checks (drawn on unappropriated funds) to be made payable to publisher or distributor.	BuS&A Manual, Art. 1086, par. 41. BuS&A Manual, Art. 1550.	For selection of magazines and newspapers attention is directed to SecNav ltr. P9-1 of 24 Aug. 1944 (NDB, 31 Aug. 1944, 44-962). The following magazine overseas editions are published: New Yorker, Time, Life, Newsweek, The Infantry Journal, Inside Detective, Modern Screen, Reader's Digest, The Sporting News. New York Times Overseas Weekly is available where printed overseas. Mats sent airmail overseas to such points as Army and Navy may designate for reproduction by Army or Navy where letterpress is available. Or copies may be obtained from N. Y. Times direct (write Times for details).
Without charge.	BuPers Manual, Part E. Chapter 6.	Armed Services Editions (paper-bound books) are provided for recreation and are expendable. They should be passed from man to man. Books may be exchanged between libraries by mutual agreement. Non-receipt of books should be reported to BuPers.
Without charge.	(a) BuPers ltr. NAV-1477-JBS P10-2(60) of 27 March 1942. (b) BuPers ltr. Pers-2231-VD P10-2 of 24 June 1943. (c) BuPers ltr. Pers-2232-EC P10-2(60) of 14 Oct. 1942. (d) BuPers ltr. Pers-2231-MT P10-2 of 2 June 1943. (e) BuPers ltr. Pers-521-oh P10-2 of 3 Dec. 1943. (f) BuPers ltr. Pers-521-oh P10-2 of 24 April 1944. (g) BuPers ltr. Pers-521-sf P10-2 of 29 April 1944.	Transportation as specified in ref. (e) and (h).
Without charge.	(h) BuPers ltr. Pers-51-REB N33 of 5 Sept. 1944.	Hospital Circuit: Transportation as specified in ref. (g). Hospital Sketching Circuit: Transportation as specified in ref. (f).
Without charge.	(i) BuPers Circ. Ltr. No. 216-44 Pers-5-RI P21 dated 31 July 1944 with encl. 1, Joint Statement of Policy of Secretaries of War and Navy of 5 July 1944.	Army furnishes transportation to and from Area. Local transportation within Area, meals and housing accommodations furnished by Naval activity serviced.
Official Appropriation, "Welfare and Recreation, Navy," from Ship's Store Profits or from unappropriated funds.	(a) *BuPers Manual E-7601 through E-7604 (as corrected* by BuPers Manual Circ. Ltr. No. 24-44 of 15 April 1944).	
No charge for duration of present war to all ships and activities outside continental U. S. 16 mm. film is the gift of the Motion Picture Industry to ALL Armed forces thru the War Activities Committee. Payment for film under Optional Plan direct to commercial film exchanges from unappropriated funds. For activities within continental U. S.: Assessments for Navy Motion Picture Service from either appropriated or unappropriated funds.	(a) Instructions, Navy Motion Picture Film and Projecting Equipment, 1940. (b) BuPers Manual, Part E, Chapter 7, Sec. 3. (c) BuPers ltr. Pers-2217-MT S85-1 of 17 June 1943. (d) BuPers ltr. Pers-51131-sf EN4-3(P) of 28 Sept. 1944. (e) BuPers Circ. Ltr. 242-44 (NDB, 31 Aug. 1944, 44-1005). (f) BuPers ltr. Pers-511-VD S85-1 of 22 Sept. 1944. (g) BuPers ltr. Pers-2231-oh S85-1 of 28 Aug. 1943. (h) Article 1443, Advance changes U. S. Navy Regs., Op13-1C-jc, Ser. 315013, 15 Sept. 1944 (NDB, 15 Sept. 1944, 44-1052).	The success of the Navy Motion Picture Service which supplies 35 mm. film depends upon the rapidity with which motion picture programs are circulated. Failure to keep programs moving will result in bogging down of the entire system. Plans are now being formulated for the establishment of Naval Liaison Units in all Army Overseas Motion Picture Exchanges, and such additional Navy exchanges as may be necessary to properly service Naval activities ashore and afloat outside continental U. S. with the 16 mm. gift film.
Without charge.	(a) BuNav ltr. Nav-147-RNC S85-1(8287) of 9 Sept. 1941. (b) BuPers Manual, Part E, Chapter 7, Sec. 3, Art. E-7309. (c) NavAer-TF-22-8 dated Sept. 1944. (Catalog of W. S. Navy Training Film.)	

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 channels, nor is it 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.

TEMPORARY DUTY

SIR: Is there any regulation which states that temporary duty becomes permanent duty after six months of continuous service? This has been a long and confusing issue at this base, which is considered as our permanent base. At times we are sent to outlying bases or detachments (some as far as 750 miles from here); once I was out for nine months. We are issued orders that read "temporary duty", and as such can not collect transportation or have our household effects shipped as long as these orders read temporary. Yet when we are shipped to these outlying bases we are given notice to vacate Navy homes, because we are no longer attached to the home base (in the States).

If six months temporary duty does not constitute permanent duty, then what does?—M.J.S., Radio Elec.

• *There is no regulation which says that temporary duty becomes permanent duty after a specified period of time. You are considered on temporary duty until such time as permanent duty orders are received. Unless you have a permanent change of station, you are not entitled to transportation for your family or government household shipping privileges.*—ED.

TOTAL PERSONNEL OF NAVY

SIR: On page 40 of your July issue is a listing by age groups for enlisted men in the Army, Navy and Marines. (1) Is a similar list available for just the Seabees? (2) What is the present breakdown of Navy strength?—A.R.H., CCM.

• *(1) No. (2) As of 31 July 1944 the Navy was comprised of the following personnel:*

Enlisted men	*2,584,821*
Enlisted women	*58,946*
Officers (male)	*271,040*
Officers (female)	*7,808*
Officer Candidates (male)	*109,793*
Officer Candidates (female)	*517*
Nurses (commissioned, female)	*8,403*
Total	*3,041,328*—ED.

SHIPPING-OVER PAY

SIR: I enlisted in the Naval Reserve when I was 17 for a period of minority. When my enlistment expires will I be eligible to ship over in the reserves or regulars and receive shipping-over pay?—D.M.H., PhM3c, USNR.

• *At the present time (see Alnav 110-44) enlisted men in the Naval Reserve cannot be discharged to enlist in the regular Navy. Under the terms of Alnav 155-41, a naval reservist can not be discharged by reason of expiration of enlistment during the period of war and six months thereafter. Re-enlistment in the Naval Reserve does not entitle you to shipping-over pay. Under existing laws, the re-enlistment allowance is paid only to men in the regular Navy who re-enlist within three months after discharge, or who extend their enlistments. Whether or not the privilege of re-enlistment is extended to you by the Navy upon completion of your minority will depend upon naval requirements at that time, your service record and your ability to meet physicial requirements.*—ED.

MEANING OF "SPAR"

SIR: Was the word "Spar" (a member of the Coast Guard Women's Reserve) derived from the Coast Guard motto, "Semper Paratus"?—W. L. C., SoM2c., USNR.

• *Yes. (S)emper (P)aratus — (A)lways (R)eady.*—ED.

EDUCATIONAL REQUIREMENTS

SIR: I am 38 years old, Sp(M)3c, now overseas at an advanced base. I am a graduate of an accredited high school, have had 17 years' head office life insurance business experience, the last five in an executive capacity. With this background, is it possible to obtain favorable consideration for a commission in the Naval Reserve without the benefit of two years' college credits? Will BuPers waive the college requirement in favor of business and professional experience on the basis of BuPers Manual, Arts. H-2301 and BuPers Circ. Ltr. 159-42, or will it be necessary for me to advance to PO1c and apply in accordance with BuPers Circ. Ltr. 152-43?—M.K.P., Sp(M)3c.

• *Educational requirements are occasionally waived if an individual's professional background is in line with an existing vacancy requiring a highly specialized type of professional experience. If your C.O. desires to recommend you, you may apply in accordance with Circ. Ltr. 159-42. Or if you advance to PO1c, you may apply in accordance with Circ. Ltr. 152-43.* —ED.

FOREIGN SERVICE PAY

SIR: A man is under orders to leave continental U. S. for a foreign station. He reports aboard a vessel for transportation, but the vessel does not depart for a week. Is he entitled to sea or foreign service duty pay for that week? What if the vessel departed and then put into another U. S. port before sailing for foreign waters?—P.E.B., Y1c, USN.

• *Increased pay for foreign service duty is payable from date of departure overseas from the continental limits of the U. S. until the date of return, inclusive, the date of departure in this case being when the ship departed from the second continental U. S. port. Unless the man's travel orders show by endorsement the date of such departure, the extra pay credit to which he is entitled will be established by his own certificate giving the correct date. Men on regular duty aboard ships receive sea duty pay whether the ship is in port or at sea. Passengers are not entitled to sea pay. While the extra pay for sea or foreign service duty is the same, 20% for enlisted personnel, 10% for officers, the distinction should be kept clear.*—ED.

NO CIVILIAN RIBBON

SIR: May a Navy enlisted man wear campaign bars for service with the Army as a civilian in foreign territory (Middle East) prior to his induction into the naval service?—M. F. H., Y1c, USN.

• *No. The Army has no campaign bar for civilian service outside the U. S.*—ED.

AMPHIBIOUS FORCES INSIGNIA

SIR: The men of this YMS would like to know if they are eligible to wear the Navy Amphibious Forces insignia. We were assigned to an amphibious force to help make the invasion of France on 6 June 1944, and are still assigned to it at the present time.—M. R. J., MoMM1c, USNR.

• *No. Only enlisted personnel included in BuPers Circ. Ltr. 173-44 are authorized to wear the insignia. See page 68, July 1944* INFORMATION BULLETIN.—ED.

SIR: In describing the new shoulder insignia for the amphibious forces in the July 1944 INFORMATION BULLETIN, p. 68, you say that the American eagle is perched on top of a submachine gun which crosses the stock of a Navy patent anchor. The gun actually crosses the shank, since the patent anchor has no stock, the absence of a stock being an advantage of this type of ground tackle.—R.H.K., BM2c.

• *Correct.*—ED.

WAIVER FOR V-12

SIR: A recent circular letter (N.D.B., 31 January 1944, 44-109) stated that applicants for V-12(S) medical program, whose physical standards did not quite meet those prescribed by BuPers, could have the physical requirement waived providing the defects were not organic in nature.

(1) Are Special Assignment personnel having two years' pre-medical education eligible for this program? (2) If not, does BuPers ever authorize change to the Hospital Corps for an enlisted man who has been through the Class A service school for yeomen, although his "Q" card gave the Hospital Corps school as first choice?—A.A.G., Y3c.

• *(1) Yes. If you have completed pre-medical requirements you are eligible for consideration. (2) Men are trained and school quotas assigned on the basis of the needs of the Navy as a whole. Every effort is made to utilize school graduates in the specialty for which they were trained. See paragraph 1(b), BuPers Circ. Ltr. 93-44 (N.D.B., 31 March 1944, 44-379).* —ED.

PERFECT SCORES

SIR: Regarding the story of the recruit who scored a "perfect 76" on his GCT at NTC, San Diego, Calif. (INFORMATION BULLETIN, July 1944, p. 42): While in training at Great Lakes last December I scored 82 on the GCT and was told that 83 was perfect but that no scores of more than 80 had been made previously. (1) Has anyone ever made 83 on the form on which that is the maximum score? (2) What is the record GCT score?—J. H., AS(V-12), USNR.

• *(1) A perfect score of 83 was possible on Form I of GCT which was in use from July 1943 through 31 Dec. 1943; however, no scores of 83 have come to the attention of BuPers. (2) Since 1 Jan. 1944, Form II of GCT has been in use and the perfect score, as was stated in the Bulletin article, is 76.*—ED.

ART COURSES BY MAIL

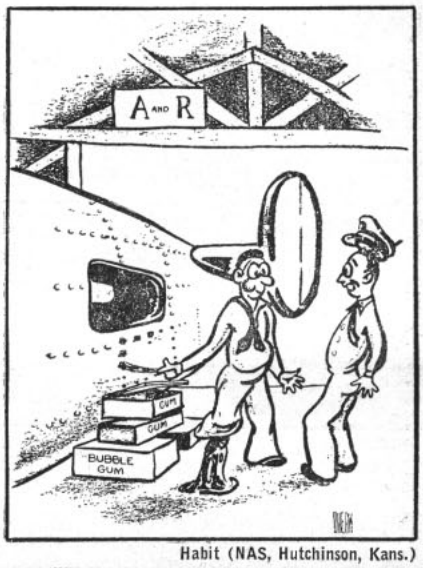
SIR: As a deep-sea diver I have seen many interesting sights I would like to learn to paint. Does the Navy have any schools of design, commercial art or cartooning I might attend?—W. T. W., Cox.

• *No, but numerous USAFI correspondence courses in art and design are available. For information see your educational officer or write, Commandant, United States Armed Forces Institute, Madison 3, Wisconsin.*—ED.

STEWARD'S BRANCH UNIFORMS

SIR: Regarding BuPers Circ. Ltr. 182-44 (NDB, 30 June 1944, 44-755) which concerns changes in uniform regulations for chief cook, cook, chief steward and steward: (1) Is a ship's cook permitted to wear the same uniform as a cook or steward? (2) Does this make cooks and stewards full-fledged petty officers? (3) Would this make a chief cook senior to a BM1c?—G.L.S., Y1c, and R.H., SC2c.

• *(1) The change applies only to the ratings of chief steward, steward, chief cook and cook in the steward's branch. It does not apply to ratings in the commissary branch. (2) No. (3) No, as stewards and cooks exercise military command only over enlisted personnel of the steward's branch.* —ED.



Habit (NAS, Hutchinson, Kans.)

"But we ran out of rivets, Sir."

UNCOVERING AT SERVICES

SIR: In the August issue, the INFORMATION BULLETIN'S excellent article on wartime military courtesy says (page 30): "Strictly speaking, officers and men do not uncover in the open except for divine worship, funerals and other religious ceremonies." Could you indicate exactly when they uncover?—H. F. G., Comdr., USNR.

• *During religious services topside aboard ship and during formal religious ceremonies outdoors ashore (such as Easter sunrise service), officers and men remain uncovered throughout the whole ceremony.*

During funerals, officers and men remain covered while in the open, and uncover upon entering the church. During burial at sea, they remain covered throughout the service.

In general, a military man uncovers during a religious ceremony but remains covered during a military ceremony. Church services, civilian funerals or burial services which the officer or man attends as a friend or relative rather than as a representative of the Navy, are religious ceremonies. Military funerals and burial at sea are regarded as military ceremonies.

As for saluting, when called for, an officer or man salutes rather than uncovers at a military ceremony, as that is his traditional mark of respect. However, as a participant at a nonmilitary funeral or burial service, he may, if he wishes, follow the civilian custom and uncover (rather than salute) when such honors are called for, as during the procession to the grave, the lowering of the body, etc.

It should be noted that Jewish custom calls for remaining covered during all religious ceremonies, and that therefore the rules regarding uncovering as stated above do not apply to Jewish personnel who desire to observe their own precepts.—ED.

DISCHARGES OVERSEAS

SIR: Will it be possible at the end of the war for an enlisted man, upon his own request, to be mustered out of the Navy in a foreign country, if on duty in or near that country at the time?—H. H. S., PhM3c, USNR.

• *Under Article 1689 of Navy Regs a man may, upon his own written request, be discharged outside of the U.S. In doing so, he waives all claim for transportation at government expense to the U.S. and all consular aid.*—ED.

AIR BOMBER TRAINING

SIR: What are my chances for becoming an air bomber? I entered the Navy in September 1942. After boot training, I served at two air stations. I was assigned to a fighter training squadron and in July 1943 was advanced to AM3c. Last November, I entered V-12. This July I will be transferred to other duty because of failing grades due partially to illness.—E.M.B., USNR.

• *Only a small quota of AOMs are selected for training as air bombers, so the odds would be greatly against you, in view of your AM rating.*—ED.

TRAVELS WITH MAIL

SIR: For the past five months I have been authorized by my commanding officer to regularly fly with the mail to San Clemente and San Nicholas Island. These islands are over 100 miles past the three mile limit. Am I authorized to: (1) receive flight pay; (2) wear American area ribbon; (3) wear air wings, and (4) receive additional mustering-out pay?—A.F.S., Sp(M)1c.

• *(1) No. See BuPers Circ. Ltr. 102-42 (N.D.B. cum. ed., 42-313). (2) Yes. (3) No. See BuPers Circ. Ltr. 174-44 (N.D.B., 30 June 1944, 44-747). (4) The rights for mustering-out pay can not be determined until discharge, when all service can be examined.*—ED.

SPECIALISTS (F)

SIR: Can a Sp (F) 3c (fire fighter) be put in charge of training recruits? Is so, shouldn't he be given a CPO rating?—W.M.H., USNR.

• *To your first question, Yes. The rating is primarily for fire-fighter instructors who are used mainly to train men for fighting shipboard fires. To the second question: No, advancement depends upon recommendation of commanding officer, fulfillment of requirements and upon existence of vacancies in complement.*—ED.

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.

HOSPITAL CORPS DEVICE

SIR: (1) What pin-on corps device should be worn by a commissioned officer of the hospital corps? (2) By a Women's Reserve officer of the H.C.?—A.B.B., Lt., USN.

• *(1) The gold caduceus. (2) The insignia authorized for the H.C. and for medical specialists is the reserve (light) blue caduceus on the sleeves. The gold caduceus on the shirt collar tip in case the jacket is removed.*—ED.

MERCHANT MARINE HONORS

SIR: What decorations have been authorized for service in the merchant marine and what are the governing regulations? Are men now in the Navy entitled to wear merchant marine ribbons?—A. J. G., CCM, USNR.

The following decorations have been authorized for merchant marine service and may be worn by naval personnel who earned them while serving in the merchant marine:

Atlantic War Zone Bar, *for service since 7 Dec. 1941 in the North and South Atlantic, Gulf of Mexico, Caribbean Sea, Barents Sea and Greenland Sea.*

Mediterranean-Middle East Zone Bar, *for service since Pearl Harbor in Mediterranean Sea, Red Sea, Arabian Sea and Indian Ocean west of 80 degrees East Longitude.*

Pacific War Zone Bar, *for service since Pearl Harbor in the North and South Pacific and Indian Ocean east of 80 degrees east longitude.*

Merchant Marine Distinguished Service Medal, *awarded to seamen who have distinguished themselves by outstanding conduct or service in line of duty on or after 3 Sept. 1939. Only one award is made to any seaman, but for each succeeding instance sufficient to justify the award a suitable insignia is presented to be worn with the medal.*

Combat Bar, *issued to seamen who have served since 8 Sept. 1939 in a ship which, at the time of such service, was directly attacked or damaged by an instrumentality of war. There is a star to be attached to bar for seamen who are forced to abandon ship when so attacked or damaged. An additional star is authorized for each subsequent abandonment.*

Mariner's Medal, *awarded to any seaman who while serving since Pearl Harbor is wounded, suffers physical injury or suffers dangerous exposure as a result of an act of enemy. Posthumous awards are presented to such representatives of the deceased as the Administrator, War Shipping Administration deems proper.*

Merchant Marine Service Emblem, *presented to all men who serve in the merchant marine at any time between 7 Dec. 1941 and the end of the present war in any U. S. flag ship, or in any foreign flag ship at a time when operated by or for the account of the WSA or Maritime Commission.*

The following new awards were authorized by Executive Order 9472, 29 Aug. 1944:

Gallant Ship Unit Citation Ribbon, *awarded to seamen serving aboard a U. S. or foreign ship operated by WSA or Maritime Commission since 8 Sept. 1939 for outstanding action against attack or in marine disasters. A plaque is awarded to the ship.*

Meritorious Service Medal, *awarded to seamen who since 8 Sept. 1939 have been commended by the Administrator, WSA, for meritorious service not justifying award of the Merchant Marine Distinguished Service Medal. Only one Meritorious Service Medal is awarded any seaman, but for additional commendations a suitable device is presented to be worn with medal and ribbon.*

Merchant Marine Defense Bar, *awarded to any seaman who has served any time during period 8 Sept. 1939 to 7 Dec. 1941.*

(The term "seaman," in this connection, includes any member of a ship's company who serves at any time, during the period beginning 7 Dec. 1941 and ending with the termination of the present war in any U. S. flag ship or in any foreign flag ship at a time when operated by or for the account of the Maritime Commission or WSA.)

None of the WSA or Maritime Commission awards are licensed for private sale or distribution. They are available only through official channels. They are issued by the Seamen's Service Awards Committee upon voluntary application by seamen or former seamen of the merchant marine who furnish information of eligibility for such awards. Applications should include the applicant's name, his merchant marine license number or identification number, the name or names of ships in which he served, the dates of such service and his permanent mailing address. All correspondence regarding these awards should be transmitted in sealed envelopes to the Seamen's Service Awards Committee, War Shipping Administration, Washington, D. C. When a merchant marine medal is awarded or a ribbon is issued, a certification card is issued at the same time and is carried by the officer or man to show his right to wear the award.—ED.

WEARING OF THE GRAY

SIR: May gold-on-black shoulder boards and gold buttons be worn on gray uniforms for dress purposes?—P.E.A., Ens., USNR.

• *No. Gray is a work uniform, worn only with gray shoulder marks and blue-black plastic buttons, as specified in Alnav No. 53, 7 March 1944.*—ED.

PROMOTION OF INJURED

SIR: If an A-V(N) officer is assigned to ground duties because of injuries received in line of duty, is it necessary for him to transfer to A-V(S) in order to receive a promotion?—T. H. N., Lt. (jg), USNR.

• *No. Alnav 122-44 and subsequent promotion directives provide that an officer not physically qualified for sea duty because of wounds incurred in line of duty is considered physically qualified for promotion, if physically fit for other than sea duty and not under hospital treatment. For purpose of promotion, unrestricted flight duty is considered sea duty. Where the CO believes that a man's disability was incurred in line of duty, the case should be referred to BuPers for decision as to whether or not the injury is a "wound" and was incurred in line of duty, even though a report of medical survey has placed the man on limited duty. If an A-V(N) officer's disability is such that he is not qualified for the actual control of aircraft, his case should likewise be referred to BuPers for consideration as to a change in his classification.*—ED.

Mobster (Fleet Hospital, No. 109)

"Well, s'long. . . . My 18 months are up!"

DECORATIONS, MEDALS AND RIBBONS

A summary of the regulations governing the issuance and wearing of awards now designated for naval personnel

IN this special eight-page section the INFORMATION BULLETIN gives in brief form the rules about decorations, medals and ribbons awarded to naval personnel—what they are given for, how you wear them, who awards them, what they look like.

Also included is information on stars, service clasps and letters worn with the ribbons; the wearing of Army, merchant marine and foreign decorations; the relative standing of awards, and a list of all Presidential Unit Citations announced to date.

During time of war, only the ribbon bars of the decorations and medals are worn, even for full-dress occasions. Reproductions of these in full color will be found on the center spread.

Three new decorations appear there that were not in the earlier INFORMATION BULLETIN article of March 1943: the Bronze Star Medal, the Commendation Ribbon and the United States of America Typhus Commission Medal. Details of the first two will be found in "Table of Naval Decorations and Regulations," opposite page 36; the third appears in "Decorations, Medals and Badges," opposite page 41.

Although these two sections give the basic information on most awards, further information on some of them will be found on other pages. This information covers questions frequently asked by naval personnel concerning area campaign ribbons, the American Defense Service Medal, Presidential Unit Citations, Army medals, etc.

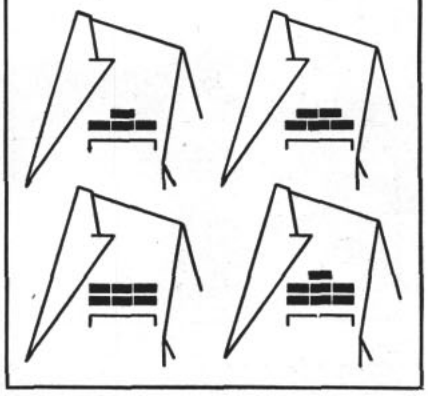
MANNER IN WHICH RIBBONS ARE WORN

Ribbons of decorations, medals and badges are worn in horizontal rows of three each, if you have that many, the rows to be ¼ inch apart. Any row with less than three ribbons becomes the top row and is centered over the row or rows beneath it.

They are to be worn on the left breast clear of the lapel, as far as practicable. The upper edge of the main, or bottom, row should be on a line one inch below the point of the shoulder (a point halfway between top and bottom of the shoulder joint, where your sleeve is joined).

The arrangement by seniority (see table on opposite page) is from the top down and from inboard outboard. For wearing of Army or foreign decorations, see next page.

Drawings below show manner of wearing:



STARS, SERVICE CLASPS, etc.

Gold, silver or bronze stars; service clasps; and letters (such as "A" and "W") are authorized to be worn on various medals and service ribbons. Numerals are not authorized.

No more than one decoration of the same type may be awarded to any one person, but in lieu of a subsequent award of the same decoration, a gold star is awarded, to be worn on the ribbon.

Stars, clasps and letters are authorized for other medals and ribbons as follows:

Expeditionary Medal (Navy, Marine Corps): a bronze star for each expedition in excess of one. Navy and Marine Corps personnel who served in the defense of Wake Island, 7 to 22 Dec. 1941, wear a silver "W" on the appropriate Expeditionary Medal ribbon.

Victory Medal (World War service medal): service clasps and battle clasps, to be worn on the ribbon of the medal, are authorized for each person who performed any of the duties designated in BuPers Manual, Art. A-1037, par. (2). Clasps for service on ships are awarded as shown in the list in par. (5) of the same article.

No one is entitled to more than one service clasp, or to more than one Meuse-Argonne battle clasp. A bronze star is worn on the service ribbon bar in lieu of any clasp authorized.

When any person has been commended by the Secretary of the Navy, as a result of the recommendation of the board of awards, for performance of duty during World War I not justifying the award of a Medal of Honor, a Distinguished Service Medal or a Navy Cross, he wears a silver star for each such citation.

A bronze Maltese cross is placed on the service ribbon for those officers and men of the Marine Corps and Medical Corps, United States Navy, who were attached to the American Expeditionary Forces in France any time between 6 April 1917 and 11 Nov. 1918, and who are not entitled to any battle clasp provided for by General Order No. 83, War Department, 30 June 1919.

American Defense Service Medal: a service clasp, "Fleet" or "Base," is worn on the ribbon of the medal by those who, between 8 Sept. 1939 and 7 Dec. 1941, inclusive, performed duties set forth below. No person is entitled to more than one such clasp.

(a) *Fleet.*—For service on the high seas while regularly attached to any vessel or aircraft squadron of the Atlantic, Pacific or Asiatic Fleets; to include vessels of the Naval Transportation Service and vessels operating directly under the Chief of Naval Operations.

(b) *Base.*—For service on shore at bases and naval stations outside U. S. continental limits. (Includes duty in Alaska.)

A bronze star is worn on the service ribbon in lieu of any clasp authorized.

Navy, Marine Corps and Coast Guard personnel who served on vessels in actual or potential belligerent contact with Axis forces in the Atlantic Ocean (as listed in BuPers Manual, Art. A-1042) wear a bronze "A" on their service ribbon in lieu of the bronze star.

Naval Reserve personnel on training duty under orders must have served at least 10 days in such duty. Persons ordered to active duty for physical examination and subsequently disqualified are not entitled to the American Defense Service Medal. Reserve officers ordered to ships of the fleet for training duty (cruise) and officers serving on board ships for temporary additional duty from shore stations are not considered "regularly attached" and are not entitled to the fleet clasp.

Area campaign medals (American; European-African-Middle Eastern; Asiatic-Pacific): a bronze star is worn on the service ribbon for certain authorized operations and engagements (complete list to date appeared in the INFORMATION BULLETIN, October 1944, p. 66). For five or more such operations or engagements, a sliver star is worn on the ribbon in lieu of each five bronze stars authorized.

Good Conduct Medal: a Good Conduct Medal is issued as the first award to an individual and a pin for each subsequent award. A bronze star is worn on the service ribbon for each good-conduct pin that is received.

NAVY HAS HONORED 18,042 IN THIS WAR

Medals, decorations and ribbons awarded during the current war to personnel of the Navy, Marine Corps and Coast Guard and by the Navy to personnel of the Army and of foreign nations:

Medal of Honor	56
Navy Cross	1,687
Distinguished Service Cross (Army)	40
Distinguished Service Medal	146
Legion of Merit	1,003
Legion of Merit (to foreigners)	115
Silver Star Medal	3,319
Distinguished Flying Cross	1,973
Navy and Marine Corps Medal	1,584
Soldier's Medal (Army)	45
Bronze Star Medal	1,176
Air Medal	5,283
Commendation Ribbon	1,611
Life-Saving Medal	4
TOTAL	18,042

Naval Reserve Medal: a bronze star is worn on the ribbon for each *additional* 10 years of honorable service.

Commendation Ribbon: a second authorization, and each succeeding authorization, to wear the commendation ribbon is represented by a bronze star on the ribbon.

ARMY RIBBONS

Ribbons of medals and badges awarded to naval personnel by the Army, or won by naval personnel during previous service in the Army, may be worn on naval uniforms in proper order of seniority.

Some of the Army awards, and the Navy ribbon they follow when worn by naval personnel, are: Medal of Honor (follows Navy's Medal of Honor), Distinguished Service Cross (follows Navy Cross), Distinguished Service Medal (follows Navy's DSM), Soldier's Medal (follows Navy & Marine Corps Medal) and Distinguished Unit Badge (follows Presidential Unit Citation).

The Army's Distinguished Unit Badge is worn by Army personnel on the right breast. However, when awarded to naval personnel, it is worn on the left breast along with other ribbons. If you served in the defense of the Philippines at any time between 7 Dec. 1941 and 9 April 1942, you are eligible for this badge and may apply to BuPers via your CO.

If you have good reason to believe you are entitled to any other Army medal (such as the Good Conduct medal) for previous Army service, you may have this determined by the Decorations Section, Adjutant General's Office, War Department. Any letters sent there should be via your CO.

FOREIGN DECORATIONS

Congress has authorized officers and enlisted men of the U. S. armed forces, during the present war and for one year thereafter, to accept and wear any decoration, order, medal or emblem bestowed upon them by the government of a cobelligerent nation or of an American republic, and which is conferred by such government upon members of its own armed forces.

Any such decoration or award should be tendered through the Department of State, and not to the individual in person (except immediate combat awards in the field, which may be cleared through the senior local American commander).

However, if you are tendered a decoration under circumstances where refusal to accept would cause embarrassment to the power conferring it, you accept it "pending approval," and forward the award and a full report of the circumstances to BuPers.

Foreign decorations or medals are worn to the left of all American decorations or medals, and may not be worn unless at least one American decoration or medal is also worn.

Naval personnel who won the right to wear the French Fourragere by serving in units awarded it in World War I may wear it with their naval uniforms under certain conditions. For details, see INFORMATION BULLETIN, Aug. 1944, p. 71.

RELATIVE STANDING OF DIFFERENT AWARDS showing order in which their ribbons are to be worn

DECORATIONS

1. Medal of Honor
2. Medal of Honor (1917-18) (by law no longer authorized for award)
3. Marine Corps Brevet Medal
4. Navy Cross
5. Distinguished Service Medal
6. Legion of Merit*
7. Silver Star Medal
8. Distinguished Flying Cross
9. Navy and Marine Corps Medal
10. Bronze Star Medal
11. Air Medal
12. Commendation Ribbon
13. Purple Heart
14. Specially Meritorious Medal (no longer awarded)
15. Presidential Unit Citation
16. United States of America Typhus Commission Medal (awarded by the President)
17. Gold Life-saving Medal (awarded by the Treasury Department)
18. Silver Life-saving Medal (awarded by the Treasury Department)

* Legion of Merit is awarded U. S. Armed Forces without reference to degree; others are awarded the Legion of Merit in four degrees: Chief Commander, Commander, Officer and Legionnaire.

COMMEMORATIVE MEDALS

1. Dewey Medal (commemorating Battle of Manila Bay)
2. Sampson Medal (commemorating naval engagements in the West Indies)
3. NC-4 Medal (commemorating the first transatlantic flight of the U. S. flying boat in May 1919)
4. Byrd Antarctic Expedition Medal (1928-30)
5. Second Byrd Antarctic Expedition Medal (1933-35)

SERVICE MEDALS

1. Civil War
2. Expeditionary Medal (Navy and Marine Corps; initial award, 1874)
3. Spanish campaign
4. Philippine campaign
5. China Relief Expedition
6. Cuban Pacification
7. Nicaraguan campaign, 1912
8. Mexican service
9. Haitian campaign, 1915
10. Dominican campaign
11. Victory Medal
12. Army of Occupation of Germany Medal (1918-23)
13. Haitian campaign, 1919-20
14. Second Nicaraguan campaign
15. Yangtze service
16. China service
17. American defense service
18. Area campaign medals (worn in order as earned, but in their seniority as regards other medals and ribbons):
    (a) American area
    (b) European-African-Middle Eastern area
    (c) Asiatic-Pacific area

MISCELLANEOUS MEDALS

1. Good Conduct Medal (Navy, Marine Corps or Coast Guard)
2. Bailey Medal
3. Naval Reserve Medal (or Marine Corps Reserve)
4. Medal for Merit (civilians only)

GUNNERY MEDALS

1. Edward Trenchard section Navy League Medal*
2. Knox Gun-Pointer Medal*

* Discontinued for the duration.

SMALL-ARMS MEDALS AND BADGES

1. Navy Distinguished Marksman Gold Badge, or Navy Distinguished Pistol Shot Gold Badge
2. Navy Expert Rifleman Medal (or Coast Guard)
3. Navy Expert Pistol Shot Medal (or Coast Guard)

(Note: No other small-arms medals or badges are represented by ribbons.)

MERCHANT MARINE

The following ribbons, listed in order of precedence, have been authorized for merchant marine service in this war and may be worn by naval personnel who earned them while serving in the merchant marine: Merchant Marine Distinguished Service Medal, Meritorious Service Medal, Gallant Ship Unit Citation Ribbon, Mariner's Medal, Combat Bar, Atlantic War Zone Bar, Mediterranean-Middle East Zone Bar, Pacific War Zone Bar, and Merchant Marine Defense Bar. The three war zone bars are worn in order earned. (See also "Merchant Marine Honors," p. 33).

GOOD CONDUCT MEDALS

Good Conduct Medals are issued to enlisted personnel by the Bureau of Naval Personnel. A medal is issued as the first award to an individual and a pin for each subsequent award.

Men with clear records (no offense or qualifying remarks entered in service record) and with a final average of 3.5 in proficiency in rating are eligible to receive good-conduct awards for service terminating on or after 1 July 1931 as follows:

(*a*) For first enlistment or minority enlistment, and if extended for two years, the last four years in lieu thereof may be considered, provided the first period of service would have terminated with an honorable discharge.

(*b*) For second or subsequent enlistment or extensions of three or four years.

(*c*) For a total of four years served in extensions of an enlistment.

(*d*) In a six-year enlistment, for the first three years and also for the remaining period of the enlistment, provided the enlistment terminates with an honorable discharge.

Service in extensions of one or two years (except as indicated in (*a*) and (*c*) above) or for enlistments terminated prior to expiration (except when discharged for convenience of the government within three months of expiration of enlistment) will not be considered for good-conduct awards.

Enlisted men of the Naval Reserve whose records and marks fulfill the requirements prescribed here for regular Navy are eligible and may be rec-

Vessels and Units Which Have Won PRESIDENTIAL UNIT CITATIONS

Vessel or Unit	Type	Date of Action
USS Alchiba	Freighter	Aug.-Dec. 1942
USS Atlanta	Cruiser	12-13 Nov. 1942
USS Bernadou	Destroyer	8 Nov. 1942
USS Bowfin	Submarine	2d war patrol (no date indicated)
USS Buchanan	Destroyer	7 Aug. 1942 to 26 Feb. 1944
USS Cole	Destroyer	8 Nov. 1942
USS Dallas	Destroyer	10 Nov. 1942
USS Enterprise	Carrier	7 Dec. 1941 to 15 Nov. 1942
First Marine Division (Reinforced)		7 Aug. to 9 Dec. 1942
USS Greenling	Submarine	May to Dec. 1942 (3 war patrols)
USS Guardfish	Submarine	May to Dec. 1942 (2 war patrols)
USS Gudgeon	Submarine	7 Dec. 1941 to 25 April 1943 (first seven war patrols)
USS Haddock	Submarine	2d, 5th, 6th, 7th war patrols (no dates indicated)
USS Houston	Cruiser	7 Dec. 1941 to 28 Feb. 1942
USS Laffey	Destroyer	15 Sept. to 13 Nov. 1942
USS LCI(L) 1	Landing Craft, Infantry (Large)	July 1943
MTB Squadrons 12 and 21		Oct. 1943 to March 1944
Marine Aircraft Group 22		June 1942
USS Maury	Destroyer	1 Feb. 1942 to 6 Aug. 1943
USS McFarland	Seaplane tender	20 June to 16 Oct. 1942
USS Nautilus	Submarine	Three war patrols (no dates indicated)
Navy Combat Demolition Unit of Force "O"		6 June 1944
USS Nicholas	Destroyer	July 1943
USS O'Bannon	Destroyer	7 Oct. 1942 to 7 Oct. 1943
USS Radford	Destroyer	July 1943
USS Sailfish	Submarine	10th war patrol (no date indicated)
USS San Francisco	Cruiser	11-12 Oct. and 13 Nov. 1942
Second Marine Division (Reinforced): Division Headquarters; Special Troops (including Co. "C," 1st Corps Medium Tank Battalion); Service Troops; 2d, 6th, 8th, 10th and 18th Marine Regiments		20 Nov. to 24 Nov. 1943
USS Smith	Destroyer	26 Oct. 1942
Task Unit 21.14		27 July to 25 Oct. 1943
USS Card	Carrier	
USS Barry	Destroyer	
USS Borie	Destroyer	
USS Goff	Destroyer	
VC Squadrons 1 and 9		
Torpedo Squadron 8 (USS Hornet)	Carrier	4 June 1942
USS Trigger	Submarine	5th, 6th and 7th war patrols (no dates indicated)
USS Trout	Submarine	Numerous successful war patrols (no dates indicated)
VB Squadron 104		15 Aug. 1943 to 19 Mar. 1944
VP Squadrons 11, 34 and 52		15 Sept. 1943 to 1 Feb. 1944
USS Wahoo	Submarine	16 Jan. to 7 Feb. 1943
Wake Detachment: First Defense Battalion, Marine Fighting Squadron 211 of Marine Aircraft Group 21, Army and naval personnel present.		8 to 22 Dec. 1941

List includes all citations announced as of 1 Oct. 1944.

ommended for good-conduct awards after each three-year period of continuous active service in time of national emergency and/or war.

Good-conduct pins are worn on the ribbon of the medal. One bronze star is worn on the service ribbon for each good-conduct pin received.

For service terminating on or after 1 July 1921 and prior to 1 July 1931, good-conduct awards will be made in accordance with the requirements as to marks and recommendations in effect at the time of service and in accordance with service requirements as follows:

(*a*) For first enlistment or for minority enlistment, provided the enlistment is extended or upon reenlistment within three months.

(*b*) For first enlistment if honorably discharged from service begun in the Naval Reserve Force, and continued in the regular Navy by transfer, provided that the service in the Navy is of not less than two years' duration and that reenlistment is under continuous service.

(*c*) For a second or subsequent enlistment, previous enlistment having terminated with honorable discharge. Continuous service is not necessary.

(*d*) Upon discharge from an extension of four years (or a total of four years) of a first or other enlistment, provided that basic enlistment would have terminated with an honorable discharge.

(*e*) For a constructive enlistment of four years (or three years and nine months) active duty begun in the regular Navy and continued in the Naval Reserve (classes F3, F4 and F5), or where a retired man is recalled and completes not less than three years and nine months active duty.

For service ending before 1 July 1921, see BuPers Manual, Art. A-1046.

If a man has any question about his eligibility for a good-conduct award which does not seem to be covered here or in BuPers Manual, Art. A-1046, he should take the question up with his CO. If a further ruling or interpretation is required, the question should be referred through channels to BuPers and will receive immediate attention.

SERVICE STRIPES are worn by enlisted men on the left sleeve on coats and jumpers. One service stripe is worn for each four years of active service in regular Navy or Naval Reserve. Although not a decoration or medal, the service stripe is included in this section because of its relation to the Good Conduct medal (above).

The stripes are seven inches long, of scarlet cloth when worn on blue clothes, of blue twill when worn on white, khaki or gray clothes.

Stripes are stitched on the sleeve diagonally across the outside of the forearm at an angle of 45°. On coats, the lower end of the first stripe shall be not less than two inches from the cuff end of the sleeve; on jumpers, it shall be four inches above the upper edge of the cuff.

Gold lace service stripes are worn (1) by enlisted men holding three consecutive good-conduct awards or with 12 years' *continuous* service during which time records have been maintained with marks and qualifications equivalent to those necessary for the receipt of good-conduct awards, provided that in no case shall a man with less than 12 years' service be entitled to wear the gold lace stripes; (2) by enlisted men of the Naval Reserve who perform *continuous* active duty, maintain the required marks, and meet the foregoing qualifications.

BURGEE PENNANT DESIGN FOR PRESIDENTIAL UNIT CITATION

UNIT CITATIONS

The Presidential Unit Citation may be awarded to any ship, aircraft or other naval unit, and to any Marine Corps aircraft, detachment, or higher unit, for outstanding performance in action on or after 16 Oct. 1941.

Under original regulations, the ribbon could not be worn until after the second unit citation. This was modified by Alnav 137-43 as follows:

(1) When a unit has received the Presidential Unit Citation all personnel serving in that unit during the occasion for which cited, or any part thereof, wear the citation ribbon with one star permanently, regardless of where they serve.

(2) Such personnel wear an additional star for each additional citation of the unit upon which they serve during the occasion for which the unit is cited, whether it be the same or another unit.

(3) Personnel who subsequently join a unit which has been cited wear the plain citation ribbon without star and only while attached to that unit.

(4) Flag officers and members of their staffs serving in a unit upon the occasion for which cited, or any part thereof, are included in the citation.

When medals are worn, the Presidential Unit Citation is worn on the right breast; otherwise, on the left, with other ribbons.

The insignia for units cited is a burgee pennant of blue, gold and scarlet (see drawing). Ships, aircraft and tank units, etc., display a bronze plaque with this design centered above the engraved citation (individual planes and tanks may paint the design in a suitable place). For companies, battalions, regiments, etc., a battle streamer is authorized, with the citation engraved upon the standard.

In time of peace, ships may also fly the pennant itself, and may display a painted pennant of insignia design from some place on the top hamper so as to be visible to other units.

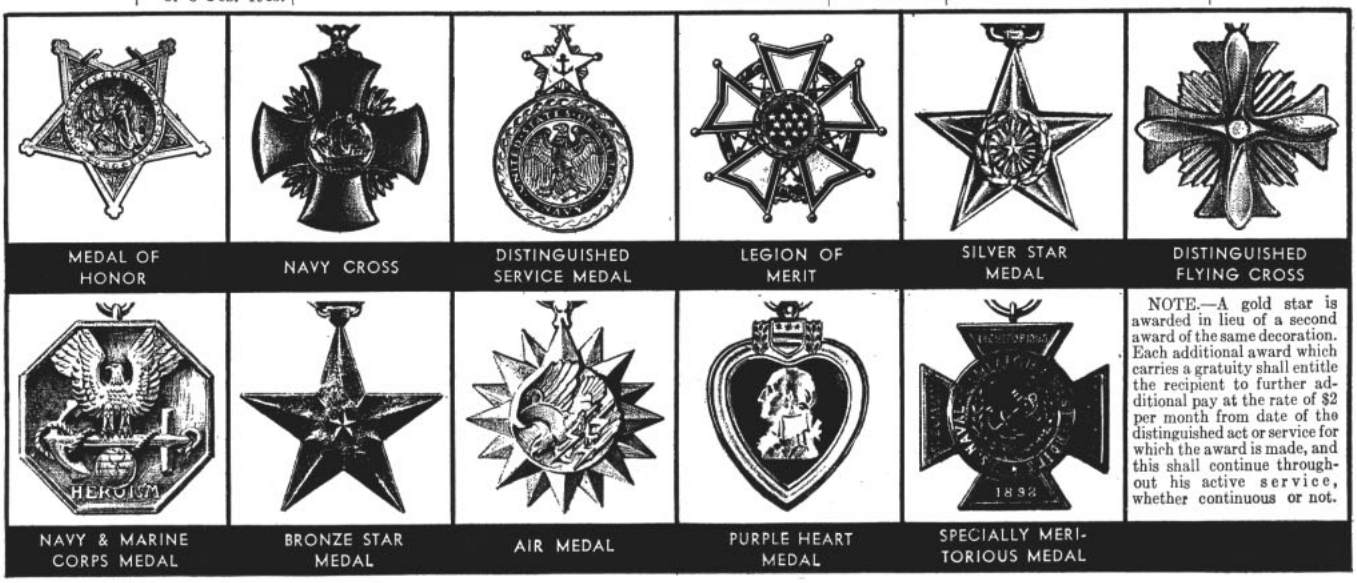
If a unit is cited more than once, a blue star is added for each extra citation, up to a total of five stars.

Commanders of forces afloat make recommendations to the Secretary of the Navy via official channels for the Presidential Unit Citation for units of their commands deemed worthy of it. Units must perform services in action above and beyond the high standard expected of our forces and outstanding as compared to services of comparable units in the same or similar actions.

A complete list of Presidential Unit Citations announced to date appears on this page. As further units are cited, the notices will appear as usual on Decorations and Citations pages.

TABLE OF NAVAL DECORATIONS AND REGULATIONS

Name of medal and ribbon	Authorized by:	Awarded to:	Awarded for:	Time limits for recommendations or awards	Gratuity
Medal of Honor	Act of 21 Dec. 1861; act of 3 Mar. 1901; act of 3 Mar. 1915; act of 4 Feb. 1919; act of 7 Aug. 1942, which supersedes above acts.	Any person who, while in the naval service of the United States shall, in action involving actual combat with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.	Combat or noncombat.	Must be issued within 5 years from date of distinguished act, or recommended within 3 years of act, or service.	$2 per month from date of distinguished act, to enlisted men only.
Medal of Honor (1917–18) (no longer issued).	Act of 4 Feb. 1919	Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.	Combat only.	do	Do.
Navy Cross	Act of 4 Feb. 1919; act of 7 Aug. 1942.	Any person serving with the naval service of the United States who distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy.	do	do	Do.
Distinguished Service Medal.	Act of 4 Feb. 1919; act of 7 Aug. 1942.	Any person who, while serving in any capacity with the Navy of the United States since 6 Apr. 1917, has distinguished himself by exceptionally meritorious service to the Government in a duty of great responsibility.	Combat or noncombat.	do	Do.
Legion of Merit	Act of 20 July 1942; Executive Order No. 9260 of 29 Oct. 1942.	Personnel of the armed forces of the United States and the Philippines: and personnel of the armed forces of friendly foreign nations who, since 8 Sept. 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services.	do	No time limit	No gratuity provided.
Silver Star Medal	Act of 7 Aug. 1942	Any person who, while serving in any capacity with the Navy of the United States since 6 Dec. 1941, has distinguished himself conspicuously by gallantry and intrepidity in action, not sufficient to justify the award of Medal of Honor or Navy Cross; also cases of persons previously submitted, recommended for Medal of Honor or Navy Cross or Distinguished Service Medal, and who were turned down, may be reconsidered, all cases to be considered on records now in Navy Department.	Combat only.	Must be issued within 5 years from date of distinguished act or service, or recommended within 3 years, except when awarded in cases previously submitted and turned down for Medal of Honor, DSM, or Navy Cross.	$2 per month from date of distinguished act, for enlisted men only, since 6 Dec. 1941.
Distinguished Flying Cross.	Act of 2 July 1926; Exec. Order No. 4576 of 28 Jan. 1927; Exec. Order No.7786 of 8 Jan. 1938.	Any person who, while serving in any capacity with the Air Corps of the Army, National Guard, and Organized Reserves, or with U. S. Navy, Marine Corps or Coast Guard, subsequent to 6 Apr. 1917, has distinguished himself by heroism or extraordinary achievement while participating in aerial flight. Members of military, naval, or air forces of foreign governments, while serving with the United States.	Combat or noncombat.	Must be issued within 3 years from date of distinguished act or service, or recommended within 2 years from date of act or service.	$2 per month from date of distinguished act or service, for enlisted men only.
Navy and Marine Corps Medal	Act of 7 Aug. 1942	Any person who, while serving in any capacity with the U. S. Navy or Marine Corps, including Reserves, shall have, since 6 Dec. 1941, distinguished himself or herself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has formerly awarded a letter of commendation for heroism, regardless of date, subject to approval of the Board of Decorations and Medals.	Noncombat only.	Must be issued within 5 years from date of distinguished act or service, or recommended within 3 years, except when awarded in lieu of a letter of commendation previously awarded for heroism.	No gratuity for services prior to 7 Dec. 1941; $2 per month from date of distinguished act, after 7 Dec. 1941, for enlisted men only.
Bronze Star Medal	Exec. Order No. 9419 of 4 Feb. 1944.	Any person serving with Army, Navy, Marine Corps or Coast Guard on or after 7 Dec. 1941 who distinguishes himself by heroic or meritorious achievement or service, not involving participation in aerial flight, in connection with military or naval operations against an enemy.	Combat or noncombat.	No time limit	No gratuity authorized.
Air Medal	Exec. Order No. 9158 of 11 May 1942; Gen. Order No. 175 of 27 June 1942.	Any person who, while serving with Army, Navy, Marine Corps or Coast Guard of the United States in any capacity, subsequent to 8 Sept. 1939, distinguishes himself by meritorious achievement while participating in an aerial flight.	do	do	Do.
Commendation Ribbon.	Alnav 11–44, 11 Jan. 1944.	All personnel of Navy, Marine Corps and Coast Guard who receive an individual letter of commendation signed by SecNav, Cominch, CincPac or CincLant, or a Fleet Commander of rank of Vice Admiral or above, for an act of heroism or service performed since 6 Dec. 1941 (but ribbon may not be worn for letters received after 11 Jan. 1944 unless text so authorizes, or for any letters from Fleet Commanders prior to 13 Sept. 1944).	do	do	Do.
Purple Heart	Exec. Order No. 9277 of 3 Dec. 1942; Gen. Order No. 186 of 21 Jan. 1943.	Persons wounded in action against the enemy of the United States while serving with the Navy, Marine Corps, or Coast Guard of the United States or as result of act of such enemy, if wound necessitated treatment by medical officer. Also to next of kin of persons killed in action.	Combat only.	do	Do.
Specially Meritorious Medal, War with Spain (no longer issued).	Act of 3 Mar. 1901	Officers and men of the Navy and Marine Corps who rendered specially meritorious service, other than in battle, during the War with Spain.	Noncombat only.	do	Do.
Presidential Unit Citation.	Exec. Order 9050 of 6 Feb. 1942; Gen. Order 187 of 3 Feb. 1943.	Any ship, aircraft, or naval units, any marine aircraft detachment or higher unit for outstanding performance in action on or after 16 Oct. 1941.	Combat only.	do	Do.



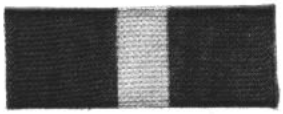
NOTE.—A gold star is awarded in lieu of a second award of the same decoration. Each additional award which carries a gratuity shall entitle the recipient to further additional pay at the rate of $2 per month from date of the distinguished act or service for which the award is made, and this shall continue throughout his active service, whether continuous or not.

RIBBONS OF DECORA

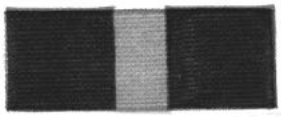
AWARDED TO NA

MEDAL OF HONOR

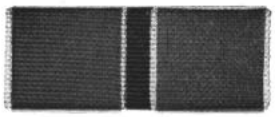
MARINE CORPS BREVET



NAVY CROSS



DISTINGUISHED SERVICE MEDAL

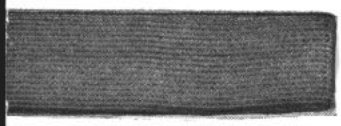


BRONZE STAR MEDAL

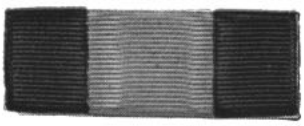
AIR MEDAL

COMMENDATION RIBBON

PURPLE HEART

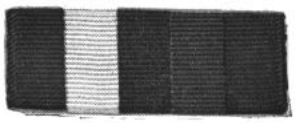


SILVER LIFE SAVING MEDAL

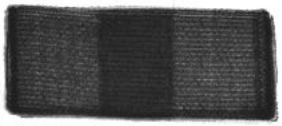


DEWEY MEDAL

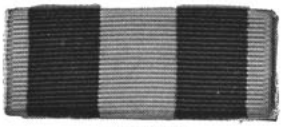
SAMPSON MEDAL



NC-4 MEDAL



MARINE CORPS EXPEDITIONARY MEDAL

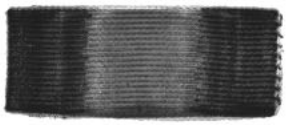


SPANISH CAMPAIGN MEDAL

PHILIPPINE CAMPAIGN MEDAL

CHINA RELIEF EXPEDITION MEDAL

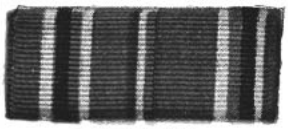
DOMINICAN CAMPAIGN MEDAL



VICTORY MEDAL

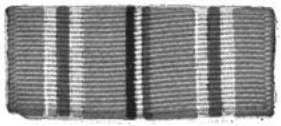
HAITIAN CAMPAIGN MEDAL (1919-1920)

ARMY OF OCCUPATION OF GERMANY MEDAL (1918-1923)



AMERICAN AREA CAMPAIGN MEDAL[2]

EUROPEAN-AFRICAN-MIDDLE EASTERN AREA CAMPAIGN MEDAL[2]



ASIATIC-PACIFIC AREA CAMPAIGN MEDAL[2]

NAVY GOOD CONDUCT MEDAL

NAVY DISTINGUISHED MARKSMAN DISTINGUISHED PISTOL SHOT

NAVY EXPERT RIFLEMAN

NAVY EXPERT PISTOL SHOT

STARS WORN

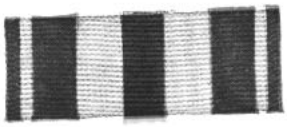
GOLD STAR WORN IN LIEU OF SECOND AWARD OF SAME DECORATION

[1] AWARDED TO UNITED STATES ARMED FORCES WITHOUT REFERENCE TO DEGREE; FOUR DEGREES AUTHORIZED FOR PERSONNEL OF FRIENDLY FOREIGN NATIONS.

ATIONS AND MEDALS

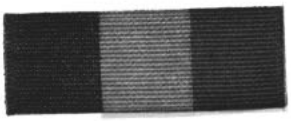
VAL PERSONNEL

LEGION OF MERIT[1]

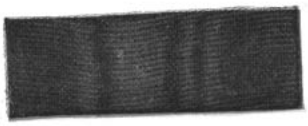


SILVER STAR MEDAL

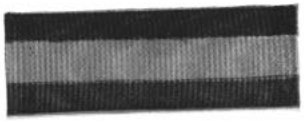
DISTINGUISHED FLYING CROSS



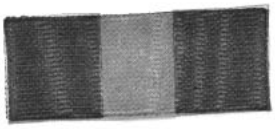
NAVY AND MARINE CORPS MEDAL



SPECIALLY MERITORIOUS MEDAL

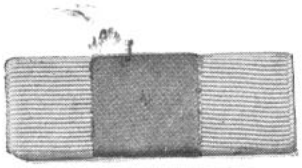


PRESIDENTIAL UNIT CITATION



AMERICAN TYPHUS COMMISSION MEDAL

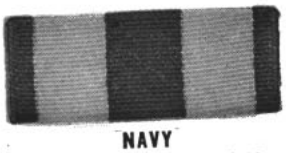
GOLD LIFE SAVING MEDAL



BYRD ANTARCTIC EXPEDITION MEDAL

SECOND BYRD ANTARCTIC EXPEDITION MEDAL

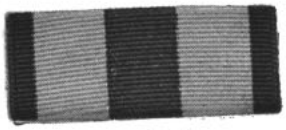
CIVIL WAR CAMPAIGN MEDAL



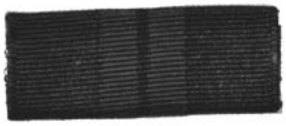
NAVY EXPEDITIONARY MEDAL

CUBAN PACIFICATION MEDAL

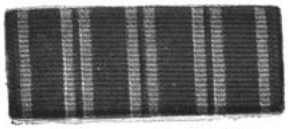
NICARAGUAN CAMPAIGN MEDAL (1912)



MEXICAN SERVICE MEDAL

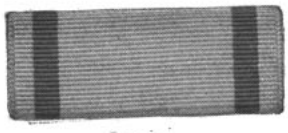


HAITIAN CAMPAIGN MEDAL (1915)



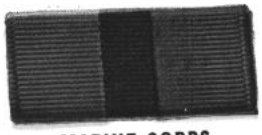
SECOND NICARAGUAN CAMPAIGN MEDAL

YANGTZE SERVICE MEDAL

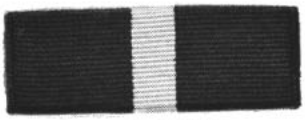


CHINA SERVICE MEDAL

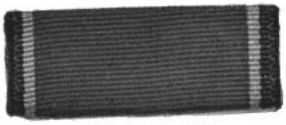
AMERICAN DEFENSE SERVICE MEDAL



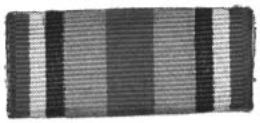
MARINE CORPS GOOD CONDUCT MEDAL



COAST GUARD GOOD CONDUCT MEDAL

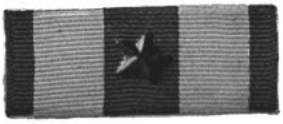


NAVAL RESERVE MEDAL



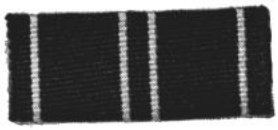
MARINE CORPS RESERVE MEDAL

ON RIBBONS



BRONZE STAR MEANING VARIES ACCORDING TO REGULATIONS FOR CERTAIN MEDALS

BAILEY MEDAL



COAST GUARD EXPERT RIFLEMAN

COAST GUARD EXPERT PISTOL SHOT

[1]—WORN IN ORDER AS EARNED, BUT IN THEIR SENIORITY AS REGARDS OTHER MEDALS AND RIBBONS.

Decorations, Medals and Badges

(in addition to U. S. Navy decorations, opposite Page 36)

UNITED STATES OF AMERICA TYPHUS COMMISSION MEDAL. May be awarded by the President of the United States or at his direction to any person who may render or contribute meritorious service in connection with the work of the Typhus Commission. (Executive Order No. 9285 of 24 Dec. 1942.)

LIFE-SAVING DECORATIONS

Awarded by Treasury Department

Gold Life-Saving Medals may be awarded persons who, by extreme and heroic daring, have endangered their lives in saving or endeavoring to save lives from the perils of the sea in waters over which the U. S. has jurisdiction, or upon American vessels.

Silver Life-Saving Medals may be awarded in cases not sufficiently distinguished to deserve the gold medal.

COMMEMORATIVE MEDALS

DEWEY MEDAL (Commemorating the Battle of Manila Bay). Issued to officers and men of the ships of the Asiatic Squadron of the United States under the command of Commodore George Dewey on 1 May 1898. The ships are listed in BuPers Manual, Art. A-1022. (Act of 3 June 1898).

SAMPSON MEDAL (Commemorating Naval Engagements in the West Indies). Issued to officers and men of Navy and Marine Corps who participated in the naval and other engagements in West Indies waters and on the shores of Cuba during the war with Spain, deemed by the Secretary of the Navy to be of sufficient importance to deserve commemoration. (Act of 3 March 1901).

NC-4 MEDAL (Commemorating the First Transatlantic Flight of the U. S. Naval Flying Boat in May 1919). Issued to members of the NC-4 for their extraordinary achievement. (Act of 9 Feb. 1929.)

BYRD ANTARCTIC EXPEDITION MEDAL (1928-30). Issued to officers and men of the expedition for their heroic and undaunted services in connection with the scientific investigations and extraordinary aerial explorations of the Antarctic continent. (Act of 23 May 1930.)

SECOND BYRD ANTARCTIC EXPEDITION MEDAL (1933-35). Issued to the deserving personnel of that expedition that spent the winter night at Little America or who commanded either one of the expedition ships throughout the expedition, for their heroic and undaunted accomplishments for science, unequaled in the history of polar exploration. (Act of 2 June 1936.)

SERVICE MEDALS

CIVIL WAR MEDAL. Issued to officers and enlisted men of the Navy who served in the Navy during the Civil War, between 15 April 1861 and 9 April 1865.

EXPEDITIONARY MEDAL (Navy and Marine Corps, initial award 1874). Awarded to officers and enlisted men of Navy and Marine Corps who landed on foreign territory and engaged in operations against armed opposition, or operated under circumstances deemed to merit special recognition and for which service no campaign medal has been awarded. (Authorized expeditions, and dates, are listed in BuPers Manual, Art. A-1028).

For each expedition in excess of one, a bronze star is issued, to be worn on the ribbon. The medal may be awarded to officers and men separated from the service under honorable conditions. Personnel who served in the defense of Wake Island 7 to 22 Dec. 1941 wear a silver "W" on the suspension ribbon or service ribbon bar.

SPANISH CAMPAIGN MEDAL. Issued to all who were in the naval service between 20 April and 10 Dec. 1898.

PHILIPPINE CAMPAIGN MEDAL. Issued to officers and men of the Navy who served in Philippine waters and were attached to one of the vessels listed in BuPers Manual, Art. A-1030, between the dates designated.

CHINA RELIEF EXPEDITION (1900-1901). Issued to officers and men of the Navy who served in Chinese waters and were attached to one of the vessels listed in BuPers Manual, Art. A-1031, between the dates designated.

CUBAN PACIFICATION MEDAL. Issued to all officers and men of the Navy or who have been in the Navy and who served ashore in Cuba between the dates of 12 Sept. 1906 and 1 April 1909, or who were attached to any one of the vessels listed in BuPers Manual, Art. A-1032, between the dates designated.

NICARAGUAN CAMPAIGN MEDAL (1912). Issued to officers and men of Navy and Marine Corps who served in Nicaragua or on board any of the vessels listed in BuPers Manual, Art. A-1033, between 29 July and 14 Nov. 1912.

MEXICAN SERVICE MEDAL. Issued to all officers and men of Navy and Marine Corps who served on shore at Vera Cruz from 21 to 23 April 1914 inclusive, or on board any of the vessels listed in BuPers Manual, Art. A-1034, between the dates designated.

HAITIAN CAMPAIGN MEDAL (1915). Issued to any officer or man of Navy or Marine Corps who served in Haiti during the period from 9 July to 6 Dec. 1915, or any part of such period; also officers and men who were attached to vessels listed in BuPers Manual, Art. A-1035, par. 1, between the dates designated.

DOMINICAN CAMPAIGN MEDAL. Issued to commemorate services performed by Navy and Marine Corps personnel during operations in Santo Domingo from 5 May to 4 Dec. 1916; also the officers and men who were attached to the vessels listed in BuPers Manual, Art. A-1036, between the dates designated.

VICTORY MEDAL (World War Service Medal). Issued to all persons in the naval service between 6 April 1917 and 11 Nov. 1918, or who entered the naval service on or after 12 Nov. 1918 and prior to 30 March 1920, and served not less than 10 days on shore in northern Russia or Siberia or who were attached to one of the following vessels: *Albany, Brooklyn, Des Moines, Eagle No. 1, Eagle No. 2, Eagle No. 3, New Orleans, Sacramento, South Dakota* or *Yankton.* For details as to service clasps, bronze stars, etc., see page 34 and BuPers Manual, Art. A-1037.

ARMY OF OCCUPATION OF GERMANY MEDAL (1918-23). Issued to officers, Army nurses, warrant officers and enlisted men of the armed forces (or to nearest of kin surviving) who served in Germany or Austria-Hungary during the period of occupation at any time from 12 Nov. 1918 to 11 July 1923. Does not include naval personnel aboard vessels in port unless detached for duty ashore by competent authority.

HAITIAN CAMPAIGN MEDAL (1919-20). Issued to officers and men of Navy and Marine Corps who participated in operations in Haiti from 1 April 1919 to 15 June 1920; also the officers and men attached to the vessels listed in BuPers Manual, Art. A-1035, par. 2, between the dates designated.

SECOND NICARAGUAN CAMPAIGN MEDAL. Issued to officers and men of Navy and Marine Corps who served on shore in Nicaragua between 27 Aug. 1926 and 2 Jan. 1933, and to those who were attached to and serving on board the vessels listed in BuPers Manual, Art. A-1039, between the dates designated.

YANGTZE SERVICE MEDAL. Issued to officers and men of Navy and Marine Corps who served on shore at Shanghai or in the valley of the Yangtze River in a landing force during the periods between 3 Sept. 1926 and 21 Oct. 1927, and from 1 March 1930 to 31 Dec. 1932; also to those attached to the vessels listed in BuPers Manual, Art. A-1040, between the dates designated.

CHINA SERVICE MEDAL. Issued to officers and men of Navy and Marine Corps who participated in operations in China from 7 July 1937 to 7 Sept. 1939, and to those serving on board vessels listed in BuPers Manual, Art. A-1041.

AMERICAN DEFENSE SERVICE MEDAL. Issued to all persons in the naval service who served on active duty between 8 Sept. 1939 and 7 Dec. 1941, both dates inclusive. For further details as to eligibility, and wearing of clasp, star and bronze "A," see page 34 and BuPers Manual, Art. A-1042.

AREA CAMPAIGN MEDALS (American; European-African-Middle Eastern; Asiatic-Pacific. Awarded to members of the land and naval forces of the U. S. (including Women's Reserve) who, between 7 Dec. 1941, inclusive, and a date 6 months after termination of the war, shall have served outside the continental limits of the U. S. in the areas designated for a period of 30 days (must be consecutive if applied to temporary additional duty). See map and details as to eligibility, boundaries, etc. on page 41; also BuPers Manual, Art. A-1043.

Fuller information on Decorations, Medals and Badges may be found in BuPers Manual, Chapter 1, Part A. Details as to certain points concerning area campaign and other medals, Presidential Unit Citations, Army and foreign decorations, and stars, clasps and letters, may be found on pages 34-41 of this issue.

MISCELLANEOUS MEDALS

GOOD CONDUCT MEDALS and pins are issued by the Bureau of Naval Personnel; medal for first award, pin for each subsequent award. For details of provisions, eligibility, etc., see page 35 and BuPers Manual, Art. A-1046.

BAILEY MEDAL. Instituted by the late Rear Admiral Theodorus Bailey for the purpose of inciting apprentices of the Navy to greater effort in acquiring proficiency in their duties.

NAVAL RESERVE MEDAL. May be awarded by the Chief of Naval Personnel to any officer or enlisted man of the Naval Reserve who has completed 10 years' honorable service in the Naval Reserve, Naval Reserve Force, National Naval Volunteers, or federally recognized Naval Militia in an active-duty or inactive-duty status (bronze star for each additional 10 years). In time of war or national emergency, members of Naval Reserve do not become eligible until they report for active duty. (BuPers Manual, Art. A-1049.)

MEDAL FOR MERIT. May be awarded by the President to such civilians of the United Nations and other friendly foreign nations who have, since 8 Sept. 1939, distinguished themselves by exceptionally meritorious conduct in performing outstanding services in furtherance of the war efforts. (Act of 20 July 1942.)

SMALL-ARMS MEDALS, BADGES

NAVY DISTINGUISHED MARKSMAN GOLD BADGE. Awarded to individuals who have won three medals in either or both of the national rifle matches, or who have won two medals in the national rifle matches and a place medal in either force or fleet rifle match.

NAVY DISTINGUISHED PISTOL SHOT GOLD BADGE. Awarded for similar accomplishments as above in equivalent pistol matches.

NAVY EXPERT RIFLEMAN MEDAL. Awarded for attaining qualification as expert with either the rifle or carbine in prescribed courses.

NAVY EXPERT PISTOL SHOT MEDAL. Awarded for attaining qualification as expert with .45-caliber pistol or .38-caliber revolver in prescribed courses.

(Note: Detailed regulations for the above four awards will be found in Landing Force Manual, ch. 19.)

MARINE CORPS AWARDS*

U. S. MARINE CORPS BREVET MEDAL. Awarded to the holder of a commission issued by the President and confirmed by the Senate for distinguished service in the presence of an enemy, in the Mexican War, Civil War, Spanish-American War, Philippine Insurrection and the Boxer hostilities of 1900.

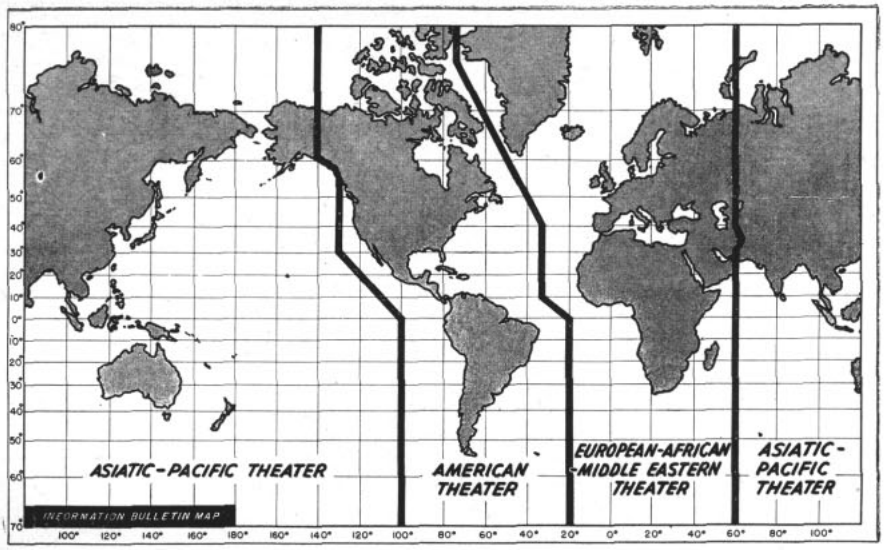
MARINE CORPS GOOD CONDUCT MEDAL. May be awarded to a man discharged upon expiration of first enlistment with final average of 4.6 or over in obedience and sobriety, and 4.0 or over in military efficiency, neatness and military bearing and intelligence. For subsequent enlistments, marks must be 4.8 and 4.0, respectively.

MARINE CORPS RESERVE SERVICE MEDAL. To be eligible, one must attend with an organized unit of the reserve for 14 days annual field training period each year for four consecutive years; must attend at least 38 drills yearly for four consecutive years, and in the case of officers, must have received no unsatisfactory fitness reports, or, in the case of enlisted men, must be awarded a final average service record marking of 4.5 or over upon discharge.

COAST GUARD AWARDS*

The three medals worn only by Coast Guard personnel—the good-conduct, rifle shot and pistol shot medals—are awarded on exactly the same basis to Coast Guard personnel as their equivalent medals are awarded to personnel of the United States Navy and Naval Reserve.

*** In addition to Navy awards.**



AREA CAMPAIGN MEDALS

These are awarded to members of U. S. land and naval forces who, between 7 Dec. 1941, inclusive, and a date 6 months after the end of the war, serve outside U. S. continental limits for 30 days (must be consecutive if on temporary or temporary additional duty; see detailed rules and explanations below).

The three areas for which area campaign medals are awarded, and their geographical definitions (see also map above), are as follows:

AMERICAN AREA. East boundary: From the North Pole, south along the 75th meridian west longitude to the 77th parallel north latitude, thence southeast through Davis Strait to the intersection of the 40th parallel north latitude and the 35th meridian west longitude, thence south along that meridian to the 10th parallel north latitude, thence southeast to the intersection of the equator and the 20th meridian west longitude, thence along the 20th meridian west longitude to the South Pole.

West boundary: From the North Pole, south along the 141st meridian west longitude to the east boundary of Alaska, thence south and southeast along the Alaskan boundary to the Pacific Ocean, then south along the 130th meridian to its intersection with the 30th parallel north latitude, thence southeast to the intersecion of the equator and the 100th meridian west longitude, thence south along the 100th meridian west longitude to the South Pole.

EUROPEAN - AFRICAN - MIDDLE EASTERN AREA. East boundary: From the North Pole, south along the 60th meridian east longitude to its intersection with the eastern border of Iran, thence south along that border to the Gulf of Oman and the intersection of the 60th meridian east longitude, thence south along the 60th meridian east longitude to the South Pole.

West boundary: Coincident with the east boundary of the American area.

ASIATIC-PACIFIC area. East boundary: Coincident with the west boundary of the American area. **West boundary:** Coincident with the east boundary of the European-African-Middle Eastern area.

Area compaign medals are authorized under any one of the following conditions:

(a) *Sea duty.* Attached to and serving on board a Navy or Coast Guard vessel, or any other to which regularly assigned, in the designated area, or as a member of an organization being transported for duty in an area aboard such vessels, for a period of 30 days. This service need not be continuous nor in the same vessel.

(b) *Shore duty.* Attached to and regularly serving on shore in a designated area for a period of 30 days. Such service need not be continuous nor in the same locality, but must be within the designated area.

(c) Any combination of (a) and (b) that will aggregate 30 days in a designated area.

(d) *Patrols.* Service in patrol vessels or aircraft operating in or above ocean waters, provided the individual has been attached to such units for a period of 30 days and has performed regularly required patrols. This provision is applicable even though the base from which such vessels or aircraft operate is within U. S. continental limits.

(e) *Combat.* In all cases where a vessel, aircraft or other unit engages in combat with, attacks, or is attacked by enemy forces, all personnel serving in that vessel, aircraft or other unit immediately become eligible for the appropriate area medal without reference to the 30-day provision. However, the certain presence of enemy forces, especially in the case of enemy submarines, must be established.

(f) *Hazardous duty.* Engaging in any service in a designated area which, in the opinion of the appropriate fleet or frontier commander or Commandant, U. S. Marine Corps, is equally as hazardous as combat duty renders the individuals concerned immediately eligible for the appropriate area medal without reference to any time limitation. This applies to such operations as mine recovery and disposal, bomb disposal, or equally hazardous operations.

(g) *Passengers.* No individual en route in a purely passenger status becomes eligible for any area medal unless he or the means of conveyance is attacked by or engages in combat with the enemy, in which case he immediately becomes eligible. Patients in a hospital ship are considered attached to the ship rather than passengers.

(h) *Temporary or temporary additional duty.* No person on such duty is eligible unless it includes a period of at least 30 days consecutive duty in a designated area or unless he engages in combat with or is subjected to attack by enemy forces.

(i) In any case, service which entitled an individual to a clasp or star as defined in existing orders also entitles him to the ribbon of the area in which the service is rendered.

"Outside continental limits of the United States" means more than three miles offshore. Coastal duty inside that area would not be considered outside continental limits. For the purposes of these medals, Alaska is considered as outside U. S. continental limits.

Pending issue of the medals (after the war), service ribbons are authorized to be worn in lieu of them. For participation in certain operations or engagements, a bronze star is worn. A silver star is worn on the ribbon in lieu of each five bronze stars.

A complete list of the only operations and engagements for which stars have so far been authorized appeared in the INFORMATION BULLETIN, October 1944, p. 66. As future lists are authorized, they will be printed in the BULLETIN.

DELEGATED AUTHORITY FOR AWARDS

The Commander in Chief, United States Fleet; the Commander in Chief, Pacific Fleet; the Commander in Chief, Atlantic Fleet; and the Commanders 3d, 4th, 7th, 8th and 12th Fleets, have been delegated authority by the Secretary of the Navy to award the Navy Cross, the Legion of Merit, Silver Star Medal, Distinguished Flying Cross, Bronze Star Medal, Navy and Marine Corps Medal, Air Medal and Purple Heart.

Commanders in chief may delegate their authority to make awards to any flag commands within their fleets when such delegation will work to facilitate promptness in making awards.

Authority to award the Purple Heart may be delegated by fleet commanders to officers in the Navy and Marine Corps senior to the rank of captain (colonel) who are exercising command, and to island commanders of the rank of captain (colonel).

Authority to award the Commendation Ribbon, previously confined to SecNav, Cominch, CincPac and CincLant, has been extended by Alnav 179 to 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.

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

NOVEMBER 1944 NAVPERS-O NUMBER 332

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. Articles of general interest may be forwarded to the Editor.

IT'S COLOSSAL

So complex and so urgent has the problem of supply and maintenance proved in this war that BuPers is working on plans to establish logistics as a permanent major specialty for officers.

"Git there fustest with the mostest" was a military axiom even before General Forrest stated it so pungently. But this war has dwarfed all previous conceptions of the necessity and potentiality of logistics. Admiral King has called the problem of supplying and supporting our forces in all parts of the world, over tremendous distances, "nothing short of colossal." It follows that the achievements of those who are meeting these problems must be similarly described.

Take just one phase of the job: the problem of making it unnecessary for combatant ships to return thousands of miles to ready themselves for new actions. The personnel and equipment now making it possible for ships to stay in action week after week are contributing mightily to the quickening pace of our offensive in the Pacific.

The larger story of the miracle of supply and maintenance is being told as thoroughly as security permits. This month, the INFORMATION BULLETIN is able to publish an account (*see page* 6) of the "A" fleet, the auxiliary vessels which have made possible the tremendous strikes of the ships of the line. The personnel who plan and build and operate these auxiliaries may take satisfaction in the knowledge that they are a link without which the chain of victory could not be forged. In the essential drudgery of their tasks it may be some lift to them to know that those who direct the war and those who man the fighting ships are deeply appreciative of their efforts.

QUOTES OF THE MONTH

• *Admiral Chester W. Nimitz,* USN: "The conclusion that we must expect a struggle of many months duration in the Pacific is based on facts—facts of geography, facts of logistics, facts of available tonnage, and facts of military and naval science."

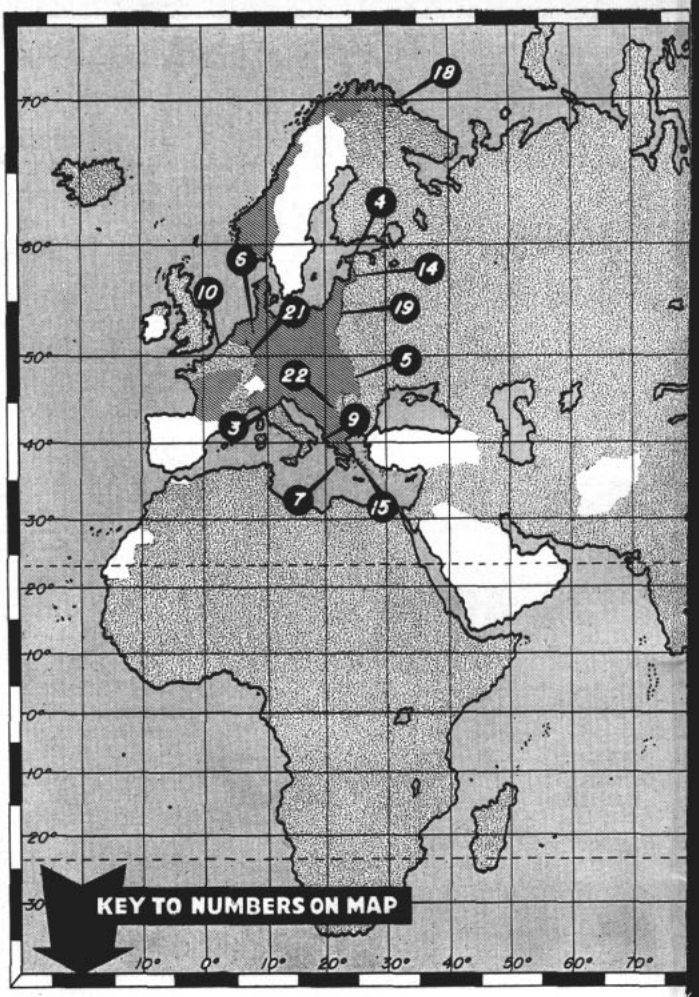
• *Pvt. George Klym,* Yank soldier just blinded by a Jap bullet in New Guinea: "Don't move me. Just show me where to shoot."

• *Joseph Goebbels,* Nazi propaganda minister: "The general developments of the war have proved a considerable setback to our opportunities."

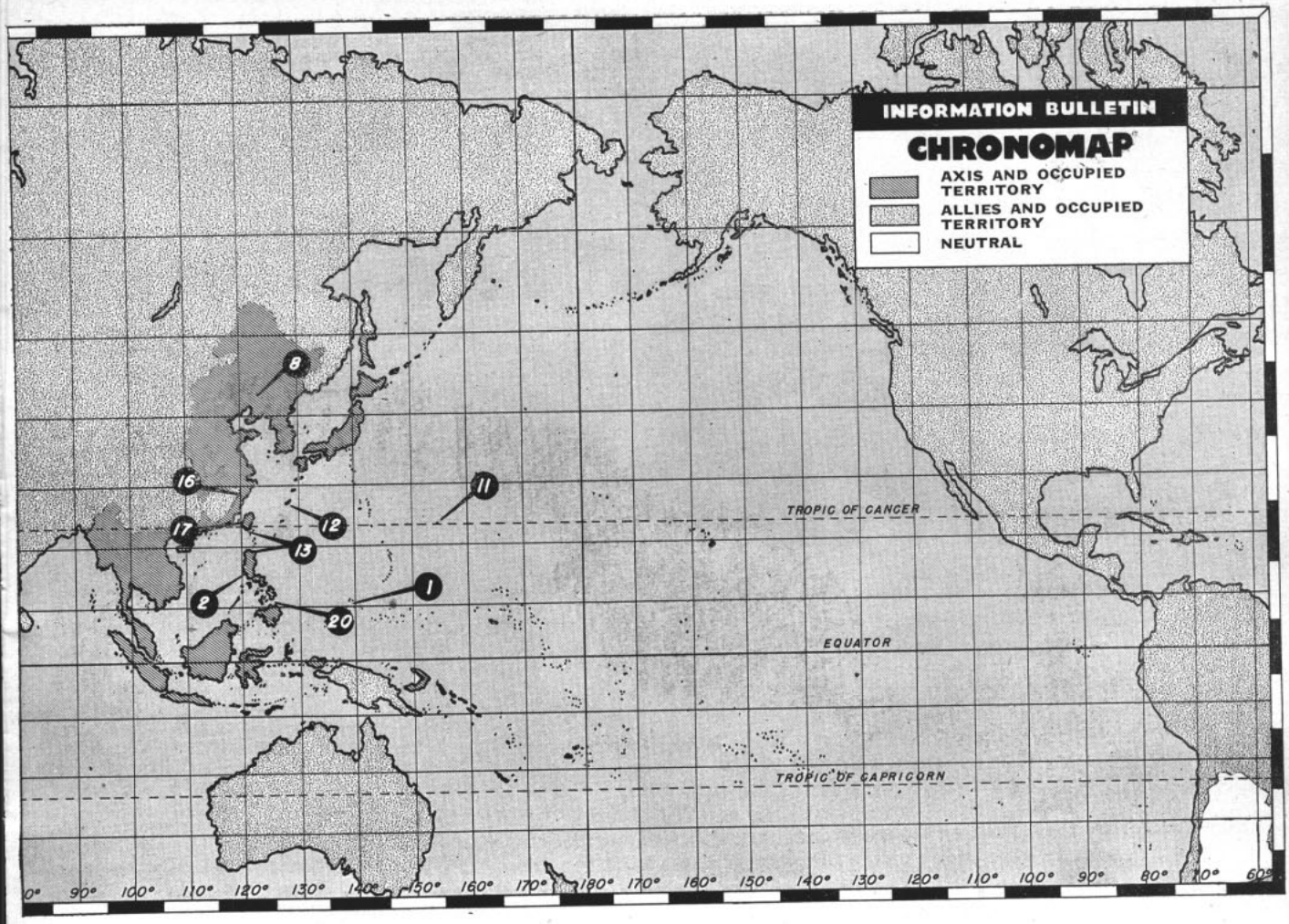
• *Lt. Gen. Walter Krueger,* USA, commander 6th Army: "If we could get the Japs all in one place, we could put a similar force against them and there wouldn't be any doubt about the result. But we are not fighting that kind of war."

• *Under Secretary of the Navy Ralph A. Bard*: "If we settle for anything less than a total knockout it simply means that we will have let our men down and set the stage for another war—a war their children will have to wage."

• *Maj. Gen. Allen H. Turnage,* USMC, commander of 3rd Marine Division, at dedication of cemetery on Guam: "Only by the grace of God, we speak today instead of being spoken of."



1. 20-21 Sept.—U. S. Central Pacific forces occupy Ulithi.
2. 20-23 Sept.—3d Fleet carrier planes sweep Luzon; destroy 393 Jap planes, 68 ships.
3. 22 Sept.—British 8th Army takes Rimini.
4. 22 Sept.—Russians take Tallinn.
5. 24 Sept.—Red Army crosses Hungarian frontier.
6. 25-26 Sept.—Allied airborne army evacuated from Arnhem.
7. 26 Sept.—British amphibious force lands in Greece.
8. 26 Sept.—U. S. Army B-29s raid Manchuria.
9. 27 Sept.—Allies disclose landings in Albania.
10. 1 Oct.—Canadians take Calais.
11. 8 Oct.—Pacific Fleet warships shell Marcus Island.
12. 9 Oct.—Carrier planes of 3d Fleet attack Ryukyu Islands; destroy 89 Jap planes, sink or damage 58 ships.
13. 11-16 Oct.—3d Fleet carrier planes attack Formosa and Philippines; destroy 915 Jap planes, 128 ships; beat off heavy Jap aerial counterattacks.
14. 13 Oct.—Red Army takes Riga.
15. 13 Oct.—Germans evacuate Athens.
16. 13 Oct.—Chinese admit loss of Foochow.
17. 14, 16, 17 Oct.—B-29s raid Formosa.
18. 15 Oct.—Red Army takes Petsamo.
19. 16 Oct.—Germans admit Russian invasion of East Prussia.
20. 17-20 Oct.—Gen. MacArthur's forces land in Philippines under cover of 7th Fleet bombardment, 3d Fleet carrier raids.
21. 20 Oct.—U. S. 1st Army takes battered Aachen.
22. 20 Oct.—Russians, Yugoslav partisans take Belgrade.



THE MONTH'S NEWS

Philippine Liberation Begins; Yanks Take First Nazi City; Russians Invade East Prussia

PERIOD 21 SEPTEMBER THROUGH 20 OCTOBER

The War

Supported by the 3d and 7th Fleet, American forces landed last month in the central Philippines (see p. 2).

In Europe, meanwhile, Allied armies hacked relentlessly at Hitler's Westwall, drove into East Prussia and overran more Nazi-conquered territory in the Balkans and along the Baltic.

As Allied Southwest Pacific forces had consolidated their foothold on Morotai, south of the Philippines, our Central Pacific forces proceeded systematically with mopping up Jap resistance in the Palau Islands. With the last pockets of fanatical enemy troops isolated on Peleliu, marines and Army troops moved on to nine more small islands in the group. Other forces landed on Ulithi and Ngulu atolls, also in the western Carolines.

Our submarines recently have found still better hunting in Far Eastern waters, reporting on 18 October the sinking of 32 Jap ships, including seven combatant vessels. These, together with the 11 reported sunk on 5 October and the 32 reported on 28 September by British subs, brought last month's total to 75 ships.

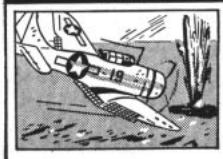
Commenting on the general enemy attrition at sea, Secretary of the Navy Forrestal said that the Japanese have been hit so hard in the past month that further losses would seriously limit "their free movement at sea." He said there was a level in tonnage below which the Japanese would be in serious difficulty.

"We think," he said, "that their losses now are below that point."

Between strikes at the Philippines, the 3d Fleet attacked Marcus Island, where its surface ships blasted shore defenses into silence. There was no aerial opposition, due perhaps to the extremely heavy plane losses the Japs had suffered previously in that area. Marcus had been an important air base from which the Japs sent scouting flights in all directions to detect the approach of American units.

Following 3d Fleet carrier plane assaults on Formosa in mid-October, large forces of U. S. Army B-29s from bases in China made three powerful attacks in four days on this Japanese bastion north of the Philippines. Their reconnaissance photos of the great naval and supply base at Okayama showed that 34 out of 36 target buildings had been destroyed. Harried Jap

LAST DECEMBER



U. S. Central Pacific carrier task forces and land-based bombers blasted Jap strongholds in the Marshalls and Carolines. In the South and Southwest Pacific our carrier planes raided Jap shipping at Kavieng—as the amphibs landed marines and Army troops on New Britain.

DECEMBER 1944

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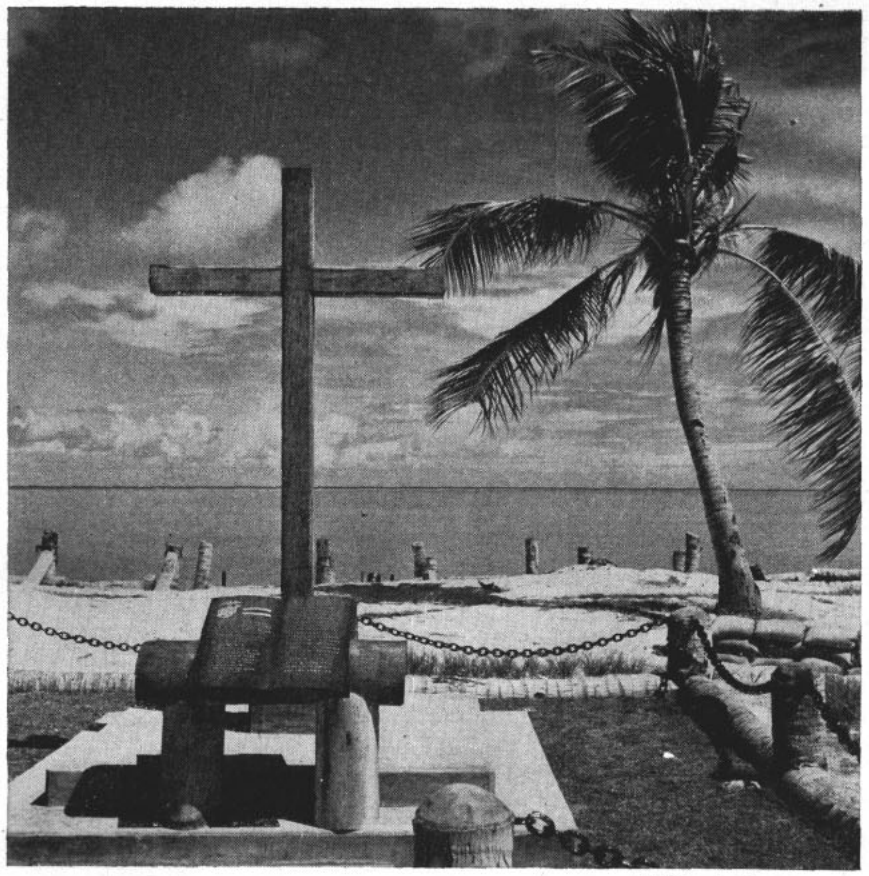
17	18	19	20	21	22	23
24/31	25	26	27	28	29	30

★ WHAT WILL WE DO THIS YEAR? ★



Official U. S. Navy photograph

MEMORIAL on the beach at Tarawa stands in tribute to the Marines who gave their lives a year ago this month to take that Jap base in the Gilberts.

shipping, which had sought shelter from these raids at Hong Kong, was discovered by the 14th AAF bombers, and a cruiser and thousands of tons of merchant shipping in the harbor were sunk.

Officers of the 20th Air Force revealed that the huge Superfortresses carried six times the bomb load that could have been carried by an equal number of B-17s or B-24s, and that they traveled 2,300 miles on the Formosa raids. Only one bomber was lost.

With little fanfare and very limited facilities, the 14th AAF has been whittling away at Japanese shipping along the China coast. Since 1 Jan. 1944, Maj. Gen. Claire Chenault's flyers have sunk 384,250 tons of shipping, probably sunk 107,600 tons and damaged 205,700 tons. A large part of this total was accounted for by B-24s in sweeps against Japanese shipping in Formosa Straits and along the southeast and south China coasts. Based on a three-month average, each ton of bombs the 14th dropped has probably sunk 482 tons of Japanese shipping.

The only Japanese successes during October were advances toward Kweilin, site of a U. S. air base, and the capture of Foochow, major port on China's east coast opposite Formosa. In Burma, Indian troops captured Tiddim, the base from which the Japanese had launched their unsuccessful invasion of India early this year.

Behind the Siegfried Line the Nazis resisted our advances fiercely at Aachen and other strong points. Aachen, one of the principal gateways into the Reich, stubbornly held out after spurning an American ultimatum to surrender or face destruction. A terrific aerial and artillery bombardment of 1,600 tons was unleashed on the city after the 12 October deadline passed, and the Yanks moved in. On 20 October the city, with a pre-war population of 160,000, was taken by the U. S. 1st Army.

At the north end of the 450-mile western front the Germans chalked up their biggest defensive success by forcing the withdrawal of the Allied airborne forces which had established a bridgehead across the lower Rhine at Arnhem. This was a tragedy for the 6,000 or more sky troops that made the descent and fought in an "island of hell" for 11 days. Only 2,000 straggled out, leaving behind 1,200 wounded and the remainder killed or captured. Nevertheless, the battle the 1st Airborne Division had fought enabled Allied forces to move in force across the Waal, larger branch of the Rhine, in a threat to outflank the Siegfried Line.

South of the Aachen sector the U. S. 3d Army was fighting close-range battles for the small towns in the Metz system of fortifications. The 7th Army, before the Belfort Gap, was in a similar situation, making small but steady gains.

The Canadian 1st Army pushed through the Netherlands in an effort to win for the Allies the use of the great port of Antwerp. Its objective was to clear the estuary of the Schelde River, below the port, where an estimated 15,000 Germans were holding out. Far behind the front lines, the Canadians captured Boulogne and Calais.

On the eastern front there was a lull early in October as the Red Army concentrated on its Balkan campaign. The Russians smashed 25 miles inside Czechoslovakia and crossed into Hungary. They joined forces with Marshal Tito in Yugoslavia and soon were fighting in the streets of Belgrade. A week later its capture was announced. Then, on 8 October, Marshal Stalin announced that an offensive had been launched in Lithuania. The Red Army advanced 62 miles in four days on a 175-mile front and captured 2,000 places. Riga, capital of Latvia, fell on 13 October, freeing two Red armies for action against East Prussia. That a push already had penetrated into East Prussia was admitted in German communiques. Far to the north, in Finland, other Red Army troops took Petsamo and were helping the Finns to clear their country of remaining German troops.

A terse announcement by the Polish radio on 3 October marked the end of the epic of Warsaw. In the shattered Polish capital, exhausted survivors of the patriot force that had risen to seize the city on the approach of the Red Army, gave up the hopeless struggle. For 63 days they had held out with hoarded rifles, machine guns and grenades against Nazi tanks, cannon and flame throwers. Allied planes had dropped food and arms, but with half of Warsaw leveled, a fifth of the population killed or wounded and no immediate hope of relief, the patriots under General Bor surrendered.

To the south the U. S. 5th Army and the British 8th battered at the Gothic Line. On the east end of the line the British captured Rimini, which the Germans had made "impregnable" with concrete pillboxes, minefields and barbed-wire entanglements, and stood poised before the plains of Lombardy. The 5th sloshed through the mud to within nine miles of Bologna.

CASUALTY FIGURES

Casualties among naval personnel through 20 October totaled 68,743. Total since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	17,829	8,497	8,552	2,537	37,415
U. S. Marine Corps.	8,738	18,870	920	1,943	30,471
U. S. Coast Guard..	522	194	141	0	857
Total	27,089	27,561	9,613	4,480	68,743

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

Navy News

• How two artificially created invasion harbors were moved from England to Allied beachheads in Normandy last June to aid the landing of troops and supplies was announced by President Roosevelt last month at a press conference at which he illustrated the operation with scale models. About 300,000 tons of old stone-laden shipping were deliberately sunk to form the breakwaters that enabled troop and supply ships to enter calmed waters. There they discharged their loads on a floating causeway extending out 3,300 feet from the beach.

The harbors, one British and the other American, were designed for a total capacity larger than Cherbourg's. When they were nearing completion, however, a fierce three-day gale destroyed a large part of the American artificial port. The British port, in more sheltered waters, was not damaged. Since then the American harbor has been partially replaced, and it is possible for the Allies to unload about 20,000 tons of cargo a day.

• Eleven more air groups and squadrons have been returned to the U. S. for rest and reformation after tours of duty in the Pacific (see INFORMATION BULLETIN, Oct. 1944, p. 13). Hundreds of Jap planes and thousands of tons of shipping have been destroyed or damaged by their bombs and torpedoes. Following are thumbnail sketches of their records:

Air Group 1—Using cannon-firing Helldivers from carriers for the first time, its pilots destroyed 101 planes in combat and 104 on the ground, and sank or damaged 38 Jap ships, including three carriers.

Air Group 10—Conducted 2,800 sorties in a six-month period, shot down 98 planes, probably destroyed 10 others, damaged 23 in aerial combat and destroyed 193 on the ground; sank 16 ships, including two destroyers, and damaged 62, including two carriers, two destroyers and a cruiser.

Air Group 25—Averaged four hours a day in the air for 23 days, destroyed 120 Jap planes, damaged 30, sank a light cruiser and 4,000-ton cargo ship, damaged two destroyers and 15 cargo ships.

Patrol Squadron 12—Averaged 322 air hours per pilot from 1 February to 31 July, rescued 17 downed flyers in open-sea landings, did night spotting for artillery.

Patrol Squadron 13—Operated 18 months without losing a plane, shot down five Jap Bettys, probably downed two more and probably destroyed a fighter-bomber.

Patrol Squadron 81—Teaming up with PT-boats at night, it sank 34 barges and two merchant ships, damaged 23 barges.

Patrol Squadron 91—Made 20 open-sea landings and rescued 52 aviators and PT crewmen adrift in Pacific.

Composite Squadron 33—Destroyed 35 enemy planes, probably destroyed 8.

Composite Squadron 41—Made 375 individual strikes against enemy installations, used 121 tons of high explosives and 252,000 rounds of ammunition. Its pilots averaged 325 air hours during a nine-month cruise.

Bombing Squadron 108—First Navy Liberator squadron to bomb from mast-head height, it sank 20 and damaged 22 Jap ships, shot down 25 planes and damaged 13.

Bombing Squadron 142—Lost one plane in 325 bombing sorties; sank five ships, damaged six.

• Admiral Ernest J. King, USN, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, and members of his staff concluded a conference last month in San Francisco with Pacific Ocean Area officers on aspects of the campaign against Japan. Attending the strategy meeting were Secretary of the Navy Forrestal, Admiral Chester W. Nimitz, USN, Commander-in-Chief, Pacific Fleet and Pacific Ocean Areas; Admiral Raymond A. Spruance, USN, Commander, 5th Fleet, and staff officers of the Pacific command; Vice Admiral D. W. Bagley, USN, Commander, Western Sea Frontier; Vice Admiral C. M. Cooke Jr., USN, Chief of Staff, Cominch; Vice Admiral Aubrey W. Fitch, USN, Deputy Chief of Naval Operations (Air), and Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel.

Official U. S. Navy photograph

Camera study of Vice Admiral Edwards at his desk in Navy Dapartment.

Vice Admiral Edwards Named Deputy Cominch And Deputy CNO

Vice Admiral Richard S. Edwards, USN, has been appointed Deputy Commander-in-Chief, U. S. Fleet, and Deputy Chief of Naval Operations. The new post has been created due to the expansion of U. S. naval activities, making it necessary for Admiral Ernest J. King, USN, Commander in Chief, U. S. Fleet, and Chief of Naval Operations, to delegate some of his duties to a deputy.

Vice Admiral Charles M. Cooke Jr., USN, has relieved Vice Admiral Edwards as Chief of Staff, Commander-in-Chief, U. S. Fleet. Vice Admiral Edwards has served on the staff of Admiral King since 2 Jan. 1942, first as Deputy Chief of Staff and, since 15 Aug. 1942, as Chief of Staff.

Following announcement of those changes last month, Admiral King explained to news reporters that the duties for which he is responsible to the President and the Secretary of the Navy have been increasing during the past few months in variety, complexity, scope and volume.

"Naturally, I have to have an appropriate organization to enable me to perform these duties efficiently," he said. "Accordingly, the well-known principle of 'division of labor' was invoked. Instead of these duties being chiefly managed for me by two people—Vice Chief of Naval Operations and Chief of Staff, U. S. Fleet—they are now to be managed for me by three people—Vice Admiral Edwards as Deputy Commander in Chief-Deputy Chief of Naval Operations, Vice Admiral Frederick J. Horne as Vice Chief of Naval Operations, and Vice Admiral Cooke as Chief of Staff, U. S. Fleet."

• Marine air squadrons will operate from Navy carriers in support of amphibious and ground movements, it was announced last month. Heretofore, Marine air groups have operated from land bases because, since the invasion of Guadalcanal, all available Marine flyers were needed for offensive and defensive land-based operations from captured Pacific islands.

• The President has approved a plan submitted by the Navy Department providing for the acceptance of Negro women in the Women's Reserve of the Navy. The plan calls for the immediate commissioning of a limited number of especially qualified Negro women to serve as administrative officers. They will assist in the subsequent planning and supervision of the program for Negro women, which will be administered as an integral part of the Women's Reserve. Enlistment of Negro women will be undertaken as soon as these plans have been completed and it is presently indicated that the first Negro recruits will enter training shortly after 1 January. Officer candidates and enlisted women will be trained at existing schools for the training of Waves. The number to be enlisted will be determined by the needs of the service.

• Rawleigh Warner, vice-president and treasurer of the Pure Oil Co., has been awarded the Distinguished Civilian Service Award for his service to the Navy as chairman of the Procurement Review Board. He also made a major contribution to the reorganization and improvement of the Navy's training organization, and made a study which resulted in substantial improvements in the intelligence organization.

• A slow, lightly armed Kingfisher observation plane recently shot it out with three Jap Zeros over Iwo Jima, shooting one down and escaping from the other two. One of the Zeros made a stern approach, and Lieut. Robert W. Hendershott, USNR, of Bend, Oreg., fired a burst which apparently killed the Jap pilot, for the Zero roared into the Kingfisher and sheared off the tip of its starboard wing before crashing into the sea. Bullets from the second Zero missed the pilot's leg by inches and punctured the oil tank, but both Zeros pulled away when the Kingfisher reached its protective screen of destroyers and cruisers.

Official U. S. Coast Guard photograph

PROCESSION: LSTs, part of the force which captured Morotai in the Moluccas, about 380 miles from Davao in the Philippines, are seen enroute.

• The minesweeper *YMS 409*, which was at sea during the September hurricane in the Atlantic, has not been heard from and is presumed to be lost.

• Lieut. John A. B. Elliott, USNR, (ret.), 29, Winnetka, Ill., an instructor in seamanship and damage control at the Naval Reserve Midshipmen School, Northwestern University, (Abbott Hall), Chicago, for more than a year, spent most of his authorized leave time last month at BuPers in Washington pleading for foreign or sea duty. His request could not be granted: Lieut. Elliott, who already has had more than a year and a half at sea in this war, lost a leg when his ship was torpedoed off Curacao in the West Indies on 12 Nov. 1942 and spent an hour in the water before he was picked up and hospitalized.

• More than 2,200 churches and religious institutions which have provided clergymen as chaplains were honored by the Navy on "Recognition Day," 8 October. Certificates were issued to the congregations, together with a letter from Secretary of the Navy Forrestal, expressing the appreciation of the Navy Department for sacrifices made by these organizations in releasing their clergymen to the Navy. Throughout the country, district commandents and district chaplains presented certificates to churches within their respective districts.

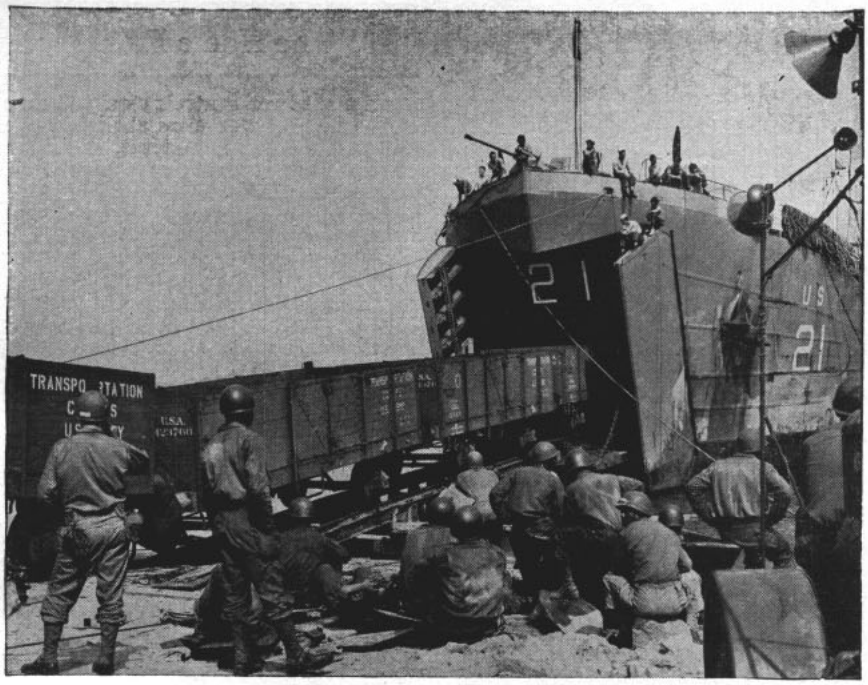
• Virtually the entire native population of Japanese-held Wotje Atoll, in the by-passed Marshalls, was evacuated recently by the U. S. Navy to a nearby bomb-free atoll. More than 700 Micronesians were liberated in the daring night operation, right under the noses of the Japanese garrison of several thousand men. Two small warships slipped into a lagoon about six miles from Wotje and sent ashore two natives who had previously escaped. They rounded up the natives, who placed their women and children, poultry and pigs into tiny outrigger canoes. Women and children and the infirm were taken aboard the warships, and the outriggers were tied together in a long line and towed out into the open sea and over to another atoll occupied by other natives who had recently been freed of the Japanese yoke. Only one family elected to remain on Wotje, which has been bombarded from the sea and air almost continuously since January.

Box Score in the Pacific

The following box score of losses inflicted upon the Japanese by the 3rd and 5th Fleets was released 18 October by Secretary of the Navy Forrestal. It does not include numerous small craft sunk or damaged.

Aircraft Shot Down	Aircraft Destroyed On Ground	Total Planes Destroyed	Ships Sunk	Ships Probably Sunk, Damaged	U. S. Aircraft Lost*
Marianas, Bonins, Volcanos, Palau, Yap (6 June to 7 August)					
875	276	1,151	85	175	187
Philippines, Halmaheras, Palau (30 August to 23 September)					
376	592	968	137	182	51
Bonins, Volcanos (30 August to 1 September)					
11	35	46	6	8	9
Ryukyus, Formosa, Luzon (9-16 October)					
565	350	915	128	184	94
Totals					
1,827	1,253	3,080	356	549	341

* Does not include operational losses.



Official U. S. Navy photograph

SEAGOING BOXCARS: The LST is seen in another role, this time ferrying loaded railroad cars from England to France.

• Three Japanese destroyers have been sunk recently by the .50-caliber machine-gun fire of Navy Hellcat fighters. In the strafing attacks each plane brought six guns to bear on the target. They raked the hulls at the water line, as well as the decks, and caused fires and explosions. Six strafing runs were necessary to sink one destroyer, while only one and two runs sank the others.

• A Navy flyer—Lieut. David S. Crockett, USNR, of Indianapolis, Ind.—and 23 other prisoners of war accepted the surrender of the Toulon arsenal and 500 Germans during the Allied invasion of southern France. Lieutenant Crockett, a distant relative of the original Davey, had been shot down the previous week in a mission over Toulon and taken prisoner. After prolonged shelling and bombing of the arsenal, the German commanding officer summoned the Navy flyer to his quarters, unstrapped the gun from his waist, and said: "The war is finished." Lieutenant Crockett and his fellow prisoners then marched the German garrison out of the arsenal with their hands over their heads and turned them over to French Forces of the Interior.

Lieut. Crockett

• A shallow-draft convoy made up of 14 car floats, two cranes and other marine equipment which ordinarily would be transported on the decks of Liberty ships was towed and escorted across the Atlantic to Cherbourg recently by naval tugs. The fleet of 51 units, some riding pick-a-back on the larger floats, made the crossing in 26 days under command of Lt. Comdr. Edgar L. Raymond, USCGR. Damaged rudders, motors and other breakdowns were repaired at sea.

• Rear Admiral Felix X. Gygax, USN, commandant of the Navy Yard, Norfolk, Va., has been ordered to duty as commandant of the 1st Naval District, with additional duty as commandant of the Navy Yard, Boston, Mass. He succeeds Rear Admiral Robert A. Theobald, USN, who is being placed on the retired list. The new commandant of the Navy Yard at Norfolk will be Rear Admiral Carl H. Jones, USN, who has had a command in the Pacific.

• The 30-year-old USS *Texas* pumped nearly 1,000 14-inch 1,500-pound shells into German positions in Normandy and southern France, it was revealed last month by her skipper, Capt. Charles A. Baker, USN. After five months in the European battle zone, the *Texas* is now being re-gunned and overhauled at the Brooklyn Navy Yard.

During the bombardment of Cherbourg on 25 June, Captain Baker said, the *Texas* had difficulty at first spotting the prearranged targets, as a ground haze covered the beach area. After about a minute and a half, however, the gunners were on the target and probably knocked out two of five heavy gun emplacements.

"It was at Cherbourg that we were hit twice by enemy 240- and 280-mm. shells," Captain Baker said. "The first struck the conning tower, smashing the lower part of the bridge, killing the helmsman and wounding eight men. The second . . . penetrated the port side and came to rest in a warrant officer's cabin, where it failed to explode. We still have the dud, and the men hope to mount it on the forward deck as a souvenir of the engagement."

• Civilian personnel of naval training centers led the Navy in war bond participation during September for the ninth consecutive month, with 94.9% of personnel investing 17.6% of pay in bonds. Total Navy purchases of war bonds during September reached $59,257,925—second highest monthly total in the history of the Navy war bond program, exceeded only by July 1944. This was an increase of 94.6% over total purchases in September 1943. Total purchases by Navy uniformed and civilian personnel since October 1941 has reached $796,979,542.

• To increase the Navy's repair facilities in the Houston, Tex., area, a new floating drydock capable of handling vessels up to the size of oilers will be provided at the Brown Shipbuilding Co. plant there. Berthing facilities also will be provided for four vessels, with drafts up to 30 feet.

• Ingenious Seabees have salvaged considerable Japanese equipment captured in the Gilberts and Marshalls and have rebuilt and remodeled it to meet our requirements. At Tarawa, Jap trucks and motorcycles were repaired and taken along by Navy men when they moved to Kwajalein. A Japanese lathe, drill press and power hack-saw were rebuilt at Roi-Namur. A two-sack Jap concrete mixer was fitted with a new engine and has been serving as a central mixing plant at Ebeye. The Japs destroyed beyond possibility of salvage most of the Diesel locomotives, rail cars and track they used in hauling equipment about the atolls, but the Seabees have made good use of the steel rails for stringing telephone wire and reinforcing small piers and as guy stakes for radio masts and anchors for submarine cable.

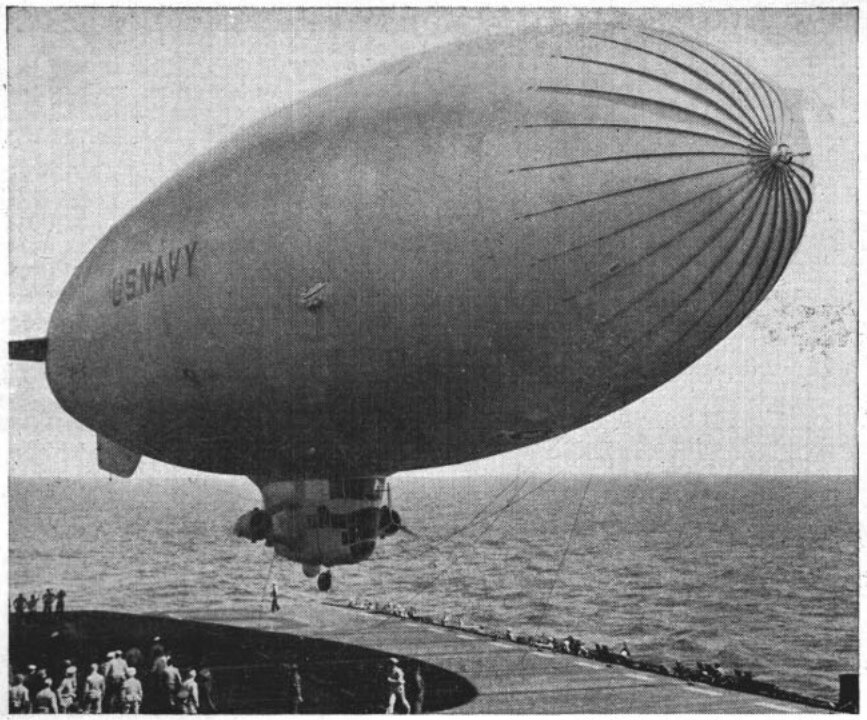
• A new Navy oil tanker was christened the USS *Soubarissen* recently in honor of an Indian chief who is credited with teaching white men the useful qualities of oil in the 17th century.

Former Prisoners of Japs Among Invaders of Palaus

Two Marine officers who escaped from a Japanese prison camp in the Philippines have landed at Peleliu on their way back. They are Lt. Col. Austin C. Shofner and Maj. Michiel Dobervich, who made the famed "march of death" from Bataan (INFORMATION BULLETIN, March 1944, p. 10.)

The officers would especially like to meet the Jap commanding officer of the prison camp, who told them: "This is a struggle to the death. The Japanese are going to exterminate you. Japan and the United States will be enemies forever."

"Now we are nearing the real climax," said Major Dobervich. "We have a score to settle. We know how the Japs operate. We have seen our fellow Americans killed."



Official U. S. Coast Guard photograph

FLOATING HANGAR: Navy blimp, operating from escort carrier in the Central Pacific, takes off on a patrol mission.

Ships & Stations

• A monument honoring the memories of Lieuts. Irwin W. Lee, USNR, and George W. Stephenson, USNR, was unveiled at dedication ceremonies for Camp Lee-Stephenson, NCTC, Quoddy Village, Me., named for those two CEC officers, the first to give their lives in combat while serving with a Construction Battalion. They were killed on Rendova Island in the Solomons in July 1943.

• Frank Firuta, S2c, USNR, working on the motor of an airplane at NAAS, Green Cove Springs, Fla., blinked and rubbed his eyes, but "it" didn't go away. The "it" was his name on the rocker-box of the Wildcat just where he had scratched it six months before while employed in the Eastern Division of General Motors Corp. at Linden, N. J., prior to enlisting in the Navy.

• For Vincent J. Lee, AS, USN-I (SA), of Jersey City, N. J., it was three strikes and IN. Lee enlisted in November 1942 but after several weeks recruit training at NTC, Bainbridge, Md., was discharged when the Navy discovered he was only 16. Six months later, upon reaching 17, he again enlisted and entered training at NTS, Newport, R. I., but was discharged after a few days because of poor eyesight. Thirteen months later he was drafted. Now he's at Bainbridge in Co. 1478.

• Equipped only with matches, small screws and a pot of glue, Donald Farrington, TM2c, USNR, Highland Park, Mich., on duty at NAS, Kaneohe, T. H., took over 375 hours of his leisure time and constructed a model of the USS *Astoria*. Built on a scale of 1/16 of an inch to one foot, the model is 10 inches high, 36 inches long and 4 inches wide. Nine thousand five hundred matches were used.

• It happened at NTC, Bainbridge, Md., according to the *Mainsheet*, station paper:

The duty officer answered the phone in his office:

"I'm John Smith, apprentice seaman of Co. 3124," said the voice at the other end. "I'm in the fifth day of my nine-day recruit leave. Would it be all right if I came back to Bainbridge tomorrow?"

"Where are you now, Smith?" asked the DO.

"Home, sir," said Smith.

"Well, what's the trouble, Smith?"

"I'm homesick, sir."

• Skipper the Bear, mascot of NCBD 3050, Camp Lee-Stephenson, Quoddy Village, Me., was placed on a strict diet following an illness which resulted from a shower of candy, ice cream and coca-cola, the gifts of well-meaning Seabees.

• A 15-minute noonday program of news and recorded music has been inaugurated at the Armed Guard Center, Brooklyn, N. Y., and reaches men on the main deck over the public address system during chow.

• A gun from the old USS *New Orleans*, salvaged from a junk pile by Chief Gunner Maurice Shea, USN, now decorates the west gate at Naval Repair Base, New Orleans, La. A Hotchkiss semi-automatic Mark IV, the three-pounder was manufactured at the Washington Navy Yard. The *New Orleans* was placed out of commission at Mare Island Navy Yard in 1922. How the gun got to New Orleans is a mystery.

The Home Front

• All manpower controls over veterans of the present war were abolished last month by Paul V. McNutt, chairman of the War Manpower Commission, leaving them free to obtain any kind of civilian work. Previously, veterans were exempt from manpower controls for 60 days after their discharge. Now they need no statement of availability from previous employers to change jobs. Also, they may be hired without going through the U. S. Employment Service.

• About 5,000,000 persons will be changing jobs in the year following Victory-in-Europe day, the Office of War Information estimates, but a substantial part of these workers will be absorbed in reconversion of industry. The report declared that in most cases "a war job will continue to be the best job for at least six months after V-E day." It forecast easing of gasoline rationing gradually over several months and the end of passenger car tire rationing within three months after V-E day.

• Selective Service has directed local draft boards to abolish the limited service classification, 1-A(L), because the armed services no longer are calling for men qualified for limited duty. Boards also were directed to place men 38 years of age and older in the 4-A classification. All men who have been honorably discharged or discharged under honorable conditions from the armed forces will be placed in 1-C, where they will not be subject to call under present regulations.

• New training courses designed to teach nearly one million junior hostesses in 2,000 USO clubhouses how to help servicemen become readjusted to civilian surroundings were begun last month. The emphasis has been changed, USO officials said, from sending the serviceman away with cheerful remembrances of the U. S. to helping him become oriented once more to the American community. Hostesses are warned not to refer to battlefront experiences.

• Steamship companies are planning a post-war career for the Navy's LSTs as coastwise merchant ships, automobile carriers on the Great Lakes and cargo feeder ships in some parts of the Caribbean. Steamship lines handling lumber and other commodities along the Pacific Coast are particularly interested in obtaining the landing craft. No sales price has yet been worked out by federal officials.

• President Roosevelt has directed Secretary of Agriculture Claude R. Wickard and Brig. Gen. Frank T. Hines, administrator of veterans' affairs, to make a report on the prospects for discharged servicemen in the field of agriculture. More than a million members of the armed forces, the President said, have indicated their intention of becoming farmers and ranchers in civilian life. He suggested that some means be devised to give farm training to those untrained, and to place them on sound agricultural tracts from which they could make a living.

THE WAR AT SEA

U. S. Navy Communiques In Full and Pertinent Excerpts from Others

OFFICIAL REPORTS: 21 SEPTEMBER THROUGH 20 OCTOBER

All Dates Local Time at Scene of Action Unless Otherwise Indicated.

21 SEPTEMBER

U. S. Pacific Fleet Communique

The 1st Marine Division made minor gains in a northern direction along the western ridge of Peleliu Island on 20 September (West Longitude date), facing stiff opposition from the enemy troops well entrenched in precipitous terrain. Our attack was preceded by gunfire from cruisers and destroyers and by bombing.

Meantime our forces occupied the entire east coast of Peleliu, including the island of Ngabad.

More enemy equipment has been captured, consisting of six trench mortars and 31 machine guns, and an additional 10 enemy aircraft have been found destroyed on the airfield.

The 81st Division is countinuing mopping-up operations on Angaur. Enemy troops killed on Peleliu number 6,792. Enemy troops killed on Angaur number 850.

The airfield and installations on Babelthuap and the seaplane base on Arakabesan were bombed on 20 September. 7th AAF Thunderbolts strafed and bombed gun emplacements on Pagan in the Marianas on 19 September.

Aircraft of the 4th Marine Aircraft Wing bombed storage areas at Rota Island on 18 September and attacked it again on 19 September, causing several explosions and starting fires. A single plane bombed Iwo Jima in the Volcano Islands on 18 September. There was no antiaircraft fire.

Truk Atoll was the target of 7th AAF Liberators on 18 September. Sixty-nine tons of bombs were dropped on the airfield at Moen. Four enemy aircraft attempted interception. Antiaircraft fire was meager. Three Liberators were slightly damaged but all returned.

Venturas of Fleet Air Wing 4 bombed Paramushiru in the Kurils on 19 September. Direct hits were scored on communication facilities. Later the same day a single 11th AAF Mitchell bomber attacked Paramushiru, encountering meager antiaircraft fire. All planes returned safely.

Corsair and Dauntless divebombers of the 4th Marine Aircraft Wing attacked Wotje, in the Marshalls, on 19 September. Bivouac areas, storage areas and communication factilities were bombed. Meager antiaircraft fire was encountered.

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet swept the island of Luzon in the heart of the Philippines on 20 September (West Longitude date) striking in great force at shipping in Manila Bay and in Subic Bay, at enemy installations at Clark Field and Nichols Field, near Manila, and at the Cavite naval base.

One hundred and ten enemy aircraft were shot down in the air and 95 were destroyed on the ground. The following additional damage was inflicted on the enemy:

Enemy ships sunk: One large destroyer leader, four large oil tankers, one small oil tanker, two large cargo ships, one medium cargo ship, two small cargo ships.

Enemy ships damaged, including those probably sunk: One destroyer, two large oil tankers, one large transport, 10 large cargo ships, 12 medium cargo ships, one floating drydock, two barges.

In addition to the heavy shipping and aircraft losses inflicted upon the enemy, much damage was done to military objectives on and adjacent to Clark Field and Nichols Field, and to the fields themselves.

Our losses in this surperlatively successful attack which apparently caught the enemy completely by surprise were 15 aircraft, from which several of the flight personnel were recovered. There was no damage to our surface ships.

ROME, *Navy communique*—It is reported from the south coast of France that in addition to her bombardment of San Remo, announced in yesterday's communique, the U. S. destroyer *Hilary P. Jones* on 18 September also carried out a most successful shoot at Porto Maurizio, about 11 miles east of San Remo. Eight small craft were sunk or damaged, an ammunition dump was hit and exploded and an oil storage tank was set afire. An enemy battery also was silenced.

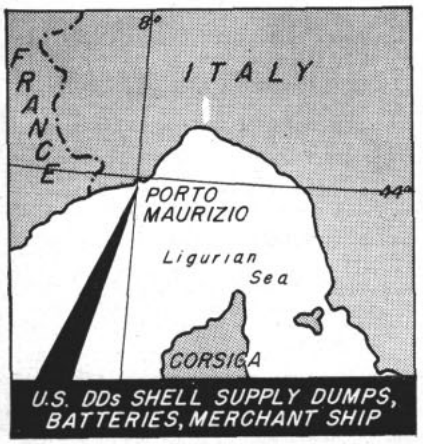
On the same day the USS *Madison* obtained direct hits on a merchant ship anchored near Porto Maurizio and set her on fire. The USS *Ludlow* neutralized an enemy battery. On each of these occasions there was considerable return fire from shore.

On the night of 18-19 September our light coastal forces operating in the Gulf of Genoa sank another F-lighter.

On the night of 18-19 September, in the Aegean, HMS *Aurora* bombarded Candia harbor in Crete and the airfield. On the 19th, naval aircraft carried out armed reconnaissance at Rhodes and Kos and destroyed nine enemy motor vehicles. This brings the total score since the operations started to 68 vehicles destroyed and 10 damaged.

Other naval aircraft attacked the harbor of Rhodes, obtaining a direct hit with a bomb on a depot ship. Several hits also were obtained on shore and one Ju-52 on the ground was damaged by cannon fire.

ALLIED HEADQUARTERS, NEW GUINEA—*Halmahera:* Our light naval craft destroyed one enemy barge... *Celebes: A* troop-laden lugger was destroyed to the southwest . . . *New Ireland:* Our divebombers and light naval units patrolled the coastline, wrecking bridges and destroying two barges.



See 21 September.

22 SEPTEMBER

ROME, *Navy communique*—On 19 September on the right flank of the Army on the Franco-Italian frontier the U. S. destroyer *Ludlow* bombarded enemy mortar and troop concentrations with good results.

On 20 September HMS *Kimberley* and HMS *Lookout* were both in action to the north of Rimini, engaging coastal guns and field batteries with upward of 1,000 rounds. The target areas were well covered and one particularly obnoxious battery was effectively silenced.

ALLIED HEADQUARTERS, NEW GUINEA—*Halmahera:* Light naval craft sank a 1,000-ton freighter laden with troops and supplies and destroyed or heavily damaged three barges . . . *Ceram:* Patrol planes sank a small coastal vessel, burned enemy-occupied villages and destroyed or damaged small craft and waterfront installations ... *Celebes:* Fighter escorts destroyed or damaged three small vessels and barges . . . *Banda Sea:* Fighters, on shipping sweeps, attacked small craft off scattered islands, destroying or damaging several . . . *Truk:* Our patrol planes damaged two naval auxiliaries in the Puluwat Islands, to the west . . . *New Ireland:* A fighter patrol sank one barge near Cape St. George.

MOSCOW, *communique*—During the night of 21-22 September aircraft of the Red Banner Baltic Fleet and long-range aircraft carried out raids on German transport ships in the port of Tallinn. Three large German transports and a patrol vessel were sunk, and three transports, a trawler and other enemy vessels sustained damage.

23 SEPTEMBER

Navy Department Communique No. 546

1. During recent operations in the Mediterranean the following U. S. vessels were lost as the result of enemy action:

PTs 202, 218, 555
LST 282
YMS 21
YMS 24

U. S. Pacific Fleet Communique

Carrier-based planes bombed Yap Island on 21 September (West Longitude date), finding few worthwhile targets, no airborne opposition and only moderate antiaircraft fire.

Enemy forces on Peleliu Island were slowly but steadily being pushed toward the northern end of the island 22 September. Garekoru village and a small, unnamed island along the east coast were occupied by U. S. Marines. Approximately three-fourths of the island is now in our hands.

On the same day seven barges were sighted in the narrow channel between Peleliu and Ngesebus Island. One was sunk by our patrol vessels and the remainder dispersed. These were destroyed by bombing, strafing and ships' gunfire after being beached on Peleliu. In the action a small supply dump was also set afire.

At sundown on 22 September 7,020 enemy troops had been killed on Peleliu, while 950 had been killed on Angaur.

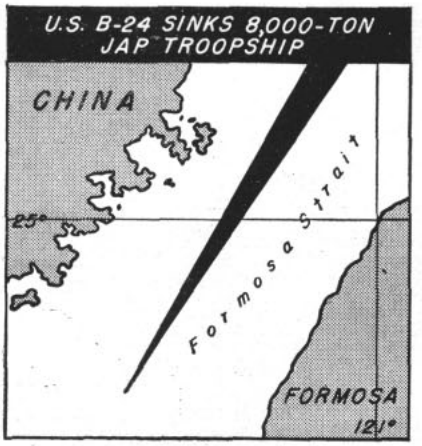
Pagan and Anatahan in the Marianas were attacked by 7th AAF Thunderbolts on 21 September. On the same day Corsairs of the 4th Marine Aircraft Wing strafed the phosphate plant and storage facilities on Rota Island.

7th AAF Liberators attacked shipping in the harbor at Chichi Jima in the Bonins on 21 September. One barge was sunk and near misses were scored on a freighter. Large explosions in the harbor area were caused. Meager antiaircraft fire was encountered.

7th AAF Liberators bombed Marcus Island on 21 September and gun positions and areas surrounding the airfield at Ponape were bombed on 21 September by 7th AAF Mitchells.

On the same day Jaluit Atoll was attacked by Corsairs of the 4th Marine Aircraft Wing.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our night air patrol covering the southern Philippines sank or seriously damaged a 3,000-ton freighter-transport, a 1,000-ton merchant vessel and two small freighters. Another small shipping concentration was attacked, driving several aground . . . *Moluccas-Halmahera:* Carrier and land-based planes damaged two coastal vessels and small craft . . . *Buru:* One small freighter, three luggers and three barges were sunk or severely damaged.



See 23 September.

CHUNGKING, *14th AAF communique*—On 22 September an 8,000-ton enemy transport troopship was sunk by a B-24 in the Formosa Strait.

24 SEPTEMBER

U. S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet, continuing the smashing attack against the northern Philippines begun on 20 September (West Longitude date), took an additional heavy toll of enemy planes, ships and ground installations on 21 September. Total destruction in the two-day strike was extensive and the enemy suffered heavily.

The following damage, part of which has been previously reported, was inflicted at and near Clark and Nichols Fields in the Manila harbor area and the Cavite naval base during the two-day operations in southern Luzon:

Ships sunk: 40 classified as ships; six small craft.

Ships probably sunk: 11 classified as ships.

Ships damaged: 35 classified as ships; 11 small craft; two floating drydocks.

Aircraft destroyed: 169 shot down in combat; 188 planes destroyed on the ground.

Aircraft damaged: 45 planes probably damaged on the ground; three planes damaged by ships' gunfire.

Ground installations damaged and destroyed: Extensive and widespread damage was done to buildings, warehouses, railroad equipment, oil storage tanks, harbor installations, hangars, shops and stored supplies and equipment.

Our own losses in this daring and highly successful strike were 11 planes in combat, 10 pilots and five aircrewmen. There was no loss or damage to any of our surface ships.

The total revised box score for the 3d Fleet, under the command of Admiral William F. Halsey, USN, since it began operating in the Far Western Pacific now stands at: 122 ships and 61 small craft sunk, 137 ships and 109 small craft damaged: 380 planes shot down in the air, 598 destroyed on the ground, total aircraft destroyed 978; crippling damage to airfields and naval establishments. In addition, ships and carrier-based aircraft of the 3d Fleet have supported the assault on Palau. Our own combat losses have been 51 planes, 37 pilots and 20 crewmen.

The operations of the 3d Fleet have forced the enemy to withdraw his naval forces from their former anchorages in the Philippines and to seek new refuges in the same general area, have disrupted inter-island communications, and have broken his air force in the Philippines just as operations of the 5th Fleet broke the enemy carrier-based air force in the battle of the Philippine Sea.

Chichi Jima and Haha Jima in the Bonin Islands were bombed on 22 September by 7th AAF Liberators.

Iwo Jima in the Volcano Islands was attacked twice on 22 September by 7th AAF Liberators. Meager antiaircraft fire was encountered in all attacks.

A single 7th AAF Liberator bombed Pagan on 22 September.

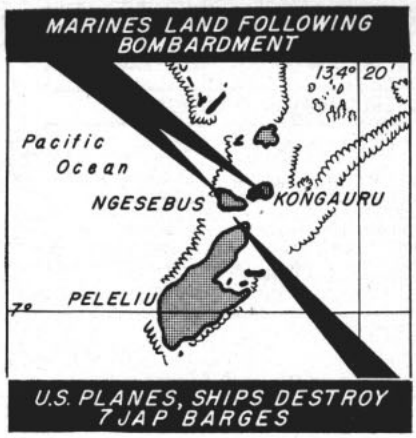
On the same day 7th AAF Mitchell bombers attacked Nauru. Antiaircraft fire was moderate.

Corsairs of the 4th Marine Aircraft Wing carried out further neutralization raids against enemy-held atolls in the Marshalls, striking at Mille on 21-22 September and at Jaluit and Wotje on 22 September. Dauntless divebombers attacked Maloelap on 21-22 September.

ROME, *Navy communique*—The USS *Ludlow* again bombarded enemy supply dumps in the Ventimiglia area on 21 September. The area was well covered. Mine clearance off the south coast of France continues satisfactorily.

Shortly before daylight on 23 September British destroyers operating near Corfu met and engaged three fast hostile vessels. In inconclusive action one of the enemy ships was hit and set on fire before they retired at high speed under a smoke screen to the cover of their coastal batteries.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our night air patrols sank a 2,000-ton vessel and a small freighter in southern Mindanao waters . . . *Borneo:* Our night patrol planes destroyed a 1,000-ton freighter at Darvel Bay . . . *Halmahera:* Our light naval units on night patrol sank five supply-laden barges north of Morotai Strait . . . *Banda Sea:* Our patrolling aircraft over the Kei and Aru Islands sank a coastal vessel.



See 23 and 29 September.

MOSCOW, *communique*—The air force of the Red Banner Baltic Fleet during the day of 22 September pursued with large forces enemy vessels leaving the port of Tallinn. Transports with German troops were caught in the Gulf of Finland and in the Baltic Sea. Our naval airmen sank in the course of the day by bomb assault and bomb torpedo blows 11 German transports. In addition three transports and one mine sweeper were heavily damaged.

25 SEPTEMBER

ROME, *Navy communique* — On 22-23 September enemy batteries, troops and storage dumps in the neighborhood of the Franco-Italian frontier were again bombarded from the sea in support of the Army. The areas were well covered and several explosions were observed. The U. S. destroyers *Woolsey* and *Edison* were both in action. There was active return fire from the shore and splinters fell on board but our ships suffered neither casualties nor damage.

On 24 September, in support of the 8th Army, HMS *Loyal* carried out a heavy bombardment of enemy batteries and gun positions several miles north of Rimini. More than 400 rounds were fired and all areas were well covered. Minesweepers working in the same area were fired upon by shore batteries but were not hit.

ALLIED HEADQUARTERS, NEW GUINEA—*Ceram-Buru:* Fighters on low-level coastal sweeps destroyed or seriously damaged two luggers, nine barges and numerous small craft . . . *Banda Sea:* Attack and pursuit planes, striking shipping off numerous islands, destroyed or seriously damaged five barges and several small craft . . . *Vogelkop:* Motor torpedo boats destroyed enemy naval auxiliary craft attempting to slip through our blockade . . . *Wewak:* Night naval patrols shelled shore positions and destroyed two barges near offshore islands.

26 SEPTEMBER

ROME, *Navy communique*—It is reported from the Aegean that on the night of 24-25 September, HMS *Terpsichore* and *Termagant* destroyed a convoy of five enemy craft in the neighborhood of Scarpanto. Vessels sunk included two F-lighters.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our night patrol planes encountered a seaplane tender in Davao Gulf fueling two destroyer escorts, one on each side. In a single bombing run all were hit, resulting in a tremendous explosion. The smaller vessels sank almost immediately and the tender later was observed to capsize and sink . . . *Halmahera:* Naval units sank a barge off Galela and bombarded enemy positions on the north Morotai coast in support of our ground forces . . . *Ceram-Buru:* Fighters and patrol planes attacked coastal shipping, destroying or seriously damaging a lugger barge and numerous smaller craft . . . *Celebes:* A 10,000-ton tanker was sunk in the Kendari area and a 3,000-ton freighter-transport was damaged near Manado.

CHUNGKING, *14th AAF communique*—Approximately 8,000 tons of Japanese seagoing shipping was attacked by B-24s on 25 September. A tanker was sunk and a cargo vessel was damaged 120 miles west of Takao, Formosa.

27 SEPTEMBER

U. S. Pacific Fleet Communique

Further gains made during 26 September (West Longitude date) by the 1st Marine Division and elements of the 81st Infantry Division on Peleliu Island brought the entire island under our control with the exception of Umurbrogol Mountain and a small pocket at the northeastern tip.

Rapid progress was made by the 1st Marine Division attacking in the northern sector and by Army troops in the center of the western arm during the day.

Two enemy aircraft dropped bombs in the water east of Angaur during the night of 25-26 September, causing no damage. During the same night remaining enemy troops on Angaur failed in an attempt to infiltrate through our lines.

Through 26 September our troops had counted 7,517 enemy dead on Peleliu and 1,020 on Angaur.

The northwest area of Babelthuap Island was strafed by Corsair fighters during 26 September.

On 24 September a single Ventura of Fleet Air Wing 4 bombed installations at Paramushiru in the Kurils. Antiaircraft fire was intense and several enemy planes attempted interception. The Ventura was slightly damaged but returned safely. Eleventh AAF Liberators attacked Paramushiru on the same day. Direct hits were scored on the runway. Several fires were started. Twelve enemy fighter planes attempted interception. One of the interceptors was destroyed and seven were damaged. Antiaircraft fire was moderate. All of our planes returned safely.

The airfield at Iwo Jima in the Volcano Islands was bombed on 24 September by Liberators of the 7th AAF. Antiaircraft fire was intense. One of four enemy planes attempting interception was shot down. Three Liberators were damaged but all returned safely. On 25 September a search plane of Fleet Air Wing 2 strafed a small coastal cargo ship near Iwo Jima. The crew was observed abandoning the vessel which was left dead in the water.

A lone 7th AAF Liberator bombed Wake on the night of 24-25 September and several bombed the runway at Marcus Island on 25 September.

Gun emplacements at Pagan in the Marianas were bombed by 7th AAF Thunderbolts on 25 September. Corsairs of the 4th Marine Aircraft Wing attacked Rota on the night of 24-25 September, scoring direct hits on the runway. Other Corsairs returned to Rota on 25 September and strafed installations. Meager antiaircraft fire was encountered in the latter attack.

Ponape Island in the Carolines was attacked on the night of 24-25 September by 7th AAF Liberators. The airfield and gun emplacements were hit. Other Liberators attacking Truk Atoll on the night of 24-25 September dropped 55 tons of bombs on the airfield at Eten Island and scored several near misses on shipping found in the lagoon. There was moderate antiaircraft fire and several enemy planes attempted interception without success.

Corsairs of the 4th Marine Aircraft Wing attacked Jaluit in the Marshalls on the same night, scoring direct hits on communication facilities. Venturas of Fleet Air Wing 2 and Corsairs of the 4th Marine Aircraft Wing bombed and strafed installations at Wotje Atoll on 25 September. Meager antiaircraft fire was encountered. On the night of 25 September Corsairs of the 4th Marine Aircraft Wing flew through meager antiaircraft fire to bomb installations at Mille Atoll.

ROME, *Navy communique*—Enemy artillery and troop concentrations in the Ventimiglia area were successfully bombarded by the U. S. destroyers *Edison* and *Madison* on 24 September. On 25 September HMS *Lookout* bombarded an enemy battery, tanks, mortars and paratroops north of Rimini. She fired more than 350 rounds and the paratroopers were severly punished.

It is reported that our light coastal forces operating in the Adriatic sank three enemy craft carrying stores on the night of 23-24 September. On the same night coastal craft working close inshore in the Gulf of Genoa engaged and sank one enemy vessel.

On the night of 24-25 September coastal forces operating in the Aegean drove a small enemy vessel ashore on the island of Melos.

Since 16 September landing craft of the Royal Navy, supported by destroyers and light coastal craft, have been operating among the southern Dalmatian islands,

carrying the troops and Partisans engaged in harassing the German withdrawal. Bodies of troops also have been landed on the mainland of Albania.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our night patrol planes sank a coastal vessel off Basilan Island . . . *Borneo:* One of our night air patrols sank a 3,000-ton freighter-transport in Darvel Bay . . . *Halmahera:* Fighter-bombers swept the Halmaheras destroying three small camouflaged freighters and damaging several barges . . . *Ceram-Buru:* Fighters at low level swept enemy small craft and numerous small craft were wrecked . . . *Celebes:* At night our air patrols damaged a 1,000-ton freighter in the Celebes Sea . . . *Banda Sea:* Attack and pursuit planes struck shipping in the Aru and Kei groups and in islands to the northwest, damaging three coastal vessels and several smaller craft.

28 SEPTEMBER

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet struck hard at enemy shipping and defense installations in the Visayas group of the Philippine Islands on 23 September (West Longitude date), attacking airfields on the islands of Cebu, Negros, Luzon, and Mactan and all shipping found in adjacent waters.

A particularly heavy strike was delivered at Coron Bay between Busuanga Island and Culion Island in the western Philippines, where a number of the enemy's ships, including two of his valuable fleet tankers, were sunk.

Seven enemy aircraft were shot down. Twenty-nine enemy aircraft were destroyed on the ground at the several fields which were thoroughly bombed and strafed.

The following damage was inflicted upon enemy shipping (including the two tankers at Coron Bay):

Ships sunk: one destroyer, one troop transport, three large cargo ships, three large oil tankers, six medium cargo ships, five small cargo ships, three destroyer-escort type vessels.

Damaged (including more than one probably sunk): two large oil tankers, one large cargo ship, one medium oil tanker, 15 medium cargo ships, one small transport, 21 small cargo ships, two destroyer-escort type vessels.

In addition, between 20 and 30 small craft were sunk or damaged.

The following damage was inflicted upon enemy shore installations:

At Iloilo, in southern Panay, a warehouse and a marine railway were set afire.

At Bacolod, in the northern part of Negros Island, piers and barracks were bombed and strafed.

At Cebu Island warehouses and piers were heavily damaged.

At Mactan Island, east of Cebu Island, oil-refining facilities and the airfield were bombed.

At Saravia, in the northern part of Negros Island, buildings and the airfield were hit.

At Legaspi, in southern Luzon, a number of partially concealed aircraft were bombed and strafed on the airfield, but the number destroyed and damaged was not observed.

Near Ormoc, on Leyte Island, oil-storage facilities and barracks were set afire.

Our losses in these operations were 10 aircraft, but only five pilots and three flight personnel are missing.

ROME, *Navy communique*—On 25 September the USS *Madison*, bombarding the Ventimiglia area, hit a supply plane and later destroyed an observation post. The French destroyer *Forbin* engaged enemy mortars and troops in the same area. On 26 September the USS *Madison* and USS *Edison* engaged enemy targets in the same area, while the *Forbin* successfully fired upon enemy troops, batteries and a railway.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our night air patrol strafed and set fire to five barges in Davao Gulf, including two at the town wharf, and damaged two others at Zamboanga . . . *Halmahera:* Light naval units on night patrol sank five barges near Miti . . . *Celebes:* Escorted heavy bombers sank a 1,000-ton freighter-transport. Night reconnaissance bombers destroyed one freighter-transport of 1,000 tons and another of 3,000 tons laden with gasoline.

LONDON, *Admiralty communique* — His Majesty's submarines in Far Eastern waters continue to destroy and to harass Japanese shipping and bombard enemy shore installations.

During recent patrols a total of 32 enemy vessels, ranging from medium-size supply ships to small coastal craft, have been sunk and a further four ships have been damaged by torpedo or gunfire. Three of the damaged ships were driven ashore.

In the Sunda Strait, south of Sumatra, a medium-sized supply ship was torpedoed and sunk. Two small ships lying alongside a quay at Nias Island, off the west coast of Sumatra, were attacked with gunfire. Both ships were hit repeatedly. One sank and the other was left in flames.

One of His Majesty's submarines, on patrol off the coast of southern Burma, entered the harbor of Port Owen and, in the face of heavy machine gun fire, engaged and sank two gunboats which were lying at anchor.

29 SEPTEMBER

U. S. Pacific Fleet Communique

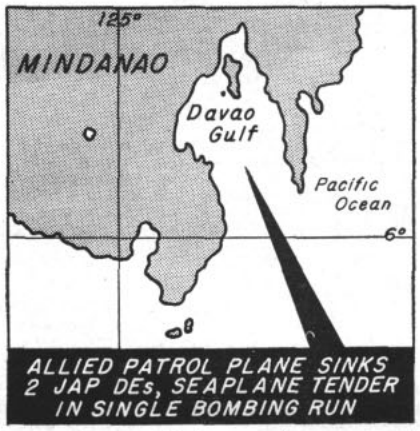
Elements of the 1st Marine Division landed on Ngesebus and Kongauru Islands, north of Peleliu, on the morning of 27 September (West Longtitude date). The assault was preceded by heavy shelling from cruisers and destroyers and bombing from carrier-based aircraft. Light enemy opposition was speedily overcome. Ngesebus Island is completely secure and our troops are mopping up scattered enemy forces occupying only a small portion of Kongauru Island.

The 1st Marine Division and elements of the 81st Infantry Division continued to drive the enemy from remaining positions on Peleliu Island. Our forces drove south on Umurbrogol Hill, and all the northern arm of the island has been secured, with the exception of the pinnacle of an unnamed hill and a small area on the eastern coast. The 81st Division is cleaning out caves and pillboxes on the northwest tip of Angaur Island, where a few enemy troops remain.

Naval installations at Chichi, Jima, in the Bonins, were bombed on 27 September by 7th AAF Liberators. Fires were started and two explosions were observed. Anti-aircraft fire, which varied from moderate to intense, did no damage to our planes. A Navy search plane, while on routine patrol near Iwo Jima on 27 September, damaged an enemy medium bomber. The enemy plane had one engine shot out and was forced to land, nearly missing two fighter planes about to take off from the airfield at Iwo Jima. On 27 September another Navy search plane downed an enemy bomber north of the Palau Islands. On 26 September a single 7th AAF Liberator bombed the airfield at Iwo Jima, in the Volcano Islands.

Enemy-held islands in the Marianas were subjected to further neutralization raids on 26 and 27 Septetmber. Seventh AAF Thunderbolts bombed and strafed installations on Pagan on 27 September, and 7th AAF Liberators were over Pagan Island twice on 26 September. Areas of possible use as airfields were bombed and the island was strafed. Corsairs of the 4th Marine Aircraft Wing bombed Rota, doing further damage to the airfield.

Liberators of the 7th AAF bombed Wake Island on the night of 25 September. Nauru was bombed on 26 September by 7th AAF Mitchells. The airfield and gun emplacements were hit. There was meager antiaircraft fire.



ALLIED PATROL PLANE SINKS 2 JAP DEs, SEAPLANE TENDER IN SINGLE BOMBING RUN

See 26 September.

Liberators of the 7th AAF flew over Truk Atoll on 26 September in search for possible enemy shipping attempting to supply the isolated garrison. No shipping was found, and bomb loads were dropped on installations still remaining on the key islands. Moderate antiaircraft fire was encountered.

Defense installations at Jaluit Atoll in the Marshalls were bombed on 26 September by Venturas of Group 1, Fleet Air Wing 2 and Corsairs of the 4th Marine Aircraft Wing. On the same day Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing further neutralized Wotje, Maloelap and Mille Atoll.

Eleventh AAF Liberators bombed southern Paramushiru on 26 September. There was no enemy opposition.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our night air patrols again struck heavily at enemy shipping in the southern Philippines, sinking a 10,000-ton transport and damaging a 6,000-ton freighter-transport near Jolo in the Sulu Archipelago . . . *Vogelkop:* Our fighters bombed enemy installations at Geelvink Bay, destroying a fuel dump, and swept the coastlines to the south and west, damaging barges and small craft . . . *Biak Island:* Our naval patrols sank a supply-laden barge . . . *New Ireland:* Medium and light bombers, with 53 tons of explosives, struck enemy encampments at Matchin and Choiseul Bays and destroyed two barges in the Shortland Islands.

30 SEPTEMBER

ROME, *Navy communique*—On the night of 27-28 September two of our landing craft operating on the Yugoslav coast met and engaged a convoy of enemy landing craft. Two of the enemy vessels were sunk and others damaged.

On 28 September the U. S. destroyer *Hilary Peter Jones* and the French destroyer *Le Fortune*, operating on the right flank of the Army near the French-Italian frontier, bombarded enemy batteries and troop concentrations. All areas were well covered.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our night patrol planes over southern Mindanao sank or severely damaged two small freighters, two barges and two coastal vessels . . . *Borneo:* Air patrols, reconnoitering Macassar Straight, damaged a small enemy freighter off Balikapan . . . *Celebes:* Our reconnaissance planes destroyed or crippled a small freight, two barges and four small craft southeast of Kendari . . . *Halmahera:* One of our fighter patrols destroyed a barge carrying personnel south of Ternate . . . *Ceram-Buru:* Escorted medium units destroyed or damaged two coastal vessels by strafing . . . *New Ireland:* Light naval units shelled shore installations.

1 OCTOBER

U. S. Pacific Fleet Communique

Isolated enemy forces resisting bitterly from caves situated on Bloody Nose Ridge at Peleliu Island were bombed by aircraft of the 2nd Marine Aircraft Wing on 29 September (West Longitude date). Numerous 1,000-pound bombs were dropped to demolish remaining enemy fortifications on the ridge. With the exception of the resistance at Bloody Nose Ridge (Umorbrogol Hill) and in a small pocket on Angaur Island, the islands of Peleliu, Ngesebus, Kongauru and Angaur are secured.

Elimination of the remnants of the Japanese defenders continues. More than 10,000 enemy troops have been wiped out in the southern Palau area since the invasion began.

On 29 September Liberators of the 11th AAF bombed Shimushu Island in the Kurils. Moderate antiaircraft fire was encountered. All of our planes returned.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our air patrols off northern Mindanao forced a coastal vessel on a reef, where it was subsequently broken up . . . *Borneo:* One of our medium units on night patrol located and attacked a freighter-transport of 4,000 tons and three others of 1,500 tons alongside a whart in Darvel Bay. Direct hits resulted in a large explosion and fire which quickly spread and destroyed all four. Meanwhile six heavily laden barges were sunk by strafing attacks. Although it was damaged, our plane returned to its base . . . *Halmahera:* Our light naval craft destroyed two barges in Morotai Strait . . . *Ceram:* Air patrols attacked coastal shipping and an enemy destroyed to the south.

2 OCTOBER

U. S. Pacific Fleet Communique

Military government was proclaimed on Angaur Island on 30 September (West Longitude date) as mopping-up operations proceeded on Angaur and Peleliu. A few fanatical enemy troops, holed-up in caves, continued to resist with small-arms fire.

On the same day Corsairs of the 2d Marine Aircraft Wing bombed the airfield on Babelthuap Island. Antiaircraft fire was intense.

On 30 September, 9,076 enemy troops had been killed on Peleliu and 1,075 on Angaur, while a total of 187 prisoners have been captured on the two islands.

Seventh AAF Liberators on 29 September dropped approximately 37 tons of bombs on Moen and Eten Islands in Truk Atoll. Antiaircraft fire was meager.

Another formation of 7th AAF Liberators bombed runways and airdrome facilities at Iwo Jima in the Volcano Islands on 30 September. Antiaircraft fire was moderate but eight aggressive enemy fighters intercepted our planes. One of the Liberators was shot down while several of the others were damaged.

Corsairs of the 4th Marine Aircraft Wing attacked gun positions on Jaluit Atoll in the Marshalls with 33 tons of bombs on 30 Sepember. In the attack a small craft was sunk after strafing. Heavy antiaircraft fire damaged one of the Corsairs.

ALLIED HEADQUARTERS, NEW GUINEA—Our night air patrols damaged a 10,000-ton tanker and a coastal vessel off Zamboanga . . . *Celebes:* A night reconnaissance plane, with four direct hits, sank an 8,500-ton freighter-transport in Tiworo Strait . . . *Banda Sea:* Our fighters attacked dispersal areas at Faan airdrome in the Kei group and destroyed two barges and small craft in the Sermata Islands . . . *Vogelkop:* Air and naval patrols swept the coastal sectors and destroyed a barge southeast of Numfor.

3 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our night patrol planes damaged four small coastal freighters off Zamboanga . . . *Manado:* Night reconnaissance planes sank two small freighters, a schooner and two barges off the north coast . . . *Amboina-Ceram:* Our air patrols strafed villages and severely damaged a 1,000-ton freighter and two coastal vessels.

4 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our heavy patrol planes, in a surprise attack at dawn over Zamboanga, destroyed or severely damaged a large flying boat, seven seaplanes, a fuel-laden coastal vessel in the harbor and three bombers on Wolfe Field . . . *Celebes:* Night reconnaissance planes destroyed a coastal vessel in Amourang Bay . . . *Halmahera:* Medium units harassed coastlines, destroying small craft and buildings . . . *Amboina-Ceram:* Fighters and patrol planes neutralized enemy airdromes with 1,000-pound bombs, while others sweeping the shorelines destroyed or damaged a small freighter, two coastal vessels, nine barges and numerous small craft.

5 OCTOBER

Navy Department Communique No. 547

PACIFIC AND FAR EAST

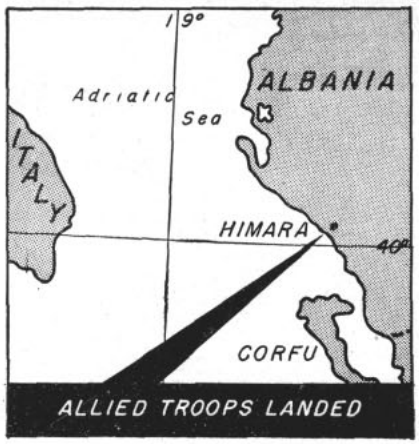
1. U. S. submarines have reported the sinking of 11 vessels, including three combatant ships, as a result of operations against the enemy in these waters as follows:

1 escort vessel
4 small cargo vessels
1 destroyer
1 cable ship
1 medium cargo transport
1 converted seaplane tender
1 medium cargo vessel
1 large tanker

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

U. S. Pacific Fleet Communique

U. S. forces on Peleliu Island continued to apply heavy pressure to the remaining pocket of enemy resistance of Bloody Nose Ridge on 4 October (West Longitude date). Several defensive positions and caves were cleaned out during the day. Mopping-up



See 27 September.

operations on Angaur Island are being continued.

During the operations in the southern Palau Islands from 25 September to 5 October the following casualties were incurred: 1st Marine Division: killed, 191; wounded, 1,011; missing, 0. 81st Infantry Division: killed, 145; wounded, 696; missing, 8.

The total in the missing category for the 1st Marine Division has been revised downward from 401 to 267 for the entire campaign.

During the same period an additional 2,618 enemy troops were eliminated on Peleliu and 137 were eliminated on Angaur.

Corsair fighters of the 2nd Marine Aircraft Wing, operating from the airfield at Peleliu, bombed Babelthaup Island on 4 October, hitting the airstrips and strafing a concentration of motor vehicles. Warehouses at Koror were also bombed during the day.

Eleventh AAF Liberators strafed a small cargo vessel near Onnekotan in the Kurils. They were intercepted by two enemy fighters near Paramushiru but were not damaged.

Seventh AAF Liberators on 3 October bombed a large cargo ship and a destroyer northwest of Iwo Jima in the Volcano Islands. Antiaircraft fire from the destroyer was meager. On the same day Marcus Island was bombed by 7th AAF Liberators.

Thunderbolt fighters of the 7th AAF dropped bombs and rockets on gun positions and shore installations at Pagan Island on 3 October. Other planes bombed barracks and communications facilities the same night.

Corsairs of the 4th Marine Aircraft Wing divebombed airfields and installations at Ponape Island on 4 October. Antiaircraft fire was inaccurate.

Corsairs of the 4th Marine Aircraft Wing and search Venturas of Fleet Air Wing 2 bombed enemy positions on Jaluit Atoll on 4 October. One Corsair suffered minor damage from antiaircraft fire.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our day patrol planes over Basilan Island bombed a medium tanker from mininum altitude, leaving the vessel badly damaged from two direct hits . . . *Manado:* Patrol planes operating over the northern and central Celebes sank or severely damaged a 2,000-ton freighter-transport, several barges and three small freighters . . . *Sula Islands:* Our air patrols sank a 1,000-ton vessel at Vesuvius Bay . . . *Halmahera:* Night naval patrols sank a schooner.

ROME, *Navy communique* — Naval operations continued in the Aegean. On the night of 2-3 October HMS *Aurora* bombarded the Maleme airdrome on Crete.

On 3 October naval aircraft from a force of escort carriers under the command of Rear Admiral Thomas Troubridge attacked the Island of Levithia in the southern Aegean to the northeast of Kos. Hits were observed. Other naval aircraft attacked Porto Largo Island and Leros. One vessel was set on fire and two coasters and more than a dozen smaller craft were gunned.

On the night of 3-4 October, HMS *Calpe* and *Cleveland* engaged and destroyed six enemy assault vessels off Piscopi to the northwest of Rhodes. It is reported that large fires were seen burning at Rhodes on the night of 2-3 October.

Units of land forces are now on some Greek islands and on the mainland of Greece and in Albania and are in contact with the enemy in both countries. Landings have been made by parachute, sea and transport aircraft.

Troops of the land forces of the Adriatic entered Patras in the northern Peloponnesus during the night of 3-4 Oct.

6 OCTOBER

CHUNGKING, *14th AAF communique*—B-24s damaged a 200-foot freighter and a 250-foot freighter in Formosa Strait 12 miles northwest of the tip of Formosa Island.

7 OCTOBER

U. S. Pacific Fleet Communique

Employing tanks and artillery, U. S. forces made some progress against stubbornly held enemy positions on Umurbrogol Mountain on Peleliu Island during 6 October (West Longitude date). Enemy killed to date total 11,083 on Peleliu Island and 1,128 on Angaur Island. Our forces have captured 214 prisoners on Peleliu and 10 on Angaur.

On the same day Corsairs of the 2d Marine Aircraft Wing attacked several small villages on Babelthuap Island, damaging nine fuel dumps, five supply dumps, two ammunition dumps, two buildings and 28 trucks. Three boats and seven barges in the vicinity of Komebail lagoon were strafed also.

Liberators of the 11th AAF, flying through weak antiaircraft fire, bombed Paramushiru on 4 October. On the same date 11th AAF Mitchells struck at enemy shipping at Paramushiru and Shimushu, probably sinking a cargo ship and damaging a barge. Returning from the raid, the Mitchells were challenged by 15 to 20 fighters. Two enemy planes were probably destroyed and two damaged. Some of our planes suffered slight damage.

A Navy search plane bombed the airplane and gun positions on Yap on 4 October. Antiaircraft fire was meager and ineffective. Seventh AAF Liberators dropped 33 tons of bombs on the airstrip and hangars on Moen Island in the Truk group on 5 October. Antiaircraft fire was meager and the three or four enemy fighters that rose to intercept did no damage to our planes.

ALLIED HEADQUARTERS, NEW GUINEA—*Manado:* Patrol planes sank a minelayer to the west . . . *Kendari:* Night patrol planes probably destroyed a 3,000-ton freighter-transport in Masiri Strait . . . *Amboina:* Medium and light bombers carried out successive attacks on airdromes and installations and sank a 1,000-ton vessel off Laha. Night air patrols bombed the waterfront and blew up a 3,000-ton merchant vessel with a direct hit . . . *Ceram-Buru:* Air patrols made shipping sweeps over the coast and nearby islands, destroying or damaging 11 barges and numerous small craft.

ROME, *Navy communique*—Gunfire support from the sea continues to be given on the right flank of the army in the neighborhood of the Franco-Italian frontier.

On 4-5 October the USS *Niblick* and *Plunkett* were in action against enemy artillery and a railway yard. All areas were well covered.

On 5 October the island of Levitha was bombarded by HMS *Aurora* and *Catterick*. Armed parties from both ships landed under close-support fire and strafing fighter aircraft, and captured the eastern half of the island. After further bombardment by the 6-inch guns of the *Aurora*, the German garrison commander surrendered at dusk.

8 OCTOBER

U. S. Pacific Fleet Communique

Supported by Corsair fighters of the 2d Marine Aircraft Wing which dropped 1,000-pound bombs, U. S. forces on Peleliu Island made further advances against enemy-held positions on Umorbrogol Mountain on 7 October (West Longitude date). On Angaur Island mopping-up operations continued. Enemy dead number 11,083 on Peleliu and 1,150 on Angaur. On Peleliu, 214 prisoners have been captured, and on Angaur 11 have been taken.

A fuel dump and two small buildings were destroyed by our planes in an attack on the villages of Ngatpang and Gamliangel on Babelthuap Island.

Military government was set up on Peleliu Island on 16 September and on Kongauru and Ngesebus on 30 September. As previously announced, military government was established on Angaur Island on 30 September.

Two Liberators of the 7th AAF bombed Wake Island on the night of 6 October without encountering antiaircraft fire.

Iwo Jima in the Volcano Islands was bombed 6 October. There was no antiaircraft fire.

The airfield and gun positions on Nauru Island were bombed by 7th AAF Mitchells on 5 October. Antiaircraft fire was ineffective.

Neutralization raids on enemy-held positions in the Marshall Islands continued.

ALLIED HEADQUARTERS, NEW GUINEA—*Manado:* Air patrols sank or severely damaged a 3,000-ton vessel and a small freighter in Gorontalo Gulf . . . *Ceram:* Several luggers and smaller craft were damaged in low-level attacks . . . *Vogelkop:* Patrol planes strafed troop-laden rafts, inflicting casualties . . . *Bismarck-Solomons:* Patrol planes ranging over New Ireland and Bougainville bombed enemy concentrations and destroyed a barge. Light naval units shelled shore positions southeast of Kavieng and at Choiseul Bay.

ROME, *Navy communique*—On the night of 6-7 October HMS *Termagant* met and engaged an enemy force near the entrance to the Gulf of Salonika. One enemy destroyer was sunk and a second seriously damaged.

On 7 October the French cruiser *Emile Bertin* and the U. S. destroyer *Eberle* bombarded enemy vessels near Porto Maurizo. Hits were obtained on an enemy F-lighter and a large merchant vessel.

CHUNGKING, *14th AAF communique*—More than 110,000 tons of Japanese seagoing shipping, representing 42 vessels more than 100 feet in length, were sunk by the 14th AAF during operations in September, bringing the total of enemy shipping sunk since January to an aggregate of 233 ships of nearly half a million tons.

Eleven ships totaling 11,700 tons probably were sunk and 61 vessels of 41,400 tons were damaged, making a monthly total of 114 vessels of more than 163,000 tons which were successfully attacked.

In addition to the tonnage categories the 14th AAF sank 445 enemy boats of less than 100 feet as well as a naval vessel of similar size, probably sank two naval vessels and 46 miscellaneous craft and damaged two naval vessels of less than 100 feet and more than 1,700 miscellaneous craft.

9 OCTOBER

U. S. Pacific Fleet Communique

Units of the Pacific Fleet attacked Marcus Island on 8 October (West Longitude date) and throughout the day subjected enemy installations and shore defenses to deliberate and destructive gun fire in good visibility. Considerable damage was inflicted and the greater part of the coast defense batteries were silenced. Buildings were hit and fires were started.

ALLIED HEADQUARTERS, NEW GUINEA—*Halmahera:* Fighter-bombers hit Kau airdrome with 1,000-pound bombs and set fire to a small freighter and a coastal vessel near Djailolo . . . *Amboina-Ceram:* Twenty-three coastal vessels and small craft were destroyed or damaged in this area . . . *Vogelkop:* Light naval units shelled a barge hideout in Wandamen Bay . . . *Bismarcks-Solomons:* Light naval units harassed the shorelines at night.

10 OCTOBER

U. S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet swept over the Ryukyu Islands in great force on 9 October (West Longitude date). All naval and merchant ships that could be found were attacked and severe damage was done to shore installations. Preliminary reports indicate that the following damage was inflicted on the enemy:

Sunk: one destroyer, one minesweeper, one submarine tender, two medium cargo ships, two small cargo ships and five coastal cargo ships.

Probably sunk: two medium cargo ships, four small cargo ships, one medium oil tanker and seven coastal cargo ships.

Damaged: three medium cargo ships, six small cargo ships, one destroyer, two small oil tankers.

In addition to the foregoing, more than 20 luggers and other small craft were sunk or damaged.

Complete surprise was achieved in the attack. More than 75 enemy aircraft were destroyed on the ground. Fourteen enemy aircraft were shot down. Buildings and defense installations on the islands were severely bombed and strafed, and many were left burning. There was no damage to our surface ships and our plane losses were light.

The carrier task forces which conducted the attack are part of Admiral Halsey's 3d Fleet and the carriers are under the immediate command of Vice Admiral Marc A. Mitscher.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our heavy bombers, with fighter escort, attacked the enemy base at Zamboanga and destroyed six float planes and set fire to a 1,000-ton vessel, two small freighters and a barge . . . *Halmahera:* Our fighter-bombers hit airdromes and destroyed warehouses on the west coast and sank four barges . . . *Amboina-Ceram:* Patrol planes destroyed a lugger and two small craft . . . *Vogelkop:* Fighter squadrons on southern patrols bombed Kaimana, strafed four barges along the coast.

ROME, *Navy communique*—It is reported from the Aegean that in addition to an enemy destroyer already reported sunk by HMS *Termagant*, near the entrance to the Gulf of Salonika on the night of 6-7 October, an armed trawler and large caique were sunk in the same area. HMS *Tuscan* was in company with the *Termagant*.

On 7 October naval aircraft sank one caique and damaged another besides driving an enemy minesweeper ashore in the Egripos Channel between the east coast of Greece and Euboea. They also sank a merchant vessel west of Lemnos. On the same day HMS *Black Prince* and the destroyer *Terpsichore* sank a passenger ship, one large caique and one enemy landing craft north of Skiathos.

On 8 October light coastal craft sank one merchant vessel and one lighter off Psara, west of Chios. On the night of 8-9 October light coastal craft met and engaged a convoy off Gaidaro Island, on the west side of the entrance to the Gulf of Athens. An enemy tanker of about 750 tons was hit with the first bursts and a fire was left blazing from stem to stern.

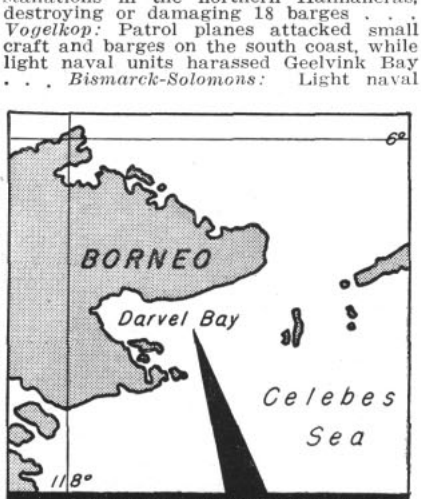
Light coastal forces operating in the northern Adriatic on the night of 8-9 October engaged a southbound enemy coastal convoy off Maestra, 30 miles south of Venice. One schooner blew up, another sank and two more were damaged.

LONDON, *Admiralty communique* — An enemy force consisting of two armed trawlers and two patrol craft was intercepted early yesterday off the Hook of Holland and engaged by light coastal forces of the Royal Navy. In the course of three fierce engagements, hits with torpedoes were obtained on one of the armed trawlers which blew up and disappeared.

Meanwhile, to the northward off Den Helder, another patrol of light coastal forces encountered an enemy force consisting of three modern M-class minesweepers which were proceeding toward the southwest. His Majesty's ships attacked at close range with torpedo and gunfire. Two hits with torpedoes were obtained on one minesweeper, which blew up and sank.

11 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Moluccas:* Fighters and light naval craft attacked coastal targets and ground installations in the northern Halmaheras, destroying or damaging 18 barges . . . *Vogelkop:* Patrol planes attacked small craft and barges on the south coast, while light naval units harassed Geelvink Bay . . . *Bismarck-Solomons:* Light naval units at night harassed enemy shore positions.



CATALINA DESTROYS 4 JAP SHIPS, 6 BARGES

See 1 October.

ROME, *Navy communique*—It is reported from the south of France that on 8 October the USS *Eberle* shelled an ammunition dump, enemy-occupied buildings and a railroad bridge while supporting the Army near the Franco-Italian frontier. Direct hits were obtained and fires started.

On 8 October the destroyer HMS *Wilton* and an LCG shelled German troop concentrations and gun positions on the mainland of Albania, north of Corfu. Very good results were reportted.

12 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Halmahera:* Air patrols attacked small coastal shipping . . . *Timor:* Our medium units, in a masthead attack on enemy shipping near Kupang, destroyed a small freighter, a coastal vessel and a barge . . . *Vogelkop:* Our light naval units at night shelled enemy shore positions . . . *Bismarck-Solomons:* Motor torpedo boats shelled the New Ireland coast.

ROME, *Navy communique*—The U. S. destroyer *Gleaves* bombarded a bridge with 240 rounds in the neighborhood of the Franco-Italian frontier. Direct hits were obtained and the whole area was well covered. On 10 October the U. S. destroyer *Jouett* fired more than 400 rounds at a bridge over a pass in the same area, obtaining direct hits. During both these bombardments fire was returned from the shore.

It is reported from the Aegean that on 8 October aircraft of the Royal Navy successfully bombarded a 1,000-ton merchant vessel in the Gulf of Petali. The ship was sunk. A direct hit was also obtained on a Siebel ferry while two locomotives and 20 trucks were destroyed on the ground on the west shore of the Gulf of Salonika.

On 9 October His Majesty's destroyers *Belvoir* and *Wilton* with *LCGs 12* and *18* supported the front on the Albanian coast north of Corfu by successfully bombarding batteries.

LONDON, *Admiralty communique* — An enemy patrol consiting of four heavily armed trawlers was encountered by light coastal forces of the Royal Navy. His Majesty's ships attacked with torpedo and one trawler was seen to blow up. Hits with gunfire were also obtained on a second enemy vessel.

13 OCTOBER

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet fast carrier task force striking Formosa on 11 October (West Longitude date) shot 124 enemy aircraft out of the air and did heavy damage to enemy shipping and shore defense works. Preliminary pilot reports and photographs show that 97 enemy aircraft were destroyed on the ground. Initial reports indicate the following damage to enemy shipping:

Ships sunk: large cargo ships, 2; medium cargo ships, 2; small cargo ships, 12.

Ships damaged: large cargo ships, 2; medium cargo ships, 7; small cargo ships, 10.

In addition to the foregoing, extensive damage was done to hangars, buildings, oil dumps, warehouses, docks and industrial establishments at Einansho, Okayama, Tamsui, Heito, Reigaryo and Taichu. Our losses were 22 aircraft. There was no damage to our surface ships.

U. S. Pacific Fleet Communique

During the late evening of 11 October and night of 11-12 October following the first day of its attack on Formosa, small groups of enemy aircraft attacked one of our fast carrier task forces operating in the approaches to the Japanese positions in Formosa and the Ryukyus, and repeatedly attempted to torpedo or bomb the carriers or supporting ships in the force. Night fighters sent up by our carriers shot down three fighters in the early evening, and later eight enemy aircraft were sent down in flames by ships' antiaircraft fire.

During the night of 12 October Formosa and the Pescadores were again brought under attack by fast carrier task forces, and heavy damage was done to the enemy air force and its bases, to shipping, port facilities and shore installations.

A preliminary resume of damage inflicted upon the Japanese in the two-day strike which began before dawn on 11 October, shows the following totals:

Enemy aircraft shot down: 221.

Enemy aircraft destroyed: 175.

Ships sunk: 2 large cargo ships, 4 medium cargo ships, 9 small cargo ships, 12 coastal cargo ships.

Probably sunk: 1 large cargo ship, 3 medium cargo ships, 3 small cargo ships, 1 oil tanker, 5 coastal cargo ships, 1 minesweeper.

Damaged: 6 medium cargo ships, 15 small cargo ships, 1 large troop transport.

In addition to the foregoing 37 small craft were sunk or damaged. We lost 45 planes in the two-day attack. Reports are not yet available as to flight personnel rescued.

ROME, *Navy communique*—It is reported from the Aegean that on 11 October naval aircraft from a force of escort carriers were very active in the Gulf of Salonika, the Gulf of Volo and the Euboea Channel.

Twice during the day a large concentration of enemy small craft at Khalkis was heavily and successfully bombed. In other areas three E-boats and a large trawler were destroyed, and five landing craft, one escort vessel, one Siebel ferry and a caique damaged. There were heavy losses to enemy troops in the landing craft.

On the railway between Athens and Salonika naval aircraft in low-flying attacks also destroyed two locomotives and an ammunition train, besides damaging another train and cutting the railway.

On 11 October, while supporting minesweepers at work off Ventimiglia, the USS *Gleaves* bombarded an enemy mobile battery. In spite of enemy interference, minesweepers have successfully cleared the minefields.

On 12 October, while supporting the 8th Army HMS *Loyal* and *Lookout* fired some 1,200 rounds at enemy positions and batteries in the neighborhood of Cesenatico. Their bombardment was reported as accurate and effective. There was enemy fire from the shore, but it caused neither damage nor casualties to our ships.

14 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Air patrols sank a small freighter and strafed another east of Leyte and damaged two coastal vessels south of Zamboanga. . . *Halmahera:* Fighter patrols strafed a lugger and barge in Kau Bay . . . *Ceram-Buru:* Patrol planes covered coastal areas, destroying small craft and scattered shore installations . . . *Vogelkop:* Light naval units on Geelvink Bay patrol machine-gunned shore positions and small craft.

WASHINGTON, *20th U. S. Army Bomber Command communique*—A large task force of B-29 Superfortresses today attacked Okayama, on the island of Formosa. Okayama is a vital Japanese repair base and supply depot and is considered the most important air target south of Japan proper. The mission was carried out from bases in China.

The weather over the target was good, and visual bombing was accomplished. Eyewitness reports of returning crews indicate a successful attack. On this mission a larger number of Superfortresses was engaged than on any previous attack.

Four of our aircraft are unreported at this time from today's raid, but some of them are expected to be reported later from friendly bases. No enemy fighter opposition was encountered during the mission, and antiaircraft fire over the target was meager. Preliminary reports indicate that bombing results were good.

15 OCTOBER

U. S. Pacific Fleet Communique

During the night of 12-13 October (West Longitude date), strong counterattacks were delivered against task forces of the Pacific Fleet operating in the area of Formosa by aircraft of the Japanese Imperial Air Force. During these attacks on one of our task groups 13 enemy aircraft were shot out of the air by our own fighters and 7 by antiaircraft fire.

Beginning at dawn on 13 October carrier aircraft of the 3rd Fleet continued their destructive attacks against enemy forces and defense installations on Formosa Island and Luzon. Little air opposition was encountered over the targets. Preliminary reports indicate 11 enemy aircraft were shot down and 30 were destroyed on the ground.

In the mid-afternoon of 13 October our forces were attacked by numerous single and twin-engine enemy aircraft. A combat air patrol of one of our task groups shot down 28 of these aircraft and two were destroyed by antiaircraft fire.

See 5 October.

Complete reports are not yet at hand regarding known attacks on other units of our force, but it is known that many additional enemy aircraft have been shot down. Our plane losses so far have been light.

This fight is continuing. Further details will be released as they become available.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our patrol planes, over Mindanao, caused large explosions at Sasa airdrome and sank a 1,000-ton freighter-transport, evidently loaded with fuel, and a coastal vessel at Basilan Island . . . *Celebes:* Heavy units on patrol over the Macassar Straits sank two 1,000-ton freighters . . . *Halmahera:* Light naval units at night destroyed two barges off Morotai . . . *Amboina-Ceram:* Air patrols again swept the coastline, bombing and strafing barges and small supply craft.

ROME, *Navy communique*—On 12 October enemy troops and transports near Bordighera were bombarded by the French destroyer *La Fortune.*

A force of small British minesweepers working under dangerous and difficult conditions have completed the clearing of channels in the southern Dalmatian Islands and have greatly assisted the operations now in progress. Farther south minesweepers of the 13th Minesweeping Flotilla are clearing channels for the entry of shipping into the Gulf of Patras.

It is reported from the Aegean that on Friday HMS *Argonaut* bombarded Phelba.

MOSCOW, *communique*—Ships of the Red Banner Fleet sank a German transport in the Baltic Sea. The fleet air arm torpedoed and sank three transports with a total tonnage of 16,000 tons, two barges and one enemy tugboat.

16 OCTOBER

U. S. Pacific Fleet Communique

Troops of the 1st Marine Division on Peleliu Island sealed off several more caves occupied by the enemy during 13 October (West Longitude date). On Angaur the few remaining Japanese were kept under continual pressure.

Navy search planes of Fleet Air Wing 1 bombed and strafed two small coastal vessels and five barges off the coast of Iwo Jima. Other search planes damaged a small cargo ship and shot down an enemy torpedo bomber in the same area.

On 12 October, 11th AAF Liberators attacked nine small cargo vessels near Metsuwa Island in the Kurils. The Liberators suffered slight damage from antiaircraft fire, but all returned safely. Mitchell bombers of the 11th AAF on 12 October bombed buildings and installations on Shimushu and Paramushiru Islands.

A single Navy search plane of Fleet Air Wing 4 bombed Paramushiru Island on 12 October. Two enemy aircraft made unsuccessful attempts to intercept, and antiaircraft fire was light. The 11th AAF attacked Paramushiru again. Installations on the eastern coast were hit by Mitchell bombers. Moderate antiaircraft fire was encountered. Other Mitchells strafed a 2,000-ton cargo ship and seven small cargo ships at Suribachi Bay. Liberators started several fires in the north while other Liberators scored direct hits on docking facilities on the southern tip of the island. All planes returned safely.

Pagan Island was strafed and bombed by 7th AAF Thunderbolts on 13 October. A Navy search plane of Fleet Air Wing 1 bombed the airfield and supply dumps at Rota Island on 13 October.

Nauru Island was bombed by a single Catalina search plane of Fleet Air Wing 1 on the night of 12 October. The airfield and other aviation installations at Nauru were also hit by Mitchells of the 7th AAF on 13 October. Antiaircraft fire was meager.

Seventh AAF Liberators met moderate antiaircraft fire in bombing the airfield at Marcus Island on 13 October. Other Liberators in a night raid dropped explosives on Wake Island.

Neutralization of enemy-held positions in the Marshall Islands by air attacks was continued on 13 and 14 October by the 4th Marine Aircraft Wing.

U. S. Pacific Fleet Communique

Aparri, on the north coast of Luzon Island in the Philippines, was swept by fighter aircraft of the Pacific Fleet on 13 October (West Longitude date). Only two twin-engine and three single engine aircraft were observed on the ground and all were destroyed by strafing. No airborne enemy opposition was encountered. Ground installations in the area were severely strafed.

On 15 October a large force of carrier aircraft was launched against airfields in the vicinity of Manila Bay. This force was intercepted by an estimated 50 Japanese fighter aircraft. From 30 to 40 of the intercepting enemy planes were shot down. An additional 15 to 20 enemy aircraft were destroyed on the ground, at Nichols, Nielson and Mariveles airfields.

Meantime, the ships in one carrier task group underwent persistent aerial attack during the day and 30 Japanese aircraft were shot down in the vicinity of the group. Only superficial damage was done to our surface ships in this attack. Nine enemy aircraft were shot down in the vicinity of another fleet unit. Complete reports from all units are not yet available.

Mitchell bombers of the 11th AAF on 14 October bombed installations on the south coast of Paramushiru. Later, two Liberators of the 11th AAF attacked wharves and shipping installations on the northeast coast of Paramushiru. Antiaircraft fire was meager and all our aircraft returned.

Seventh AAF Liberators on 14 October dropped approximately 45 tons of bombs on the airstrip, supply dumps and gun positions at Iwo Jima in the Volcano Islands. Antiaircraft fire was moderate but eight aggressive enemy fighters, using phosphorous bombs, attacked our planes. One of the enemy fighters was probably shot down while three others were damaged. We suffered no losses.

The airfield runway at Moen Island in Truk Atoll was bombed by Liberators of the 7th AAF on 13 October. Three enemy fighters were airborne but did not press home their attack. Antiaircraft fire was meager.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Reconnaissance planes destroyed or damaged a small steamer, a lugger and a barge south of Basilan Island . . . *Manado:* Air patrols damaged two 1,000-ton freighters and harassed installations on the island outpost . . . *Ceram-Buru:* Three barges and many small craft were destroyed . . . *New Guinea:* Troop-laden rafts were strafed, with resulting casualties.

WASHINGTON, *20th U. S. Army Bomber Command communique*—A large force of B-29 Superfortresses of the 20th Bomber Command returned to Formosa today for the second time in 48 hours, to attack military targets at Okayama and Heito.

No aircraft were lost on today's mission, which was accomplished from bases in China. The weather over the target areas was good, and very good bombing results were observed by participating crews. The same targets that were attacked on 14 October were struck again at Okayama. Heito is an important Japanese airfield and air supply depot.

Photo reconnaissance of the 14 October strike against Okayama reveals that the bombing results were excellent. Thirty-seven buildings were totally destroyed and 16 others heavily damaged, accounting for approximately two-thirds of the target.

Only one B-29 aircraft was lost on two missions within 48 hours, both of which were large efforts carrying the heaviest bomb loads so far employed by the Superfortresses.

ROME, *Navy communique*—After some delay caused by enemy minefields, HMS *Orion*, together with the cruisers *Ajax*, *Aurora* and *Black Prince* and destroyers and other units of the Royal Navy and Royal Hellenic Navy, came to anchor off Piraeus yesterday evening.

All these ships were carrying troops, which it was intended to disembark this morning.

17 OCTOBER

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet are continuing to attack targets on Luzon Island in the Philippines.

Further details now available concerning the result of some of the carrier aircraft attacks on Formosa on 11, 12 and 13 October show that at Tainan the airfield was hard hit and seven hangars were completely destroyed and five heavily damaged. Several buildings in the barracks area also were destroyed.

At Takao the harbor area received severe damage. Thirty large warehouses along the dock area were completely destroyed; ships were sunk in the harbor; heavy damage was inflicted in the industrial area. The airfield at Takao was heavily hit and several adjacent buildings were damaged.

At the Okayama airfield and assembly plants, many shops, administrative buildings and hangars were destroyed or damaged.

At Heito, approximately 15 miles inland from Takao, 14 buildings near the airfield were completely destroyed and eight were heavily damaged. At another airfield near Heito five barracks were destroyed.

Most of the airstrips at the fields which were attacked have been heavily pitted by bomb blasts.

U. S. Pacific Fleet Communique

During the fighting between our carrier task forces and the enemy air forces based on shore in the Ryukyus, Formosa and Luzon Island in the Philippines from 10 October (West Longitude date) until the time of this communique there has been no damage of consequence to our battleships or carriers. However, two medium-sized ships were hit by aircraft torpedoes and are retiring from the area. Fortunately the personnel casualties in these two ships were small.

Japanese Fleet units were sighted approaching the area in which U. S. Pacific Fleet forces have been operating in the western part of the Philippine Sea, but on discovering our fighting strength unimpaired have avoided action and have withdrawn to their bases.

During 13, 14 and 15 October, 191 enemy planes attacked one of our task groups off Formosa by day and night. Ninety-five enemy planes were shot down by our fighters and antiaircraft fire, while we lost five planes.

On 15 October, fighters from two of our carriers shot down 50 more enemy aircraft out of approximately 60 planes which attempted to attack our damaged ships. On the same day an additional 15 enemy planes were destroyed by search and patrol flights from our carriers.

U. S. Pacific Fleet Communique

Elements of the 81st Infantry Division, covered by ships of the Pacific Fleet, occupied Ulithi Atoll, in the western Carolines, on 20 and 21 September (West Longitude date).

On 20 September advance patrols landed on Fassarai and Mangejang Islands, on either side of the main entrance into Ulithi Lagoon, and on 21 September our troops occupied Mogmog, Asor, Potangeras and Sorlen Islands. The landings were not opposed.

The possibility that the enemy may not have been immediately aware of these landings led to the withholding of this information until this time.

Pagan Island, in the Marianas, was bombed by our aircraft on 14 and 15 October. Runways and storage areas were hit.

During the night of 14-15 October and during daylight on 15 October Wake Island was bombed by 7th AAF Liberators.

On 16 October Eten Island, in Truk Atoll, was attacked by the 7th AAF Liberators, and on the same day Haha Jima, in the Bonin Islands, was raided. In the latter attack Okdoura town was hit and several small ships in the harbor were bombed.

Carrier aircraft of the Pacific Fleet are continuing to attack objectives in the Philippines.

ALLIED HEADQUARTERS, NEW GUINEA—*Celebes:* Divebombers destroyed or damaged a 3,000-ton freighter, 1,000-ton transport-freighter, two coastal vessels and several small craft . . . *Halmahera:* Our light naval units off Morotai sank two barges and strafed enemy shore positions.

WASHINGTON, *20th Army Air Force communique*—Striking at the island of Formosa for the third time in four days, B-29 Superfortresses today attacked Einansho, an important Japanese airfield and supply depot 10 miles southeast of the city of Tainan. This operation, from bases in China, continued the attack begun 14 October, against Okayama and followed up yesterday against Okayama and Heito.

On this series of missions some fighter resistance was encountered but none of our planes was lost. Antiaircraft was meager.

Photo reconnaissance from yesterday's mission reveals excellent results. Of the 34 major buildings at the Okayama target, all but two have now been destroyed, and most of the subsidiary buildings also have been hit.

CHUNGKING, *14th AAF communique*—Cooperating with Admiral Nimitz' task force in operations off Formosa, aircraft of the 14th AAF on 16 October destroyed a cruiser of the Natori class (5,170 tons) and sank more than 32,000 tons of additional enemy seagoing shipping, with more than 16,000 additional tons probably sunk.

The cruiser and a destroyer were caught in a naval convoy in the South China Sea by B-24s early in the morning. The cruiser blew up and the destroyer sustained a direct hit and a near miss.

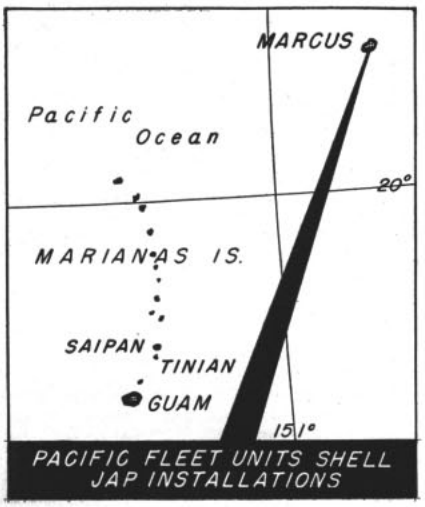
In apparent belief that East China bases of the 14th AAF had been destroyed by the Japanese Army, Japanese shipping threatened by Admiral Nimitz's task force had been ordered to take refuge at Hong King. The ships were caught there with disastrous results in a daylight attack by 14th AAF B-24s and P-51s on 16 October.

Bombing in a narrow target area of the Kowloon docks and shipyards, the attacking force destroyed at least two tankers, three freighters and another large vessel which broke in two alongside one of the piers. A 400-foot vessel under construction was destroyed.

Early reports claimed a large transport and a freighter as probably destroyed, indicating added enemy losses. The Kowloon dock facilities, drydock, shipyards and other installations were heavily damaged. Fires and secondary explosions followed the bombing in this vital area.

LONDON, *Admiralty and Air Ministry communique* — In conjunction with the landing in Normandy an extensive series of minelaying operations were carried out in enemy waters by minelayers of the Royal Navy and by aircraft for the RAF Bomber Command.

Special types of mines were developed by the Admiralty for this purpose and from evidence which has now become available it has been found possible to assess the results achieved. From this evidence, which is as yet incomplete, it is probable that over 100 enemy warships, auxiliaries and merchant vessels were sunk or severely damaged by British mines.



PACIFIC FLEET UNITS SHELL JAP INSTALLATIONS

See 9 October.

Of these enemy casualties, it is estimated that some 30% were attributable to mines laid by naval forces and 70% to mines laid by aircraft of the RAF Bomber Command.

18 OCTOBER

Navy Department Communique No. 548

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 32 vessels, including seven combatant ships and one naval auxiliary, as a result of operations against the enemy in these waters, as follows:

3 destroyers
1 minelayer
3 escort vessels
1 large cargo transport
3 medium cargo transports
1 medium tanker
1 medium naval auxiliary
12 medium cargo vessels
3 small cargo transports
4 small cargo vessels

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

U. S. Pacific Fleet Communique

1. Carrier aircraft of the Pacific Fleet again swept over northern Luzon Island in the Philippines on 17 October (West Longitude date). Preliminary reports indicate that the following damage was inflicted upon enemy shipping:

At Camiguin Island, north of Luzon, two medium transports were sunk, one large transport and a small oil tanker were set afire and two medium transports were left beached and burning; at Aparri, one coastal cargo ship and fuel storage areas along the waterfront were set ablaze. One airborne enemy plane over San Vicente was shot down while 18 were destroyed on the ground, 15 of them at Laoag. Action is continuing and further details will be released as they become available.

2. A reassessment of plane losses inflicted upon the enemy, but based upon still incomplete reports, shows that during the seven-day period 9-15 October carrier aircraft of the Pacific Fleet destroyed approximately 915 Japanese airplanes, of which 350 enemy planes were destroyed on the ground and 565 planes were destroyed in the air in the Ryukyu-Formosa-Luzon area. Of those shot down 269 were over the targets, 256 were in the vicinity of our fleet and 40 were knocked down by antiaircraft fire.

3. Based upon more complete information, the following damage was inflicted upon enemy shipping at Formosa by our carrier aircraft on 11 October (these losses are in addition to those reported in U. S. Pacific Fleet communiques 150 and 151. See 13 October):

Sunk: Three medium cargo ships, two coastal cargo ships, 34 small craft.

Probably sunk: One large cargo ship, one oil tanker, three medium cargo ships, five coastal cargo ships, one minelayer, two escort vessels.

Damaged: Seven small cargo ships, 11 coastal cargo ships, one oil tanker, 34 small craft.

U. S. losses were 21 planes, 31 pilots, 21 aircrewmen.

4. Ngulu Atoll, in the western Caroline Islands, was occupied by U. S. forces on 15 October. Only slight resistance was encountered. Seven of the enemy were killed and one taken prisoner.

ALLIED HEADQUARTERS, NEW GUINEA—*Celebes:* Our reconnaissance units strafed and set afire a small freighter-transport in Macassar Strait and sank two small craft near Lembeh . . . *Amboina-Ceram:* Our planes forced a small freighter aground at Besar Island, north of Ceram.

ROME, *Navy communique*—The garrison at Scarpanto, having been contained by the Greek population, two British destroyers, HMS *Terpsichore* and HMS *Cleveland*, arrived at dawn on 17 October. The naval landing party, which took over the island in the name of the United Nations, landed unopposed and received an enthusiastic welcome from the people. Scarpanto, like other islands in the Dodecanes, is former enemy territory.

On 14 October the French destroyer *La Fortune* successfully bombarded buildings housing enemy quarters and transport near the Franco-Italian frontier.

19 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Mindanao:* Our patrol planes set fire to a

3,000-ton freighter in Cagayan harbor . . . *Borneo:* To the north, in Darvel Bay, a 1,000-ton freighter was left burning, another was forced aground and several luggers were damaged . . . *Celebes:* Our reconnaissance units destroyed a seaplane and a large barge in the northwestern Celebes . . . *Halmahera:* Our fighter-bombers destroyed a 1,000-ton freighter in Kau Bay and two barges in Wasile Bay. Our light naval craft destroyed two barges . . . *Ceram-Buru:* Medium and fighter-bombers, with 30 tons of bombs, destroyed two small freighters, a coastal vessel and numerous barges in sweeps over Ceram and Amboina . . . *Bismarcks-Solomons:* Our light naval units at night shelled enemy concentrations on New Ireland and Bougainville.

ROME, *Navy communique*—It is reported from the Aegean that on 15 October naval aircraft working from a force of escort carriers made low-flying attacks on enemy transport inland of Volos. Naval aircraft attacked an ammunition ship which blew up after being hit, and set a coaster on fire.

On 16 October northeast of Psathura in the northern Sporades HMS *Argonaut* sank an armed caique containing 200 enemy infantry, while the destroyer *Termagant* sank a Siebel ferry laden with valuable equipment. Some enemy survivors were rescued.

On 17 October, off Lemnos, naval aircraft destroyed six enemy craft and set a merchant vessel on fire. Between 15 and 20 smaller craft were also disposed of.

Yesterday, the garrison of Santorin to the north of Crete surrendered to HMS *Ajax*.

LONDON, *Admiralty communique*—Successful strikes were made against enemy shipping off the Norwegian coast and against enemy shore installations in the same area last Saturday and Sunday by carrier-borne aircraft of the Home Fleet. The aircraft also laid mines in Norwegian coastal waters.

In the course of these operations Avenger and Wildcat aircraft attacked a medium-sized supply ship and two antiaircraft ships in the approaches to Trondheim Fjord. Hits with bombs were obtained on the supply ship by the Avengers, while the Wildcat fighters scored repeated hits on the antiaircraft vessels, which were set on fire and left burning fiercely.

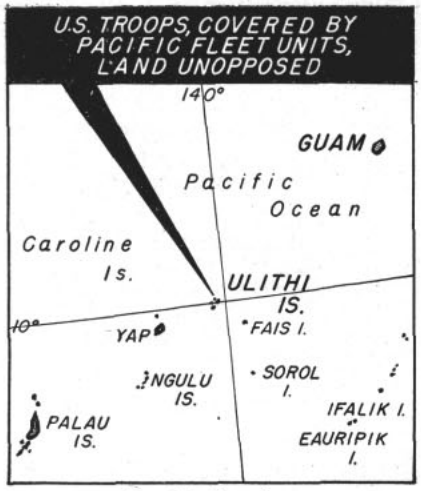
20 OCTOBER

U. S. Pacific Fleet Communique

Hellcat and Corsair fighters, Avenger torpedo planes and Helldiver bombers of the fast carrier task force, in support of the invasion of the Philippine Islands, attacked targets at Leyte, Cebu and Negros Islands on 19 October (West Longitude date). Ground installations were bombed and rocketed. The San Pablo and Dulag airfields on Leyte were attacked and direct hits were obtained on revetments and other installations. The town of Dagami was heavily pounded and a bridge was knocked out. At Cebu airfield five enemy aircraft on the ground were strafed. An afternoon fighter sweep over airfields at Negros Island found little enemy activity. There was no airborne enemy opposition during these raids. One of our fighters was shot down by antiaircraft fire. A single enemy torpedo plane was shot down in the vicinity of our surface ships.

Additional reports have been received regarding strikes by carrier aircraft which occurred on 17 and 18 October in the vicinity of Manila and in the northern part of Luzon. On 17 October a large cargo ship and a patrol vessel were sunk at Laoag Bay on Luzon's northwest coast. A landing ship, a coastal cargo ship and two luggers were probably sunk at Aparri. An escort vessel, two medium cargo ships, three small cargo ships, 16 coastal cargo ships and 28 small craft found along the Luzon coast were damaged by bombing, strafing and rocket fire. Three enemy aircraft were destroyed on the ground and extensive damage was done to ground installations. At the Laoag several barracks and fuel dumps were destroyed.

On the same day, in the vicinity of Manila, Clark, Tarlac and Mabalacat airfields were attacked. Several intercepting fighters were shot down; 119 twin-engined enemy aircraft were destroyed on the ground at Mabalacat. Ten twin-engined aircraft were destroyed on the ground at Tarlac and one at Legaspi. Aviation installations at Clark and Mabalacat Fields were bombed and rocketed. We lost two fighters in this attack.



See 17 October.

On 18 October our attacks in the Manila area continued, and Clark, Nielson, Pasig and Nichols airfields were further reduced. Seven enemy aircraft were destroyed on the ground at Nielson Field, 10 at Clark Field, four at Pasig Field and one at Angeles. An additional 26 enemy aircraft were damaged on the ground at the several fields. Only slight airborne enemy opposition was encountered in these attacks.

During the day a medium cargo ship found at San Fernando, a seaport on Lingayen Gulf, was attacked and damaged. Two barracks were destroyed at Clark Field. Three hangars were blown up at Nielson Field and two fuel dumps at Nielson Field were hit and destroyed. Extensive damage was done to dispersal areas and airport facilities in the strikes. Four of our aircraft were lost in these attacks, but the crew of one plane was rescued.

Corsairs of the 2nd Marine Aircraft Wing attacked Yap Island on 17 October and left two enemy planes on the ground afire. Gun positions south of Yap town were bombed by a single Navy Ventura search plane the same day. Liberators of the 7th AAF on the following day dropped bombs on bridges and in the town area of Yap.

On 18 October, in a night attack, the 2nd Marine Aircraft Wing's Hellcats shot up runways on Rota Island.

On 19 October Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing continued neutralization raids in the Marshall Islands.

GENERAL MACARTHUR'S HEADQUARTERS IN THE PHILIPPINES—In a major amphibious operation we have seized the eastern coast of Leyte Island in the Philippines 600 miles north of Morotai and 2,500 miles from Milne Bay from whence our offensive started nearly 16 months ago.

This point of entry in the Visayas is midway between Luzon and Mindanao and at one stroke splits in two the Japanese forces in the Philippines. The enemy's anticipation of attack in Mindanao caused him to be caught unawares in Leyte and beachheads in the Tacloban area were secured with small casualties. The landing was preceded by heavy naval and air bombardments which were devastating in effect. Our ground troops are rapidly extending their positions and supplies and heavy equipment are already flowing ashore in great volume.

The troops comprise elements of the 6th U. S. Army, to which are attached units from the central Pacific with supporting elements. The naval forces consist of the 7th U. S. Fleet, the Australian squadron and supporting elements of the 3rd U. S. Fleet.

Air support was given by Navy carrier forces, the Far East Air Force and the Royal Australian Air Force.

The commander-in-chief is in personal command of the operation.

The enemy's forces of an estimated 225,000 include the 14th Army Group, under command of Field Marshall Count Terauchi, of which seven divisions have already been identified: the 16th, 26th, 30th, 100th, 102d, 103d and the 104th.

The strategic result of capturing the Philippines will be decisive. The enemy's so-called Greater East Asia Co-Prosperity Sphere will be cut in two. His conquered empire to the south, comprising the Dutch East Indies and the British possessions of Borneo, Malaya and Burma, will be severed from Japan proper. The great flow of transportation and supply upon which Japan's vital war industry depends will be cut, as will the countersupply of his forces. To the south a half million men will be cut off without hope of support and with ultimate destruction, at the leisure of the Allies, a certainty in broad strategical conception.

The defensive line of the Japanese, which extends along the coast of Asia from the Japan islands through Formosa, the Philippines, the East Indies to Singapore and Burma will be pierced in the center, permitting an envelopment to the south, and to the north either flank will be vulnerable and can be rolled up at will.

I-WITNESS

The Cavemen Of Peleliu

By S/Sgt. Ward Walker
Marine Corps Combat Correspondent

PELELIU, PALAU ISLANDS—As they did at Guam and Saipan, the Japs are fighting the marines here from the bottoms of their caves—the last desperate stratagem of a beaten soldier.

Caves big enough to hold 250 or more men, caves running for more than 100 yards inside a ridge, caves with many entrances and shelves, caves reinforced with concrete, little caves cleverly camouflaged—they've used them all with the same result: death.

They snipe at marines until they're discovered. They refuse to surrender, chatter in their native tongue, scream foul words in English. And then they die.

One Marine tank rolled up to the mouth of a cave. The snout of its artillery piece swung into the hole. Jap bullets bounced like hail off its thick sides. The piece fired shot after shot. From a camouflaged hole more than 100 yards away, smoke arose. Marine engineers with TNT blew all the openings shut, sealing the Japs inside.

At the edge of the airport during the first day's fighting, two marines were killed by Jap snipers in a cave. Leathernecks tossed in grenades. Still the Japs fired. Heavy charges of explosives were thrown in. Still the Japs fired. A flame thrower was summoned. Its scorching blast was squirted in. Two Japs broke, screaming, from another entrance to be met with rifle fire. But it took another blast from the flame thrower to kill the two who remained in the cave, which ran for 50 feet inside a low coral ridge.

One squad of assault engineers tackled a cave and wound up blasting five of them—all connected by passages—before the job was done.

Elaborate stores of food, ammunition, sake (rice wine) and clothing are found in the caves. Frequently the Japs will return to a cave within Marine lines and mine the bodies of their own dead, attaching explosives so that Marine burial details will be blown to bits when they attempt to work.

Marines, who fight to live, have difficulty understanding the psychology of men who, although obviously frightened, refuse to surrender and dig in to meet certain death.

"I'd rather take mine standing up," a bearded Marine sergeant spat in the silence that followed the whooosh of the flame thrower and the screams of the 15 Japs who died inside a large cave.

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.

9 Decorations Awarded To One Officer as Pilot And Air Squadron CO

Nine decorations, including the Navy Cross, four Distinguished Flying Crosses and four Air Medals, have been awarded Comdr. Norman M. Miller, USN, of Winston-Salem, N.C., who is better known in the Central Pacific as the "One-Man Task Force." His Liberator search squadron VB-109, is now in the U.S. for rest and reformation.

Records show that Commander Miller's Liberator, christened "Thunder Mug," single-handedly has sunk, probably sunk or damaged a total of 66 Japanese ships totaling about 63,850 tons. This total does not include innumerable sampans, barges and sailboats which Commander Miller was "too embarrassed" to report. He destroyed one plane in the air, four on the ground and damaged 10 others. In addition to attacks on shipping, he made 55 bombing and strafing attacks on enemy-held islands.

"Our aim was never to bring any ammunition home," he explained.

Commander Miller received the Navy Cross (photograph on page 58) for exploits on 16 May when he launched a perilous masthead attack on shipping in Truk lagoon, destroying a 10,000-ton tanker and severely damaging a 5,000-ton cargo ship. He then proceeded to Puluwat and strafed a party of Japanese, killing more than 30 men and demolishing their truck. During his attack on the radio station, a shell burst nearly demolished his cockpit and seriously wounded him and his co-pilot. Despite shock and profuse bleeding, Commander Miller flew his badly damaged plane more than 800 miles and landed safely at base.

His first Air Medal was won early in January 1944 for sinking a Jap cargo ship in the Marshalls, and his last decoration, a gold star in lieu of a fourth Distinguished Flying Cross, for destroying a 7,000-ton ship in Truk harbor on 2 June.

Gold Star in Lieu of Third

NAVY CROSS

★ Comdr. Robert J. Foley, USN, Jamaica, N. Y.: As commanding officer of a submarine, he delivered smashing torpedo attacks against escorted Japanese shipping and, by the bold and effective use of his deck guns, destroyed four enemy ships, including one heavily armed merchantman. He sank six ships and severely damaged another during this hazardous patrol.

Gold Star in Lieu of Second

NAVY CROSS

★ Comdr. Samuel D. Dealey, USN, Dallas, Tex.: As commanding officer of a submarine on patrol in the Pacific war area, he pressed home a series of vigorous attacks in dangerously shallow water, and sank an important amount of hostile shipping and damaged a Japanese trawler.

★ Comdr. Andrew J. Hill, USN, Poplar Bluff, Mo.: While commanding officer of a warship on the night of 17-18 August 1943 when a Japanese force of four destroyers and a large number of landing barges attempted to reinforce garrisons in the Vella Lavella-Kolombangara area, he led his ship and a task force in a brilliant interception of the Jap vessels. He fought his ship gallantly and contributed to the destruction of two destroyers, severe damage to a third and the annihilation of many landing barges.

★ Comdr. Donald J. MacDonald, USN, New York, N. Y.: When a Japanese force of four destroyers and numerous landing barges endeavored to reinforce enemy garrisons in the Vella Lavella-Kolombangara area on the night of 17-18 August 1943, he led the USS *O'Bannon* in a brilliant interception of the enemy vessels. His ship contributed to the destruction of two destroyers, severe damage to a third and the annihilation of many landing barges.

★ Lt. Comdr. Roy M. Davenport, USN, Kansas City, Kans.: As commanding officer of a submarine during a successful war patrol, he made a series of persistent attacks which resulted in the sinking or damaging of much Japanese shipping. He brought his ship through many perilous encounters without material damage or loss of life.

NAVY CROSS

★ Rear Admiral Daniel E. Barbey, USN, Portland, Oreg.: As commander of Amphibious Force, Seventh Fleet, during attacks on Lae and Finschhafen on 4 and 22 September 1943, he personally led his forces to the beachheads under relentless air attacks. He directed the brilliantly executed landings which ultimately resulted in victory to our forces.

★ Capt. James A. Hirshfield, USCG, Bethesda, Md.: As commanding officer of the Coast Guard cutter *Campbell*, he surprised a hostile U-boat on the surface and destroyed it with a fierce attack by depth charges and point-blank fire. Although painfully wounded by shell splinters, he remained in command throughout the action and during the subsequent period when the *Campbell* was being towed to port.

★ Capt. Frank R. Walker, USNR, Long Beach, Calif.: As commander of a destroyer squadron off Vella Lavella on the night of 6-7 October 1943, he closed to 7,000 yards and engaged nine enemy ships with his three destroyers. When some of his own vessels were severely damaged in the furious battle and forced to withdraw, he continued directing the efforts of his own destroyer until heavy damage forced it to retire. His brilliant leadership

3 Patrol Squadrons and Demolition Unit Cited

For outstanding performance above the normal call of duty, Patrol Squadrons 11, 34 and 52 and a Navy Combat Demolition Unit have been awarded the Presidential Unit Citation.

The patrol squadrons pioneered in changing defensive searches into a bold and powerful offense and in utilizing the full potentialities of the PB4Y seaplane and its equipment. Pilots conducted daring, lone patrols regardless of weather in the area of the Bismarck Sea from 15 September 1943 to 1 February 1944. Their attacks inflicted substantial damage on the Japanese shipping and denied the enemy the sea route between New Ireland and New Britain, thus preventing the reinforcing of important Japanese bases.

The Navy Combat Demolition Unit of Force "O" was cited for clearing lanes on the heavily mined Normandy shoreline for a landing force of Allied troops on 6 June 1944. Its members landed with the first wave under devastating enemy artillery and machine-gun fire. With the force seriously depleted by 41% casualties, the remaining officers and men blasted five gaps through enemy obstacles and within two days sapped over 85% of the area of German-placed traps.

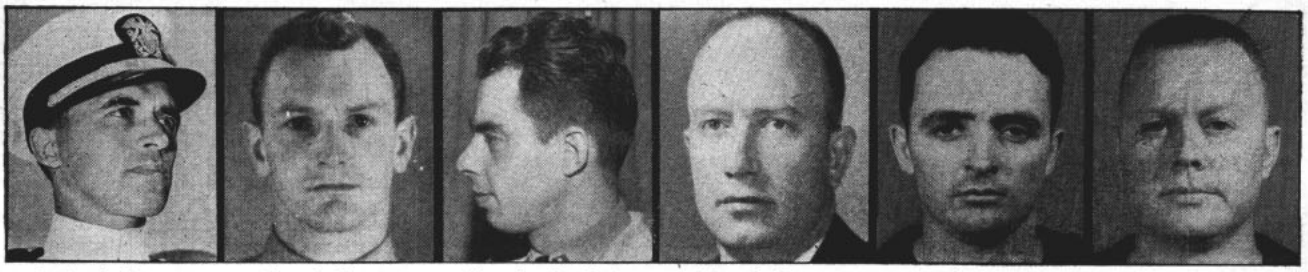
Official U. S. Navy photograph

Secretary of the Navy Forrestal presents Presidential Unit Citation to Lt. Comdr. Joseph H. Gibbons Jr., USNR, CO of Navy Combat Demolition Unit.

NAVY CROSS AWARDS

Daniel E. Barbey, Rear Admiral, USN | James A. Hirshfield, Capt., USCG | Frank R. Walker, Capt., USN | Samuel D. Dealey, Comdr., USN | Robert E. Dornin, Comdr., USN

Walter G. Ebert, Comdr., USN | Robert J. Foley, Comdr., USN | Andrew J. Hill, Comdr., USN | Benjamin Katz, Comdr., USN | D. J. MacDonald, Comdr., USN | Norman M. Miller, Comdr., USN



Carter L. Bennett, Lt. Comdr., USN | Allen L. Seaman, Lt. Comdr., USN | Douglas C. Davis, Lieut., USNR | John O. Parrott, Lt. (jg), USNR | Brady L. Bryan, CMM, USN | J. W. Thomason, CCSt, USNR

Photographs not available of Comdr. Ian C. Eddy, USN; Comdr. Richard W. Peterson, USN; Lt. Comdr. Roy M. Davenport, USN.

NAVY CROSS cont.

contributed to the success of his squadron in sinking one or more Jap ships and the damaging of three others, and the frustrating of an important enemy mission.

★ Comdr. Robert E. Dornin, USN, San Francisco, Calif.: As commanding officer of a submarine during a successful war patrol in the Pacific, he pressed home a series of vigorous attacks which resulted in the sinking or damaging of considerable enemy shipping, and brought his ship home without material damage or loss of life.

★ Comdr. Walter G. Ebert, USN, Parkersburg, W. Va.: As commanding officer of a submarine on its fourth war patrol, he directed her fire with accuracy and splendid timing, causing the complete destruction of two valuable Jap ships and a probable third.

★ Comdr. Ian C. Eddy, USN, Washington, D.C.: As commanding officer of a submarine, he engaged in an aggressive and successful patrol against Japanese shipping in the Pacific war area. Although operating against heavily escorted units, he launched a series of daring night surface attacks which sank or damaged much hostile shipping.

★ Comdr. Benjamin Katz, USN, Cambridge, Mass., and Comdr. George R. Wilson, USN, Tallula, Ill.: As commanding officers of two warships in the Solomons, they intercepted a Japanese force of four destroyers and a large number of landing barges which was attempting to reinforce garrisons in the Vella Lavella-Kolombangara area on the night of 17-18 August 1943. They routed the enemy, contributed to the destruction of two destroyers, severe damage to a third and the annihilation of a number of barges, and brought their vessels through the engagement unscathed.

★ Comdr. Richard W. Peterson, USN, Spokane, Wash.: As commanding officer of a submarine while she was engaged in a successful patrol against Japanese shipping in the Pacific, he pressed home a series of attacks which resulted in sinking or damaging an important amount of hostile shipping.

★ Lt. Comdr. Carter L. Bennett, USN, Nashville, Tenn.: As commanding officer of a submarine in enemy-controlled waters, he fought his ship with tactical skill and succeeded in sinking or damaging an important amount of Japanese shipping.

★ Lt. Comdr. Allen L. Seaman, USNR, Madison, Conn. (missing in action): While piloting a Liberator in the vicinity of New Guinea on 1 May 1944, he made repeated daring strikes against Japanese bases and shipping and destroyed a large transport vessel and a 100-foot sampan. Forced into a crash landing, he displayed brilliant airmanship and was able to save the lives of several of his crew.

★ Lieut. Douglas C. Davis, USNR, Webster Graves, Mo.: As commander of a patrol plane operating in the Solomon Islands and the Bismarck Archipelago areas from 1 Nov. 1943 to 24 March 1944, he carried out repeated combat missions during which he destroyed six float planes, a large fuel dump and a vessel, severely damaged harbor facilities, four barges and a building, and silenced an antiaircraft gun position. On 7 November he attacked a hostile convoy in the face of heavy antiaircraft fire and fighter opposition and probably destroyed two Jap planes.

★ Lt. (jg) John O. Parrott, USNR, Pasadena, Tex.: Serving as first lieutenant of the USS *Corry* when it was sinking under the gunfire of shore batteries near the coast of France, he went down into the forward fireroom of the ship to rescue a watertender trapped under the grating of the upper level. Although the fireroom was filled with live steam, he went under the grating and pulled the man to safety.

★ Brady L. Bryan, CMM, USN, Huntington, Tex.: When the USS *Meredith* was shattered by an underwater explosion during the assault on France,

ADMIRAL MITSCHER HONORED: A gold star in lieu of a second Distinguished Service Medal was presented recently to Vice Admiral Marc Mitscher, USN, by Admiral Chester W. Nimitz, USN, comamnder-in-chief of the Pacific Fleet. Admiral Mitscher received the award for his outstanding service in the invasion of Eniwetok, in the Marshalls. He commanded the fast carrier task force which supported the landings and later destroyed 402 Jap planes in a single day's action on 18 June.

he was in charge of the watch in the after engine room. After leaving the engine room he learned that 12 men of his watch were still below in a compartment flooded to within four feet of the overhead. Disregarding his own safety, he went below and rescued four badly injured members of the crew who otherwise would have gone down with the ship.

★ J. W. Thomason, CCS, USNR, Los Angeles, Calif.: Volunteering as a 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. He accomplished the rescue under sniper fire and knowing that unforeseen circumstances might have resulted in the abandonment of the entire rescue party.

★ Charles W. Savitz, AM2c, USN, Tekoa, Wash. (missing in action): Severely wounded when the USS *Liscome Bay* was struck by a torpedo off Makin Island, he refused medical attention. In the face of continuous ammunition explosions and raging fires, he lay on the hangar deck and assisted in pulling trapped men out of the wardroom through a hole in the deck.

Gold Star In Lieu of Second

LEGION OF MERIT

★ Rear Admiral Lyal A. Davidson, USN, Washington, D. C.: As commander of a task force during the invasion of Italy, he directed the gunfire of his force with superb skill and determination, destroying enemy gun emplacements, disrupting communications and dispersing hostile tank formations. He greatly assisted the Allied armies in the initial seizure of beachheads and their advance into enemy territory.

★ Capt. Jerauld Wright, USN, Washington, D. C.: An assistant chief of staff of the Commander U. S. Naval Forces, Northwest African Waters, he worked tirelessly in drawing up plans for the landing of U. S. forces in Italy and Sicily. His sound judgment, leadership and skillful execution of the tasks involved were major factors in the success of our invasion forces.

★ Comdr. Joseph C. Clifton, USN, Paducah, Ky.: As commander of the combined air groups during joint U. S. and British operations against Japanese bases in the Netherlands East Indies, he skillfully planned, led and coordinated attacks on Sabang, Sumatra and Soerabaja, Java. He personally accounted for two grounded planes, damaged two others and shot one out of the sky and obtained valuable photographs of the target regions.

PLANNED KWAJALEIN ASSAULT: Rear Admiral Richard L. Conolly, USN, Commander, Group 3, 5th Amphibious Force, has received the Distinguished Service Medal for brilliant initiative, sound judgment and forceful leadership in planning and executing the attack on northern Kwajalein Atoll in the Marshalls. The medal was presented by Vice Admiral John H. Towers, USN, deputy commander-in-chief of the Pacific Fleet and Pacific Ocean Areas.

LEGION OF MERIT

★ Rear Admiral Claud A. Jones, USN, Washington, D. C.: While associated with the Navy war production program since its inception in June 1940, he has launched and expedited production in the greatest naval shipbuilding project in the nation's history. Challenged by many difficult organizational problems, he has made his decisions with courage and followed them through with sound business judgment.

Adm. Jones

★ Rear Admiral Frank J. Lowry, USN, Cresco, Iowa: As Commander, Moroccan Sea Frontier, he was responsible for the protection of Allied air, land and sea forces in the Mediterranean from enemy submarine and air attacks. As commander of a task force supporting the inland advance of the 5th Army in Italy, he exercised great resourcefulness in directing the routing and unloading of maintenance convoys over the beaches of Salerno.

★ Commodore Leonard Doughty, USN (Ret), San Antonio, Tex.: As Commander, Naval Advance Bases, prior to and during the invasion of Sicily, he organized the advance base group into such efficient units that they were able to enter assigned ports with the occupying troops, overcome all difficulties and immediately operate the ports as naval bases.

★ Commodore Campbell D. Edgar, USN, Cazenovia, N. Y.: As commander of transports of a task force during the invasion of Sicily, he meticulously planned and directed all preparatory training and developed the transport group into a powerful fighting unit. Under his leadership, troops were landed expeditiously on enemy beaches despite severe opposition.

★ Capt. Albert F. France, Jr., USN, Annapolis, Md.: As commanding officer of a warship, he took part in the occupation of Kiska and Attu and the cruiser-destroyer action south of Kiska on the night of 25-26 July 1943. He contributed essentially to the success of these actions and the subsequent capture of Makin and the raid on the Kwajalein group of the Marshalls.

★ Capt. Mays L. Lewis, USN, Norfolk, Va.: As chief of staff of an amphibious task force prior to and during the invasion of Sicily, he displayed ability and sound judgment in organizing the training programs preparatory to the assault. During the invasion his leadership and energy contributed in large measure to the success of the landings.

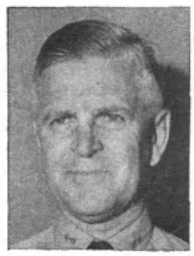
★ Capt. Stuart S. Murray, USN, Kenefic, Okla.: As chief of staff for the Commander Submarine Force, Pacific Fleet, from 1 May to 16 November 1943, he planned and executed the extensive submarine operations in Japanese-controlled waters, and contributed in large measure to the efficient performance of the units under his command in inflicting a tremendous amount of damage on the enemy.

★ Capt. Antonio S. Pitre, USN, Seymour, Conn.: While attached to the Mare Island Navy Yard, he directed the research work of the paint laboratory in developing anti-fouling ship bottom compositions which were far superior to all former paints, eliminated the necessity for using a strategic and extremely expensive material, and effected an enormous saving in fuel oil.

★ Capt. Lewis L. Strauss, USNR, New York, N. Y.: As assistant chief of the Office of Procurement and Material for industrial readjustment, he skillfully supervised formulation of policies on contract termination and disposal of surplus Navy properties. He developed a Navy staff capable of handling the many problems incident to carrying out the termination program.

★ Capt. Philip P. Welch, USN, Annapolis, Md.: As commanding officer of the USS *Thomas Jefferson* during the invasion of Sicily, he gallantly fought his ship through repeated bombing attacks and effected the landing of embarked troops and equipment with marked efficiency. Upon completion of these operations, he retired from the combat area without damage to his vessel.

LED AMPHIBS AT TARAWA: For exceptionally meritorious service as commander of the naval attack forces prior to and during the operations against Tarawa, Eniwetok, Apamama and Majuro Atolls from 19 Sept. 1943 to 12 March 1944, Rear Admiral Harry W. Hill, USN, received the Distinguished Service Medal in ceremonies at Pearl Harbor. The presentation was made by Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet on 26 August 1944.



LEGION OF MERIT cont.

★ Capt. John E. Wood, (SC) USN, Philadelphia, Pa.: As supply officer, Commander, Air Force, U. S. Atlantic Fleet, he planned and supervised the outfitting of many carriers and air groups with aeronautical material and spare parts. The effective system of replacement was to a large extent responsible for the high degree of operational readiness maintained for all planes attached to Atlantic Fleet carriers.

Capt. Wood

★ Comdr. Harry R. Carson Jr., USN, Kaufman, Tex.: Obtaining permission to make a landing behind enemy lines at Guadalcanal on the night of 30 January 1943, he effected the perilous landing and successfully evacuated by boat an isolated Army platoon, under intense fire of both friendly and hostile forces.

★ Comdr. Joseph C. Clifton, USN, Paducah, Ky.: Leading and coordinating the operations of combined British and U. S. air groups in two hazardous attacks on enemy bases at Sabang, Sumatra, and Soerebaja, Java, on 19 April and 17 May 1944, he enabled his airmen to destroy or inflict heavy damage on important ships and shore installations. He personally accounted for two grounded planes, damaged two others and shot one out of the sky, besides obtaining valuable photographs of the target areas.

★ Comdr. Ralph R. Curry, USCG, Alexandria, Va.: As commanding officer of the USS *Pride* off the Algerian coast on 4 May 1944, he maneuvered his ship skillfully in the search for an enemy U-boat and the delivery of a successful depth-charge attack. His relentless attack contributed materially to the sinking of the submarine.

★ Comdr. Royce L. Gross, USN, Bayside, N. Y.: As commanding officer of a submarine during a war patrol in the Pacific, he pressed home a series of attacks which resulted in the sinking or damaging of an important amount of hostile shipping.

★ Comdr. Joseph B. Tibbets, USN, Winter Haven, Fla.: As commander of Patrol Squadron 94 in the North Atlantic from 14 January to 12 November 1943, he displayed intelligence and resourcefulness in organizing and training the various crews for maximum combat efficiency. His leadership contributed to the success of his squadron in destroying three U-boats.

★ Comdr. Delos E. Wait, USN, El Dorado, Ark.: As executive officer of the USS *Block Island* when she was sunk on 29 May 1944, he inspected damaged areas, decided on appropriate damage control measures, and designated personnel to effect repairs. But for his initiative and prompt action, about 75 men would have been trapped and probably killed or seriously injured in the final explosion.

★ Lt. Comdr. George D. Hoffman, USN., Washington, D. C.: As commanding officer of the USS *Corry* during action against a U-boat in March 1944, he furnished vital information which assisted a more favorably situated companion ship in making damaging attacks. When depth charges forced the damaged submarine to the surface, many hits from the *Corry* contributed to its destruction.

★ Lt. Comdr. Robert Wilcox, USCG, Delano, Fla.: As commanding officer of a destroyer escort, he established contact with a U-boat and immediately commenced an attack. The first depth-charge pattern straddled the sub and forced it to the surface out of control. Effective gunfire and a final ramming attack by another destroyer escort completed the submarine's destruction.

★ Lt. Comdr. Joseph W. Williams, Jr., USN, Martinsville, Ind: As commanding officer of a submarine engaged in a war patrol against Japanese shipping, he displayed exceptional determination and skill in launching a series of attacks which sank or damaged considerable enemy shipping.

★ Lt. Comdr. Darrell A. Stratton, USN, Mobile, Ala.: As commanding officer of the *LST 338* during the invasion of Sicily, he expertly directed the construction of a pontoon causeway for the disembarking of troops and vehicles in the face of severe enemy opposition, and calmly completed unloading despite heavy artillery fire.

★ Lt. Comdr. Carl U. Peterson, USCG, Newtonville, Mass. (posthumously): As commanding officer of the USCGC *Escanaba*, he proceeded through heavy seas in total darkness to rescue survivors of a U. S. transport which was torpedoed and sunk on 3 February 1943. Although under imminent danger of enemy attack, he took measures which resulted in the rescue of 133 men from the sea.

★ Lt. Comdr. Albert H. Clark, USN, Orinda, Calif. (missing in action): While commanding a submarine during a war patrol in the Pacific war area, he executed a skillful and deadly attack which destroyed an enemy craft. He brought his ship and crew home without material damage or loss of life.

★ Lt. Comdr. Ivan Monk, USNR, Moultrie, Ga.: As engineer officer of the USS *Blakeley* when she was torpedoed off Fort de France, Martinique, on 25 May 1942, he skillfully directed and supervised the work of restoring the engineering plant to normal operation. When all hands believed the vessel to be in a sinking condition, he was instrumental in saving the *Blakeley* and in enabling her to proceed to port under her own power.

★ Lieut. Charles L. Haslup, USN, San Diego, Calif.: As commanding officer of the *LST 312* during the invasion of Sicily, he continued to direct the unloading of the craft's cargo while his beached ship was subjected to repeated divebombing attacks and heavy artillery fire. He supervised temporary repairs until the vessel could be refloated, and immediately set out on additional trips between base and landing beaches.

★ Lieut. John R. Herbert, USNR, St. Louis, Mo.; Lieut. Cecil L. Moyes, USNR, Union Star, Mo., and Lt. (jg) Andrew J. Riley, USNR, Charleston, S. C.: As officers-in-charge of pontoon causeway platoons during the advanced landings at Anzio-Nettuno, they efficiently directed the assembly and operations of their causeways in the unloading of landing ships over the assault beaches. They developed improvements in operating technique which greatly facilitated the disembarkation and the movement of equipment and supplies to the advancing ground units.

★ Lieut. Lyman C. Millard, Jr., USNR, Norfolk, Va.: As radio material officer of the staff of a task force commander during the amphibious invasions of French Morocco, Sicily and Italy, he planned in detail for the communication material requirements of the combat loaded transports and cargo ships and personally supervised the installation of equipment. During the assaults he demonstrated aggressive leadership in supervising the duties of radio personnel.

★ Lieut. John C. Wilmerding, USNR, Old Westbury, N. Y.: As gunnery and executive officer of the USS *Buchanan* during the initial occupation of Guadalcanal, he directed the gunfire of his ship with devastating effectiveness in support of the Marine landing forces. His leadership and skill during these critical operations contributed substantially to the heavy damage inflicted on Jap aircraft, surface vessels and shore installations.

★ Carpenter Alfred F. Allison, USNR, Denver, Colo.: As senior platoon petty

COORDINATED AERIAL ASSAULT: Capt. Richard F. Whitehead, USN, of Chicago, Commander, Support Aircraft, Pacific Fleet, has been awarded the Legion of Merit for outstanding performance of duty in coordinating the aerial asault against Roi and Namur Islands in the Marshalls campaign. Vice Admiral John H. Towers, USN, deputy commander - in - chief of the Pacific Fleet, made the presentation.

Official U. S. Navy photograph

MARINE GENERAL DECORATED: The Legion of Merit is pinned on Maj. Gen. Ross E. Rowell, USMC, by Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet, at his Pearl Harbor headquarters. General Rowell was decorated for outstanding service and steadfast devotion to duty as commanding general of Marine aviation in the Pacific. He now heads U. S. air mission to Peru.

Official U. S. Navy photograph

MAINTAINED MARINE DEFENSES: Brig. Gen. LeRoy P. Hunt, USMC, was presented the Legion of Merit recently at Pearl Harbor by Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet. The award was for meritorious conduct as Commanding General, Marine Garrison Forces, 14th Naval District, and for maintaining Marine defenses of Midway, Johnston and Palmyra Islands.

officer of his pontoon causeway group during landings in the Anzio-Nettuno area, he assisted with great skill and energy in the operation of the causeways to unload assault ships in support of the advancing ground units. When his causeways were bombed and strafed, disrupting unloading activities, he calmly and efficiently reorganized his unit and quickly resumed these vital operations.

Gold Star in Lieu of Second

SILVER STAR MEDAL

★ Comdr. William S. Post Jr., USN, Palo Alto, Calif.: As commanding officer of a submarine during a successful patrol against Japanese shipping, he pressed home a series of daring and skillful attacks which sank or damaged considerable enemy shipping.

★ Lt. Comdr. Merrill K. Clementson, USN, Washington, D. C.: While commanding a submarine in enemy-controlled waters, he contributed to the sinking of an important amount of Japanese shipping, including a destroyer of the Fubuki class.

★ Lt. Comdr. (then Lieut.) Charles C. Hartigan, Jr., USN, Edgewater, Md.: As gunnery officer aboard a warship protecting a convoy in the Solomons on 15 August 1943, he directed his gunners in repelling a formation of Japanese planes which made four level and divebombing attacks on our vessels. For 15 hours he fought off the enemy, destroying three planes, damaging several others and completely routing the attackers without damage to his ship or the convoy.

★ Lt. Comdr. Frederick E. Janney, USN, Winnetka, Ill.: As fire control officer and assistant approach officer in a submarine, he used his thorough knowledge of fire control and rendered invaluable aid to his commanding officer in conducting determined attacks which resulted in the destruction of an important amount of enemy shipping.

★ Lt. Comdr. Walter L. Small Jr., USN, Elizabeth City, N. C.: As torpedo data computor operator aboard a submarine during a successful patrol in the Pacific, he rendered invaluable assistance to his commanding officer in a series of attacks which resulted in the sinking or damaging of a large amount of Japanese shipping.

★ Lt. Comdr. Paul C. Stimson, USN, Santa Monica, Calif.: As executive officer of a submarine in the Pacific area, he skillfully performed his duties throughout a series of attacks which resulted in sinking or damaging an important amount of hostile shipping.

AWARDED THIRD MEDAL: The Bronze Star Medal has been awarded to Rear Admiral John J. Ballentine, USN, of Hillsboro, Ohio, for outstanding performance of duty as Deputy Commander Air Force, Pacific Fleet. He had previously won the Silver Star Medal and the Legion of Merit for distinguishing himself in combat while commanding officer of an Essex-class carrier in the Central and South Pacific.

SILVER STAR MEDAL

★ Capt. Robert M. Smith, USN, Hagerstown, Md. (posthumously): As commanding officer of the USS *Joseph Hewes* when she was torpedoed and sunk off Fedala, French Morocco, he displayed exceptional heroism when efficient direction and control meant the saving of many lives. The calm, inspiring manner in which he spoke to his men as he ordered them overboard gave confidence, courage and hope.

★ Comdr. Barry K. Atkins, USN, Old Lyme, Conn.: As commander of Motor Torpedo Boat Squadron 8 and commanding officer of advanced bases from February to October, 1943, he prepared detailed plans for nightly missions and executed his duties so effectively that resupply of enemy positions was materially reduced. During two engagements with Japanese barges, he succeeded in sinking 11.

★ Comdr. Frederick J. Becton, USN, Hot Springs, Ark., and Lieut. Peter T. Kroeger, Jr., USNR, New Brunswick, N. J.: On the staff of a destroyer squadron during night engagements with enemy surface forces in the Solomons, they assisted their squadron commander in attacks in which several enemy ships were sunk and many damaged. Later their flagship led a destroyer division against an attacking force and assisted in sinking two destroyers, severely damaging a third, and annihilating a number of landing barges.

★ Comdr. Thomas C. Green, USN, Sioux City, Iowa: As commander of a task unit of LSTs during the assault on Lae, he led the second echelon and fought off an attack by 18 Jap planes, inflicting severe damage on the enemy with minimum damage to his own command. When his flagship was disabled he transferred to another vessel, unloaded and withdrew his forces on schedule.

★ Comdr. (now Capt.) Joseph H. Nevins Jr., USN, New York, N. Y.: As commanding officer of a destroyer during the occupation of the Gilberts and Marshalls, he fought his ship boldly in the face of severe aerial attacks. During an attack on the Marshalls his ship withstood continuous night attack for more than seven hours and retired from the engagement undamaged.

★ Comdr. Royal L. Rutter, USN, Vallejo, Calif.: As commanding officer of a submarine during an aggressive and successful patrol against Japanese shipping in the Pacific, he pressed home a series of courageous and skillful attacks which resulted in the damaging of an important amount of enemy shipping.

★ Lt. Comdr. Philip A. Beshany, USN, Brooklyn, N. Y.: As engineering and diving officer aboard a submarine during the vessel's first three war patrols, he executed his tasks with ability and inspiring calmness and contributed to the sinking of an important amount of Japanese shipping.

★ Lt. Comdr. John Harllee, USN, Washington, D. C.: As commanding officer of *PT 12*, he completed 34 combat patrols against Japanese barge traffic along the north coast of New Guinea and western New Britain, destroyed one 125-foot lugger, one torpedo boat and nine barges, and damaged two barges and one enemy plane. On 10 September 1943, he led two PT-boats close ashore into the face of 3-inch gunfire from shore batteries at Blucher Point, New Guinea, and sank three Japanese barges and damaged a fourth.

Lt. Comdr. Harllee

★ Lt. Comdr. Roger M. Keithly, USN, Huntington Park, Calif.: As assistant approach officer aboard a submarine during a successful patrol against Japanese shipping, he displayed expert knowledge of torpedo fire and rendered great assistance to his commanding officer in sinking or damaging an important amount of enemy shipping.

★ Lt. Comdr. Gerald L. Ketchum, USN, Bellingham, Wash.: As commanding officer of a warship which was screening a convoy of landing craft on 22 September 1943, he fought off a vicious attack by 10 enemy torpedo planes. Through his able direction of maneuvering and fire, he avoided two torpedoes, shot down one plane and assisted in the destruction of another.

★ Lt. Comdr. George H. Laird Jr., USN, Washington, D. C.: As executive officer, navigator and data computer aboard a submarine during her first three war patrols, he executed his many tasks with outstanding ability. He rendered invaluable assistance to his commanding officer in the sinking of an important amount of Japanese combatant and merchant shipping.

★ Lt. Comdr. Edward P. Madley, USN, Coronado, Calif.: As assistant approach officer in a submarine during a successful war patrol in the Pacific, he displayed sound judgment and exceptional resourcefulness in assisting his commanding officer in a series of

daring attacks which resulted in the sinking or damaging of much enemy shipping.

★ Lt. Comdr. Franklin D. Roosevelt Jr., USNR, Hyde Park, N. Y.: When bomb fragments and flying shrapnel wounded two men on the bridge of his ship in the harbor of Palermo, Sicily, on the night of 1 August, 1943, he disregarded his own danger in order to administer first aid. During the height of the attack he carried the most critically injured of the men down the ladders from the bridge to the nearest battle dressing station.

★ Lt. Comdr. John S. Schmidt, USN, St. Joseph, Mo.: As assistant approach officer aboard a submarine, he rendered invaluable assistance to his commanding officer in a series of vigorous raids which resulted in the sinking or damaging of much Japanese shipping.

★ Lieut. Ernest C. Arbuckle, USNR, San Francisco, Calif.: While commanding three PT-boats off Cape Orlando, Sicily, he encountered a group of F-lighters transporting supplies to enemy forces. He led his boats in a highly effective torpedo and gunfire attack and, although seriously wounded, continued to direct the engagement until he collapsed when the boats returned to port.

★ Lieut. John S. Baylis Jr., USNR, New York, N. Y.: As commanding officer of *PT 143* during an offensive patrol along the northern coast of New Guinea on 29 July 1943, he engaged three Japanese barges and assisted in sinking all three of the enemy craft. On two other occasions he contributed to the sinking of two barges and the damaging of two others.

★ Lieut. Edward R. Bergin Jr., USN, Derby, Conn.: As commanding officer of a PT-boat on 15 February 1943, he led his ship into combat with six enemy vessels and assisted in sinking three and damaging three others. On two other occasions he contributed to the sinking of six Japanese barges.

★ Lieut. John L. Carey, USNR, Mercer Island, Wash.: Leading his PT-boat into action against a large formation of enemy vessels on 28 July 1943, he assisted in sinking six and damaging several others, despite poor visibility and fierce resistance. On two other occasions he contributed to the sinking of four barges and the damaging of another.

★ Lieut. George E. Cookman, USNR, Englewood, N. J. (posthumously): As executive officer of a PT-boat squadron and commanding officer of a group of these boats, he attacked two large, well-armed barges and scored many hits on them in the face of their determined fire. Then circling and reversing his course, he led his PT group between them and pressed home his attack on one barge at very close range. Although killed during this fierce engagement, he had insured the probable destruction of both enemy craft.

★ Lieut. Francis J. Doerfler, USNR, New York, N. Y.: Serving as torpedo data computer operator aboard a submarine, he rendered invaluable assistance to his commanding officer by his thorough knowledge of fire control equipment and his accuracy in interpreting attack data.

★ Lieut. Edwin A. Dubose, USNR, Fort Worth, Tex.: In command of three PT-boats off Cape Milazzo, Sicily, on 16 August 1943, he intercepted two enemy E-boats attempting to attack our landing ships and forced them to abandon their objectives and employ drastic evasion tactics to avoid complete destruction. His skill in screening our forces contributed materially to the success of subsequent amphibious landings.

★ Lieut. Wallace H. Garrett Jr., USN, Portsmouth, N. H.: As gunnery officer of a warship during the occupation of Rendova, he stood in an exposed position and directed his fire with utmost accuracy, silencing enemy installations and destroying bivouac areas, fuel and ammunition dumps and airfield facilities. As the result of training he had given his men, the crew of the main battery came through the bombardment of the Munda area without a casualty.

★ Lieut. Russell E. Hamachek, USNR, Manitowoc, Wis.: As commanding officer of *PT 150* during patrols against Japanese barge traffic along the northern coast of New Guinea, he assisted in sinking five of the enemy craft on 20 July 1943. Braving intense enemy counterfire on two later occasions, he helped sink one barge and probably destroy another.

★ Lieut. Robert Homans, USNR, Boston, Mass., Lieut. James L. McClure, USNR, Shawnee, Okla., and Lieut. Peter L. Vander Jagt, USNR, Grand Rapids, Mich.: As boat division officers during the amphibious invasions of Lae and Finschhafen, they personally led the assault waves of landing craft from their ship to the beach and, despite bitter enemy resistance from machine guns and mortars on the shore, made each landing on schedule at the designated points without the loss of a single craft.

★ Lieut. Donald M. Kable, USN, Kansas City, Kans.: As assistant approach officer and later diving officer aboard a submarine during numerous patrols in the Pacific, he displayed great knowledge and sound judgment in assisting his commanding officer during attacks in which an important amount of Japanese shipping was damaged.

★ Lieut. Francisco H. McAdoo Jr., USNR, Greenwich, Conn.: As commanding officer of a PT-boat off the northern coast of New Guinea, he led his ship into combat with six Japanese barges on 16 March 1943 and assisted in sinking all six craft. On two later occasions he contributed to the destruction of three barges and the probable destruction of three others.

★ Lieut. Montrose G. McCormick, USN, Hollywood, Calif.: As torpedo data computor operator aboard a submarine during numerous war patrols, he calmly and accurately analyzed vital attack data, thereby rendering invaluable assistance to his commanding officer in the sinking or damaging of considerable Japanese shipping.

★ Lieut. Robert B. Reade, USNR, Rye, N. Y.: As commander of *PT 203* off Kelibia Roads, Tunisia, when a grounded Allied ship was set afire by her own crew to prevent capture, he entered the enemy-held harbor and maneuvered his small craft close to the blazing vessel to rescue survivors in the water. Although subjected to determined rifle fire from the shore, he successfully completed the rescue activities and eluded the enemy.

Aorta (Naval Hospital, Long Beach, Calif.)

". . . you apply it thus."

★ Lieut. Lawrence Savadkin, USNR, Forest Hills, N. Y.: Although seriously wounded when his ship was severely damaged by hostile bombers off Palermo, Sicily, on 26 July 1943, he conducted a thorough inspection of flooded compartments. Quickly establishing the extent of damage, he directed necessary measures to effect repairs, thereby contributing materially to the saving of his ship.

★ Lt. (jg) James W. Emmons, USNR, Lawrenceville, Ill.: While commanding *PT 149*, he led his ship against a large formation of enemy barges along the northern coast of New Guinea on 28 July 1943 and assisted in sinking six of the craft and damaging several others. On another occasion he assisted in sinking four more.

★ Lt. (jg) Benjamin W. Haseltine Jr., USNR, Pittsburgh, Pa.: As commanding officer of the *LCT (5) 380* during heavy attacks by Japanese divebombers at Arawe, he put up a heavy volume of antiaircraft fire while the vessel was broached on the beach. After 14 hours of recurring attacks, he succeeded in getting the craft clear of the beach and returned without assistance to safety.

★ Lt. (jg) John K. Hayes, USNR, St. Louis, Mo.: In charge of a battery on an LST during the assault on Lae, he remained at his battle station when hostile planes strafed the ship and, although seriously wounded, continued to direct the fire of his gun until the Japanese were forced to retire.

★ Lt. (jg) Joseph F. Keefe, USNR, Washington, D. C.: In command of an LCI during the assaults on Humboldt Bay, Wakde and Biak, he maneuvered his ship in a courageous manner and strafed enemy shore positions at close range with automatic weapons. During the assault on Wakde, he interposed his ship between enemy gun positions and the leading waves of the landing force while under heavy enemy gunfire, thereby minimizing casualties and material damage to our forces.

★ Lt. (jg) John H. Kistler, USNR, Jenkintown, Pa.: As commanding officer of the USS *C-9477*, assigned to aircraft rescue duty from 30 June to 27 July 1943, he made routine patrols between Rendova Island and Munda and skillfully rescued 14 airmen and returned two others to duty. When a stranded comrade was sighted on Kundukundu Island on 26 July, he deliberately drew the fire of enemy shore batteries to protect the dinghy which was proceeding with the rescue operations.

★ Lt. (jg) Herbert P. Knight, USNR, Wichita, Kans.: Leading his PT-boat into combat against four enemy barges off the northern coast of New Guinea on 27 July 1943, he assisted in sinking all four. Later, he contributed to the sinking of six more Japanese barges.

★ Lt. (jg) Thomas J. Morissey, USNR, Racine, Wis.: In command of an LCI rocket ship during amphibious assaults at Humboldt Bay, Wakde Island and Biak Island, he courageously strafed enemy shore positions at close range with automatic weapons. He minimized casualties and material damage to our forces at Wakde by interposing his ship between enemy gun positions and the leading waves of the landing force while under heavy gunfire.

★ Lt. (jg) Richard H. O'Brien, USN, Vandergrift, Pa.: While in command of two PT-boats in the Gulf of Eufemia, Italy, on the night of 29 July 1943, he encountered an enemy convoy of two F-lighters escorted by four E-boats. Despite the heavy odds, he delivered a furious close-range torpedo and gunfire attack which resulted in the severe damaging of several ships and the probable sinking of another.

★ Lt. (jg) Frank J. Wenter, USNR, Evanston, Ill.: As boat wave commander during the invasion of Lae and Finschhafen, he personally led the assault waves of landing craft from his ship to the beach and, despite bitter enemy resistance from machine guns and mortars, made each landing on schedule at the designated points without loss of a single craft.

★ Ens. William J. Travis, USNR, Pana, Ill. (missing in action): As naval gunfire liaison officer during the amphibious assault upon Biak Island, he braved fierce gunfire to advance deep into hostile territory to coordinate naval gunfire in support of the withdrawal of Army troops from an untenable position.

★ Ens. (then Y1c) John H. Gillmore, USN, Handley, Tex.: Serving aboard a submarine during three highly successful war patrols in the Southwest Pacific area, he performed his duties with outstanding skill and contributed to the sinking or damaging of an important amount of Japanese shipping. By his exceptional alertness and untiring efforts, he was responsible for the prompt detection of enemy surface ships and aircraft.

★ Ens. (then CMM) Harold M. Steeves, USN, Quincy, Mass.: When his ship was damaged by a bomb during an air attack off Palermo, Sicily, on 26 July 1943, he went to the aid of men trapped in the forward engine room which was flooded and filled with escaping steam and rescued one of his comrades. He assisted in repairing and operating the pumps in the forward fireroom until the flooding of this compartment was brought under control.

★ Boatswain David A. Elder, USN, Boston, Mass.: When bomb fragments and flying shrapnel wounded two men on the bridge of his destroyer at Palermo, Sicily, on 1 August 1943, he went to their assistance to administer first aid. During the height of the attack, he assisted one of the men down the ladders from the bridge to the nearest battle dressing station.

★ Machinist (then MM1c) Warren W. Pemberton, USN, San Francisco, Calif.: When an enemy bomb severely damaged his ship and trapped crew members in the after fireroom during the invasion of Sicily, he entered the compartment, which was fast flooding and dense with steam, and assisted in removing his imprisoned shipmates.

★ Theodore J. Converse, CMM, USN, Poughkeepsie, N. Y.: When his destroyer was damaged by a bomb which landed close aboard during an air attack off Palermo, Sicily, on 26 July 1943, he went to the aid of men in the forward engine room, which was flooded and filled with escaping steam. Although he knew the ship was in danger of sinking, he continued his search for an extended period of time in an effort to save the lives of men who might be trapped.

★ John J. Dennison, CWT, USN, Zephyr, Tex.: Aware that many crew members were trapped in the after fireroom when an enemy bomb severely damaged his ship during the Sicilian campaign, he entered the compartment which was fast flooding and dense with steam and assisted in bringing his imprisoned shipmates to safety.

★ Wesley P. Terry, ARM1c, USN, San Diego, Calif. (posthumously): As radioman of a torpedo bomber during an attack on shipping at Kavieng harbor on 25 December 1943, he performed his duties despite severe wounds and continued heavy antiaircraft fire. He skillfully armed his bombs during the bombing run, thereby enabling his pilot to drop all bombs directly on the target.

★ Lawrence J. Wagner, SM1c, USN, Rockford, Ill.: Serving aboard a submarine during numerous war patrols, he rendered invaluable assistance by his vigilance as lookout on surface attacks and by his outstanding skill as bow planesman on submerged attacks. He participated in a series of raids in which a large amount of enemy shipping was sunk or damaged.

★ Arthur Jones, StM2c, USNR, Memphis, Tenn.: Attached to the USS *Corey* when it was sunk as the result of shellfire from shore batteries off the St. Marcouf Islands, he saved the life of a shipmate by holding him up in the water for two hours, although badly wounded himself.

★ Clement J. Lenczewski, MoMM2c, USN, Philadelphia, Pa.: While engaged with other members of a landing boat crew in unloading cargo during the invasion of Sicily, he discerned the approach of a hostile plane. Quickly manning a machine gun, he fired upon the plane as it came in low strafing the beach and brought it down.

★ Joseph Mikrut, GM3c, USNR, Perth Amboy, N. J., and Anthony S. Niedzialek, GM3c, USNR, Passaic, N. J.: When their landing craft, carrying a cargo of high explosives and inflammable material, was suddenly the target of a vicious strafing attack durin the invasion of Sicily, they manned a 20-mm. gun and brought down the attacking plane.

Gold Star in Lieu of Second

DISTINGUISHED FLYING CROSS

★ Comdr. (then Lt. Comdr.) Charles W. Brewer, USN, Tulsa, Okla. (missing in action): When he sighted a surfaced U-boat during an antisub patrol, he made a daring strafing attack on the conning tower at close range and prevented the sub's crew from manning the antiaircraft guns. His machine-gun fire caused a violent explosion and started raging fires in the conning tower and superstructure, rendering the sub vulnerable to the attacks of the accompanying bomber.

★ Lt. Comdr. John T. Blackburn, USN, Washington, D. C.: As commanding officer and pilot of a fighter squadron operating in the New Britain area from 26 Jan. to 26 Feb. 1944, he flew 30 combat sorties, 21 of which were escort missions or fighter sweeps over Rabaul. In two escort missions he accounted for three intercepting fighter planes and probably destroyed three others. On 6 February he led four fighter planes against more than 30 Jap planes, destroying four and severely damaging two of the enemy planes.

★ Lt. Comdr. Robert F. Farrington, USN, Watertown, N. Y.: As commanding officer of a torpedo bombing squadron from 1 to 19 Nov. 1943, he led his squadron in four bombing attacks against Buka and Bonis airfields on Bougainville, one extremely damaging attack against Japanese warships in Rabaul harbor and three strikes against the heavily fortified Nauru Island.

★ Lt. Comdr. Vincent L. Hathorn, USN, Pittsfield, Me.: Operating from a carrier on a pre-dawn takeoff and in monsoon weather, he led his squadron in a daring attack on the strategic enemy naval and air base at Sabang, Sumatra. Later, he led his squadron across an expense of 80 miles of heavily defended Japanese territory, including 13 airfields, to completely destroy a vital oil refinery at Soerabaja, Java.

★ Lt. Comdr. William E. Rowbotham, USN, Mesa, Ariz. (missing in action): As commanding officer of Torpedo Squadron 12, he led his squadron in two daring strikes on Japanese shipping in the harbors of Sabang, Sumatra, and Soerabaja, Java. He fearlessly dove to within 50 feet of the water to press home masthead bombing attacks and scored hits on two enemy freighters before he was forced down in the sea.

★ Lt. Comdr. Sam L. Silber, USNR, Baltimore, Md.: As commander of a fighting squadron, he led his planes in

SECOND DISTINGUISHED FLYING CROSS cont.

sorties over Truk during which they shot down five enemy planes. He led a fighter reconnaissance attack against Guam, during which a new air field was located and attacked, and two enemy planes were destroyed in the air and eight on the ground. While his squadron was escorting bombing strikes at Tinian, four enemy planes were shot down and an estimated 30 were destroyed on the ground.

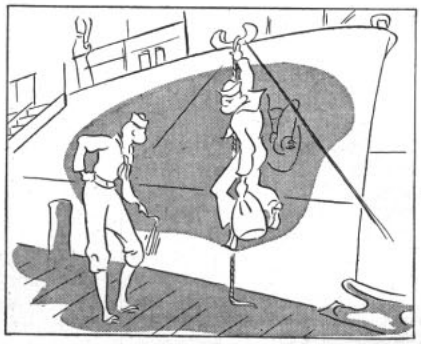
★ Lieut. Burton F. J. Albrecht, USNR, Eugene, Oreg.: Suddenly attacked by 14 Jap fighters while engaged in tracking a force of destroyers off Bougainville, he struck fiercely and accurately, completely destroyed three of the fighters, severely damaged several others and returned to his base without damage to his plane or casualties among the crew. On 6 October he engaged a more maneuverable enemy medium bomber and destroyed it.

★ L. (jg) James W. Syme, USNR, Albuquerque, N. M. (missing in action): As a fighter pilot during operations against the Marshalls and Palau, he scored many direct hits on enemy installations and shipping. On a vital mission to Palau he intercepted and destroyed a Jap bomber. Later, when his flight of 10 planes encountered 30 hostile fighters, he probably destroyed one Jap plane, although his own plane was crippled during the action.

DISTINGUISHED FLYING CROSS

★ Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action) and Lieut. Julius R. Brownstein, USNR, South Bend, Ind.: As fighter pilots in the Atlantic area on 13 July 1943, they discovered a fully surfaced U-boat and immediately went into action. Despite continuous antiaircraft fire, they strafed the sub with such accuracy that enemy gunners were cleared from their stations, thereby contributing to the eventual destruction of the sub.

★ Comdr. (then Lieut.) Edward C. Outlaw, USN, Pensacola, Fla.: As flight leader of a fighter escort for bombing planes in the Solomons, he participated in 10 attacks against a Japanese destroyer force and positions at Munda Point and Vila Plantation. On 7 February 1943, he and his flight shot down three enemy planes and enabled the divebombers to carry out their mission successfully.



Chaser (NTC, Miami, Fla.)

"Certainly I rate liberty tonight—Why?"

★ Comdr. (then Lieut.) Carl W. Rooney, USN, Pensacola, Fla.: Participating in a vigorous strafing run against six enemy transports unloading troops at Kokumbona, he inflicted serious damage upon the vessels and many casualties among the personnel. Later he led an attack against 16 enemy bombers, blasted one from the sky and damaged two others.

★ Comdr. (then Lt. Comdr.) Robert A. Winston, USN, Washington, Ind.: Leading a four-plane division of fighter planes on 30 March 1944, he courageously attacked a formation of Judy divebombers and personally shot down three of the nine planes destroyed by his division, thus assisting in preventing any of the enemy planes from attacking his task force.

Comdr. Winston

★ Lt. Comdr. Robert G. Dose, USNR, St. Louis, Mo.: Leading his squadron as escort for torpedo and divebombers in a strike at enemy installations at Sabang, Sumatra, he directed his own four-plane division in destroying six planes and forcing a landing craft to beach. Later, flying cover for seven divebombers attacking shipping in the harbor at Soerabaja, Java, he led his division in setting fire to three planes. On the return flight to his carrier, eight more planes were burned and six others damaged at Malang.

★ Lt. Comdr. Allen L. Seaman, USNR, Madison, Conn. (missing in action): While piloting a Liberator in the vicinity of New Guinea on 25 April 1944, he made repeated attacks on important enemy shipping and sank or destroyed two small merchant vessels, 10 barges and two armed sampans and inflicted numerous casualties on Japanese troops. Although his plane was severely damaged, he returned it safely to base.

★ Lt. Comdr. James B. Taylor Jr., USNR, New York, N. Y. (posthumously): While testing a new plane for the Navy at Dahlgren, Md., in March 1939, he lost consciousness as a result of severe acceleration during the pull-out after a high-speed dive but, with part of his craft torn loose and a wing deformed, brought the plane under control. On 25 May 1942, he volunteered for an exceptionally dangerous flight to test a new Navy fighter plane and lost his life when the electrical control mechanism failed to function.

★ Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): Commanding a squadron of torpedo bombers in the Gilbert, Marshall, Caroline and Marianas Islands from February 1943 to April 1944, he guided his flyers in close support of landing operations, and participated in several daring rescue missions of fellow airmen who were down at sea in enemy waters. His squadron's success was due, in large measure, to his leadership skill and courage.

★ Lieut. Larren M. Allen, USNR, Mt. Vernon, Ill. (missing in action): Assigned the extremely hazardous task of obtaining low, close, oblique photographs of enemy beaches on Kwajalein Atoll, he was attacked by 12 or more Jap fighters as he approached his objective. Assuming the brunt of the enemy assault in order to protect the accompanying plane, he maintained accurate fire against the enemy planes, enabling the other bomber to complete its task and return to base with valuable information.

★ Lieut. Kenneth E. Cotton, USNR, San Marino, Calif. (missing in action): While escorting an air group at Kwajalein Atoll on 4 December 1943, he shot down two enemy planes in flames and contributed materially to the success of his group in destroying 19 Zeros and one twin-engine bomber in the air and the probable destruction of two other fighters.

★ Lieut. Merl W. Davenport, USNR, Detroit, Mich.: On 6 November 1943, off the southwest coast of Bougainville, he placed his four-plane division in a position whiich resulted in the speedy destruction of a Japanese bomber. On 18 November, while proceeding on a dawn attack on an enemy airfield, he rescued a comrade who had been shot down at sea the day before. In action against six enemy fighter planes on 21 November, his squadron destroyed all six Jap planes. He himself shot down two planes.

★ Lieut. John B. Furstenberg, USNR, Denver, Colo. (posthumously): As a fighter pilot during attacks on Japanese forces at Wake and Mille Atoll on 5 October and 19 November 1943, he shot two fighter planes down in flames. He led his team in repeated strafing runs, destroying hostile installations and thereby contributing to the effectiveness of the attack.

★ Lieut. Melvin C. Hoffman, USN, Salt Lake City, Utah: As a fighter pilot operating near Marcus and Wake Islands, he made strafing runs in which he set fire to gasoline storage and silenced antiaircraft batteries. He led two strafing attacks on grounded aircraft in complete darkness, and shot down two enemy fighters under very difficult conditions of morning twilight.

★ Lieut. Leonard A. Johnson, USNR, San Diego, Calif. (posthumously): When an enemy convoy of five small, heavily armed cargo vessels was sighted near Truk on 5 May 1944, he maneuvered his patrol bomber for a daring attack and made 14 bombing and strafing runs at perilously low altitude. Despite intense antiaircraft fire, he sank one ship and inflicted severe damage on the others.

★ Lieut. Raymond F. Myers, USNR, Asheville, N. C.: escorting our bombers during a strike against Japanese shipping near Buraku Island, he flew through intense antiaircraft fire and strafed five hostile warships. In a subsequent raid on two cruisers and four destroyers near Rendova Island, he deliberately attracted enemy fire, enabling our bombers to carry out an effective close-range attack.

★ Lieut. Richard E. O'Connell, USNR, Minneapolis, Minn. (missing in action): As section leader flying low cover for our torpedo bombers in a strike at a large concentration of Jap

warships at Rabaul on 5 November 1943, he effectively repelled enemy fighters encountered en route and provided complete protection for our planes to the final break-off point. He assisted in the destruction of 10 enemy planes shot down by his squadron.

★ Lieut. John E. Porter Jr., USNR, Long Beach, Calif.: As commander of a Liberator operating from Nadzab and Momote airfields from 24 March to 29 May 1944, he wrecked four small merchantmen and one loaded barge, destroyed two warehouses, killed many Japanese, destroyed an enemy bomber in aerial combat and wrecked a medium-sized merchantman.

★ Lieut. James A. Smith III, USNR, Richmond, Va. (missing in action): As a division leader of Fighting Squadron 23 and while flying high cover for our torpedo bombers in an attack on Jap cruisers and destroyers at Rabaul on 5 November 1943, he employed excellent tactics and maintained a strong defensive formation throughout the flight. Intercepted by eight Japanese planes during the retirement, he fought his plane courageously and assisted in the destruction of the 10 planes shot down by his squadron.

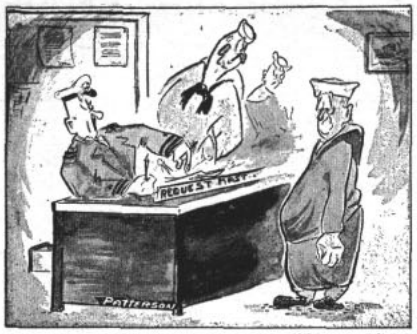
★ Lieut. Robert P. Williams, USNR, Snoqualmie, Wash.: While carrying out a routine patrol flight as pilot of a torpedo bomber, he sighted a fully surfaced enemy submarine. He immediately attacked the U-boat, sending four depth charges exploding close aboard and causing damage which rendered the enemy craft unable to submerge.

★ Lt. (jg) LaVier C. Alber, USNR, San Francisco, Calif.: Flying cover for six torpedo planes on a strike against Japanese shipping in the harbor at Soerabaja, Java, on 17 May 1944, he led a bold strafing raid in advance of the bombers to draw antiaircraft fire away from them. He set fire to one large cargo vessel and severely damaged docks, warehouses and another cargo ship. Later, he discovered a friendly torpedo bomber forced down and provided protection until the crew had climbed into a life raft.

★ Lt. (jg) Frederick H. Fox Jr., USNR, Lebanon, Pa. (posthumously): Piloting a torpedo bomber from a carrier during an attack on Japanese shipping near Rabaul on 11 November 1943, he obtained a hit on a destroyer, causing it to capsize. Later the same day he flew through heavy antiaircraft fire to attack divebombers and torpedo planes which completely outclassed his own craft.

★ Lt. (jg) William W. Fratus, USNR, San Leandro, Calif. (missing in action): Piloting a torpedo plane during an attack on Japanese shipping at Rabaul on 5 November 1943. he came in low over the target and made a daring run at a warship getting under way in the center of Simpson Harbor. He assisted in the destruction of the 10 planes shot down by his squadron and to the severe damage inflicted on important enemy warships.

★ Lt. (jg) John D. Gavan, USNR, Milwaukee, Wis.: Participating in a daring strafing run on the airfield at Sabang, he was caught in a burst of



Hoist (NTC, San Diego)

"For the last time, Thorndyke—we can't give you an advance on your mustering-out pay!"

antiaircraft fire which severely damaged his plane. He courageously remained over the target and made four more effective runs, greatly assisting his division in setting fire to four large planes, damaging two others and beaching a small boat. Later, while escorting the strike group in a raid on Soerabaja, Java, he contributed to the burning of three planes and the damaging of another.

★ Lt. (jg) Jarrel S. Jenkins, USNR, Houston, Tex. (missing in action): As a member of a section of three torpedo bombers, he pressed home attacks on a valuable Japanese carrier in the western lagoon of the Palau islands on 30 March 1944. His airmanship and fighting spirit were material factors in the ultimate sinking of the ship.

★ Lt. (jg) Dale C. Klahn, USNR, Laramie, Wyo.: Proceeding to Sabang, Sumatra, in advance of the main striking group, he maneuvered his plane at dangerously low levels to obtain vital photographs of the area and make four effective strafing runs on the airfield, destroying two Zeros, one torpedo bomber and a transport plane. When his fighter plane was badly damaged by antiaircraft fire, he headed out to sea and parachuted into the water. At Soerabaja, he again strafed an airfield, destroying one transport plane and damaging two others.

★ Lt. (jg) Jack D. Madison, USNR, Vanderbilt, Tex. (missing in action): As section leader flying high cover for torpedo bombers during a strike against a large concentration of Jap cruisers and destroyers at Rabaul on 5 November 1943, he maintained a strong defensive formation throughout the flight and provided complete protection for our planes. Intercepted by four Jap fighters on his return flight, he probably destroyed one and contributed to the destruction of 10 planes shot down by his squadron.

★ Lt. (jg) Glen D. Michel, USNR, Tipton, Kans.: While engaged in a hazardous night flight in the Bismarck Sea, he attacked an enemy destroyer in a large convoy in the face of intense antiaircraft fire which severely damaged his plane. He obtained a direct hit and heavily damaged the warship.

★ Lt. (jg) Lloyd Nicholas, USNR, Elcor, Minn. (missing in action): Flying a torpedo bomber during an attack on Japanese shipping in the Truk lagoon on 17 February 1944, he pressed home his attacks at perilously low altitude, despite intense antiaircraft fire. His fighting spirit contributed in large measure to the destruction and damage of many Jap ships.

★ Lt. (jg) Charles M. Pearson, USNR, Madison, Wis. (missing in action): He participated in hazardous divebombing missions against Japanese bases and shipping in the Marshalls and Carolines from 29 January to 30 March 1944. He pressed home a daring attack on a Japanese cruiser at Palau and scored direct hits at perilously low level.

★ Lt. (jg) James F. Schoby, USNR, Bode, Iowa (posthumously): Discovering a U-boat fully surfaced and disabled in the Atlantic area, he maneuvered his torpedo bomber into striking position and sent four depth charges exploding close aboard, resulting in the destruction of the sub.

★ Lt. (jg) George F. Scott Jr., USNR, Marion, Ark. (missing in action): Piloting a torpedo bomber in a strike at Japanese warships in Rabaul harbor on 5 November 1943, he hurtled his plane directly at a warship getting under way in the center of Simpson Harbor. He contributed materially to the destruction of the 10 planes shot down by his squadron and to the severe damage inflicted on Jap warships.

★ George H. Platz, AMM(T)1c, USNR, Bronx, N. Y.; Ellis C. Babcock, ARM 2c, USNR, Cheektowaga, N. Y.; James R. Dobbs, AOM2c, USNR, Grand Island, Neb., and John E. Siwicki, ARM2c, USNR, Mattapan, Mass.: As crewmen of carrier-based torpedo planes from 30 March to 15 June 1944, they participated in bombing attacks on ground installations and shipping at Palau, the Carolines, Dutch New Guinea, the Sarmi peninsula, Truk, Guam and the Bonins. On 20 June they assisted in driving home to a close range an attack which sank a large Japanese carrier.

★ James A. Brookbank, AMM2c, USNR, Lawrenceburg, Ind.: John E. Prince, AMM2c, USNR. Camden, Ark.; Robert E. Ranes, ARM1c, USNR, Milwaukee, Wis., and Philip E. Whiting, ARM2c, USNR, Bellefonte, Pa.: As crewmen in carrier-based torpedo planes from 30 March to 12 June 1944, they pressed home attacks in the face of heavy antiaircraft fire against enemy ground installations and shipping at Palau, the Carolines, Dutch New Guinea, Truk and Guam. They scored hits which resulted in the sinking of a large enemy carrier on 20 June.

NAVY AND MARINE CORPS MEDAL

★ Lt. Comdr. David C. James, (MC) USNR, East Cleveland, Ohio, and Oliver W. Shay, PhM2c, USNR, Elyria, Ohio: Serving aboard the *LST 396* when it was attacked and sunk in the New Georgia area on 18 August 1943, they entered a troop berthing compartment under which powder and gasoline were stored to save a helpless shipmate pinned under a mass of wreckage. They brought the man topside, performed an emergency amputation in the midst of smoke and flames, lowered him into a life raft and ministered to the man until rescued.

NAVY & MARINE CORPS MEDAL cont.

★ Lt. Comdr. Howard A. Thompson, USN, Belmont, Mass.: As first lieutenant of a submarine during her first three war patrols in Japanese-controlled waters, he meticulously executed his duties and contributed in large measure to the sinking or damaging of many tons of enemy shipping.

★ Lieut. H. L. McGuire, USNR, Leavenworth, Kans.: When the *LST 348* was set afire and sunk by enemy action off the island of DeZammone, Italy he went to the assistance of several men whose clothing was on fire and beat out the flames with his bare hands, suffering severe burns in the process. After reaching a life raft he recovered survivors who were in danger of drowning, although painfully injured himself.

★ Lieut. John G. Piegari, USNR, New York, N. Y.: When the *USS Liscome Bay* was torpedoed and sunk, he and another officer assisted a fellow officer who was still weak from an appendectomy performed seven days before and who would have lost his life without their assistance.

★ Lt, (jg) Rufus C. Harper, USN, San Diego, Calif.: When a Navy torpedo plane crashed and burst into flames at the Naval Auxiliary Air Station, Boca Chica, Fla., on 6 May 1944, he entered the smoke-filled, blazing plane and handed out a helpless radioman. He then reentered the burning craft in an effort to locate another occupant whom he believed to be still in the plane.

★ Lt. (jg) H. E. Hiestand, USNR, Nashville, Tenn.: Thrown into the water by a second explosion when the *LST 348* was sunk off the Island of De Zammone, Italy, he went to the assistance of an injured crew member who was in danger of drowning. Although badly burned himself, he assisted the man to stay afloat until long after he had died of burns and exposure.

★ Lt. (jg) Mead B. Kibbey, USNR, Sacramento, Calif.: When the minesweeper in which he was serving was sunk off the coast of France on 2 July 1944, he swam clear of the sinking ship, then returned to save an enlisted man who was unable to move because of a back injury. Later he returned to save the life of a brother officer who was about to sink as the result of swallowing quantities of oil and sea water.

★ Chief Carpenter Henry H. Youngblood, USN, San Diego, Calif.: During the Japanese attack on Pearl Harbor, he demonstrated great courage and determination in cutting away the bulkheads that entrapped many men. While engaged in this task he suffered a major injury, but from the moment he regained consciousness he strove to return to his station.

★ Torpedoman Byron K. Gradoville, USN, Whittier, Calif.; Arnold H. Johnson, CQM, USN, Honolulu, T. H., and Maynard F. Wickham, CMoMM, USN, Los Angeles, Calif.: While serving aboard a submarine during the vessel's first three war patrols in enemy waters, they displayed great courage under fire and efficiently performed their duties. They contributed in large measure to the sinking or damaging of an important amount of Japanese shipping.

★ Boatswain John M. Kelly, USNR, Honolulu, T. H.: When a torpedo failed to explode against an island cliff during firing tests in the Pacific war area, he voluntarily made repeated dives into rough, shark-infested seas until the dormant missile was eventually located and retrieved.

★ Machinist John T. Strauss Jr., USN, Jacksonville Beach, Fla.; Oden V. Hayes, CMM, USN, Pittsburg, Calif., and Charles L. Greenwood, EM1c, USNR, Auburn, Calif.: When a large quantity of CO2 gas escaped in the after engine room of their ship on 20 July 1943, they disregarded their personal safety and went below to investigate. Discovering two men who had been overcome by the fumes, they carried them to safety, even though they were nearly unconscious themselves.

★ William W. Ford Jr., CWT, USN, Alpena, Mich.: When enemy shells caused fires in dangerous proximity to the portable gasoline stowage of his ship during the invasion of Sicily, he extricated for quick disposal overboard several gasoline drums which were jammed in their racks. He then assisted in segregating ruptured sections of the fire main, enabling the fires to be brought under control.

★ Frederick G. Humphreys, CMoMM, USNR, Tucson, Ariz.: While serving aboard the USS *Susan B. Anthony* when the ship was sinking in the Bay of Seine on 7 June 1944, he went to the assistance of an officer who had fallen through an opening in the deck and was over his head in water and oil. Although he could not swim, he rescued the officer from possible death.

★ John G. Mackay, ACMM, USN, Duluth, Minn.: While on board a landing ship in a passenger status en route to Hopoi on 12 September 1943 his ship was struck by a bomb during an air attack. He heroically fought the fires that ensued and assisted in caring for the wounded and in removing the dead. He preserved for air technical intelligence purposes much extremely valuable enemy equipment.

★ Walter L. Schoenrock, CCS, USN, Monterey Park, Calif. (missing in action): He volunteered to swim 150 yards through a treacherous surf and undertow to assist an officer in securing an escape buoy line from a wrecked naval vessel to a coral reef. He overcame the current drift and made the messenger line fast so that eventually the entire ship's company was able to pass over a riding line to safety.

★ William J. Warren, ACMM, USN, Carriers Mills, Ill.: When fire broke out under a truckload of live depth charges at the Naval Air Station, Norfolk, Va., on 17 September 1943, he remained at his post and directed his men in a heroic attempt to remove aircraft from the danger area. Although severely wounded in the ensuing explosion, he worked desperately to rescue his men still remaining in a burning hangar.

★ Carl R. Washburn, ACMM, USN, Kansas City, Mo.: When a fire broke out under a truckload of live depth charges at the Naval Air Station, Norfolk, Va., he remained at his post and directed his men to points of safety. Although critically injured and unable to walk as the result of the ensuing explosion, he continued to direct rescue and fire-fighting operations until removed to the sick bay.

★ Ronald M. Alexander, Y1c, USNR, Washington, D. C., and Robert L. Morrow, GM1c, USN, Asbury Park, N. J.: While serving in a minesweeper that was sunk during operations off the coast of France on 2 July 1944, they launched a rubber life raft and rescued five badly wounded shipmates who were dazed and unable to swim because of their injuries.

★ Alonzo J. Bourgeois, SF1c, USNR, Lynn, Mass.; John J. Burke, SF1c, USNR, Dorchester, Mass.; Earl W. Goodrich, B1c, USNR, Wollaston, Mass.; Marvin O. Hinch, CM1c, USNR, Revere, Mass.; Raymond S. Le Houllier, CM1c, USNR, Somersworth, N. H.; John A. MacDonald, CM1c, USNR, Boston, Mass., and Murray M. Miller, MM1c, USNR, Brooklyn, N. Y.: As salvage divers during the invasion of Sicily, they carried on the salvage of sunk and damaged ships while the area was under enemy artillery and bombing attack. They dived under extremely hazardous conditions to conduct underwater surveys which materially contributed to rapid salvage and repair of units required for further operations against the enemy.

★ Harold J. Higgins, AMM1c, USN, Odell, Ill.: When a fire enveloped a large group of live depth charges on a truck at the Naval Air Station, Norfolk, Va., on 17 September 1943, he rushed toward the blaze with a hand-held extinguisher and worked desperately to check the flames until a moment before the charges exploded and he was seriously injured.

★ Vernon A. Larson, MM1c, USNR, Portland, Oreg. (posthumously): During the sinking of a floating drydock at an advanced naval base in the South Pacific on 2 November 1943, he went below where members of the

Pointer (Naval Drydocks, Hunters Point, Calif.)

"Well—where do I sign up?"

night shift still were sleeping. He entered the sinking pontoon to awaken his shipmates but failed to save himself.

★ Richard D. Stine, MoMM1c, USNR, Van Nuys, Calif.: When his minesweeper was sunk off the coast of France on 2 July 1944, he was blown 50 feet into the air and about 75 feet from the sinking ship. Although still dazed, he pulled six wounded shipmates on to a float and kept them together, thus saving their lives.

★ Louis J. Ciprari, CM1c, USNR, Worcester, Mass.: Although painfully wounded by shrapnel during the assault on Sicily, he made several hazardous trips through the blazing radio room and assisted in rescuing his trapped shipmates. He then directed a fire-fighting party and assisted materially in bringing the fires under control.

★ Haskell L. Goins, EM2c, USN, Tracy City, Tenn.: When enemy fire damaged his ship and severely wounded many of the crew during the invasion of Sicily, he valiantly sought out the wounded and carried them to the wardroom where he effectively administered first aid.

Haskell Goins

★ James Martin, StM2c, USNR, Columbus, Ga. (posthumously): 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 man but were unable to get a secure hold on him. Trying desperately to save his companion, he became exhausted and was carried into the lagoon by the tide.

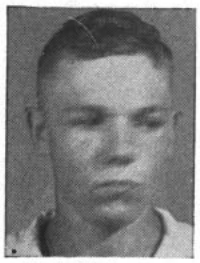
★ Richard R. Westergard, BM2c, USN, Cedar Spring, Mich.: Observing the desperate struggles of a marine whose outrigger canoe had swamped off Opolu, Western Samoa, he dived over the side of his Navy launch, which was unable to get close enough to throw a line, swam to the canoe and rescued the marine.

★ Charles M. Ward, MoMM2c, USNR, Brooklyn, N. Y.: Although saturated with oil when the *LST 348* was set afire by enemy action on 20 February 1944, he extinguished the blaze on one man by throwing him overboard and then beat the fire out of the oil-saturated clothing of another man. His prompt and heroic action saved the lives of two men.

★ Jesse H. Coplin, AMM3c, Lake Charles, La.: Seeing a large group of depth charges enveloped in flames and about to explode in the vicinity of a gasoline truck, he rushed to the truck and drove it away before the depth charges exploded. He limited to a substantial degree the havoc wrought by the ensuing explosion but was seriously injured (17 September 1943, Naval Air Station, Norfolk, Va.).

★ Benjiman H. Brumbeloe, Cox., USNR, Columbus, Ga.: When the *LST 396*, loaded with gasoline and ammunition, was set afire in the New Georgia area by enemy gunfire, he entered a lifeboat which was partially surrounded by flames. He proceeded through burning debris and picked up many survivors, repeatedly venturing close to the blazing ship to rescue them.

★ Jack W. Culpepper, Cox. USNR, Laurinburg, N. C.: When the *SS Elihu Yale* was set afire in the assault area off the Anzio beachhead, he boarded the blazing ammunition and gasoline loaded ship in spite of almost continual enemy attack, noxious fumes and exploding ammunition and fought the flames persistently until the fire was extinguished.



Jack Culpepper

★ Clyde Patterson, Cox., USNR, Panama City, Fla.: When the landing boat in which he was serving approached the beach at Gela, Sicily, on 11 July 1943, he noticed a soldier struggling in the water in danger of drowning. He swam to the drowning soldier and brought him to safety and, although weakened by his recent efforts, immediately went overboard again and saved another man who was about to perish.

★ Ephriam B. Middleton Jr., S1c, Yonges Island, S. C.: When large waves from a passing tug swept his fishing companion from a jetty and into the swift current at Sullivan's Island, S. C., on 3 May 1944, he removed his outer clothing, swam to the aid of the exhausted man and succeeded in bringing him to the beach.

Gold Star in Lieu of Second
BRONZE STAR MEDAL

★ Lt. Comdr. Ronald K. Irving, USN, Plymouth, N. Y.: While leading his section of a motor torpedo boat squadron in a night patrol off Bougainville in February, 1944, he engaged a convoy of five heavily armed Jap landing barges employed in transporting supplies and troops. Despite intense fire from the barges and shore batteries, his section destroyed two craft and severely damaged the remainder.

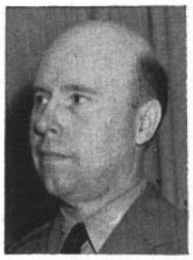
BRONZE STAR MEDAL

★ Rear Admiral Francis S. Low, USN, Washington, D. C.: As commanding officer of a warship which participated in the battle of Rennell Island and the Guadalcanal campaign, he displayed initiative, devotion to duty and skill in ship handling, and contributed materially to the success of U. S. forces in these actions.

Adm. Low

★ Capt. George R. Cooper, USN, San Diego, Calif.: In command of a squadron of destroyers in the Central and South Pacific from January through June 1944, he demonstrated great initiative and skill and a high caliber of leadership which were reflected in the fighting qualities of the ships under his command.

★ Capt. Marshall M. Dana, USN, Alstead, N. H.: While attached to the Navy Yard, Pearl Harbor, from 15 February 1942 until 25 October 1943, he developed employe morale, improved employe-management relations and sponsored better living, working and transportation conditions of civilian workers. He did much to aid the Navy Yard in rapidly returning ships of the Pacific Fleet to the battle line.



Capt. Dana

★ Capt. Howard E. Orem, USN, Ardmore, Pa.: As operations officer on the staff of the commander of a cruiser division, he participated in engagements with the enemy in the Guadalcanal, Rennell Island and Aleutian theaters. By his professional skill and initiative, he aided his division commander materially in the accomplishment of assigned missions.

Capt. Orem

★ Capt. Harold F. Pullen, USN, Melrose, Mass.: As commander of a destroyer division which performed screening duties for a cruiser division during the battle of Rennell Island and the Guadalcanal campaign, he performed the missions assigned him with outstanding initiative and a high degree of professional skill.

Capt. Pullen

★ Comdr. Henry H. Caldwell, USN, Roseville, Calif.: As air officer of a U. S. carrier in joint operations against enemy-held bases in the Netherlands East Indies on 19 April and 17 May 1944, he exercised sound judgment and outstanding leadership in assisting in the planning of two daring strikes at Sabang, Sumatra, and Soerabaja. He trained and directed the airmen of his command so expertly that the operations were expeditiously begun without casualty or delay.

★ Comdr. Douglas L. L. Cordiner, USN, Governors Island, N. Y.: As chief staff officer of Commander Fleet Airships, Atlantic Fleet, from 1 Dec. 1942 to 28 April 1944, he assisted in the detailed planning, organization, administration and logistic support to units of Fleet Airships, Atlantic, with initiative, judgment and outstanding devotion to duty.

★ Comdr. Roy A. Gano, USN, Pipestone, Minn.: As commanding officer of a destroyer operating in a squadron northwest of Bismarck Archipel-

BRONZE STAR MEDAL cont.

ago between 17 and 23 February 1944, he participated in the destruction of two naval auxiliary ships, a large cargo ship, a minelayer and four barges, and inflicted heavy damage on enemy shore installations. Although subjected to aerial attacks and intense fire from shore batteries, he carried out the attack without damage to his ship.

★ Comdr. Dallas M. Laizure, USN, Long Beach, Calif.: As air operations officer of a U. S. carrier attached to the British Eastern Fleet, he greatly assisted in planning two vital attacks on enemy bases at Sabang, Sumatra, and Soerabaja, Java. Prior to these successful operations, he skillfully briefed the participating pilots in all phases of their assigned missions.

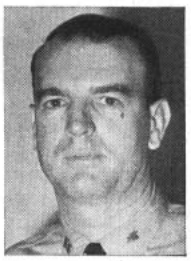
★ Comdr. William R. Smedberg III, USN, Arlington, Va.: As commanding officer of a destroyer operating in the Solomons from 1 November 1943 to 31 March 1944, he assisted in repelling two heavy air attacks against his task force. His ship engaged in night reconnaissance and in the occupation of Green and Emirau Islands, and contributed materially to the defeat of the enemy in the South Pacific theater.

★ Lt. Comdr. Edward E. Conrad, USN, St. Louis, Mo.: As diving officer of a submarine during her third war patrol, he courageously and skillfully carried out his duties and was of invaluable aid in the sinking of three enemy vessels and the damaging of additional shipping.

★ Lt. Comdr. Ronald K. Irving, USN, Plymouth, N. Y.: While leading PT-boat patrols in the Solomons from 1 to 31 March 1944, he completed many missions along the coast of Bougainville and engaged enemy surface craft attempting to reinforce ground forces in the Empress Augusta Bay area. On two occasions his patrol intercepted several Japanese barges and destroyed them. When his ship was sunk he made certain that all of the crew were clear before leaving himself.

★ Lt. Comdr. Edward F. Jackson, USN, Annapolis, Md.: As executive officer of a destroyer operating in the Solomons from 1 November 1943 to 31 March 1944, he skillfully carried out his duties while his ship escorted troop transports to Bougainville, bombarded enemy installations at Torokina, and helped repel two heavy air attacks against the task force.

CITED FOR FUEL PLANNING: Lieut. Elmer J. Preston, (SC) USNR, of San Francisco, Calif., has won the Bronze Star Medal for meritorious service as fuel supply officer on the staff of Commander Service Squadron, South Pacific Force. His skillful planning of the establishment and expansion of the fuel supply activities in the Solomons and Bismarck Archipelago areas contributed materially to the success of our naval forces.



★ Lt. Comdr. Gerald P. Martin, USNR, Oakland, Calif.: As commanding officer of the Naval Base, Townsville, Australia, and later as commanding officer of the Naval Base, Woodlark Island, he maintained excellent facilities for providing supplies and services to our forces in forward areas.

★ Lt. Comdr. William C. Meloy, (MC) USNR, Washington, D. C.: As senior medical officer of a Marine defense battalion during operations at Bougainville, he accompanied the first assault wave ashore at Empress Augusta Bay and organized emergency hospital facilities. Despite enemy fire, he rendered medical assistance to large numbers of wounded, thereby contributing to the saving of many lives.

★ Lt. Comdr. Herbert A. Smith, (DC) USNR, Clayton, Ala.: Serving with the 3rd Marine Division at Cape Torokina on 1 November 1943, he exposed himself to intense enemy fire to set up a supplementary first aid station. When his medical supplies became exhausted he proceeded alone through Japanese lines and led a party of medical officers and hospital corpsmen to the relief of the men at his station.

★ Lieut. Johnston C. Adams, USNR, Corinth, Miss.: As commanding officer of an LST in the Solomons from 1 November 1943 to 31 January 1944, he volunteered for and completed two reconnaissance missions on Bougainville and Green Islands. Upon completion of these missions, he piloted the first echelon to the beaches selected by his reconnaissance.

★ Lieut. Bruce M. Brink, USNR, Sioux City, Iowa: As commanding officer of the *YMS 70*, which was escorting a convoy of LCTs engaged in the initial supply of Arawe, he skillfully maneuvered his ship to protect the convoy when it was attacked by 22 Jap dive-bombers and fighters. He assisted in putting up a heavy barrage of flak which destroyed three Japanese planes.

★ Lieut. S. S. St. Pierre, USNR, Ardmore, Okla.: While serving on the staff of a naval task force commander during the invasions of Sicily and Italy, he formulated in detail plans for and directed the installation of radio counter-measures devices and equipment. In addition, he assisted immeasurably in coordinating the handling of urgent operational traffic.

Lieut. St. Pierre

★ Lt. (jg) Howard A. Andersen, (MC) USN, Minneapolis, Minn.: When the USS *Corry* was sunk off the coast of France by a mine explosion and enemy gunfire, he remained to the last to save the wounded after word had been given to abandon ship. He continued to work tirelessly among the wounded for 30 hours, although he was suffering from exposure as the result of two hours in the water.

★ Lt. (jg) Paul N. Garay, USNR, Trenton, N. J.: Serving aboard the USS *Corry* when it was sunk off the coast of France on 6 June 1944, he forced open a distorted fire room escape hatch, effecting the escape of two enlisted men from certain death. He saved the lives of two other enlisted men who could not swim by assisting them to abandon ship, tying them to a life raft, and watching over them for two hours.

★ Lt. (jg) Julian G. Kwilecki, Jr., USNR, Bainbridge, Ga.: As photographic interpreter attached to the staff of a naval task force commander during preparation for the amphibious invasions of Sicily and Italy, he worked tirelessly and with great ingenuity to determine the underwater beach gradients. As a result of his judgment and ability, a high degree of accuracy was attained, which contributed materially to the success of our landing forces.

Lt. Kwilecki

★ Saul Bresticker, CPhM, USNR, Newark, N. J., and Albert J. Carino, PhM2c, USNR, Arlington, Mass.: After orders had been given to abandon the USS *Corry* in the Bay of Seine on 6 June 1944, they remained to the last to save the wounded. After being rescued they continued to work tirelessly among the wounded for 30 hours, although suffering from exposure as the result of spending two hours in the water, during which time enemy shore batteries kept up a continuous shelling.

★ Glenn H. Harvey, PhM1c, USN, Baraboo, Wis. (posthumously): Attached to a Marine tank company at Arawe, New Britain, on 16 January 1944, he daringly exposed himself to heavy fire from a Jap pillbox to remove two wounded comrades from their extremely hazardous position. He was instantly killed as he attempted to aid them.

★ Frank Hunt, MoMM1c, USNR, Okemah, Okla.: When the USS *Osprey* caught fire during the invasion of France, he made two trips to the dark after engine room to start a pump, although so severely bruised that it was difficult for him to move. When water was available he manned one of the hoses, extinguished the fire, and enabled many of the crew trapped by the flames to escape.

★ Alexander Culberson, AMM2c, USNR, Philadelphia, Miss.; Don A. Taylor, AMM2c, USNR, Murray, Utah, and Leonard L. Johnson, AMM3c, USNR, Portland, Oreg.: When the USS *Block Island* was hit the first two times by enemy action on 29 May 1944, they went at once to the gasoline control station and drained the lines up to the flight deck and succeeded in inerting 60% of the entire gasoline system before the ship was struck for the third time. Their prompt action undoubtedly prevented serious fires when the third explosion ruptured all gasoline lines in the vicinity of the hit.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

Rules on Overseas Service for Waves, Spars Provide Minimum 18-Months' Assignment

Policies and procedure have been announced by the Navy and Coast Guard for assignment of Waves and Spars to overseas duty under Public Law 441. Eligibility rules for Marine Corps women are now being formulated.

Under the law (see page 28) women reservists who volunteer for duty outside the continental limits may be assigned anywhere in the American area (see map page 41) and to Hawaii and Alaska. Such duty will be for a minimum of 18 months, and no leaves will be granted for return to the U. S. during the overseas assignment.

It is expected that no quotas will be assigned for overseas duty prior to December 1944. Studies are now being conducted in overseas areas where women are eligible to serve, and six women's reserve officers have been assigned to temporary duty in the Hawaiian Islands to survey housing conditions and billets available there.

Waves making application for duty outside the continental limits must meet the requirements, as provided in a letter from the Chief of Naval Personnel dated 29 Sept. 1944 (Pers-107-MN QR8/P16-3). Enlisted Waves stationed in the Navy Department, Washington, D. C., are referred to a letter from the Chief of Naval Personnel dated 9 Oct. 1944 (Pers-6301-af-3 QR8/P16-3).

Waves must fulfill these requirements:

(1) At least six months of continuous active duty, exclusive of training time, is required. When two individuals are equally well qualified in other ways, the Wave with the longer service will be given preference.

(2) Applicants must have a good record in health, work and conduct and they must have demonstrated during their military service a sense of responsibility, maturity, adaptability and emotional stability.

(3) Candidates must be free of any form of dependency which would require their presence in the U. S. Waves who at any time have submitted requests for transfer or discharge based on dependency are not eligible.

(4) Applicants may specify preference for the area in which they care to serve, but definite assignment to the preferred area cannot be guaranteed.

Applications from Wave officers should be addressed to the Chief of Naval Personnel, via official channels. Enlisted women apply to their commanding officers and will be selected from established quotas for each command by boards appointed by commandants of naval districts, river commands, chiefs of naval air training commands and the bureaus of the Navy Department. Officers will be chosen from among volunteers by BuPers as billets become available. Applications from volunteers not selected for the first quotas will be kept on file for future consideration.

Applicants for overseas duty from the Coast Guard Women's Reserve must meet the following requirements, set forth in Coast Guard Bulletin No. 136-44, dated 10 Oct. 1944:

(1) At least one year of active duty is required.

(2) Applicants must have an excellent health record, and have a conduct grade not less than 4.0. They must in addition have had a grade of 3.2 in proficiency for six months immediately prior to application, and be certified as to suitability for handling confidential assignments.

(3) Candidates who contribute financially to dependents are considered eligible, providing the dependency is such that it will not cause worry on her part. Where there is reason to believe that conditions may develop where it would be necessary for the woman to provide physical care for a dependent, she will not be considered.

(4) Duty will be for a minimum of 18 months, and billets are available for Spars of the following ratings: Y, RM, SC, Cox., PhoM, HA, PhM, Sp(X) (SB) and Sp(TR). Seamen with designators for any of these ratings, and seamen selected for specific duties, such as maintenance, will also be required.

Applications should be made by Spars to DCGOs and COs of independent units, via official channels. Final selection will be made by Coast Guard Headquarters.

Women's reserve officers making surveys of housing conditions and billets in the Hawaiian Islands for their respective branches of the naval service are: Lt. Comdr. Jean T. Palmer, USNR, special assistant to the director of enlisted personnel, BuPers; Lt. Comdr. Joy Bright Hancock, USNR, Women's Reserve representative for BuAer and the DCNO(Air); Col. Ruth Cheney Streeter, USMCR, director of the Marine Corps Women's Reserve; Major Marian B. Dryden, USMCR, assistant to the director of the division of aviation, Marine Corps; Capt. Dorothy C. Stratton, USCGR, director of the Coast Guard Women's Reserve, and Lt. Comdr. Ineva R. Meyer, USCGR, assistant to the chief of enlisted assignment division.

Enlisted Wave Recruiting Being Cut to 500 a Month

Procurement of enlisted personnel for the Women's Reserve is being reduced gradually from the recent level of 4,000 a month to a monthly quota of 500 beginning 1 Dec. 1944.

The curtailment is made possible due to the fact that attrition rates of Waves have been lower than anticipated and because of the increasing number of limited service men returning from overseas to fill billets at continental shore establishments. There have also been fewer casualties among men than anticipated.

When the quotas go into effect, it is expected that the total personnel of the Waves—9,000 officers and 75,000 enlisted women—will be sufficient to cover current and future needs.

In keeping with the Navy's policy of selecting male officers from qualified enlisted personnel (INFORMATION BULLETIN, July 1944, p. 12), the majority of women officers commissioned in the future will be chosen from the enlisted ranks. Exceptions will be physicians, dentists and other specialists.

Educational Officers Being Assigned to Advance Bases

Educational Services officers are being assigned by BuPers to organize off-duty study programs at advance bases and to provide textbooks and other teaching materials to men attached to ships stopping there.

Officers in command of ships have been requested by BuPers Circ. Ltr. 286-44 (NDB, 30 Sept. 1944, 44-1135) to encourage the organization of the off-duty program and to designate an officer to determine the educational interests of the ship's company and take steps to secure necessary materials of instruction.

In addition to the new study opportunities offered men of the fleet, BuPers has established 100 Educational Service Centers throughout the world where more than 100,000 have received classroom instruction during the past year.

Physical Requirements Set For PT Officers and Men

Physical requirements for officers and enlisted men for motor torpedo boat training have been announced. For details see BuMed ltr. R1-JLA P3-5/PT (063-43) (NDB, 15 Oct. 1944, 44-1174).

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Enlisted Men to Be Nominated for Naval Academy Examinations

All COs have been asked in BuPers Circ. Ltr. 294-44 (NDB, 30 Sept. 1944, 44-1142) to make a survey of enlisted men under their command who are eligible to take entrance examinations for the U. S. Naval Academy, and to forward results and nominations to BuPers as soon as possible. Nominations received after 1 Jan. 1945 will not be accepted.

The rules have been modified so that any enlisted men in the Navy or Marine Corps, both regular and reserve, who were on duty on or before 1 Oct. 1944, and who are otherwise qualified, are eligible for consideration.

BuPers will process applications and will order enlisted men of outstanding caliber and sufficient academic background to the Naval Academy Preparatory School, Bainbridge, Md., where they will be given a short and intensive course to prepare them for the Naval Academy entrance examinations to be held 18 April 1945.

Reduced Bus Fares Offered To Discharged Personnel

Reduced one-way fares for military personnel traveling at their own expense upon discharge, retirement or release from active duty have been established by principal bus companies in the U. S.

Tickets may be purchased at approximately 1¼ cents a mile upon presentation of an Indentification Discharge Certificate which will be furnished on request at time of discharge. They may be used for travel from place of discharge, retirement or release (or an intermediate point) to home or place of enlistment or induction, or place of employment in the U. S. or Canada.

A similar arrangement has been made with leading railroads, as reported in the Sept. 1944 INFORMATION BULLETIN, p. 62.

For details see BuPers Circ. Ltrs. 235-44 and 302-44 (NDB, 31 Aug. 1944, 44-1000 and 15 Oct. 1944, 44-1180).

Mainsheet (NTC, Bainbridge, Md.)

Shipwreck Survivors Asked to Aid Survey

The Physical Instructors' School, USNTC, Bainbridge Md., is gathering information from shipwreck survivors which might be the means of saving the lives of other Navy men who will benefit from improved teaching methods and life-saving equipment resulting from survivors' experiences.

All survivors are asked to contact the PI School in order that they may be sent a short questionnaire. The survey, conducted at the direction of BuPers, was decided upon because a large percentage of lives lost in the Navy are due to aquatic hazards.

Instances Reported Of Erroneous Promotions

Numerous instances have occurred where officers who were thought to be eligible for promotion under certain promotional Alnavs have been promoted erroneously, and have forwarded acknowledgments of receipt of appointment to BuPers.

This has happened particularly in cases where the officer's eligibility under an Alnav by reason of date of rank and active duty status has not been properly ascertained. It has also occurred in cases of officers whose promotions have been previously withheld because of physical or professional disqualifications.

The factors determining eligibility for temporary promotion from the standpoint of length of time of service are set forth in detail in paragraph 10 of BuPers Circ. Ltr. 222-43 (NDB, cum. ed., 43-1587). Whenever a CO believes that a promotion should be withheld because of physical or professional disqualification, the CO should advise BuPers of the disqualifications and withholding, as directed by the same circular letter.

When an appointment is withheld by a CO, the withholding terminates the authority for the appointment contained in the promotional directive. An appointment cannot be delivered to the officer at any date after withholding without specific approval from BuPers. If delivered under such circumstances without specific approval from BuPers, the appointments are considered null and void.

At such time as the officer's physical disqualification is removed and he is considered fit for duty, or when he is professionally qualified for appointment, the CO should advise BuPers requesting that this appointment be effected.

Plan Announced for Release Of Retired Officers From Active Duty

The officer personnel situation has now improved sufficiently through the training and return from overseas of younger officers, both reserves and regulars, BuPers has announced, to permit the initiation of a program for releasing retired officers from further active duty. The plan provides the essential first steps toward adjusting officer personnel to current and prospective requirements of the naval service.

There are at present a total of 4,305 retired officers on active duty. Of this number 2,229 are retired regular and reserve officers, and 2,076 are retired enlisted men serving as officers.

Approximately 500 retired officers went back into uniform as early as 1939. The majority, however, were recalled during 1940 and 1941 when their experience was needed in building up and perfecting the administration of the rapidly expanding Navy. They took over duties of younger men whose services were needed at sea. Most of the retired officers have served in administrative posts ashore in the U. S. Many entered the service at considerable personal sacrifice, and their services have been of great value to the Navy and nation. In many cases, however, the task for which they entered the service has been accomplished.

In addition, an increasing number of younger officers of comparable ranks are now being brought back from combat areas for duty ashore where the Navy may take advantage of their combat experience and familiarity with current problems in advanced areas. These younger officers are available to fill posts vacated by retired officers returning to the retired list, many of whom are not physically qualified for duty afloat.

As a general guide in the interests of uniformity, as announced in BuPers Circ. Ltr. 285-44 (NDB, 30 Sept. 1944, 44-1134), consideration will be given first to all retired officers of or above the following ages:

Flag Officers	64
Captains	60
Commanders	55
Lieutenant Commanders	50
Lieutenants	45
Lieutenants (jg)	45
Ensigns	45
CWO and WO	50

The list, however, is not intended to limit release only to those officers over the ages indicated. The desires of individual retired officers of any age for return to inactive duty are to be given favorable consideration whenever the needs of the service permit.

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Distinguishing Marks and Seaman Stripes Approved For Non-Rated Waves

Recent changes in uniform regulations authorize the wearing of seaman stripes and change the location of distinguishing marks worn by non-rated personnel of the Women's Reserve. The changes are provided for in a letter from the Chief of Naval Personnel to all naval activities in the U. S., dated 30 Sept. 1944 (Pers-34-ECS QR/JJ55).

Seaman first class and hospital apprentices first class will wear three stripes on the left sleeve between the shoulder and elbow in the same position as a rating badge (as shown in illustration at left). Seamen second class and hospital apprentices second class will wear two similar stripes in the same position.

Those markings, embroidered on a rectangular background the same color as the uniform, are to be placed at an angle of 30 degrees from horizontal with the lower ends of the stripes to the front. The stripes are 3/16 inch wide, 2 inches long and set 3/16 inch apart.

White stripes are to be worn with blue uniforms, and Navy blue stripes on white or grey clothing. The seaman markings have been approved for the service jacket, Navy blue; working uniform (grey dress and jacket); shirt, long-sleeved, Navy blue; service jacket, white; working smock, Reserve blue.

Enlisted women who have completed the full course of instruction at a regularly established Class A service school may wear the specialty mark of the rating for which the school is established. Those who have successfully completed the required examinations for petty officer third class are entitled to wear the specialty mark for the rating for which qualified.

The specialty marks, including the insignia for hospital apprentice, are worn on the left sleeve, centered immediately above the rectangular background on which the seaman markings are embroidered. When worn as distinguishing marks, they are embroidered in silk, cotton or rayon thread, and are the same size as specialty marks of rating badges.

The insignia are embroidered on a background matching the color of the uniform, and have been approved for the following:

Garment	Color of specialty mark
Service jacket, Navy blue	White
Working uniform, grey dress and jacket	Navy blue
Shirt, long-sleeved, Navy blue	White
Service jacket, white	Navy blue
Working smock, Reserve blue	Navy blue

In all cases the specialty mark for hospital apprentice is red.

The wearing of specialty marks for the following ratings open to personnel in the Women's Reserve have been approved:

Aerographer's Mate	Radioman
Aviation Machinist's Mate	Radio Technician
Aviation Machinist's Mate I	Ship's Cook
Aviation Metalsmith	Ship's Service Man (B)
Aviation Radio Technician	Ship's Service Man (L)
Baker	Ship's Service Man (T)
Chief Commissary Steward	Storekeeper
Electrician's Mate	Storekeeper (D)
Hospital Apprentice	Storekeeper (T)
Mailman	Storekeeper (V)
Parachute Rigger	Telegrapher
Pharmacist's Mate	Yeoman
Printer	Specialists (C), (G), (I), (P), (Q), (R), (S), (T), (V), (W), (X), (Y).
Printer (L)	
Printer (M)	

When advancement to ratings other than those listed above is authorized by BuPers, the same specialty mark authorized for male personnel of those ratings shall be worn.

Officers Ordered to Foreign Duty to Take Physical Examination

Officers ordered for duty outside the continental limits of the U. S. are to be given a complete physical examination prior to date of detachment. Aviators are to receive a flight physical examination.

If orders do not allow sufficient time for accomplishing the examination, COs are authorized to endorse the orders to that effect, stating the reason why the physical examination was not given. This procedure is provided in a joint BuPers-BuMed letter of 5 Oct. 1944 to all ships and stations.

Men Advised Not to Carry Big Sums of Money Ashore

Reports from several commands indicate a growing tendency on the part of enlisted men, particularly those just returned from months overseas, to carry excessive sums of money ashore when going on liberty.

In some instances men with as much as $750 have been picked up in an intoxicated condition by shore patrolmen. Others have been rolled for large sums of money.

Shore Patrol authorities in the 8th Naval District have urgently advised personnel to take only the amount of money with them they expect to spend while absent from the ship or station.

To make it unnecessary for personnel to carry excessive amounts of cash COs in the 12th Naval District have been directed to make available safe custody for unneeded funds of men going on liberty or leave. Likewise men reporting aboard the Receiving Ship at San Francisco are advised either to put their money in safe custody or to convert it into travelers' checks.

Emergency Medical Costs Of Enlisted Personnel On Leave Paid by Navy

Expenses for emergency medical and hospital treatment obtained from civilian sources by enlisted personnel of the Navy and Marine Corps while on leave or liberty may now be defrayed by the Navy Department under a decision of the Assistant Comptroller General of the U. S.

In a letter announcing the decision to the naval service BuMed listed regulations for the information and guidance of those concerned.

Payment for civilian treatment will be allowed only in emergency cases where it is impracticable to obtain medical care from naval or other governmental agencies.

Enlisted personnel who become injured or ill while on leave or liberty should apply, if practicable, to the nearest naval activity or, if none is available, to the medical department of any government agency. If neither is available, the individual concerned should contact his CO by telephone or telegraph, requesting permission to obtain civilian medical aid.

When the urgency of the situation does not permit obtaining treatment from government facilities on the prior approval of competent naval authority, necessary emergency treatment may be obtained by or on behalf of the individual concerned. Reasonable expenses will be allowed as a charge against the Navy, providing that within a reasonable time a report is made to the CO so as to permit investigation and suitable arrangements for transfer to a federal institution or other appropriate action.

Expenses for the employment of consultants or specialists will not be allowed except when authorized in advance by BuMed, or in extraordinary cases when subsequently approved by BuMed upon receipt of report and satisfactory explanation as to the ne-

Hoist, (NTC, San Diego)

"She's been that way since she worked on tail turrets."

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cessity and urgency for their employment.

Since the Navy's authority to pay for such treatment is retroactive to 28 April 1942, any claims acted on adversely since that date due to leave status may be resubmitted for BuMed's consideration.

Civilian dental treatment, other than emergency measures to relieve pain, is not authorized by the letter.

The new ruling does not include treatment for officers, who under Navy Regs are not entitled to medical treatment at government expense unless they are on duty.

For further details see BuMed-CaGJS, P3-2/P18-1(021), 26 Aug. 1944 (NDB, 30 Sept. 1944, 44-1118).

Specialty Courses Open To Outstanding V-12s

Men classified as V12(a) who rank above average in academic record, achievement test and officer-like qualifications will be given an opportunity to apply for college training in the following specialty courses now open:

- Civil Engineering
- Mechanical Engineering
- Electrical Engineering (Power)
- Electrical Engineering (Communications and Pre-Radar)
- Aeronautical Engineering (Engines)
- Aeronautical Engineering (Structures)
- Supply

Students who can meet the qualifications, and who will finish their third term by 1 Nov. 1944, may submit to their CO a written statement of their desire to remain in V-12 and list their first, second and third choice for the specialty training.

For details see V-12 Bulletin No. 262 (Subjects A & C).

Hoist, (NTC, San Diego)

"You'll need a personal property pass to take that shovel out of here."

Personnel Warned Against Stowing Away on Aircraft

Investigation of recent cases of stowaways on aircraft, as reported by the Commander, NATS, West Coast, reveals that service personnel generally are unaware of the dangers and penalties involved in the practice.

In reporting the incidents NATS pointed out that, since the weight and distribution of poundage on a plane is carefully computed, the presence of a stowaway might destroy the perfect balance of a plane and seriously endanger the safety of the aircraft and the lives of all hands on board.

Under NATS, West Coast, Order 11-44, 4 Oct. 1944, air transport officers, plane commanders and their crews are held responsible for the apprehension of personnel who attempt to obtain unauthorized rides aboard planes. Stowaways discovered in flight are to be turned over to the squadron commander for delivery to appropriate naval authority for trial by general court martial. Members of NATS found delinquent in their duties may also be tried by general court martial.

There is also a provision under Public Law 247 for the punishment of stowaways. They may be fined up to $1,000, imprisoned for any period up to a year, or both.

OPA Temporary Food Rations for Service Personnel Increased

Service personnel entitled to temporary food rations are now granted 10 processed food points for each nine meals or fraction thereof, instead of the 8 points previously allowed, it has been announced by OPA. The change, effective 7 Oct. 1944, was made because it is now possible to buy rationed processed foods only in multiples of 10 points. One pound of sugar for each 36 meals or fraction thereof, and 4 meat-fats points for each nine meals or fraction thereof, are also allowed.

Temporary food rations may be obtained by service personnel on leave or liberty in the U. S. if they do not have and are not entitled to Ration Book 4. Their leave or liberty must be for 72 consecutive hours or more and they must eat at least one meal at their hosts' homes.

Even though not on leave, service personnel who are messed in a general mess, a contract mess, or an organized mess may obtain temporary food rations if they eat nine or more meals a month at their hosts' homes. Also, those residing in the U. S. for less than 60 days on detached or temporary duty may obtain temporary food rations if they eat at least nine meals a month at a private home.

Applications for temporary food rations should be made on BuS&A Form 570 obtainable from COs. If this form is used, either the applicant or his host may present the application to the local ration board. However, if the applicant shows good cause for failure to have this form, the board may permit him to apply on the appropriate OPA form. He must present the application personally.

War Ration Book 4 will be issued to service personnel residing in the U. S. for a period of 60 days or more *except* those subsisted in a general mess, or those who eat 14 or more meals a week at a general mess, organized mess or contract mess.

Bureaus to Aid Naval Personnel in Getting Train Accommodations

Naval personnel traveling under orders or on leave of absence, including delay in route but not liberty, are eligible for assistance by local Navy or Army reservation bureaus, or branch offices thereof located in booths in certain railroad terminals, in obtaining train accommodations.

Such bureaus, or branches thereof, have been established in the following cities to facilitate necessary travel by individuals and small groups:

Asheville, N. C.	New Orleans, La.
Atlanta, Ga.	New York, N. Y.
Baltimore, Md.	Norfolk, Va.
Boston, Mass.	Norman, Okla.
Charleston, S. C.	Oklahoma City, Okla.
Chicago, Ill.	Omaha, Nebr.
Cincinnati, Ohio	Orlando, Fla.
Cleveland, Ohio	Philadelphia, Pa.
Columbus, Ohio	Pittsburgh, Pa.
Corpus Christi, Tex.	Portland, Oreg.
Dallas, Texas	St. Louis, Mo.
Denver, Colo.	Salt Lake City, Utah
Detroit, Mich.	San Antonio, Tex.
El Paso, Texas	San Diego, Calif.
Houston, Texas	San Francisco, Calif.
Jacksonville, Fla.	Savannah, Ga.
Kansas City, Mo.	Seattle, Wash.
Los Angeles, Calif.	Spokane, Wash.
Louisville, Ky.	Tampa, Fla.
Memphis, Tenn.	Washington, D. C.
Miami, Fla.	
Minneapolis, Minn.	
Montgomery, Ala.	

For details see BuPers Circ. Ltr. 295-44 (NDB, 30 Sept. 1944, 44-1143).

No New V-12s to be Picked For Term Starting 1 March

No trainees either from the service or civil life will enter the V-12 program in the term starting 1 March 1945.

That decision, based on estimates of the Navy's future needs for officers, does not affect the 1,000 enlisted men chosen from the ranks for the term which began on 1 Nov. 1944, for which, as previously announced, no civilians were selected.

Similarly, other students already enrolled in the program in colleges and universities under contract to the Navy will continue their training as scheduled. There are at present 69,000 prospective young officers in training in V-12.

THE BULLETIN BOARD

Policy for Releasing Military Government Officers Announced

Many officers are reluctant to apply for the military government program because of the belief that they may be required to remain in the naval service for a long period after the end of hostilities, according to BuPers Circ. Ltr. 311-44 (NDB, 15 Oct. 1944, 44-1189).

It is not the intention of BuPers to penalize officers assigned to military government duties, the letter states. Upon completion of hostilities, it is expected that all reserve officers who wish to return to inactive duty will be treated alike and their requests will be acted upon in accordance with the needs of the service at that time.

Waivers Restricted for Combat Aircrewman Duty

Applicants for combat aircrewman training, including aircraft machine gunners, will be required to meet all height, weight and other physical requirements, under current instructions in BuPers Circ. Ltr. 291-44 (NDB, 30 Sept. 1944, 44-1139).

The change in ruling, effective 28 Sept. 1944, does not constitute cause for revoking the combat aircrewman designation (CA) of any otherwise qualified combat aircrewman. Oversize men who have already been assigned to combat aircrewmen training will be permitted to continue such training if otherwise qualified and may, upon its successful completion, be designated as combat aircrewman by the addition of the (CA) designator as an integral part of their ratings.

COs of operating units are authorized to waive height and weight requirements when conditions and type of aircraft make it desirable to use men whose height and weight exceed the limits. This exception applies particularly for aircraft equipped with hand-operated heavy-caliber waist guns.

Rules Made for Ordering Flowers from Overseas

Naval personnel are not permitted to order flowers through an overseas florist for delivery in the United States, under current BuPers instructions, since such transactions could reveal their location.

Flowers may, however, be ordered through direct correspondence with domestic florists or by using the Army Exchange Service gift catalogues, providing the messages or orders do not reveal the location of naval personnel whose whereabouts may not be disclosed. Senders are not permitted to to specify the kind, color or quantity of flowers being ordered.

The message or order may contain only the name and address of the recipient of the flowers, the dollar value of delivered flowers and the name of the sender. Flowers ordered through Army Exchange Service gift catalogues are identified by the catalogue number.

For details see BuPers Circ. Ltr. 287-44, (NDB, 30 Sept. 1944, 44-1136).

Changes Made in Post Office Fees

Reductions in the fees for insured and COD mail and revisions in the charges applicable to COD mail are made by Public Law 424, passed by the 78th Congress and approved by the President on 17 Sept. 1944. The act also restores the money-order fees which were in effect prior to 26 Mar. 1944 and increases the fees for special delivery service for all classes of mail weighing up to ten pounds.

The changes, effective 1 Nov. 1944, are listed in a letter from CNO to all ships and stations (NDB, 15 Oct. 1944, 44-1171).

$5,000 Literary Award Established for Wounded Service Personnel

Establishment of the G. I. Joe Literary Award of $5.000 for the best book manuscript submitted each year for the next three years by a service man or women in any branch of the U. S. armed forces wounded in action in the present war has been announced by E. P. Dutton & Co., Inc., publishers, 300 Fourth Avenue, New York 10, N. Y.

Officers and enlisted personnel are eligible, including those wounded while serving with British units prior to U. S. entry into the war. The prize of $5.000 will be paid as an advance against royalties. All manuscripts, in addition to the winning one, will be considered for possible publication by Dutton, subject to contractual terms to be mutually agreed upon.

The contest is now open. Awards will be made in 1945, 1946 and 1947. The closing date for the first year is 1 Jan. 1945, and the winning manuscript will be published as soon thereafter as possible. If the judges decide no manuscript is worthy of the award, the time limit may be extended or the award withheld. Manuscripts received after 1 Jan. 1945 will be entered automatically for the 1946 award for which competition will close 1 Jan. 1946.

Both fiction and non-fiction will be considered. Prose manuscripts should be not less than 50,000 words in length, although this rule may be waived if the judges decide a shorter manuscript deserves the award.

Personnel Injured Overseas May Be Transferred to Hospitals Nearer Home

Officers and enlisted personnel wounded in action or otherwise disabled while serving overseas may now be transferred at government expense from their present naval hospital in continental U. S. to a naval hospital nearer their home, for convalescence or hospitalization and further disposition, in cases where further treatment or rest is required for 30 days or more.

For medical and psychological reasons, these transfers are not to be considered for the convenience of the officer or man, but as a means to assist in recovery, adjustment and final disposition. Current instructions which require patients to bear the expense of their own transportation when requesting transfer from one hospital to another do not apply in the case of officers and men shifted under terms of this new authority, contained in BuPers Circ. Ltr. 296-44 (NDB, 30 Sept. 1944, 44-1144).

When patients are no longer in need of active hospitalization but would benefit by a period of convalescence at home, they may be granted convalescent leave in accordance with existing instructions, to return to the hospital where leave is granted at their own expense, or they may be issued orders directing travel and transfer at government expense to a naval hospital nearer their homes. In the latter event, upon reporting at the hospital nearer to their homes, they may be granted convalescent leave by the medical officer in command.

Patients requiring further hospitalization, who are not ready at the time for convalescent leave, may be transferred at government expense individually or in drafts, as determined by the medical officer in command. Convalescent leave for officers and enlisted men is limited to thirty days.

Wheel Watch (NAS, Cape May, N.J.)

"Seaman Murdock, if you don't mind, we'll discuss your rate some other time."

THE BULLETIN BOARD

Care in the Handling, Packing and Shipping of Ships' Chronometers Urged by Naval Observatory

The following announcement has been issued by the superintendent of the U. S. Naval Observatory.

The safety of all hands aboard ship is dependent to a great extent upon the accuracy and reliability of a ship's chronometer, the most important item of a ship's navigational equipment. The instrument upon which we rely today for our time standard aboard ship was developed by skilled craftsmen and scientists in efforts beginning in the 15th century and continuing at the present time. The government of Great Britain alone spent over $450,000 in prize money to encourage the perfection of a navigational timepiece, and other governments interested in the development of safe navigation spent comparable sums on the project. The ship's chronometer, developed as a result of these efforts and inducements, now enables a navigator to determine his position at sea within one or two miles.

The navigator and quartermasters of a ship have developed a hearty respect for the ship's chronometer, and devote every effort to safeguarding the instrument and maintaining its accuracy. Should anyone require proof of this assertion, let him request the navigator's permission to examine and handle the ship's chronometer!

Ships' chronometers and other navigating timepieces were always delivered to ships in a running condition, by officer messenger, until the rapid expansion program necessitated an extension of the system of delivery to vessels in all waters. The instruments are now stopped and shipped by express to especially trained personnel at chronometer supply pools located at certain designated naval activities in the U. S. and abroad. The extreme precision and delicacy of the instruments require that special precautions be taken in preparation for shipment in order that the accuracy and reliability will not be impaired during transportation and subsequent handling.

Many individuals, both naval and civilian personnel, are now concerned with the handling and shipping of chronometers. Recent experience indicates that not all persons concerned are completely familiar with the delicate nature of the instruments they handle, or with the special precautions which must be taken to insure their safe transportation. These special precautions must be observed not only in the shipment of chronometers to service, but also in the return of chronometers to the Naval Observatory, the sole naval activity authorized to undertake the overhaul and repair of ships' chronometers and navigating watches.

A SHIP'S CHRONOMETER

Damage occurring to a chronometer as a result of mishandling or faulty preparation for shipment may render the instrument useless for subsequent service. Still worse, this damage may cause internal defects which will become apparent only after a period of service at sea. This circumstance may well result in hazarding the safety of a ship, and the safety of all hands aboard.

The importance of proper care and handling of ships' chronometers cannot be too highly stressed. The possibility of shipping damage to ships' chronometers makes it advisable to direct the attention of all hands to the complete instructions for proper care and handling set forth in the Comparison Book, NavShips Form 702. These instructions are outlined in part below, and the particular attention of personnel immediately concerned is requested. It shall be borne in mind that these special provisions are made in the interest of safeguarding the life of every person who travels aboard ships of the Navy.

INSTRUCTIONS FOR THE PREPARATION OF SHIPS' CHRONOMETERS AND NAVIGATING WATCHES FOR SHIPMENT

A ship's chronometer, removed from its gimbal ring and with its balance properly corked, shall be wrapped with 6 thicknesses of tissue paper, 21 inches by 32 inches, and 6 thicknesses of 15-ply cellulose wadding. A box made of No. 1 pine, ½ inch thick, of inside dimensions 7 inches by 7 inches by 5⅞ inches deep, shall be secured or manufactured. Six thicknesses of 15-ply cellulose wadding shall be placed in the bottom of the box. The instrument, wrapped as above, shall be inserted in the box, cellulose wadding packed around the sides, and 6 thicknesses of 15-ply cellulose wadding placed on top of the wrapped chronometer. The lid of the box shall be secured by 4 screws.

A gimbaled navigating watch, assembled in its gimbal ring, shall be removed from the gimbaled navigating watch box. The watch and ring assembly shall be wrapped with 6 thicknesses of tissue paper, 21 inches by 16 inches, and 6 thicknesses of 15-ply cellulose wadding. A box made of No. 1 pine, ½ inch thick, of inside dimensions 7 inches by 7 inches by 5⅞ inches deep shall be secured or manufactured. Fourteen thicknesses of 15-ply cellulose wadding shall be placed in the bottom of the box. The instrument, wrapped as above, shall be inserted in the box, cellulose wadding packed firmly around the sides, and 14 thicknesses of 15-ply cellulose wadding placed on top of the wrapped navigating watch. The lid of the box shall be secured by 4 screws.

When ships' chronometers or gimbaled navigating watches are to be shipped in quantity, 6 instruments, prepared as specified above, shall be packed in a case of No. 1 pine, ¾ inch thick, of inside dimensions 37 inches by 27½ inches by 17⅜ inches deep. New excelsior, 6 inches thick, shall be placed in the bottom of this case, and the chronometers or gimbaled navigating watches set in 2 rows of 3 boxes each in the center of the shipping case. The 6-inch space on all sides of the instruments shall be packed with new excelsior, and a 7-inch layer of new excelsior shall be placed over the top before securing the lid. Each end of the outer shipping case shall be provided with a batten handle 2½ inches wide and ¾ inch thick. A standard paper label reading "DELICATE INSTRUMENTS—HANDLE WITH GREAT CARE," S&A form 438, shall be pasted securely on each of the 4 sides of the shipping case. The top of the case shall be marked "THIS SIDE UP."

The chronometer boxes, with gimbal rings locked in place, or the gimbaled navigating watch boxes with the gimbal ring locks securely tightened, shall be assembled in their carrying cases and shipped separately, not more than 6 in each shipping case.

A non-gimbaled navigating watch shall be placed in its padded box, the box assembled in the carrying case, and the carrying case securely wrapped with heavy brown wrapping paper. The wrapped instrument shall then be packed in a shipping case with at least four inches of new excelsior at the top, bottom, and sides. A standard paper label reading "DELICATE INSTRUMENTS—HANDLE WITH GREAT CARE," S&A Form 438, shall be pasted securely on each of the four sides of the shipping case. The top of the case shall be marked "THIS SIDE UP."

Muzzle Blast (Air Gunners Sch., Hollywood, Fla.)

"The Recognition Department wants to know if you are through with the models."

THE BULLETIN BOARD

New Daily News Service Made Available to Ships

The establishment by the U. S. Army News Service of a daily transmission of domestic, war and sports news was announced to all ships and stations in a CNO letter dated 22 Sept. 1944 (NDB, 30 Sept. 1944, 44-1116).

The daily broadcast starts at 0200 GCT and continues for two hours at a speed of 15 words a minute. The transmissions are made from station WCO on a frequency of 6,450 kcs. Shipboard operators are authorized by the letter to copy the press service and make it available to personnel at sea.

The routine nightly broadcast between 0130 and 0230 GCT from Navy communications in Washington, D. C., also carries a news summary, transmitted on 122, 4,390, 9,425 and 12,630 kcs.

Ship's Company Personnel May Not Play on Teams Representing Schools

Enlisted personnel assigned to ships' companies at training activities in colleges or universities may not be members of teams representing the schools in intercollegiate athletics, as may apprentice seamen regularly enrolled in the V-12 program.

The fact that a man in ship's company may be carrying one or more college subjects with the approval of his CO does not change his status to trainee or student, according to the clarification of rules in V-12 Bulletin No. 260 (Subject C & F), dated 27 Sept. 1944.

He may, however, participate in intercollegiate or other athletics as a member of a team composed exclusively of naval personnel, and representing the Navy rather than the school.

Requirements Changed for Commissioning by Navy of Merchant Mar. Midshipmen

Under current instructions midshipmen in the Merchant Marine Reserve, USNR, who are graduates of cadet training courses under the jurisdiction of the training organization of the War Shipping Administration will be required to serve successfully at sea for one year as a licensed officer before being eligible for appointment to a commission in the Naval Reserve. They are allowed 18 months from graduation in which to qualify.

Previously sea service as a licensed officer was not required for eligibility for a commission, and the cadet could apply any time within six months after graduation.

Midshipmen are also required, under BuPers Circ. Ltr. 306-44 (NDB, 15 Oct. 1944, 44-1184), to be serving at sea as a licensed officer within three months after graduation. During the 18 months allowed for qualifying for a commission, midshipmen are also now required to make a written report of their employment status to the Chief of Naval Personnel at least once every six months. Midshipmen appointments may be immediately revoked if at any time their employment status is such that they cannot successfully complete the year at sea required in order to be eligible for a commission in the Naval Reserve.

Meaning of Conversion Of Insurance Explained

Frequent inquiries are received by BuPers which indicate that many policyholders of National Service Life Insurance are not clear as to the meaning of "conversion." The term has nothing to do with changing government insurance to insurance issued by a private company. It means only the changing of a 5-year level premium term policy (issued by the government to service personnel and convertible after one year) to any one of the following three government insurance plans: (1) ordinary life; (2) 20-payment life, or (3) 30-payment life. The benefits of all forms of these government insurance policies are administered by the Veterans Administration.

Insignia Authorized for Seabee Enlisted Men

Enlisted personnel of Seabee units, such as brigades, battalions, regiments, maintenance units, detachments and all other CB units, have been authorized to wear the shoulder insignia illustrated at the right.

The multi-colored insignia, embroidered on a background of Navy blue, is to be worn on the left sleeve, the top of the insignia to be one-half inch below the shoulder seam. It may not be worn in the presence of enemy ground forces or at any time when the senior officer present considers that its wearing might endanger the security of the command.

Authorization to wear the insignia is to be entered in each enlisted man's service record. It terminates upon detachment from CB units. As soon as the insignia is available, the block letter "CB" distinguishing mark now being worn, will be eliminated.

For details see BuPers Circ. Ltr. 309-44 (NDB, 15 Oct. 1944, 44-1187).

Examinations To Be Held For Coast Guard Academy

The annual competitive examination for appointment to cadetship in the U. S. Coast Guard Academy at New London, Conn., will be held on 9-10 May 1945 throughout the U. S. Men selected for appointment will be given four years of scholastic and military training, and will receive upon successful completion of the four-year course a Bachelor of Science degree in engineering and a commission in the regular Coast Guard.

The competition is open to unmarried men who are high school graduates and who will not be less than 17 years old nor more than 22 years of age on 1 May 1945. They must be at least 5 feet 6 inches in height, have 20/20 uncorrected vision in each eye, and be in good physical condition. Candidates are also required to have the following high school or college credits:

Algebra	2
Plane Geometry	1
Trigonometry	½
English	3
Physics	1
Chemistry	1
Other optional credits	6½

Inasmuch as the examination will not be given outside the continental limits of the U. S. for Navy personnel, only those enlisted men whose units or stations are in the U. S. during the time required for taking the examination, and whose applications have been accepted by the Commandant, U. S. Coast Guard, will be able to participate. Provision, however, is being made for Coast Guardsmen to take the examination afloat or at certain overseas bases. Navy COs are authorized to grant leave, at their discretion, for men within the U. S. who have been approved to take the examination.

Application forms for the examination and general information concerning the academy may be obtained by writing, via official channels, to the Commandant, U. S. Coast Guard, Washington 25, D. C. Upon completion and submission of applications and supporting papers, applicants will be notified through their COs of acceptance or rejection as candidates for appointment. Applications must not be postmarked later than 1 April 1945.

Any Navy man who qualifies and is accepted for appointment to cadetship at the Coast Guard Academy may, upon written request, be discharged from the Navy in order to accept appointment. All cases, however, shall be referred to BuPers for action. Coast Guardsmen, when accepted, are likewise discharged immediately prior to their acceptance of appointment as cadets.

For details see BuPers Circ. Ltr. 305-44 (NDB, 15 Oct. 1944, 44-1183).

THIS MONTH'S COVERS

Oily smoke marks the end of a Jap cargo ship, one of 32 destroyed by cruisers and destroyers of the 3d Fleet off Mindanao in the first U. S. carrier strike at the Philippines. INSIDE FRONT COVER: A youthful veteran of the submarine service relaxes in his bunk above two sleek "tin fish." OPPOSITE PAGE: Marine planes take off to provide cover for our ground fighters in the Palaus (all Official U. S. Navy photographs). BACK COVER is reproduced from one of the official Navy posters for the Pearl Harbor Day war bond drive.

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 four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 28.

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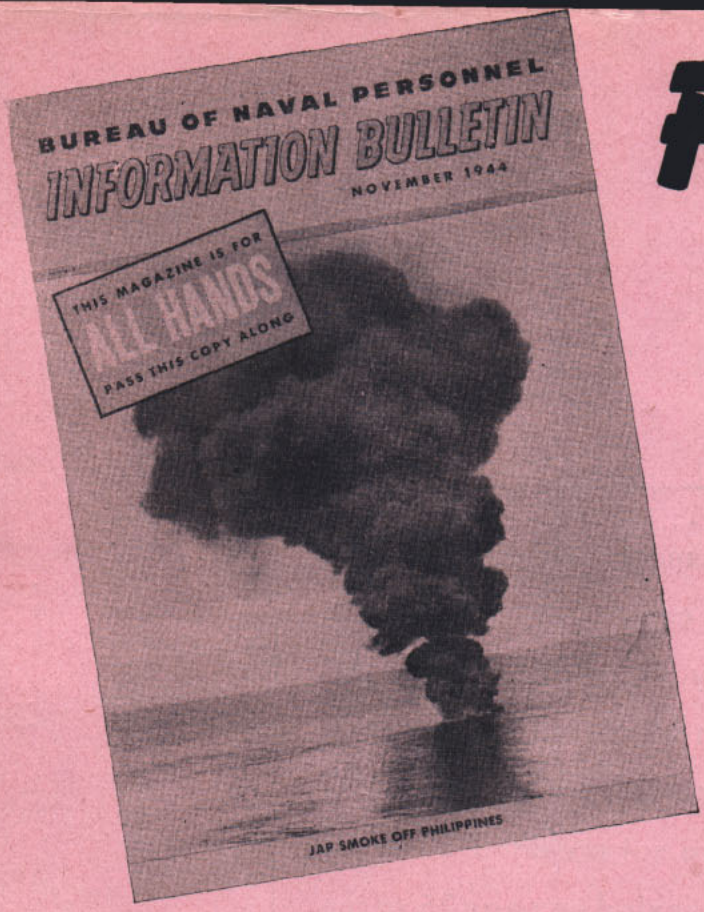

FOR ALL HANDS

BACK TO THE PHILIPPINES!

Returning as promised, Navy-supported forces under Gen. MacArthur begin all-out drive to oust Japs, avenge Bataan.

"SPLINTER FLEET" LIKES IT RUGGED

SC, PC and YMS all spell bad news for Japs. Read about a fleet with only two kinds of quarters—small, and general!

RESERVE OFFICERS RECLASSIFIED

Details and handy chart on the new system for reclassifying reserve officers and warrants, showing who goes where and why.

WHAT'S THAT DECORATION?

A special 8-page section in this issue gives you latest dope on Navy's decorations, medals, ribbons, rules, etc.

OUR ROVING ADVANCE BASES

What makes those 8,000-mile task-force raids possible? The story of our "A" fleet, answer to a logistics war.

BULLETIN BOARD NEWS:

Rules on overseas service for Waves, Spars . . . . new insignia for Seabees . . . . plans for release of retired officers . . . . emergency medical costs of enlisted personnel on leave paid by Navy . . . . specialty courses open to outstanding V-12s . . . . personnel injured overseas may be transferred to hospitals nearer home. . . . ALSO: Month's Alnavs, ship and station news, communiques, and special chart on how to get recreation equipment.

NEW ISSUE NOW OUT

NOTICE

Those who wish may now obtain personal copies of the BuPers INFORMATION BULLETIN for themselves or arrange to have them sent home to their families: 15¢ a copy, or $1.50 a year. Order from Superintendent of Documents, Government Printing Office, Washington 25, D. C.

This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 76 of the November 1944 issue, additional copies may be requested of BuPers.

NOTICE TO ALL COMMANDS: A postcard requesting answers to three questions has been enclosed in each envelope or package of this particular issue of the Bulletin. It will be appreciated, in the interest of better distribution of the magazine, if a check is made to insure that the postcard has been returned to BuPers.

BUY THIS MAN A

HARI-KARI KIT

ON DECEMBER 7, 1944

Buy EXTRA War Bonds on

PEARL HARBOR DAY!