

Dixon - Archive

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

DECEMBER 1944

11 PAY TABLES

NAVPER-50

**THIS MAGAZINE IS FOR
ALL HANDS
PASS THIS COPY ALONG**



LAST LOOK AT TWO JAP BBs



JATO GIVES THAT ADDED LIFT

750

BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN

DECEMBER 1944 NAVPERS-0 NUMBER 333

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

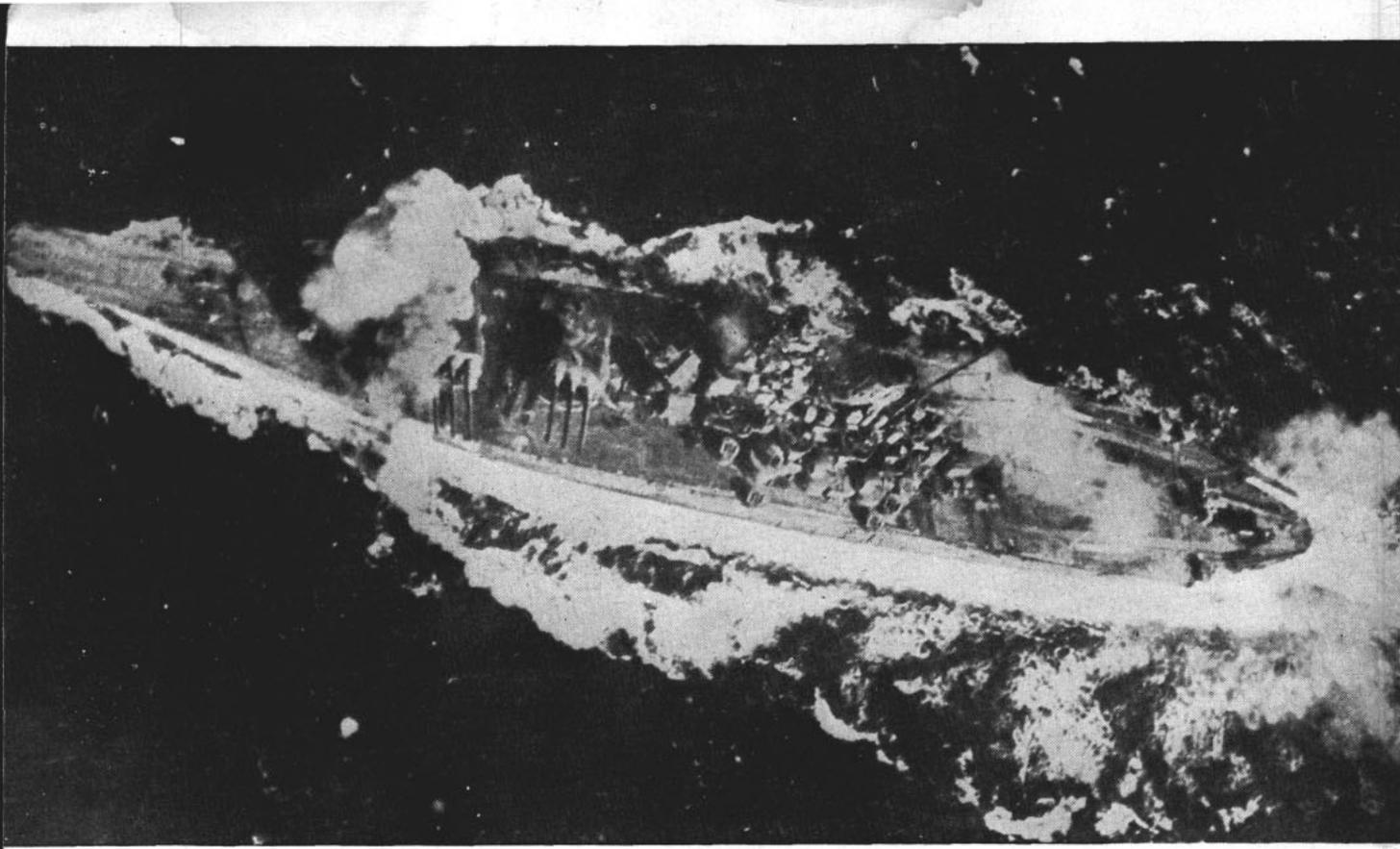
Table of Contents

	Page
Overwhelming Victory: Second Battle of the Philippines.....	2
One Step Ahead of the Japs.....	6
Mulberries: Portable Ports.....	10
War Game.....	12
SPECIAL SECTION ★ WAR ANNIVERSARY	
Pacific: Year of Offensives.....	16
Europe: We Close on Germany.....	20
U. S. Naval Vessels Lost During War	23
Picture Highlights.....	24
These Developments Made News.....	26
Chronology of Events on All Fronts.....	28
The Retirement Pay Question.....	31
Show Time	34
Letters to the Editor.....	38
Editorial	40
The Month's News	41
The War at Sea: Communiques.....	47
Decorations and Citations.....	55
Membership of the 79th Congress.....	65
What's Your Naval I. Q.?.....	69
Legislative Matters of Naval Interest.....	69
Recreation Service and Equipment.....	70
New Books in Ships' Libraries.....	72
The Bulletin Board	73

This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue (see page 80). All activities should keep the Bureau informed of how many copies are required. All original material herein, except as noted on page 12, may be reprinted as desired.

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

PASS THIS COPY ALONG
IT IS FOR 10 READERS



Official U. S. Navy photograph

Jap BB Yamato flees after two direct bomb hits from Helldiver that got safely back to its 3d Fleet carrier.

OVERWHELMING VICTORY

Jap Lose 2 Battleships, 4 Carriers, 8 Cruisers in 2d Battle of Philippines

The following is the full text of Navy Department Communique No. 554, released 17 Nov. 1944. For an earlier account of the action described here see Pacific Fleet Communique No. 168, p. 48. The Navy Department communique uses local dates.

BASED on reports—necessarily incomplete due to the necessity of radio silence for certain fleet units and the impossibility of having some officers in attendance at evaluation conferences because of continuing operations of fleet units—the following information is now available on the Second Battle of the Philippines:

I

ASERIES of naval engagements and, in terms of victory, ones which may turn out to be among the decisive battles of modern times, were won by our forces against a three-pronged attack by the Japanese in an attempt to prevent our landings in the Philippine Islands.

The fact is known. Progress of the three-day battle which began 23 October was promptly reported to the American public as far as military security permitted. It is now possible to give a chronological and diagrammatic review of the Second Battle of the Philippines, which left the United States Fleet in command of the eastern approaches to the Philippines, pro-

viding support for General MacArthur's invading forces and maintaining without interruption the sea-borne supply lines pouring men and munitions into the combat area.

The Japanese are still wondering what hit them. It is impossible, therefore, to identify the composition of our naval forces or to describe the damage—other than losses—suffered by us in the three-day fight. All damage, however, was remediable and some of the United States ships hurt in the fight are already back on duty.

We lost one light carrier, the USS *Princeton*; two escort carriers, the USS *Saint Lo* and USS *Gambier Bay*; two destroyers, the USS *Johnston* and USS *Hoel*, and one destroyer escort, the USS *Samuel B. Roberts*, and a few lesser craft.

Against this, the Japanese definitely lost two battleships, four carriers, six heavy cruisers, two light cruisers and an undetermined number of destroyers. These ships were seen to go down. So severely damaged that they may have sunk before reaching port, and in any event removed from action for from one to perhaps six months, were one Japanese battleship, three heavy cruisers, two light cruisers and seven destroyers. In addition, damaging hits

were noted on six battleships, four heavy cruisers, one light cruiser and 10 destroyers.

The victory not only made possible the continuing supply of men and munitions to General Douglas A. MacArthur's successful invasion forces, but by its magnitude can conservatively be said to have greatly reduced future casualties in both men and water-borne equipment.

Like all battles, this one did not just happen. The engagements, in one of which surface ships slugged it out against each other, and in which the far-ranging carrier-borne United States aircraft both intercepted and pursued enemy ships with conspicuous success, were preceded by a series of other actions which fall into a definite, strategic pattern when reviewed in order.

II

PRELIMINARIES to the show-down battle can be said to have opened with the landings on Peleliu and Morotai, southwest of the Philippines, on 15 September. These landings in themselves were preceded by a two-weeks series of feints and thrusts, by Vice Admiral Marc A. Mitscher's carrier task force of the 3d Fleet, which kept the Japanese forces off balance while

whittling down their aerial strength by some 900 planes.

These successes indicated the feasibility of advancing the date for the invasion of the Philippines, and the date of 20 October was set by General MacArthur in consultation with Admiral Nimitz and approved by the high command.

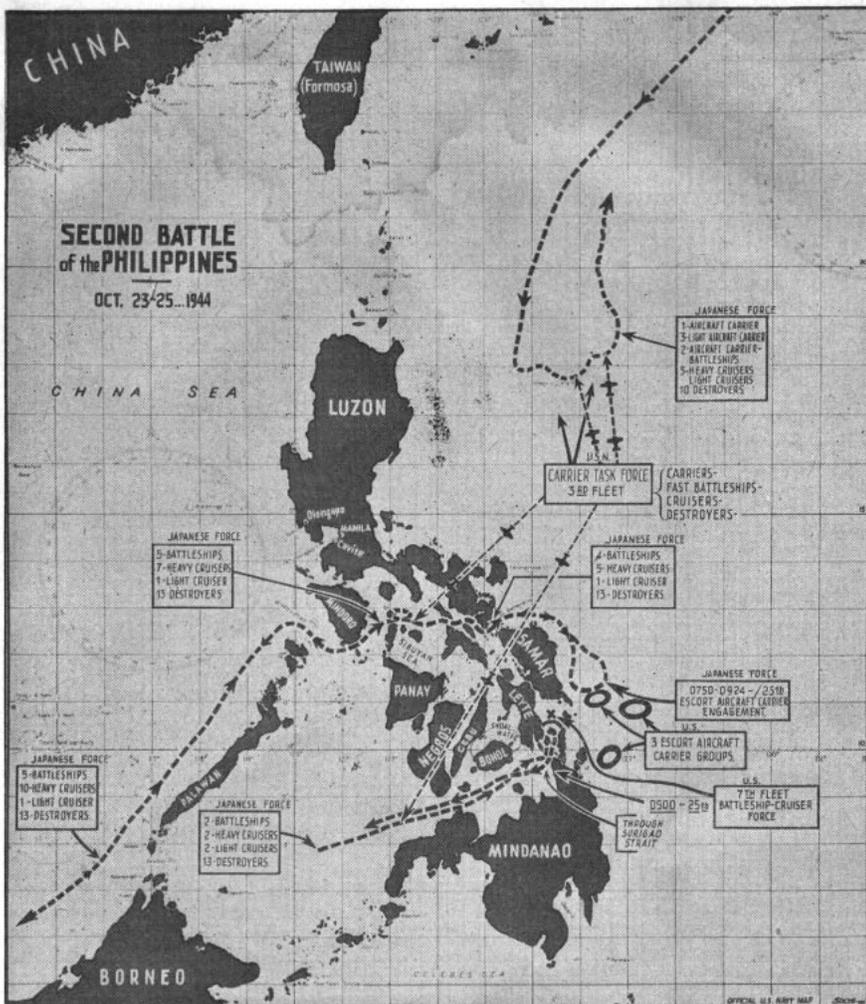
However, a great deal of hard, tough work had to be accomplished first. As much damage as possible had to be inflicted upon the enemy over the widest available area guarding the Philippines. Additionally, by hitting the Japanese hard, and again and again, the enemy was to be confused, and kept confused, as to the ultimate objective of our far-ranging forces.

On 9 October, surface forces bombarded Marcus Island, and on the following day a carrier task force struck at Okinawa, in the Nansei Shoto group, about 1,500 miles to the westward. The Japanese defenders were caught off base each time, losing 82 planes at Okinawa and 46 ships, not counting 11 probably destroyed.

On 11 October, while the enemy was still trying to figure out what had hit him to the northward, the airplanes of one carrier group swept over the northern part of Luzon, main island of the Philippine Commonwealth, while the other carrier forces were refueling. That strike cost the Japanese 10 to 15 airplanes destroyed on the ground. Enemy opposition was inconsequential.

Three times, in as many days, the United States forces had struck at three different and widely separated strongholds of the enemy. On the fourth day, 12 October, a fleet appeared in the enemy's own backyard, off the island of Formosa, from which the aerial attack against the Philippines had been launched by the Japanese nearly three years before. Our objectives were the 25 to 30 first-class military airfields on Formosa, the airplanes based there, and, of course, any other military establishments on shore and the enemy shipping in the harbors.

Our fleet maneuvered in the vicinity of Formosa for three days, 12, 13 and 14 October. Fifty-five enemy vessels of all kinds were certainly destroyed, and 32 were probably sunk, while approximately 396 airplanes were de-



Official U. S. Navy map

stroyed in the air or on the ground. On the last day, and on 16 October, Formosa was additionally the target of U. S. Army B-29s, flying from China.

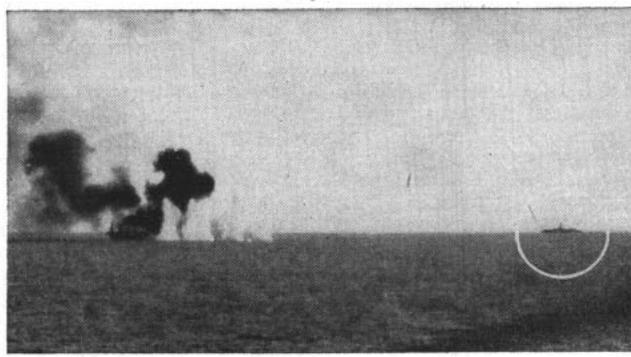
The effrontery of the attack on Formosa from the sea provoked the Japanese into immediate counter-action. Strong units of bomber and torpedo planes swept down from the islands of the Empire, to be met and broken up by fighters from our carriers. Two Japanese planes which forced their

way through found targets in a couple of United States medium-size ships, which were damaged by torpedoes but which successfully retired to the eastward.

Now comes one of the most fantastic chapters of the war. The Japanese aviators who managed to reach home reported an amazing victory, and Tokyo was quick to claim—for the fifth or sixth time—that the naval strength of the United States had been rendered puny. But, this time, the



PRICE OF VICTORY: Crewmen of another U. S. carrier watch as light carrier USS Princeton burns after being hit by Jap bomb. Later her magazine blew up and she had to be sunk by our own forces.



JAP SHELLS fall around USS Gambier Bay, one of the two U. S. CVEs sunk after heroic stand against Jap battle fleet of superior speed and gunpower. Note enemy cruiser circled at right.

Official U. S. Navy map

Japanese believed their own propaganda, that at least 15 carriers had been sunk and varying quantities of other warships.

A task force of the Japanese navy was sighted leaving the Empire to give the American fleet its coup de grace; but when the astonished pilots of the enemy scouting force saw the size of the healthy opposition deploying to receive them, the Japanese expedition wheeled and ran back to the safer waters of the Empire. Admiral Halsey ironically observed that his ships sunk by Jap radio announcement had been salvaged, and were "retiring at high speed toward the Japanese fleet."

On 14 October, our carrier planes began working over the Philippine island of Luzon, and the lesser islands of the archipelago to the south and east, in order to come into immediate support of the amphibious forces approaching for the invasion. Only about 85 enemy planes were bagged in the sweeps over approximately 100 airfields up to the time our carriers, both the large and fast ones and the smaller escort ships, converged in support of the landings of the United States amphibious forces on Leyte. The strategy had succeeded, and the landings were effected by General MacArthur's forces in complete surprise.

III

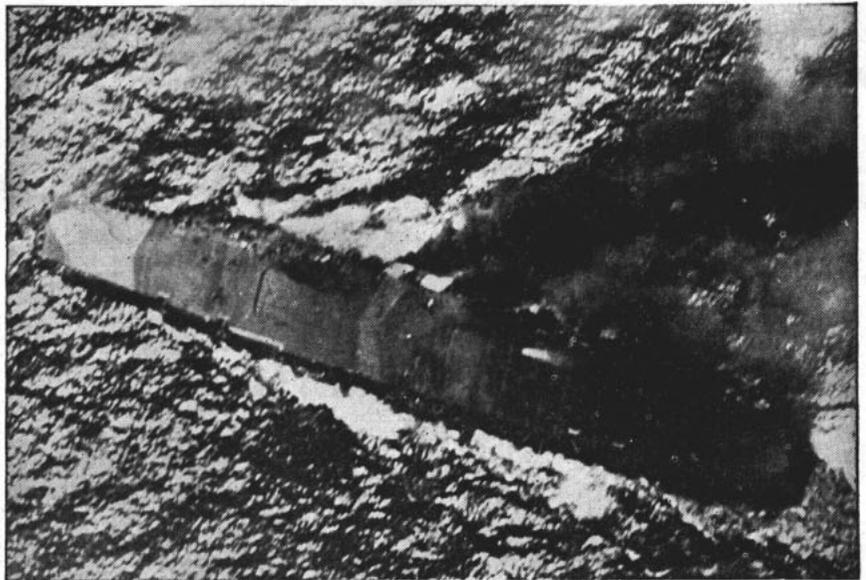
THE invasion of the Philippines employed a grand-scale use of all arms of modern warfare: land and amphibious forces, surface and sub-surface ships, and, of course, a tremendous air coverage.

A look at the chart will show the confusion of islands upon whose perimeter the initial assault was made. They form a maze of channels, of which the two providing the best egress to the Pacific are San Bernardino Strait in the north, between Luzon and Samar Islands, and Surigao Strait in the south, between Leyte and Mindanao.

One of the precautions our forces took against a Japanese incursion from the westward was to post submarines on the opposite side of the archipelago. Early on the morning of 23 October, before daylight, two of our submarines flashed the word to the invasion forces that a strong Japanese fleet was headed northeastward from the South China Sea into Philippine waters—and characteristically reported, also, that they were moving in to attack. They sent four torpedoes in each of three heavy cruisers, two of which were reported to have been left sinking and the third heavily damaged. The enemy forces scattered, and in the pursuit one of our submarines ran on a reef in the middle of the restricted channel and had to be destroyed, after all of the crew was removed to safety.

Later that day other contacts with the enemy were reported, in Mindoro Strait, south of Luzon, and off the mouth of Manila Bay where the reporting submarine badly damaged another heavy cruiser, which managed, however, to limp into the bay.

Thus alerted, the carrier air forces



Official U. S. Navy photograph

BIG JAP CARRIER trails smoke during attack by 3d Fleet carrier planes. Picture was taken an hour and a half before she heeled over and sank.

immediately extended their patrol searches westward over the Visayan Sea and the Sulu Sea. On Tuesday, 24 October, two large enemy fleets were seen making their way eastward. One, in the Sulu Sea, was obviously headed for the Mindanao Sea and its exit into the Pacific, Surigao Strait. It consisted of two battleships, *Fuso* and *Yamashiro*, two heavy cruisers, two light cruisers and eight or 10 destroyers. Our carrier planes attacked and inflicted some damage on the battleships, one of the cruisers and two of the destroyers, but the enemy continued doggedly on the way to the strait, at whose mouth, where it debouched into Leyte Gulf, a surprise reception committee was being assembled.

The larger enemy force of the central prong of attack was initially composed of five battleships, the modern *Yamato* and *Musashi*, and the *Nagato*, *Kongo* and *Haruna*. In support were seven heavy cruisers, one light cruiser and from 13 to 15 destroyers. This task force was also engaged as it steamed through the Sibuyan Sea by the carrier force of the 3d Fleet. One of the Japanese battleships and two of the cruisers were heavily damaged and most of the other vessels in the group received hits. After engaging in a running battle, the Japanese turned back upon their course as if decided not to attempt to force San Bernardino Strait.

While these carrier strikes were being made against the two enemy fleets, our own ships and landing forces were being subjected to a very heavy air attack by hundreds of land-based planes darting out from the Philippines' 100 or more air fields. During these attacks the *Princeton* was hit and set on fire, and so damaged that the carrier had to be destroyed.

Among the attacking Japanese planes was one group of carrier-based aircraft which flew in from the north, so search groups were dispatched from the 3d Fleet to track them down. At 1540 of that same Tuesday, 24 Octo-

ber, two enemy forces were detected coming down from the northern tip of Luzon to join battle. They included two battleships, the *Ise* and *Hyuga*, four carriers, including one large ship of the *Zuikaku* class, a heavy cruiser, three light cruisers and six destroyers. The 3d Fleet, upon receipt of this information, turned to meet the oncoming enemy.

IV

THE United States forces aiding and protecting the landing on Leyte were now the target for three converging Japanese groups totaling, without estimating submarines, nine battleships, four carriers, 13 heavy cruisers and seven light cruisers, and 30-odd destroyers. The stage was set.

Shortly after midnight, our PT boats off the southern approaches to Surigao Strait detected and reported the approach of the enemy's southern force, the one that had been battered but not deterred. The PTs reported that two of their torpedoes had probably struck as many ships, but still the enemy came on. Three hours later, United States destroyers on picket duty in the strait discovered the Japanese coming through in two columns, making about 20 knots. The destroyers attacked, and almost simultaneously the battleships and cruisers stationed at the mouth of the strait opened fire. The enemy was caught in narrow waters, and caught in the fire, too, of five battleships he had accounted as lost in the sneak attack on Pearl Harbor—the *West Virginia*, *Maryland*, *Tennessee*, *California* and *Pennsylvania*, all modernized and more powerful than ever.

The Japanese columns slowed indecisively to 12 knots, and then, as shell after shell from the American vessels found their marks, the enemy tried to reverse course and escape. Of the two battleships, two heavy cruisers and two light, and 10 destroyers, all were sunk except one battleship, one or two cruisers, and perhaps half the destroyers. The next day our aviators dis-



Official U. S. Navy photograph

AFTER THE BATTLE: Friendly Filipinos help PT search for survivors of Jap warships destroyed by 7th Fleet force in Surigao Strait.

covered the battleship and a fugitive cruiser, badly crippled, and finished them off.

Our losses in the entire action were one PT boat sunk and one destroyer damaged.

While the southern prong of the Japanese attack was being obliterated by surface action, the northernmost had been located from the air during the night—and it promptly swung from a southeasterly course to a northerly one. Hot pursuit resulted in a new contact early in the morning of the 25th. The Japanese carriers had few planes on their decks—they had sent their aircraft out against our ships the day before, and the planes apparently had to refuel on Luzon before returning to their mother ships. Indeed, the Japanese airplanes came in to rejoin their carriers while the United States bombers and torpedo planes were sending three of the four ships to the bottom and making the deck of the fourth no fit landing place for anything. Twenty-one of the homing Japanese airplanes were intercepted and destroyed by the fighter cover of the United States forces.

Not only did the aerial assault sink three of the four carriers and damage the fourth, but two of the Japanese destroyers were sent down. The enemy force turned and made their way toward Japan, with some of our ships crowding on all steam to catch them—the remainder of the 3d Fleet units turned south at full speed for a reason about to be made clear. Our cruisers and destroyers quickly overtook the surviving but crippled Japanese carrier and sent it down without effort. During the night one of our submarines intercepted a damaged cruiser and finished it off with torpedoes.

What had caused Admiral Halsey to divert part of his force southward was the report that a group of our escort carriers operating in support of the landings on Leyte was being threatened by superior enemy forces. The antisubmarine patrol of this

group of six escort carriers and seven destroyers and destroyer escorts had detected in Wednesday's dawn an approaching Japanese force of four battleships, seven cruisers and nine destroyers. These were apparently the surviving elements of the enemy task force which had been attacked from the air in the Sibuyan Sea and forced to flee westward. During the night the group had traversed San Bernardino Strait.

The escort carriers, silhouetted against the dawn, came under heavy fire from the Japanese force which, in the western gloom and with the Philippine hills providing further concealment, possessed every advantage of position and firing power. The carriers, converted merchantmen, headed off to the eastward into the east wind at the top of their limited speed, launching aircraft to attack the enemy. But the enemy's superior speed and gun power swiftly told. The Japanese continued to close in, hauling around to the northward and forcing this carrier group to head southward, under continuous fire from the enemy's 16-, 14- and 8-inch shells. Japanese marksmanship was poor, and American seamanship excellent, however, and although frequently straddled, our ships were not heavily hit during the first part of the engagement. By 0900, though, despite a sustained air attack on the enemy and the best efforts of the destroyer support with smoke screens and forays against the Japanese, the carriers began to take considerable punishment. One of them was sunk. Two destroyers and a destroyer escort which courageously charged the Japanese battleships went down under the enemy's heavy shells. Nevertheless, the Japanese paid an exorbitant price for their success, such as it was. Two of their heavy cruisers were sunk, and one—perhaps two—of their destroyers went down under the concentrated counter-attack from surface and air.

Still the enemy pressed his advan-

tage, and by 0920 the carrier group had been jockeyed into a situation with the Japanese, only 12,000 yards distant, and in position for the kill.

Then, suddenly, the enemy ships hauled away, gradually widening the distance, and to the astonishment of the battered American forces, broke off the battle with a final and harmless spread of torpedoes before steaming over the northern horizon at high speed, trailing oil from pierced hulls as they fled.

What had happened can be reconstructed from the events already reviewed. The Japanese admiral, with a costly local victory in sight, received word of the destruction of the southern force in Surigao Strait and the utter rout of the northern force with the destruction of its carriers. He had to get back through San Bernardino Strait, or face annihilation.

Further, though the Jap may not have known it, we had a battleship and cruiser force—a part of the 7th Fleet—in Leyte Gulf for the purpose of protecting the transports and landing craft from any enemy force attempting to destroy them. This was the force which so completely defeated the Japanese southern force before daylight in the southern part of Leyte Gulf, almost annihilating it—and which was still available—almost unscathed—to prevent the entrance of the central force.

The vanguard of the returning 3d Fleet units caught one straggling enemy destroyer before it reached the strait and sank it. Early the next day air groups from our carriers ranged over the Sibuyan Sea and continued attacks on the fugitives, probably sinking one heavy cruiser and a light cruiser.

Back at the scene of the attack on the carriers, the Japanese continued to harass the American ships with land-based planes, resulting in the sinking of a second of the CVEs, but the Second Battle of the Philippines was over and decisively won. The enemy fleet had sustained losses and damage which materially weakened their over-all naval and air strength against the final drive of the United States forces against the Empire.

We must not, however, allow ourselves to feel that this victory effectively prevented any reinforcement of the Jap forces on Leyte and Samar, because he can still, by the very nature of the geography of the islands which afford protection and hiding places for short, fast transportation runs, continue his reinforcements at an increasingly diminishing rate. He cannot, however, prevent our own reinforcement and supply of General MacArthur and his gallant troops. Our naval and air forces will continue to insure the control of these sea approaches to the Philippines and the effective support and supply of our troops.

The 3d Fleet was under command of Admiral William F. Halsey Jr., USN, during the operations, and the 7th Fleet was under command of Vice Admiral Thomas C. Kinkaid, USN.

ONE STEP

The following article is from a combat report recorded on sound film by the Office of Naval Records and Library, as related by a naval officer stationed in Hankow, China, a few days before the Jap attacks on Pearl Harbor and the Philippines. Today it's our side that is smashing its way through the Philippines; here's what it was like when the tide was running the other way.

ABOUT the 27th of November, 1941, we left Hankow to come down the Yangtze river in a gunboat. None of us had the foggiest idea what the situation was up there, but we knew it was pretty serious. We had about six different kinds of "blow up ship" bills, "burning ship in shallow water," "destroying ship in deep water," and "burning ship when beached or when alongside a dock."

But on the 27th, we got word to liquidate the "go-down" up there, the Navy stores and so forth, and beat it on down to Shanghai.

At 1100 on the day we picked out to sail we sent word up to the Japanese, as it was the usual custom there to warn them we were leaving, and told them we were going to sail at 1300. So at about 1255, down the beach at full speed comes a Japanese four-striper with a sword about five feet long. He hopped on board.

"Nothing doing, my friend," says he in Japanese. "You can't leave unless you have an escort. We can probably arrange it in a week, 10 days at least."

We knew in 10 days it would be too darn late. The captain told the Jap, "Unless you want to ride this gunboat down to Shanghai, you'd better ease off on the beach here, because we are going to shove off in five minutes."

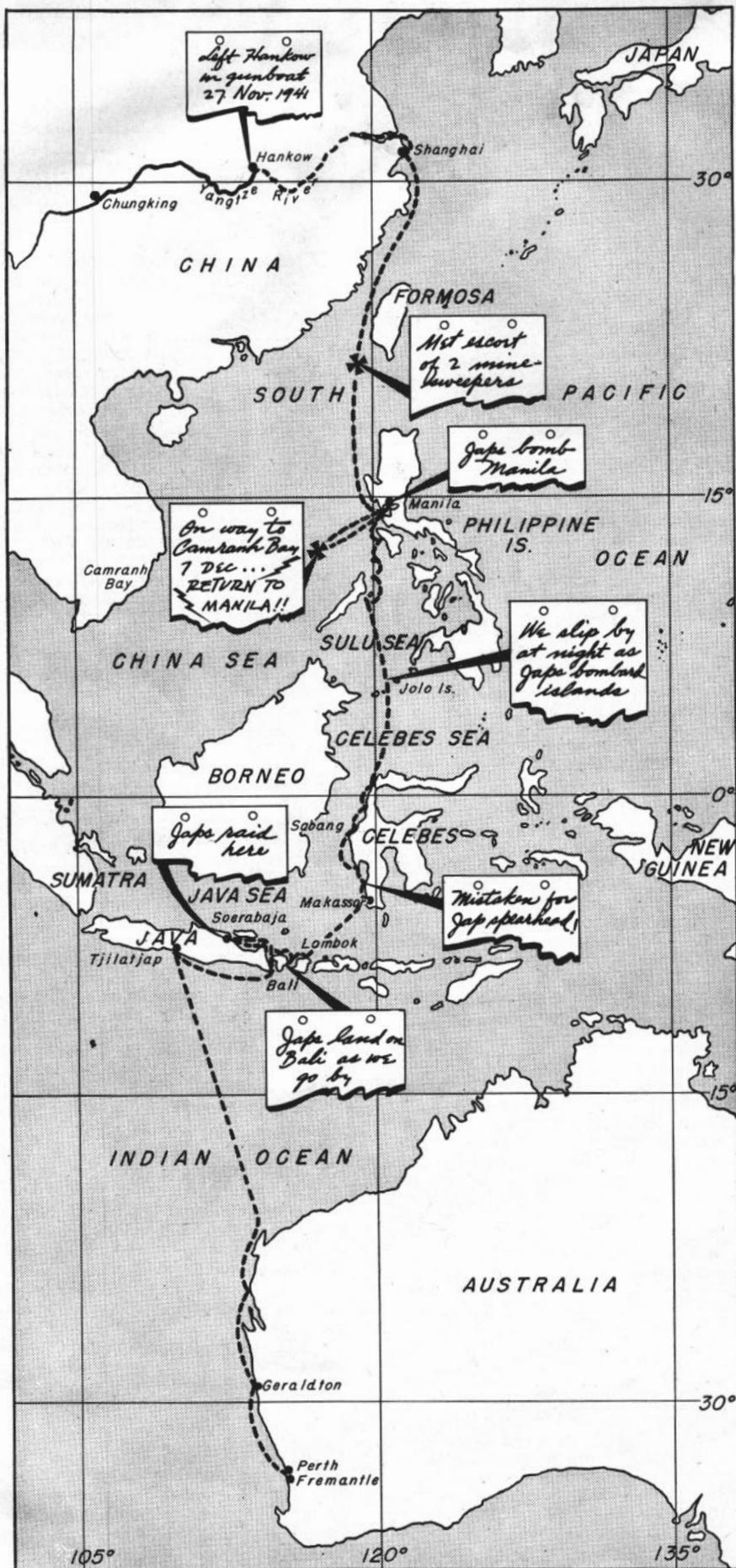
The Jap changed his tune right away. He apparently had two or three plans ready, for he said "Well, if you just give me a boat to get back to my gunboat here, I'll get under way right away and I'll escort you down there. You've got to have an escort because you don't know what the Chinese will do. There might be mines and all sorts of terrible things."

We gave him the boat and, by golly, they were under way about 10 minutes after we were.

So there we went, a Jap sloop ahead of us, and the next the USS *Wake* and next the Jap gunboat.

About two nights down we invited the Japs over for the movies. We couldn't travel on the Yangtze at night, so we anchored and the skipper went over and in the midst of the blackout there on both ships, invited the Japs over for the movies. They came, about nine of them, and their skipper was just absolutely a caricature of a Jap; you know the kind, with teeth that stick out and what hair he had left had been worked over with a clipper like a poodle in the summer.

When we got down to Shanghai, there were the other two gunboats, the *Luzon* and the *Oahu*, all boarded up—their awnings furled and the doors



AHEAD OF THE JAPS

A Naval Officer's Dramatic Report on the First Weeks of the War— Dodging Japs from China to the Philippines, Java and Points South

boarded over and the hatches nailed down, and two or three holes cut in the roof of the cabin so you could get in and out.

We left Shanghai aboard the *Oahu*. Everything went fine for about a day. We ran into some terrible fog and had no navigation equipment to speak of. We got down to Formosa finally, and by that time a fairly strong sea had blown up.

We were met by two of the minesweepers, presumably sent up to take care of us. So having picked up our two rescuers we made our next burst of speed down to the Philippines and got there on the 5th of December.

As soon as we got in, being a spare pump handle on the *Oahu*, I was ordered over to command a schooner. She was a typical South Sea Island trader built about 1914 in San Francisco. She was about 75 tons, and about 75 feet long. Had a little kicker in her, which gave her about five knots with a tail wind, and a full set of very, very worn-out gray and rotten old sails. Here she was over in the Navy Yard, not a soul on board, and I had a set of orders in my pocket to equip her with a crew, and arm, provision her, get fuel and water and so forth, and report in 24 hours that I was ready for sea.

We got our crew, about 15 Filipinos and two native and one American radiomen and a radio set, got us a three-pounder mounted on the fantail and a couple of machine guns, and loaded her up with salmon and rice, because the Filipino boys didn't like anything else. I dashed on back and said that I was ready to put to sea and where did they want me to go.

Then they broke the news that I was going over to Camranh Bay. I got a haircut, dropped my baggage off at the Navy Yard, and picked up a little voice radio set so that I could hear what news was going on. That by the way was our only link of communication with the outside world for the next three months.

We got under way. I broke the news to my shipmates after we were outside the harbor, too far away to swim back. That was on the 7th of December, 1941.

About 0300 on the morning of the 8th, the radioman came down with a message that said "Plan Three" or some such number "was in effect." It didn't take long to dope out what Plan Three meant, and by the time I got squared around on the new course, a 180° reverse, the word came to return to Manila. Very welcome words, so back we buzzed at our top speed of about six knots.

When we got back the only difference I could see as far as Manila was concerned was that you could now go over to headquarters in shorts and didn't have to wear full uniform any

more. Nobody seemed to be very excited. You could still go over to the Army-Navy Club, although I never had time myself. No airplanes appeared and it looked like one of these phony wars again like they had on the Western Front for awhile.

They couldn't figure out quite what to do with the yacht. They had no place to put me, so they said, "Come on in and get a mine picker-upper, one of these asdic affairs, fixed on your bow and you can go out and hunt for magnetic mines in case they drop any." So I went into the Navy Yard on the 10th, over at Cavite, dropped anchor about 300 yards from the beach and putt-putted over to a friend of mine's ship, a minesweep, and had lunch with him.

Along about 1245 when we were listening to the news from the American station in Manila, the air siren went. Filipino boys chased everybody out, and my friend had to button the place up. So I eased onto the shore and went over under the receiving station shed right where the *Canopus* used to tie up and this time, no fooling, there were about 45 to 50 Japanese planes 'way up in the air about 15,000 feet.

They started coming over our way, and two or three air-raid wardens herded us all up toward the dispensary. By that time the planes had made one dummy run. Some of them had branched off and made another run down over just where we had been sitting under the roof of the receiving ship and dropped a whole string there. One hit a little tug right off the outboard side of the submarine tender

that was anchored there and obliterated it. It simply disappeared, as if you'd put a blotter on top of a drop of water.

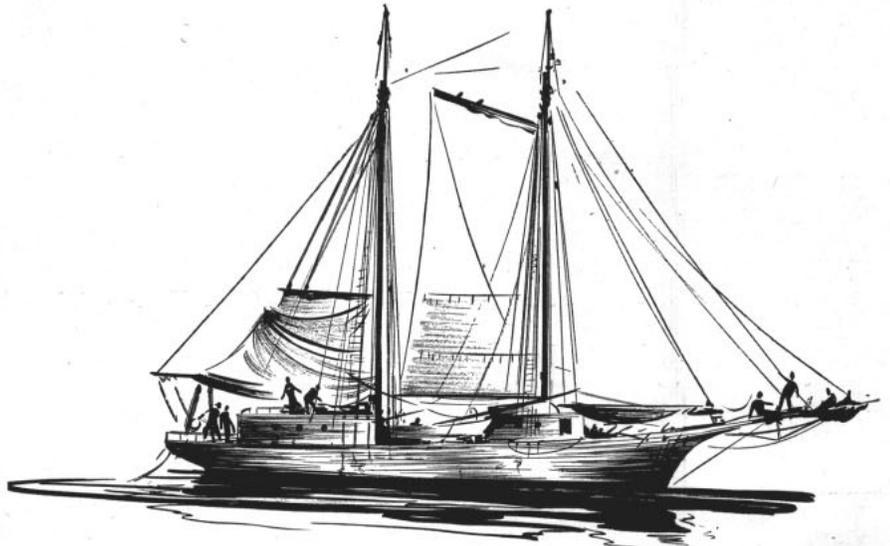
Two or three bombs hit the sub tender, the *Otus*, already under way. One hit right smack down the hatch of a submarine; nobody aboard apparently. Another one hit the crow's nest of the *Peary* and just made an ice-cream-cone shape string of fragments, polishing off everyone on the bridge except the captain. It filled him with holes like a sieve, but they were all small ones apparently, not anything that was a lasting injury.

Then they made another run. Meanwhile I had moved up from the dispensary to the next station. The next run got the dispensary and the commandant's house.

The third run went over the ammunition depot. I had meanwhile moved one more step up the yard and missed that one and finally got as far as I could upon the San Felipe ferry pier. They went clear over on that run and didn't get any of us, all bombs landing out in the water.

The yard was a blazing inferno. Torpedo warheads were popping down in the other end of the yard, and their brightwork was making a merry fire. There were two or three motor launches off San Felipe ferry pier, covered-wagon affairs that used to run over to Manila, and each one had about 35 or 45 wounded on top.

Everything in the yard had opened up at these planes at 15,000 feet—.30-cal. machine guns, .50-cal., three-inch. About 1700, I guess, I managed to get back to another one of the tug-



THE LANIKAI took the author from the Philippines to Australia. A South Sea Island trader, she was built in San Francisco about 1914. With her kicker, and a tail wind, she could make about five knots.



AFTER THE BOMBING of Cavite, the *Lanikai* beaded for Soerabaja, first picking up some fuel oil for her diesel from the sub tender *Canopus*. Friends

on the *Canopus* wished them luck, but said, "For God's sake, don't be a fool and sail off in that crate. You'd better stay here where you'll be safe."

boats in a minesweeper's motorboat.

I was sent out to patrol the mouth of the bay. I'd sail back and forth all day and I was supposed to report if I saw a periscope. Needless to say, none ever showed up. That went on for about three or four days and then I went into Manila. Got word to pick up the staff and carry them over to Mariveles. This was in the midst of an air raid about every two or three hours, I guess—the Japs had complete control of the sky and were trying to get the merchant ships that were still in the harbor there. These were slipping out each night, two or three at a time.

I went over alongside Pier I and they were evacuating the typewriters, files and other paraphernalia that finally got sunk on the *Pecos*.

The Admiral (Admiral Hart) had decided to go down south and direct things from Soerabaja. It was decided that the *Lanikai* would take some of his staff, including the flag lieutenant.

Then, with a few other newcomers, off we all went to Mariveles about three miles away and picked up what chow we could.

Over at Mariveles everything was in the same sort of confusion that we found in Cavite—sort of orderly disorder. The 4th Marines had just come in and there was stuff all over the place. You could have anything you wanted—a machine gun, a little pushcart, a bag of rice, anything that you had strength to carry off.

Amongst the ruins we found about 15 or 20 10-gallon cans of green paint which we grabbed. Out in the bay we picked up three or four barrels of gasoline floating around, that had been on some torpedoed or bombed ship. We spent the rest of the afternoon frantically swabbing the green paint on this white yacht with swabs or anything else that we could lay hands on.

Our final guess was to go over alongside the *Canopus* and beg, borrow or steal some fuel oil for our diesel. They didn't want to give us any but we finally got a barrel or two out of them.

Everybody was waving at us, wishing us their very best and saying "For God's sake don't be an utter fool and sail off in that crate. You'd better stay here where you'll be safe. Stay on the *Canopus*."

We got away about 2000 that night, the *Peary* and ourselves, the last two surface ships, I believe, that got away. At that time we had myself, the skipper, the four passengers, about 15 Filipinos in the crew and about 50,000 of the biggest cockroaches in the Philippines. I never saw such things. We didn't have any rats (which caused some concern to some of the famished passengers, by the way) but we had cockroaches to make up for it. We used to catch them in buckets. Put corn meal in half a bucket of water, and the cockroaches would hop in, thinking it was a bucket of cornmeal. By morning the thing would be filled with cockroaches.

We made it down to Makassar in about two weeks. We'd sail during the night. We'd make our plans well in advance so that around sunrise we'd be off what appeared on the chart to be a fairly good cove that we could get into and hole up during the day. We'd go right alongside the beach if we could. The first official move, of course, would be to try to contact some Filipinos, all of whom beat it to the hills the first time they saw us because they thought we were Japs. We were never able to do any more than chicken trading with the men.

The Japs flew over us every other day or so, but if they ever saw us they probably thought we were harmless. Fortunately we had the foulest sort of weather going across the Sulu Sea, three days out in the open, and as we were going by Jolo, we went by at night. There was a lot of activity over there, searchlights and a little booming. We discovered later that it was a Jap battleship and a couple of destroyers and what not bombarding Jolo and about to go ashore.

Meanwhile, all this time from Manila we hadn't seen a soul who could give us any info on the war. We still were listening with our little two-bit radio that we picked up in Manila. The radio we were supposed to use had never given a squeak coming or going. We never got anything out of that.

We got down to the first port on the Celebes, and our Dutchman went ashore and made peace with the



About every second night there was some port we could stop in, with maybe 50 people, two of them would be native Dutch, and all delighted to see us. They were glad to see any outlander at all. They'd give us some schnapps and come out on board ship for chow, and said not to come ashore as malaria was rampant and it was no use to expose ourselves.

We got down to Makassar and were delighted to find some place that looked almost like Manila. It was a gorgeous place, laid out in beautiful straight lines, palm trees, wonderful club, lots of automobiles, carriages, lots of Dutchmen, including a governor general, and two or three houses that were built by the Portuguese about 300 years ago, simply museum pieces. It was just like you'd reconstruct a South Sea Island city if you'd never seen one.

We fueled and gassed up and got free food and free ice and everything we could carry, including a few fish. We tried to pay for it, but they said nothing doing, this is on reverse lend-lease, pay for it after the war.

They said, "Watch out, though, on the way down. There is a Japanese submarine right south of here."

We fired two or three shots to reassure ourselves of the three-pounder after we got outside the harbor and off we went.

Fortunately we didn't see the sub on the way down. We ran through two nests of islands on the way, with the most beautiful water where you could see down about 50 feet, absolutely crystal clear. We saw a few sharks around so we didn't swim in it. Anytime we'd show up, the native villages would be deserted, without a sign of life.

By the time we got down to Lombok we were about at the end of our rope as far as water, provisions and everything else were concerned. We went in and anchored, and sent a party ashore in a boat with some Filipinos and some of the white petty officers. The party was met by some natives on the beach, very friendly and making signs and offering coconuts. We made friends and they rounded up chickens and coconuts for us.

We wanted to get away that night, but meanwhile we'd run hard and fast aground. Finally, by throwing over the side our sandbags that we'd plastered the deck with for "armor plate," we got off the next day and shaped our course for Bali.

Getting into Den Pasar, a beautiful little harbor, we were met with all sorts of fanfare. The Dutch had heard from Makassar that members of the commander in chief's staff were on the way so they felt that the thing to do, of course, was to have the resident over there to meet us, the Governor General of Bali. When he wanted to know where the staff was, we produced the staff right quick. We didn't see any reason to disappoint the Governor General. It took about three days to get our engines fixed, during which time we had a pretty comprehensive tour of Bali and found out later that all hands except the skipper and three others got thoroughly affected by malaria.

We went back around the north coast of Bali and finally got over to

Soerabaja, where the air of peace, quiet tranquility and lack of realization of the war was just exactly like it had been in Manila. There were tea parties, lots of beer and big crowds in the hotels. That went on very cheerfully for about a week until the Japs found out about it. Meanwhile we were lying peacefully in the harbor there, having been in drydock, had our bottom scraped and come out again.

The first bombers came over and blasted the navy yard. The day before the Japs came, there had been about 17,000 workers in the yard. The next day there were 3,000. That was long before Java fell, but right there was the end of the Soerabaja Naval Base. A British destroyer that had rammed and sunk a Jap submarine was in there being repaired, and the Dutch cruiser *Sumatra* was there.

The *Marblehead* eventually came in after having just missed the action that four destroyers were in against the Japanese convoy off the Celebes. The whole place was crowded with shipping, about 30 or 40 merchant ships, British, American, two or three Australians, all different nationalities.

It became apparent about that time, after the performance of the native troops at Singapore and at Java, that maybe there was something to our Philippine policy after all. All the Filipinos didn't fight, and there was fifth columnism, but the regular Filipino troops really fought like tigers. There is just no description of their loyalty, especially their officers. I had this 15-man Filipino crew and I don't care what the situation would be, I would like no better than to go into the toughest places with Filipinos. If they are loyal there is absolutely no limit if they like you, and if they think you are doing some reasonable job. They probably wouldn't go out as hired mercenaries, but they thought they were fighting for the Filipinos and they really scrapped.

It finally became apparent that the goose was cooked in Java. The same faithful flag lieutenant who was still unemployed up in headquarters said, "Boys, it's time to take it on the lam again, you've got about a day." So he appeared on board ship and off we went.

We went round through Bali Straits, which has about a four-knot current one way, and six the other way. You have to sort of choose it when your ship's top speed is about five. We went through and anchored on the other side for the day.

That night the whole island of Bali was lit up like Coney Island. We discovered later that the Japs had landed that night, and the Dutch had gotten busy and were burning all their installations. I remembered once more what debt I was in to this flag lieutenant for saving my skin a second time.

We went on down around the south coast of Java on our verbal orders to go to Tjilatjap, there being no other place to go to, stopping in about every 150 miles, I guess, to these small indentations in the coast, beautiful bays, just the thing for a submarine, and steep, too. You'd go alongside, tie up to a tree, and there'd be monkeys

(Continued on Page 64)

natives, telling them who we were. The natives were very keen that we should go over to a telephone about 20 miles from there. They said it was a very short ride on the bike, and would only take us a day or two.

After swapping a few chickens and getting some coconuts, we went on down to the next port, where we were met by a Dutch gunboat. The skipper was out on the bridge and wanted to know who we were. Were we Japanese or were we on their side?

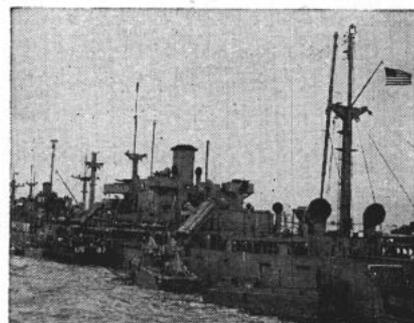
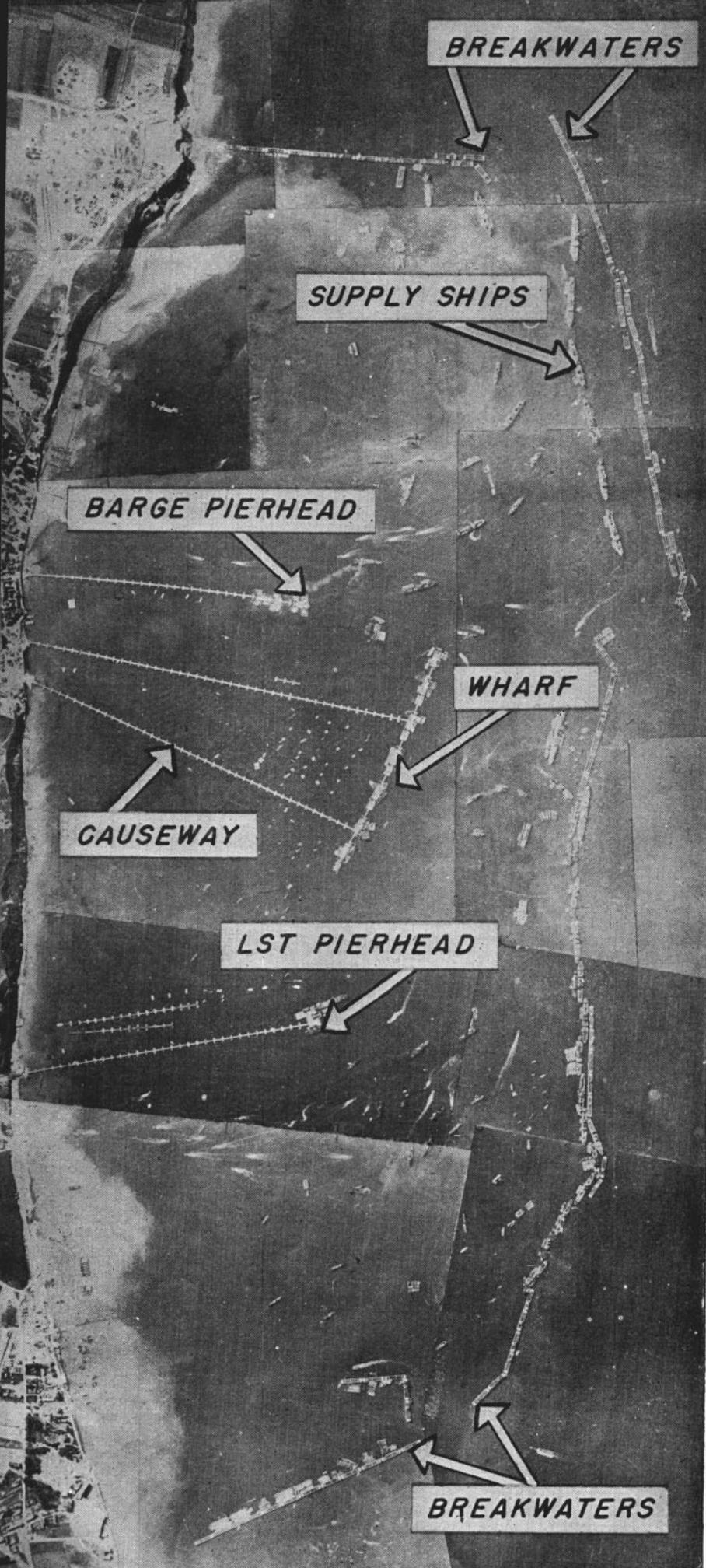
We roused the Dutch naval officer we had aboard and he gave the news across to the gunboat, which was then within easy range of our powerful three-pounder. He convinced them we were okay and that we were friendly. We got into port and over came the Dutchman to congratulate us on how well one of our officers spoke Dutch; he could almost be taken for a Dutchman.

Then he said, "You know, you got the most peculiar telephone call from Sabang up the way here. They said a Japanese ship had just come in and had two or three Germans on board, one of whom spoke fairly good Dutch, and they are on their way down the coast. They wouldn't come over and telephone." They were very much relieved to learn that we weren't the spearhead of the Japanese invasion.

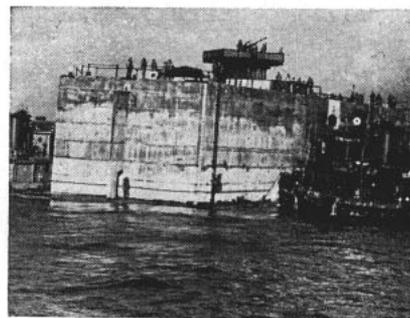
We got some charts from these fellows to get us through the reefs around Makassar, and went trailing down through some of the most beautiful coastline I've ever seen, a million small islands about 40 to 50 feet across and with palm trees—just the sort of business you'd see in Dorothy Lamour's movies.

Mulberries:

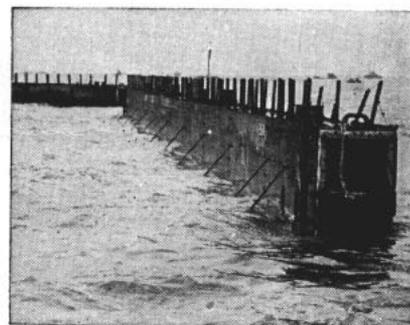
ON these two pages are the first photographs released of the "Mulberries"—artificial harbors prefabricated in England, towed across the Channel last June and put together off Normandy as supply ports for the Allied liberation of Europe (INFORMATION BULLETIN, Nov. 1944, p. 45). Assembled aerial views at left (British official photograph) show Liberty ships and smaller craft sheltered in the British Mulberry at Arramanches-les-Bains. Photographs below and on the next page show the U. S. Mulberry at "Omaha Beach," near Colleville, mangled by a storm the day after completion but since partly restored.



SUNKEN SHIPS form one sector of breakwater for American Mulberry and provides mooring place for small craft.

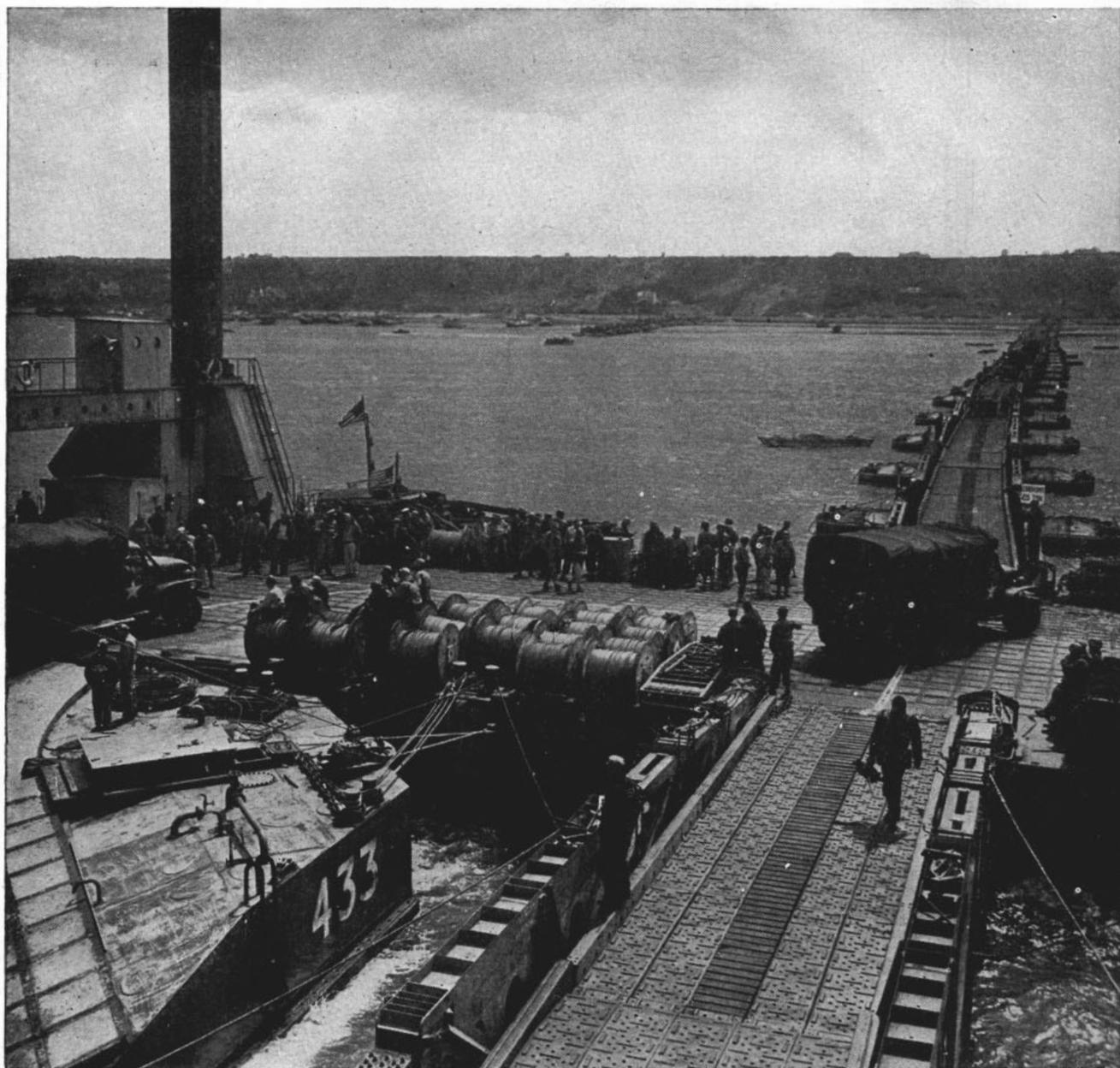


PHOENIX, a concrete blockhouse mounting AA guns, is pushed into place before being sunk as part of breakwater.



Official U. S. Navy photographs
FLOATING BREAKWATER, moored between phoenixes, protects an entrance to the harbor.

Portable Ports Helped Free France



Supplies are unloaded at Loebnitz pier and roll ashore over pontoon bridgeway that falls and rises with tide.



CAUSEWAY, one of several, slopes down from beach to floating pier-head for unloading landing craft.



Official U. S. Coast Guard photograph

STORM that wrecked U. S. port beats against sunken freighters forming part of the breakwater.



Official U. S. Navy photographs

WRECKED Mulberry and landing craft after storm. Seabees cleaned up, partly restored port.

CHRISTMAS PRESENT

Here is a brand new game which ought to help settle all arguments about how good you'd be running the war your way. The game is all yours as a present. Of course, there's a slight catch to it. You'll have to make it yourself—but the materials are few and the construction is simple.

WAR GAME

The inventor, who has applied for a patent on this game, has permitted publication here so that naval personnel may make the game for their own use. Commercial rights are reserved. Material on pps. 12, 13, 14 copyright, 1944, by J. B. Lieberman.

you by the above methods, you have won the war. With less than 4 Army units and less than 2 Navy units, he is defeated, no matter how many Air units he has.

GENERAL IDEA: You are actually commander-in-chief fighting a war when you play this game. At your command are all the forces of modern war—sea, air, and land (and you may form amphibious or paratroop forces); you have colonies to protect or capture; resources control your activity; neutral territory can be respected or violated; your battle zones are global. Your forces move the same way they would in actual warfare. (For instance, Army units travel on land, and do not go across oceans except on Navy units.) If you wish, you may talk propaganda to deceive the enemy; kibitzers may act as spies or fifth columnists or a general staff. You start off even and luck has nothing to do with it; if you are a better strategist (arm-chair or professional) than your opponent, here is a chance to prove it.

YOUR FORCES:

You have:

8 ARMY units, which may become paratroops or amphibs.

6 AIR units, which may become troop transports or paratroop carriers.

4 NAVY units, which may become aircraft carriers, amphibious landing craft or troop transports.

These units are all considered tactically equal, the side with the element of surprise or offensive having the advantage. As commander-in-chief of your forces you are concerned with strategy—with whether you want to fight a land or air war, for instance, where and when to invade, when to risk a sea battle, etc.

YOUR RESOURCES: One of the prime considerations of strategy being logistics, you will have the problem of allocating your resources and supplies, symbolized by "tankers of oil." You get 20 tankers each time it is your turn to play, or each "day." It costs you one tanker of oil to move any one piece one square. You can burn up your oil as you like (move one piece 20 squares, or two pieces 10 squares each, etc.)—use it all that "day," or save some or all of it for future "days," for instance if you are planning a large-scale amphibious invasion which requires moving a large number of units a great many squares at one time. (The tankers are symbolized by poker chips or similar counters, of various denominations; take 20 chips from the stack at the beginning of your "day," and when your "day" is finished, put back on the stack as

many chips as you have burned up by your moves.) If you keep your left-over chips hidden from the enemy, he probably will soon lose track of what resources you have and thus not be as capable of anticipating your future moves. (But, of course, if your Intelligence is any good, you will keep track of what resources he has.)

THE BELLIGERENTS: The two countries at war are Redland and Greenland, as indicated on the "map," or playing board (see top of opposite page.) The countries are divided by three small neutral countries together known as "Neutralia," and are otherwise surrounded by water. Each belligerent country has an island colony and off the shore of each colony are two blockade bases which control the waterways between the mainland and the colonies and in enemy hands deprive the mother country of resources and supplies. You are the commander-in-chief of the combined forces of one or the other of these two countries.

AN "INCIDENT": You roll dice or flip a coin—and the winner gets the choice of the first move. (If you fight more than one war, the loser of the previous war starts the next one: losers of wars notoriously begin the next one.)

TO WIN: You can win the war three different ways, and part of your strategy is to figure out which way is best under changing circumstances as you go along:

BY INVASION

If you can get four of your Army units in the squares of the enemy capital at the same time, the war is over—even if he could knock you out in his next move.

BY SEIZING RESOURCES

If you can capture the enemy's colony by getting an Army unit in his colonial capital, and can also place a Navy unit on each of his blockade points, all at the same time, the war is over—even if he could knock you out in his next move. (However, if he has an Army unit in your colonial capital at that time, he is getting your resources; therefore, you must also control your own colony to win by this method.)

BY ATTRITION

When you have reduced the enemy forces to such an extent that he cannot defeat

THE DIFFERENT WARS

Using the same basic rules (see next page), you can fight any kind of war you wish—the versions below, or others you may agree upon to provide handicaps, etc.

DECLARED WAR

The standard, quickest version of the game is a "declared war." To play, both sides first mobilize according to the plan shown at the bottom of this page. It is presumed that each side is thus at total strength, and that each belligerent has deployed his war machine to best advantage, awaiting only an "incident" to begin actual fighting. Roll your dice or flip the coin, and start fighting by the basic rules.

WAR OF NERVES

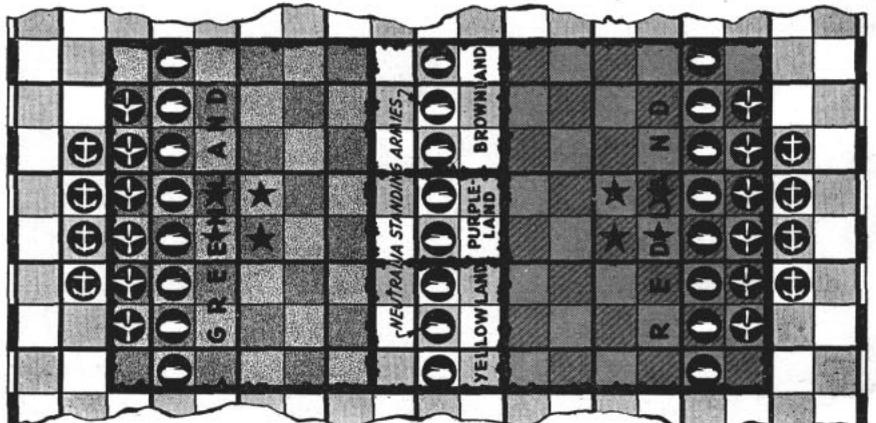
Instead of beginning the game by placing the pieces for a "declared war," a "war of nerves" may be played as follows:

Put the Neutrialian standing armies in place. Then, while the board still has no belligerent pieces on it, create an "incident" to determine who begins arming first. Then, each side taking turns, put two of your pieces at a time on the board. Army and Air units may be placed anywhere on your mainland or colony, or on your Navy units; the Navy units must be placed touching the shoreline of either your mainland or your colony. (Once a piece is placed on the board, it cannot be moved until the fighting actually starts.) You also store away 10 tankers of oil each turn. Then when all pieces have thus been placed, create another "incident" to see who makes the first overt act, i. e., who gets the regular 20 tankers of oil first and has the first "day." (If you have deployed your forces planning on the first move, and are attacked instead, that's too bad!)

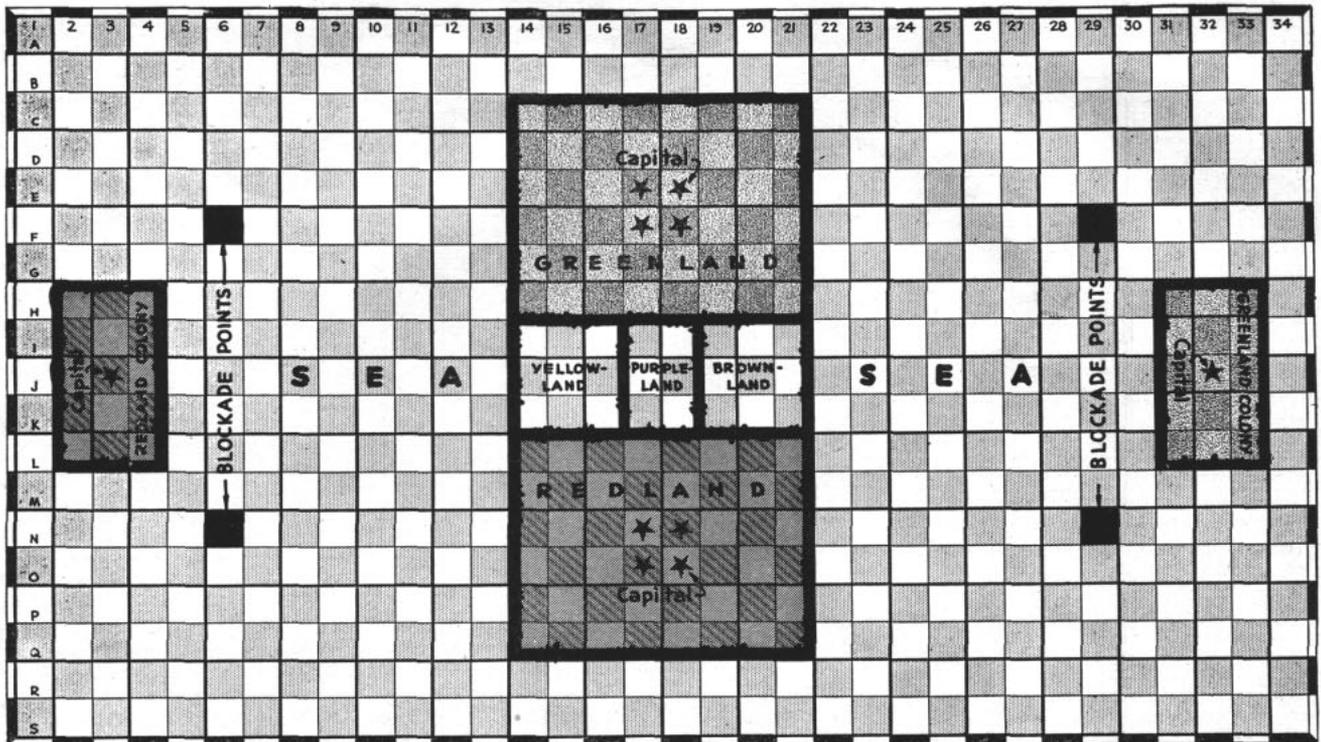
Then battle according to the basic rules. Note: Unless it has been specifically agreed at the beginning not to play the "undeclared war" or "blitzkrieg" (see below) variations, either player may change the "war of nerves" variation into the "undeclared war" or "blitzkrieg" variations at any time he wishes.

UNDECLARED WAR

Begin as though you were playing the "war of nerves" variation. Then, at any point while the pieces are being put on the board, you may start fighting by attacking one or more enemy pieces, moving your own pieces according to the basic rules.



DISPOSITION OF FORCES is shown for declared war version. Each belligerent has 4 Navy units touching shoreline; 6 Air units on land next to the Navy units, and 8 Army units next to Air units. The Neutrialian standing armies are in the center line of their countries, whether declared war or any other version is played.



'MAP' or PLAYING BOARD is shown above. Actual size of the board is approximately 12 inches by 24 inches to make each block 11/16-inch square. The units or pieces, cut from round (doll) sticks, are 3/8 of an inch in diameter, but pieces of other sizes and shapes can be used, so long as the board is made big enough to hold them. Countries, colonies and pieces are colored to match names of countries; the oceans may be colored blue. Alternate light and dark shadings on the board are only for convenience in counting

and determining diagonal lines; you play on all squares alike, not as in checkers. The longitude and latitude lines are similarly for counting and determining horizontal and vertical lines, and have no other significance. The numbers and letters along the two sides are to identify moves when the game is played by mail, semaphore, etc. Black squares are the blockade points. Stars indicate the various capital squares. Board sits so that player's own colony is at his left (drawing above is as seen by Redland player).

Your enemy is likewise free to take overt action any time he wishes. You continue arming until all of your pieces are put on the board, two at a time (but pieces once destroyed in action can *not* be put back on). And, unless the enemy has your colonial capital, you continue receiving 10 tankers of oil each turn. (If he has your colonial capital, you get none and must fight on with your stored supply (see next page); if you have his, you get 20.) When finally all of your pieces have been placed on the board, you begin receiving 20 tankers of oil each turn (unless, of course, the colonial capitals are occupied or the colonies blockaded).

NOTE: Because there is a training period involved, a piece cannot be moved during the turn in which it is placed on the board.

BLITZKRIEG

This is exactly the same as "undeclared war," except that you must win the war in the very first turn in which you take overt action.

ALLIES

Where more than two persons (or two general staffs) desire to play in the same game, all the participants divide into two sides and then all take turns playing according to the rules of any of the variations above. For instance, A and B as Redland oppose C and D as Greenland. A wins the "incident" and plays first for Redland; C then plays for Greenland; B plays for Redland; D plays for Greenland; A plays again, etc.

A and B can tell each other (provided they speak so their opponents can hear) what they have in mind, so they won't try to run the same forces on a split strategy—but of course the enemy can hear and act accordingly. (Of course, too, the conversation might be propaganda to deceive the enemy.) On the other hand, if one Ally does not know what the other is doing, he may (as in Bridge) in effect trump his partner's ace, ruining his strategy.

WAR OF CONQUEST

Since wars are not necessarily fought only for revenge, but sometimes for simple spoils, any of the variations above may be turned into a war of conquest by applying the following point system, with the player accumulating the most points during a

period of play being the winner and receiving whatever prize is provided.

The winner of each war receives:	Points
For winning by blitzkrieg, or winning a declared war in 5 turns or less	1,000
For winning an undeclared war before all the pieces are placed on the board, or winning a declared war in from 6 to 10 turns	500
For winning in any other way	200
For each unit left on the board	20
For each tanker of oil unexpended	1
The loser of each war receives:	
For each unit left on the board	20
For each tanker of oil unexpended	1

THE BASIC RULES

While the rules which follow may seem long and complicated, actually you will find them fairly simple once you see that they are devised to give the pieces the same capabilities and limitations as the comparable units in actual war—and also to take into consideration the time factor involved. Since speed, distance and mobility are calculable factors in war, there is a similar element here: by the rules, Army and Navy units cannot change course during one move. And since planes cannot fly indefinitely, the rules provide a maximum flying range for Air units. You will find you are fighting a war by the same general rules that govern real wars—rules you more or less already know.

TO MOVE YOUR UNITS

It costs one tanker to move any one piece one square. Pieces move as follows: ARMY units can move as many squares as desired (if you have enough oil) anywhere on land, in any one straight line in any direction, including the diagonal. They cannot change directions in the same move. NAVY units move exactly as army units, except that they move at sea.

AIR units move either 2, 4, 6, 8 or 10 squares. (This is to represent the limita-

tions of aircraft—weather, need for air-strips, etc., and flying range.) Unlike Army and Navy units, Air units can change direction in flight as desired, so long as they make such changes on the even square—they cannot turn on the 3rd or 5th square, etc. Air units must come to rest on land, or on ships at sea (thus becoming aircraft carriers—see next page). If an air unit lands on water otherwise, it is lost. Air units cannot land on the blockade bases.

NOTE: In addition to these regular flights, Air units may be "crated" by moving one square in a different range; a target which was inaccessible because it was 5 squares away is now 4 squares away and thus within range.) However, an Air unit cannot engage in any flight during the same day it is "crated" nor can it "crate" onto an enemy-occupied square.

TO TAKE ENEMY UNITS

Your Army or Navy unit simply moves onto the square occupied by the enemy unit, and the enemy unit is taken from the board. Your unit must stop in that square and cannot be moved again until another day (other units may still be moved that same day, of course).

Your Air unit can bomb an enemy unit out of existence and fly on—but the enemy unit must be in the even square (2nd, 4th, etc.). Air units can also destroy by landing on the square occupied by the enemy unit but they cannot take off again until another turn. However, if an Air unit chooses (and if it can do it within its flying range and oil supply) it may make a "suicide dive" to destroy 2 enemy units—by bombing one enemy unit and then flying on to destroy a second unit. If it does this, the two enemy units and the "suicide" Air unit are *all* removed from the board. Air units need not necessarily return to original bases. They can fly from land to ship, or ship to land (if they have the range). If they do not have range enough to fly to safety, they suffer the consequences of enemy attack or loss at sea, as the case may be.

UNITS ON THE SAME SQUARE

Air units can fly over any units on the board, but Army or Navy units cannot move through another unit in their course. You cannot drive your Army into the sea, or fly Air units into the sea, etc., simply

to get them out of the way. The jam-up is considered a problem of snarled movement, etc. Except for pieces placed on top of others to form a new type of unit (this is explained below) no two units can occupy the same square.

BATTLING FOR RESOURCES

Although you normally received 20 tankers of oil during each "day," this amount may be more or less depending upon who controls the colonies and blockade points. If, at the beginning of your turn, you have an Army unit in the capital of the enemy's colony, you receive 10 extra tankers of oil for that turn (and for every turn in which your Army unit remains there) on the presumption that you are getting that colony's production. If, at the beginning of your turn, the enemy has an Army unit in the capital of your colony, you receive 10 tankers less during that turn and every turn in which the Army unit remains there. If you control each other's colony in that manner, it balances out—you get 10 extra and lose 10, so that you get your usual 20. If the enemy has a Navy unit in either of the blockade points off your colony at the start of your turn, you lose 5 tankers of oil for each turn it so remains. If he has both blockade points, you lose 10. (Of course if he has both points and the colony's capital as well, the war is over.) However, while the blockaded belligerent loses tankers, the one who is doing the blockading does not get any extra tankers as a result: a blockade deprives the enemy of supplies but does not give supplies to the blockader.

MAKING CARRIERS, AMPHIBIOUS UNITS AND TRANSPORTS

Army units may be moved over water by being placed on Navy units—and they thus can be utilized either as amphibious units or troop transports. To get them on, the Navy unit must be touching shore, and the Army unit then moves on in the same way it would move if the Navy unit square were land. The Navy unit must also be touching land for the Army unit to get off.

Army units can be loaded aboard Air units for paratroop operations. However, Air units serving as paratroop transports in this way cannot serve as bombers at the same time (i. e., they cannot destroy enemy units and fly away). A paratroop unit may, however, land on any unit (or double unit) ashore and destroy it. In such a move, the Army unit cannot move off during that turn, it being presumed that the Army unit participated in the taking of the piece and has thus already moved. If the paratroop unit lands in an unoccupied square, the Army unit may move off in accordance with note (4) just below.

Air units can be placed on Navy units by flight or by "crating" to make aircraft carriers. However, carrier-based Air units have a total flying range of only 4 squares instead of 10. If your Air unit takes off from a ship and cannot bomb and either fly on to land or return to the carrier within the 4 squares of flight (2 going and 2 returning), it crashes into the sea and is lost. If an aircraft carrier unit takes another Navy unit by moving onto its square, the Air unit cannot move off its Navy unit during that turn.

NOTE: (1) A unit can carry only one other unit at a time.

(2) When the 2 units are moved together, two tankers of oil are expended for each square moved.

(3) When a double unit is destroyed by enemy action, the whole double unit is removed.

(4) The unit which is being carried is not considered to have moved just because the carrier has moved. If it moves onto the carrier in one turn, it cannot move off until a later turn—but if it was on the carrier when the day started, even though both pieces are moved together, the top piece can then still be moved off during the same day.

(5) When the bottom piece is moved and stops to let the top piece move off, the bottom piece cannot move again that day.

SHORE DEFENSES AND OFFSHORE BOMBARDMENTS

If an enemy Navy unit touches against the shore, your Army unit can destroy it if it is in a straight line with it, by moving to the shore and expending an additional tanker of oil for the bombardment. Similarly, a Navy unit can knock out an Army unit touching the shore (and thus considered shore installations) by moving to the shore and expending an additional tanker of oil for the bombardment—again, if it is in a straight line with the shore unit,

NEUTRALIA'S ROLE

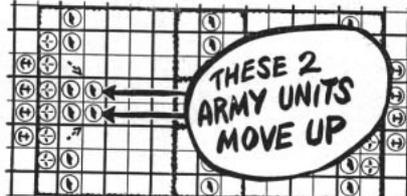
The three little countries between the two belligerent countries unhappily are at the whim of the two big enemies but they maintain their neutrality if possible. They have standing armies, which serve as a sort of Maginot line between the belligerents. If a belligerent piece enters within the boundaries of one of the neutral countries, that country's Army piece may be moved to intern the invading piece (that is to say,

the other belligerent must play for the neutral country and use his own oil to move the neutral piece to take the enemy piece off the board). But if a belligerent piece moves into a neutral country to capture or destroy one of the neutral units, the remaining units (if any) of that particular country [NOTE: Not ALL three countries—just the one] join with the forces of the non-aggressor belligerent and are henceforth allies and used by the belligerent as he sees fit.

Two Sample Strategies (or Battle Plans)

SITZKRIEG

This is the simplest to execute. Its objective is to move into the enemy capital and win by invasion in one stroke. Against an unsuspecting enemy, it can work beautifully. On the first day:

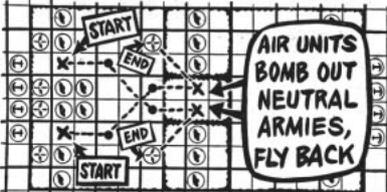


Cost: 2 tankers of oil; you store up 18. On your next day:

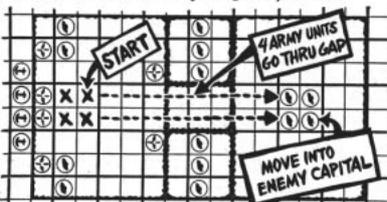


That costs you exactly 2 more tankers of oil; you store up 18 more, for a total of 36. The enemy suspects nothing: your moves seem piddling and harmless—a "sitzkrieg." And although you have an army which could move into his capital, he sees Neutralia in between, with standing armies to stop you long enough for him to take necessary action.

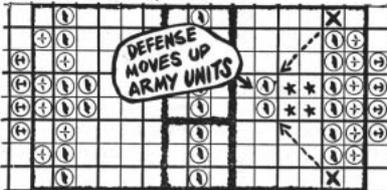
Then comes your third day: First:



That costs you 16 tankers. You have 40 tankers left, enough to move your Army units into the enemy capital, thus:



And the war is over! Of course, it is not often so simple. The smart enemy sees it coming. He can take countermeasures, such as:

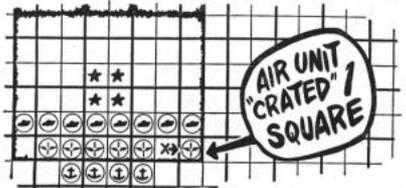


This effectively stops you temporarily, because your Air units, when they knock out the neutral army, cannot then go on and bomb out his Army units too (they are three squares away, not two, and thus out of bombing range). And when your Army units go down toward his

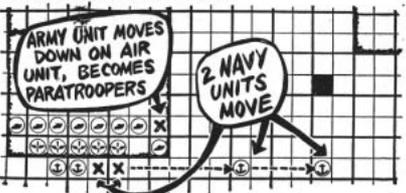
capital, they must take his Army units, which stops them there rather than letting them go on to the capital. Once they are stopped, he can take your Army units with other units of his, and the battle is on. Or, while you are busy with your sitzkrieg strategy, he might be executing a strategy of his own which might force you to modify yours simply to counter his threat.

OVERSEAS INVASION

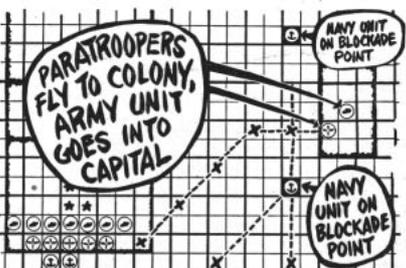
Here is the second basic plan. First:



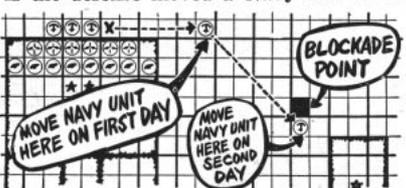
That costs you 1 tanker; you save 19. On your second move:



As your third day starts, you have 20 tankers more, or a total of 39. It costs you 20 to fly your paratroop unit to the enemy colony and one more to move the Army unit off onto the capital. With 18 left, you can move the Navy unit farthest out up to the most distant blockade point, and then move the other Navy unit on the diagonal up to the other blockade point. The war is over, thus:

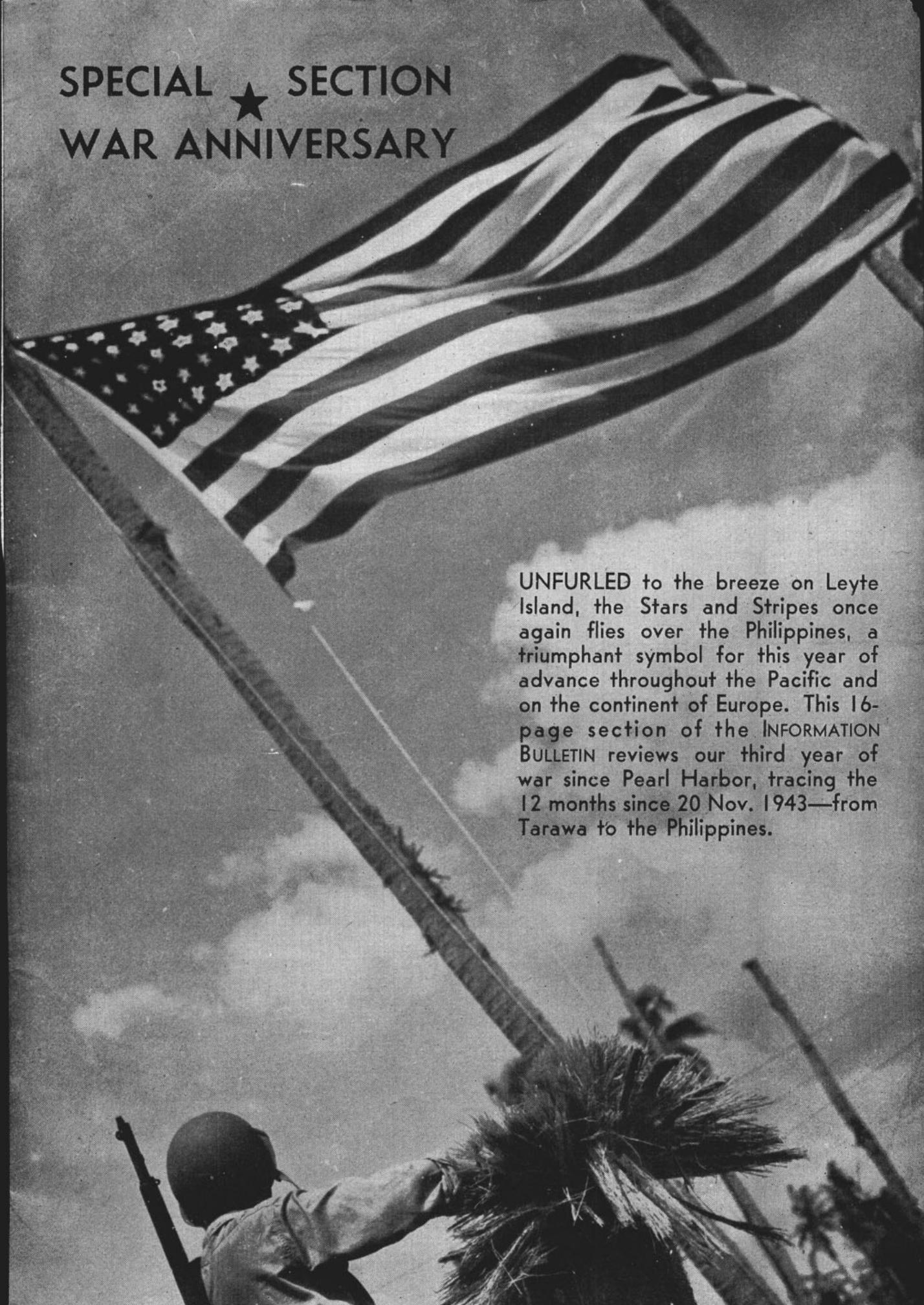


Of course, that strategy can be countered. If the defense moved a Navy unit thus:



it would be impossible for your invading Navy to steam up to the top blockade point. You would have to stop to take that Navy unit, which would be lying in its course. Meanwhile the defense could bring up other reinforcements, and the battle would be on. But if the defense did not steam his fleet up and move it out on the very first move, there would be no way to stop your attack.

These are the two classic strategies. In between and in combination there are countless other variations. Strange surprises can result. For this is war!



SPECIAL ★ SECTION
WAR ANNIVERSARY

UNFURLED to the breeze on Leyte Island, the Stars and Stripes once again flies over the Philippines, a triumphant symbol for this year of advance throughout the Pacific and on the continent of Europe. This 16-page section of the INFORMATION BULLETIN reviews our third year of war since Pearl Harbor, tracing the 12 months since 20 Nov. 1943—from Tarawa to the Philippines.

**SPECIAL ★ SECTION
WAR ANNIVERSARY**



PACIFIC: YEAR OF OFFENSIVES

A YEAR ago, as the U. S. Navy entered its third year of war in the Pacific, Emperor Hirohito of Japan delivered one of his rare comments on the course of the war. Peering intently into 1944 the bespectacled Son of Heaven declared: "The future of the war situation permits absolutely no optimism."

This turned out to be the most accurate Japanese announcement of the year.

In twelve months' time our combined forces battered their way 4,500 miles westward from Pearl Harbor, smashing through the Gilberts, Marshalls, Marianas and Palau. They captured 13 major Jap bases, isolated or neutralized many others, and left large segments of Japan's aggression-worn empire "withering on the vine."

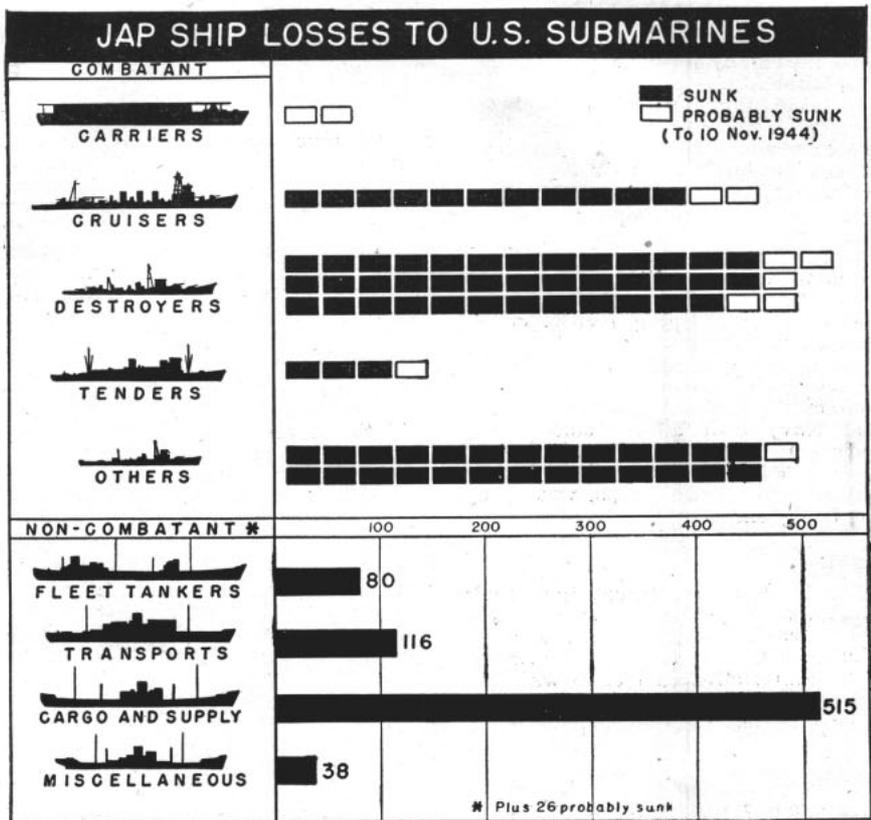
The mighty U. S. offensive ground everything in its path, finally rolled right up on the enemy's doorstep in the Philippines, liquidating sizeable elements of the Jap fleet, army and air forces on the way. Raiding task forces had struck at Formosa, the Bonins, Volcanoes and Ryukyus, the latter three within 600 miles of Tokyo itself. As the year ended, Japan's "inner circle" of defenses was beginning to look more and more like a noose.

The Time to Strike

Prologue to this year of offensives was spoken by Admiral Chester W. Nimitz on Armistice Day of 1943. Said he: "The time to strike has come."

Nine days later the greatest war fleet the U. S. had ever assembled in the Pacific was poised off the coral atolls of the Gilbert Islands. At dawn of 20 November it struck. In a bitter 76-hour struggle, bloodiest in Marine Corps history, the battle for the Gilberts was fought and won. A last suicidal charge by the Japs signaled the end of the fight for Tarawa, Makin and Abemama, and the successful beginning of the drive toward Japan's inner empire.

Almost simultaneously, Allied war leaders met in Cairo, agreed on Pacific war aims: "unrelenting pressure" against Japan by sea, air and land; strip the Japs of islands seized since 1914; restore Manchuria, Formosa and the Pescadores to China; expel Japan from territories taken by greed and



violence; independence for Korea, unconditional surrender for Japan.

The "pressure," they noted, was "already rising." It continued. Carrier task forces attacked Kwajalein, Wotje, Roi, Ebebe and Mille in the Marshalls. The first heavy December raid bagged 72 planes, two light cruisers, four other ships.

In the closing hours of January, a mighty armada of carriers, battle-ships, cruisers and other vessels opened up on Kwajalein, largest atoll in the world and smack in the center of the Marshalls. By the time landings were accomplished, without the loss of a ship, 15,000 tons of bombs and shells had smashed Roi, Namur and Kwajalein. This time U. S. dead numbered less than 300, Jap dead over 8,000.

In the Gilberts and Marshalls, the U. S. won air and sea bases for its advance toward Tokyo, shortened supply routes by thousands of miles, and

presented a flank threat to Japanese positions in the Carolines.

The threat was shortly made good. In mid-February powerful carrier task forces made a bold and sensational raid on Truk, legendary Jap naval base. The two-day attack cost the Japs 23 ships sunk (including two cruisers and three destroyers), and 201 planes destroyed.

"The Pacific Fleet," reported Admiral Nimitz, "has returned at Truk the visit paid by the Japanese Fleet on December 7, 1941, and effected a partial settlement of the debt."

While the attack was in its second day, U. S. assault troops landed on Eniwetok Atoll, 300 miles nearer Truk than Kwajalein.

Soundly established in the Central Pacific, our forces consolidated their newly won bases. Phase 1 had been completed: the springboard.

The Little Bastions

All over the Pacific the Jap had sprinkled his island outposts, his "unsinkable carriers." He now found that these bastions were not only unsinkable, but unmaneuverable.

From the bases in the Marshalls, the Gilberts and the Southwest Pacific, raiding operations by fleet and air units and by land-based Army bombers began the plastering job which warned the Japs that new tenants were moving in.

A careful shellacking, by sea and air, was given the Jap-held phosphate island of Nauru. Extensive renovations were carried out against the harbor at Rabaul, with 149 aircraft downed in one January week. By 9

CASUALTY FIGURES FOR THE WAR TO DATE

Casualties among naval, military and merchant marine personnel through 20 November totaled 517,214. Total since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy	18,786	9,002	8,210	2,542	38,540
U. S. Marine Corps	9,785	21,968	909	1,944	34,606
U. S. Coast Guard.	522	194	141	0	857
U. S. Army	84,811	243,054	55,011	54,480	437,356
Merchant Marine...	722	.....	4,573	560	5,855
Total	114,626	274,218	68,844	59,526	517,214

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

SPECIAL ★ SECTION WAR ANNIVERSARY

February our air patrols reported that virtually all Jap warships had fled Rabaul.

Alterations were made through the Spring on other enemy targets, from Satawan and Ponape in the Carolines to Paramushiru in the Kurils, and on Marcus and Wake. Late in March, in a three-day visit to Palau, Woleai and Yap, Task Force 58 made a clean sweep: every ship anchored there sunk or damaged. A few days later Admiral King reported that 2,000,000 tons of Jap shipping had been destroyed since the start of hostilities.

By early April American sovereignty had been established over all but four of the numerous Marshall atolls, and Navy civil affairs officers had moved in to govern our first conquests. The springboard, having supported many small jumps, was ready for a big one.

Leap Year

On 14 June our forces took their third and most daring leap of the year. Landing plumb in the enemy's backyard, they invaded the Marianas, a 1300-mile advance from Kwajalein.

Forced to fight by this invasion of a key defense only 1,250 miles from the Jap mainland, the Japanese fleet at last came out of hiding to exchange long-range air blows with the Navy. In a two-day running battle, the Japs were routed and fled into the night after suffering a crippling defeat in which they had two carriers sunk, four others damaged, and a battleship and two cruisers damaged. In addition, 402 of their planes were shot down in a single day, a record carnage still known among Pacific airmen as the Marianas "turkey shoot."

Saipan fell on 8 July, Tinian on 1 August. By 9 August, Jap resistance on Guam was at an end, and the first U. S. territory taken by the Japs had come back under the American flag.

From the Marianas, our warships and planes battered the Bonin and Volcano Islands, little over 500 miles from Japan. Smashing raids on the Palaus and Philippines followed, with Admiral Halsey's 3d Fleet carrying out the first seaborne attack on the Philippines as his planes sank or damaged 89 ships, destroyed 68 planes, wrecked five airfields, and, in one spectacular blow, wiped out an entire

52-ship convoy. Two days later the 3d Fleet softened up Palau, then moved back to the central Philippines and shot down 156 planes, destroyed 277 on the ground, sank 40 more ships and damaged 43 others.

On 14 September our Central Pacific forces invaded the Palau Islands, marines landing on heavily defended Peleliu and Army troops storming ashore four days later on Angaur Island. In five months, Jap losses in the Marianas and Palaus totaled over 66,000—63,388 dead and 3,267 captured.

With the Marianas and Palaus under control, the stage was now set for the Central Pacific assault to coincide with another pressing upward from the Southwest Pacific. Objective: the Philippines.

Return to the Philippines

If the advance across the Central Pacific looked suspiciously like a dagger pointed straight at the heart of the Philippines, the advance up from New Guinea was a curving scimitar aimed at their belly.

Three trip-hammer blows fell in rapid succession. Following a month of naval and air poundings, the U. S. 6th Army landed on Arawe, New Britain, 10 days before Christmas. On Christmas marines established beachheads on both sides of Cape Gloucester. On 1 January Allied fighters landed behind the Jap lines at Saidor, New Guinea.

By 10 February Australian and U. S. troops had sliced through Huon peninsula, met, and isolated the last Japs there. Five days later New Zealand and American troops occupied the Green Islands and the northern end of the Solomons archipelago. With this, and the neutralization of battered Rabaul, General MacArthur announced the Solomon Islands campaign "strategically completed."

On the last day of February Americans landed in the Admiralty Islands. Marines had already joined with Army forces on Cape Gloucester, winning the entire southern half of New Britain. On 20 March marines landed on Emirau and by 11 April most of New Britain was ours as the Japs fled to a last stand at Rabaul. An estimated 100,000 Japs were now cut off and facing almost certain destruction.

At Hollandia, big Jap base in New Guinea, bombers destroyed 288 Jap planes in one week. Following a conference between Admiral Nimitz and General MacArthur, at which plans

GROWTH OF NAVY MANPOWER



30 NOV. 1941:

337,349



31 DEC. 1942:

1,259,167



31 DEC. 1943:

2,381,116



31 DEC. 1944 (Est.):

3,200,000

were completely integrated, amphibious forces and Army troops of the Southwest Pacific command landed at Hollandia and Aitaps on 22 April; six days later our planes were operating from airfields at both bases.

A month later another leap-frog landing carried the Allied forces 125 miles further up the coast to pick off the Japs' Wakde Island bomber field. Next jump was to Biak Island, and the first tank battle in the Southwest Pacific. On 2 July troops landed on Noemfoor Island, and by the end of July we had seized the coastal area of Sansapor and two nearby islands at the western tip of Netherland New Guinea, 600 miles southeast of the Philippines.

The narrowing miles to the Philippines shrunk still further when on 14 September, the same day Central Pacific forces were invading the Palaus, Southwest Pacific forces swept into Morotai Island in the Halmheras group, less than 400 miles from Davao. Four days later it was revealed that General MacArthur would lead the invasion of the Philippines, with the Navy protecting and supporting the campaign.

On 19 October the assault came, achieving complete surprise, with the 3d and 7th Fleets supporting a landing on Leyte, midway between Davao and Luzon. In the first 24 hours 250,000 troops were reportedly put ashore, more than were landed by the Allies during the first day in Normandy.

This was it—and the Jap fleet finally came out for a showdown battle (see page 2). In the first great meeting of U. S. and Jap fleets, and their first surface action, the Japs sent two fleets through the Philippines toward the beachhead at Leyte, a third steaming down from Formosa.

They met a staggering defeat. All three Jap fleets were put to rout, with 24 Jap warships sunk, including two battleships, four carriers, six heavy cruisers and two light ones; 13 ships so severely damaged that they may have sunk, and 21 ships damaged. One of the war's most crushing defeats,

GROWTH OF NAVY'S SURFACE FLEET


JULY 1940: 1,076 vessels displacing 1,875,000 tons


JULY 1943: 18,421 vessels displacing 4,926,586 tons


15 NOV 1944: 56,270 vessels displacing 10,486,184 tons

the Second Battle of the Philippines saw the Japs risk 60 ships, have 58 of them sunk or damaged.

The year of battle that had begun with the attack on the Gilberts wound up with American forces returning, as promised, to the Philippines—an advance of 3,000 miles from Tarawa, 4500 from Pearl Harbor. The next chapter would be written in 1945.

CBI Round-Up

Pushed out of India, and back in Burma, the Japs did some pushing of their own in China. From bases in China the 14th AAF had long whittled away Japan's shipping, sinking more than 384,000 tons since 1 Jan. 1944, with 107,600 tons more probably sunk, 105,700 tons damaged. But a 14th AAF officer bitterly summed up the sad fact at year's end: "From all of these missions, eight of our air bases are missing." Throwing back Chinese army forces, the Jap drive through China, to provide a land route for supplies and to clear the coast against expected invasion, had forced the abandonment of one hard-won U. S. base after another.

From China in mid-year a new weapon brought the war down on the Japs' own mainland—far-ranging B-29 Superfortresses of the newly formed 20th AAF. Half as large again as Flying Fortresses, the B-29s made their first raid on Japan on 15 June, giving the Japs their first homeland bombing since General Doolittle's fliers took off from the *Hornet* in 1942.

The initial raid struck Japan's "Pittsburgh," Yawata, wiping out an estimated 20% of the empire's steel capacity. Later raids smashed Sasebo, Chogoku, Kyushu and Nagasaki in Japan proper, the Mukden area in Manchuria, Formosa, Rangoon, Palembang, Singapore, Sumatra, Nanking and Shanghai. Growing numbers of B-29s promised new air terror for the Jap in '45.

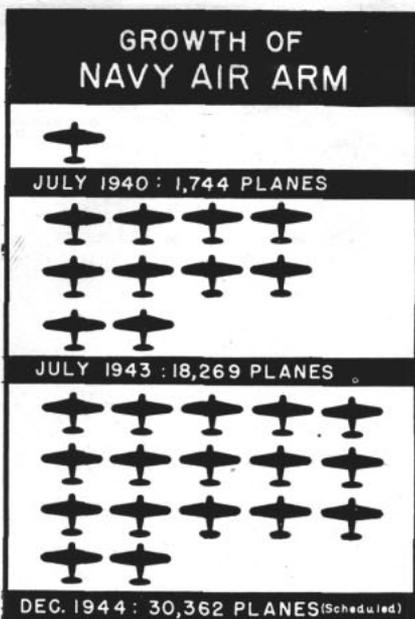
The sinking of the Nazi battleship *Tirpitz*, by RAF fliers with 12,000-ton bombs, freed further British Fleet units for the Pacific.

Navy News of 1944

Sad blow in the Navy's year was the death on 28 April of the man who had led it during its greatest growth—Secretary of the Navy Frank Knox. Into his place stepped James Forrestal, who as Under Secretary of the Navy had supervised its expansion since 1940. Ralph A. Bard, Assistant Secretary since early 1941, became Under Secretary.

By 1944's end the U. S. Navy was a more powerful force than sea power had ever known. From its already great strength in 1940, with 1,076 vessels displacing 1,875,000 tons, it had mushroomed into a giant of 56,000 vessels, more than 10,000,000 tons. Its air arm had more than 30,000 planes.

Among new Navy ships commissioned were the 45,000-ton superbattleships *Missouri* and *Wisconsin*, joining their sister ships, the *Iowa* and *New Jersey*, already in action. New 2200-ton superdestroyers, of the *Allen M. Sumner* class, were added to the fleet, as were many new landing vessels and rocket-firing landing craft.



Rockets were also used by Navy planes, against U-boats, other planes, and shore installations, and in October the Navy announced that it was now prepared to use jet-assisted take-offs for carrier planes and flying boats.

Navy manpower was up to 3,200,000, plus Marine Corps and Coast Guard personnel. This was almost 10 times its Pearl Harbor size and a further increase to 3,389,000 in 1945 was authorized if needed. It was officially announced that no demobilization could be expected for the Navy before the defeat of Japan.

Now 28 months old, the Women's

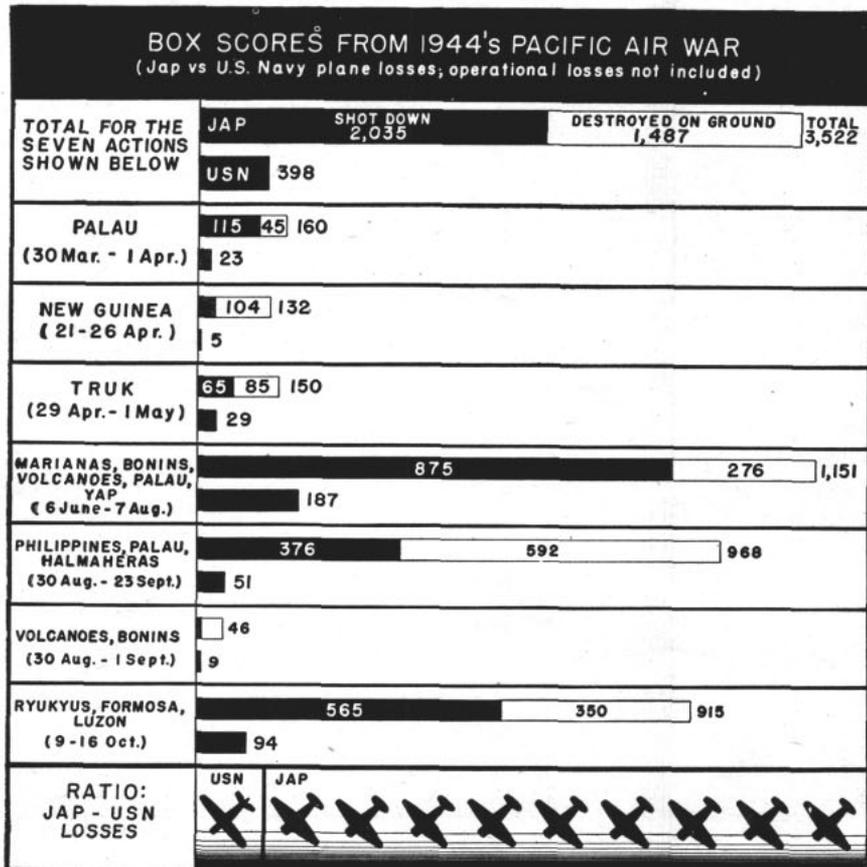
Reserve had about 84,000 members—9,000 officers, 75,000 enlisted women.

There were 51,000 prospective young officers in training in the V-12 program, plus 8,000 more in medical and dental schools, and 1,000 enlisted men had been chosen from the ranks for the term which began 1 November 1944. No trainees either from the service or civil life will enter V-12 in the term starting 1 March 1945.

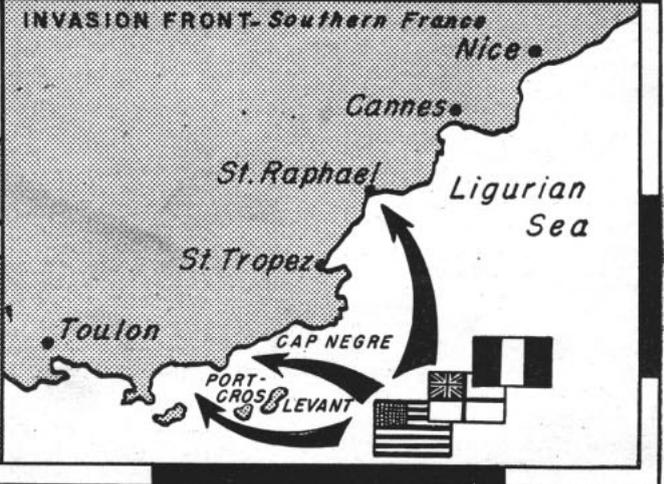
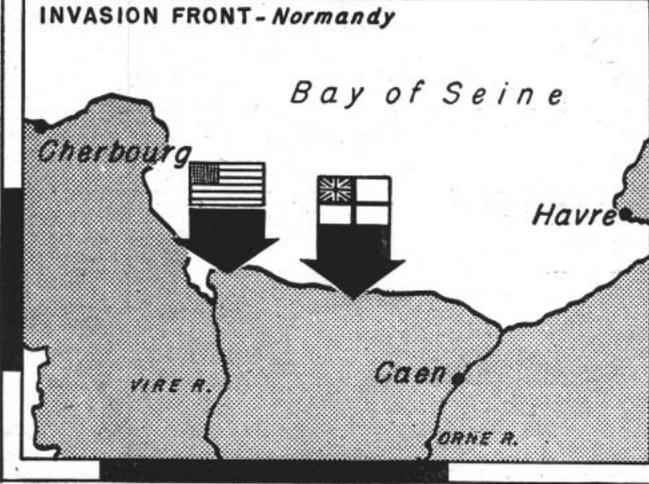
On the War Bond front, the Navy set new records for itself. Almost 2,000,000 military allotments for War Bonds were in force at the end of October and 93.8% of the Navy's civilian personnel were participating via the payroll savings plan. Total sales for the Navy were expected to pass the one-billion-dollar mark (1944 sales alone approximated \$600,000,000, more than doubling the 1943 total). About 4% of all Series E War Bonds sold during the war have been sold to Navy personnel, the Treasury estimated.

Looking forward to 1945, Admiral King estimated that the Jap Navy had been "reduced to not more than one-half of its maximum strength" after the Philippines battle, and that "when the war in Europe releases the powerful forces engaged there, the greater part of them will be brought to bear against Japan."

In his review of "a year of continuous progress and gratifying success," Admiral Nimitz reported that "We have cleared out of the way a number of essential preliminaries to tackling the main strength of the enemy. . . . All opportunities we can create or which present themselves will be exploited to the utmost to bring the enemy to decisive defeat at the earliest possible time."



**SPECIAL ★ SECTION
WAR ANNIVERSARY**



EUROPE: WE CLOSE ON GERMANY

OUR third year of participation in the war in Europe saw the Nazis battered from all sides, stripped of huge areas of conquered territory and forced back almost to their own pre-war frontiers in the west and east, where powerful Allied armies got set for the kill.

After invading western Europe in the largest amphibious operation in all history, the Allies liberated France, Belgium and Luxembourg. Greece also was cleared of Germans in 1944, and three of Hitler's satellites—Rumania, Finland and Bulgaria—were knocked out of the war. Large portions of Holland, Italy, Poland, Yugoslavia, Czechoslovakia, Albania and Hungary were wrested from the invaders.

German U-boats were virtually driven from the Atlantic, and our convoys continued giving Britain and Russia the flow of food and war materials so necessary for the mounting offensives. Aerial assaults on German cities and factories went on unceasingly, reducing a considerable portion of the Reich to rubble.

Battle of the Atlantic

Our success in keeping supply lines open to Britain made possible the tremendous offensive launched from there in June. The turning point came last December when eight of a pack of 15 U-boats were sunk in an eight-day running fight.

On 26 December the German pocket-battleship *Scharnhorst* engaged an Allied convoy bound for Russia and was sent to the bottom by British warships, led by the powerful *Duke of York*. During the same week three Nazi destroyers and a blockade runner were sunk in the Bay of Biscay.

The death blow was administered on 12 November to the *Tirpitz*, Germany's last battleship, by a force of 29 RAF Lancasters. Three direct hits by special armor-piercing six-ton bombs sank the pride of the German navy in Tromsø Fjord in northern Norway.

In February it was announced that U. S. and Brazilian forces had bagged 18 U-boats in the South Atlantic. Five British sloops on escort duty accounted for six U-boats in 20 days during March, and the greatest convoy in history arrived safely in England with vast stores and troops for the forthcoming invasion. The success of the Allied battle against subs was indicated by an announcement on 10 May that 1,250,000 tons of war equipment had been convoyed to Russia in the previous six months with only 2% lost by sinkings.

Ship losses continued to decline until, in July, a joint Anglo-American statement revealed that U-boats were "now the hunted instead of the hunters." It reported that more than 500 U-boats had been sunk since the war started, 17 of these after D day while attempting to interfere with cross-Channel traffic.

The Western Front

After months of preparation, the long-awaited western front in Europe was opened on 6 June when an invasion armada of 4,000 ships and

thousands of smaller craft appeared off the coast of Normandy and thousands of troops swarmed ashore under cover of the greatest sea and air bombardment in the history of war.

Our warships steamed close inshore and dueling with shore batteries. Fire support for advancing troops was continued for miles inland, with naval gunfire liaison officers accompanying the troops to spot targets. Beachheads were established and consolidated, and within two weeks Allied troops were advancing inland on a 116-mile front.

After capturing Cherbourg on 26 June, giving the Allies a major port, the U. S. 1st Army launched an offensive on a 30-mile front and slowly pushed the Germans back from the base of the Cherbourg Peninsula. British and Canadian troops took Caen after a 33-day struggle and by 20 July were punching slowing forward toward Paris, 110 miles away.

In the meantime, the U. S. 3d Army broke out of the beachhead and made lightning thrusts across the Brittany peninsula and eastward toward Paris. One of the mechanized columns advanced 52 miles in two days, then swept ahead 42 miles on the third day. Another column turned north and forced the withdrawal of German forces which had been blocking expansion of the Normandy beachhead.

As the 3d Army's onrushing columns neared Paris, French patriots arose from the underground on 23 August and, aided by the arrival of Allied troops, liberated the city.

As the Germans fell back behind the Siegfried Line, pursued by the U. S. 3d and 1st Armies, the British 2d and Canadian 1st Armies swung northeast through France and into Belgium and Holland.

Aachen, a city of 160,000, was the first large German city to be captured. It was blasted to rubble and then occupied by the U. S. 1st Army after the defenders had spurned a surrender ultimatum on 20 October. The Allies suffered a reverse at Arnhem, in Holland, where survivors of an initial force of 6,000 airborne troops were forced to fall back, leaving 1,200 wounded and 2,800 killed or

captured comrades behind. However, their heroic stand, together with other airborne landings ahead of our ground forces, made possible a move by the British 2d Army that threatened to outflank the Siegfried Line.

Behind that front the great Belgian port of Antwerp was captured intact, giving the Allies a deep-water port just a few miles behind the front lines. It was opened to shipping early in November when British commandos, in a costly amphibious operation landed on Walcheren Island at the mouth of the Schelde river and wiped out stubborn German resistance.

Two weeks later the Allies opened a full-scale offensive that carried into Germany at several points. The end, if not at hand, was in sight.

Invasion of Southern France

A fourth European front had been opened 15 August when an Allied force of 800 vessels landed troops in Southern France. Heavy aerial and naval bombardments softened up coastal defenses for two hours before the assault. Allied troops encountered surprisingly light resistance. As they fanned out inland it was found that about 40% of the defending troops were Russian, Czech and Polish prisoners of war. Invasion forces of the U. S. 7th Army pushed ahead 35 miles during the first three days, effected a junction with the 3d Army on 11 September and began battering through the Belfort Gap gateway to Germany. By 20 November its teammate, the French 1st Army, had reached the upper Rhine.

The Italian Front

A year ago the Italian campaign was bogged down below Cassino by winter rains, mountainous terrain and stubborn German resistance. Then, in an amphibious operation on 22 January, U. S. forces seized a beachhead behind the front at Anzio and pushed within 20 miles of Rome. The Germans counterattacked and for several days the situation was tense and serious. When efforts to take Cassino failed, the inhabitants were warned to leave and the city was leveled with 3,500 tons of bombs and 85,000 artillery projectiles on 15 March. But still the Germans there held out. Two months later, to break the stalemate, the U. S. 5th Army launched its biggest offensive on 18 May, captured Cassino and soon had the Germans in broken retreat toward Rome.

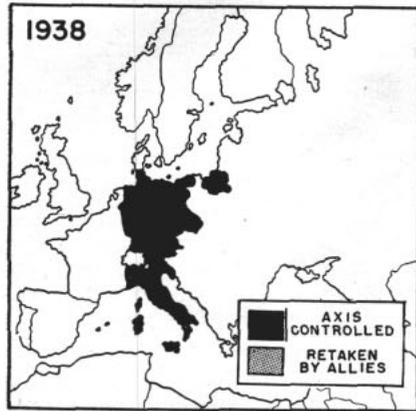
Joining forces with our troops on the Anzio beachhead, the 5th Army drove north and captured Rome just 270 days after the start of the Italian campaign. The Germans retreated so rapidly that the 5th Army had difficulty keeping in contact. It was estimated that the Germans lost 70,000 men, about 60% of their troops in Italy, in 24 days. Meanwhile, a French army captured the island of Elba.

On 19 July Leghorn, the great Italian port and naval base, fell to advancing Allied troops. The Germans abandoned Florence and fell back to the Gothic Line, north of the Arno river. Rimini was taken by the



1941 figure is for December only.

SPECIAL SECTION ★ WAR ANNIVERSARY



RISE AND DECLINE OF
GERMAN AGGRESSION

British 8th Army in October, while the 5th Army neared Bologna in an advance slowed by rains and rugged terrain.

U. S. and British cruisers and destroyers supported ground troops in the campaign with almost daily bombardments of military objectives along the coast.

Late in September British amphibious forces landed in Albania and Greece, meeting little resistance as the Germans fled northward. Corinth and Athens were liberated without a fight, and the last Germans pulled out of Greece on 2 November. Yugoslav Partisans cleared much of the Dalmatian coast, and Albanian partisans freed their capital city, Tirana.

The Eastern Front

The third Russian winter offensive was launched on 6 January as the Red Army drove 10 miles into pre-war Poland. Germans made such a hurried retreat that dinners were found hot on barracks stoves. The two-and-a-half year siege of Leningrad was lifted on 21 January and the Red Army crossed into Estonia two weeks later. Another offensive took Krivoi Rog after four months of fighting and the Ukrainian army swept into Bessarabia.

The Russians were still rolling forward in April. They recaptured Odessa, drove into the Crimea and laid siege to Sevastapol, and advanced into Rumania. Sevastapol fell on 9 May.

In June the Red Army opened the offensive that took Finland out of the war. It crashed through Finnish defenses on the Karelian Isthmus and advanced 15 miles the first day. Driving 60 miles up the isthmus, the Russians captured Viipuri.

A renewed Russian offensive, coordinated with the invasion of France, opened on 23 June. In four days they had liberated, 1,700 places and were within 34 miles of the old Polish border in the north. In 22 days one Red Army had advanced 265 miles, an average of 12 miles a day, and reached the 1941 Soviet-German border on 19 July. Another army pushed to the Baltic Sea west of Riga, encircling an estimated 375,000 Germans in Latvia and Estonia.

Early in August, after advancing 440 miles toward Berlin in 52 days, the Red Armies on the central front slowly came to a stop at the border of East Prussia and the gates of Warsaw. However, other Russians were occupying Rumania and Bulgaria and moving into Yugoslavia, where they joined forces with the Yugoslav Partisans. By early September, Rumania, Bulgaria and Finland had asked for or arranged armistice terms. Riga was captured in October, freeing two Soviet armies for the drive into East Prussia. Far to the north, a Red army took Petsamo and was helping the Finns clear their country of remaining German troops.

As the western Allies opened their big drive into Germany in November, Russian troops hammered at the gates of Budapest.

The Aerial Front

A year ago this month Berlin was being razed from the air. The demolition began in earnest on 22 November when Allied heavy bombers dropped 2,300 tons of explosives on the Nazi capital and left it a sea of flames. For five days the destruction continued on a nightly schedule, as millions of civilians were evacuated from the city. Bremen, the Ruhr and Emden also took an incessant blasting.

By early December it was estimated that one-third of Berlin was in ruins. On 24 December some 3,000 Allied planes smashed at gun emplacements along the invasion coast and Berlin was pounded again. A record of 11,000 tons of bombs were dumped on European targets during December.

On 20 February 2,000 U. S. bombers and escorting fighters raided eight German plane production centers and knocked out an estimated one-fourth of Nazi fighter plane output. New six-ton "factory buster" bombs were used for the first time in March, and shuttle bombing was started between Italy and England.

The air assault on the Reich reached new intensity during April and forced the Nazi to utilize the greater portion of the Luftwaffe for home defense. On more than one occasion 3,000 Allied planes were put in the air for assaults on Europe. Bombers based in Italy began striking at Budapest and Ploesti oil refineries. Shuttle bombers from Britain and Italy reloaded in Russia and struck again on their way home.

In May, Allied air attacks were shifted from industrial centers to western defense areas and supply lines feeding them in preparation for the coming invasion. During this month 130,000 tons of bombs were dropped on Europe in 29 days and 700 Luftwaffe fighters were shot down.

The aerial assault on Germany continued unabated after the liberation of France. Operating from French airfields, our planes now were able to reach every part of the Reich; surprise raids were possible because the bombers no longer had to fly over long stretches of occupied territory en route to their targets.

German Secret Weapons

Hitler's revenge for his reverses on all fronts came in the form of robot bombs (V-1) which began falling on London and vicinity soon after D day. Fired from launching platforms across the Channel, these one-ton "buzz-bombs" wreaked great destruction until counter measures and the liberation of the French coast reduced robot bomb launchings to isolated efforts from planes.

The British revealed in November that the Germans were using another terror weapon—rocket bombs (V-2). Launched about 100 miles away in Germany, they were fired into the stratosphere and descended at speeds estimated from 800 to 2,000 miles an hour. Germans also used these rocket bombs against Allied troops and positions in Europe.

U. S. Naval Vessels Lost During War

The following is a list of U. S. warships and naval vessels sunk, destroyed to prevent capture or overdue and presumed lost as announced between 7 December 1941 and 19 November 1944. They are shown by type and chronologically in order of their loss.

Name and Type	Action
Battleships¹	
Arizona	Pearl Harbor, 7 Dec. 1941
Cruisers	
Houston (CA)	Java Sea campaign, presumed lost 28 Feb. 1942
Astoria (CA)	Battle of Savo Island, 9 Aug. 1942
Quincy (CA)	Battle of Savo Island, 9 Aug. 1942
Vincennes (CA)	Battle of Savo Island, 9 Aug. 1942
Atlanta (CL)	Battle of Guadalcanal, 13 Nov. 1942
Jeanne (CL)	Battle of Guadalcanal, 13 Nov. 1942
Northampton (CA)	Battle of Tassafaronga, 30 Nov. 1942
Chicago (CA)	Torpedo planes, Guadalcanal, 30 Jan. 1943
Helena (CL)	First Battle of Kula Gulf, 6 July 1943
Aircraft Carriers	
Lexington (CV)	Battle of Coral Sea, 8 May 1942
Yorktown (CV)	Battle of Midway, 7 June 1942
Wasp (CV)	Torpedoed, South Pacific, 15 Sept. 1942
Hornet (CV)	Destroyed by USN after Battle of Santa Cruz, 26 Oct. 1942
Liscome Bay (CVE)	Torpedoed, Gilbert Islands, 24 Nov. 1943
Block Island (CVE)	Enemy action, Atlantic, May 1944
Princeton (CVL)	Second Battle of the Philippines, 22-25 Oct. 1944
Gambier Bay (CVE)	Second Battle of the Philippines, 22-25 Oct. 1944
Saint Lo (CVE)	Second Battle of the Philippines, 22-25 Oct. 1944
Destroyers	
Peary	Bombed at Darwin, Australia, 19 Feb. 1942
Truxtun	Aground off Newfoundland, 24 Feb. 1942
Jacob Jones	Torpedoed off Cape May, N. J., 28 Feb. 1942
Pope	Java Sea campaign, presumed lost, 1 March 1942
Edsall	Missing south of Java, presumed lost March 1942
Pillsbury	Unknown action, Ball Strait, March 1942
Stewart	Destroyed by US in drydock, Soerabaja, early March 1942
Sturtevant	Underwater explosion off Florida, 27 April 1942
Sims	Battle of Coral Sea, 7 May 1942
Hammann	Battle of Midway, 6 June 1942
Blue	Enemy action, South Pacific, 24 Aug.-5 Sept. 1942
Ingraham	Collision, fog, Atlantic, announced 27 Aug. 1942
Jarvis	Air attacks off Guadalcanal, presumed lost 24 Sept. 1942
Duncan	Battle of Cape Esperance, 11 Oct. 1942
Meredith	Enemy action, Solomons, 15 Oct. 1942
O'Brien	Enemy action, Solomons, 21 Oct. 1942
Porter	Enemy action off Guadalcanal, 26 Oct. 1942
Barton	Battle of Guadalcanal, 13 Nov. 1942
Cushing	Battle of Guadalcanal, 13 Nov. 1942
Laffey	Battle of Guadalcanal, 13 Nov. 1942
Monssen	Battle of Guadalcanal, 13 Nov. 1942
Benham	Battle of Guadalcanal, 15 Nov. 1942
Preston	Battle of Guadalcanal, 15 Nov. 1942
Walke	Battle of Guadalcanal, 15 Nov. 1942
De Haven	Div bombers off Savo Island, 1 Feb. 1943
Aaron Ward	Air attack off Guadalcanal, 7 April 1943
Strong	Torpedoed off New Guinea, 4-5 July 1943
Maddox	Air attacks, Sicilian landings, 10 July 1943
Gwin	Second Battle of Kula Gulf, 13 July 1943
Rowan	Underwater explosion, Italian waters, 11 Sept. 1943
Henley	Torpedoed, South Pacific, Oct. 1943
Chevalier	Torpedoed off Vella Lavella, 6 Oct. 1943
Buck	Underwater explosion off Salerno, 9 Oct. 1943
Bristol	Underwater explosion, Mediterranean, 13 Oct. 1943
Beatty	Air attack, Mediterranean, 6 Nov. 1943
Borie	Sunk by USN after ramming enemy sub, Atlantic, 10 Nov. 1943
Perkins	Collision off New Guinea, 29 Nov. 1943
Leary	Torpedoed, Atlantic, 24 Dec. 1943
Brownson	Air attack off Cape Gloucester, 26 Dec. 1943
Turner	Explosion, Sandy Hook, N. J., 3 Jan. 1944
Lansdale	Air attack, Mediterranean, 20 Apr. 1944
Corry	Liberation of Europe
Glennon	Liberation of Europe
Meredith	Liberation of Europe
Warrington	Atlantic hurricane, Sept. 1944

Hoel	Second Battle of the Philippines, 22-25 Oct. 1944
Johnston	Second Battle of the Philippines, 22-25 Oct. 1944

Destroyer Escorts

Leopold	Underwater explosion, Atlantic, 10 March 1944
Fechtelner	Enemy action, Mediterranean, May 1944
Rieh	Liberation of Europe
Fiske	Torpedoed, Atlantic, 12 Aug. 1944
Samuel B. Roberts	Second Battle of the Philippines, 22-25 Oct. 1944

Submarines

(The following submarines, unless otherwise noted, were announced as overdue and presumed lost on the dates indicated.)

Sealion	Destroyed by USN at Cavite, Dec. 1941
S-26	Sunk off East Panama, not enemy action, 7 Feb. 1942
Shark	Far East, 18 March 1942
Pereh	Pacific, 11 April 1942
Grunion	Pacific, 5 Oct. 1942
Argonaut	South Pacific, 21 Feb. 1943
Amberjack	12 June 1943
Grampus	12 June 1943
R-12	Training accident, Atlantic, 25 June 1943
Triton	22 July 1943
P.কেরল	15 Aug. 1943
Grenadier	14 Sept. 1943
Dorado	24 Oct. 1943
Runner	27 Oct. 1943
Wahoo	2 Dec. 1943
Grayling	24 Dec. 1943
Pompano	5 Jan. 1944
Cisco	8 Feb. 1944
S-44	8 Feb. 1944
Corvina	14 March 1944
Capelin	18 March 1944
Sculpin	18 March 1944
Scorpion	26 March 1944
Grayback	20 June 1944
S-28	In training exercises, Pacific, 11 July 1944
Trout	22 July 1944
Tullibee	22 July 1944
Robalo	6 Sept. 1944
Gudgeon	12 Sept. 1944
Flier	Enemy action, 19 Sept. 1944
Golet	23 Oct. 1944
Herring	23 Oct. 1944
Darter	13 Nov. 1944

Mine Vessels

Penguin (AM)	Enemy action, Guam, Dec. 1941
Bittern (AM)	Destroyed by USN at Bataan, April 1942
Finch (AM)	Air attack at Corregidor, April 1942
Quail (AM)	Sunk by USN at Bataan, May 1942
Tanager (AM)	Enemy gunfire, Bataan, May 1942
Wasmuth (DMS)	Accidental explosion, Aleutians, 27 Dec. 1942
Sentinel (AM)	Enemy action, Siellan landings, 11 July 1943
Skill (CM)	Underwater explosion, Gulf of Salerno, 25 Sept. 1943
Portent (AM)	Mediterranean action, 22 Jan.-31 March 1944
Tide (AM)	Liberation of Europe
Swerve (AM)	Enemy action, Mediterranean, July 1944
Osprey (AM)	Liberation of Europe
M'antonomah (CMc)	Liberation of Europe
Perry (DMS)	Enemy action, Palau, Sept. 1944

Patrol Vessels

Wake (PR)	Captured at Shanghai, 8 Dec 1941
Alexander Hamilton (C.G.PG)	Torpedoed, sunk later by gunfire, 23 Feb 1942
Acacia (C.G. AGL)	Shelled, Caribbean, March 1942
Asheville (PG)	Presumed lost south of Java, March 1942
PT-31	Enemy action, Philippines, April 1942
PT-34	Enemy action, Island of Cebu, April 1942
PT-35	Destroyed to prevent capture, Cebu, April 1942
Mindanao (PR)	Bombed off Corregidor, May 1942
Luzon (PR)	Destroyed to prevent capture, Bataan, May 1942
Onbu (PR)	Enemy gunfire, Bataan, May 1942
Cythera (PY)	Presumed lost, Atlantic, 4 June 1942
Muskeget (C.G. AG)	Presumed lost, Atlantic, 9 Oct. 1942
PT-44	Enemy action, Guadalcanal, 11-12 Dec. 1942
Natsek (C.G. YP)	Presumed lost, North Atlantic, 23 Jan. 1943
PT-37	Enemy action, Guadalcanal, 1-2 Feb. 1943
PT-111	Enemy action, Guadalcanal, 1-2 Feb. 1943
PT-123	Enemy action, Guadalcanal, 1-2 Feb. 1943
PC-496	Underwater explosion, Mediterranean, 4 June 1943
Escanaba (C.G. PG)	Reported lost, North Atlantic, 18 June 1943
Plymouth (PG)	Underwater explosion off North Carolina, 5 Aug. 1943
SC-694	Bombing, Mediterranean, 23 Aug. 1943
SC-696	Bombing, Mediterranean, 23 Aug. 1943
Moonstone (PYc)	Collision, Atlantic, 15-16 Oct. 1943
St. Augustine (PG)	Collision off Cape May, N. J., 6 Jan. 1944

PC-558	Enemy action, Mediterranean, 9 May 1944
PT-509	Invasion of France
PC-1261	Liberation of Europe
Bedloe (C.G. PG)	Atlantic hurricane, Sept. 1944
Jackson (C.G. PC)	Atlantic hurricane, Sept. 1944
PT-202	Enemy action, Mediterranean, Sept. 1944
PT-218	Enemy action, Mediterranean, Sept. 1944
PT-555	Enemy action, Mediterranean, Sept. 1944
PT boat (unnamed)	Second Battle of the Philippines, 22-25 Oct. 1944

Auxiliaries

Utah (AG)	Pearl Harbor, 7 Dec. 1941
Neehes (AO)	Torpedoed, 3 Feb. 1942
Pollux (AKS)	Aground off Newfoundland, 24 Feb. 1942
Langley (AV)	Java Sea campaign, 27 Feb. 1942
Pecos (AO)	Java Sea campaign, 27 Feb. 1942
Canopus (AS)	Destroyed to prevent capture, Bataan, April 1942
Napa (AT)	Destroyed to prevent capture, Bataan, April 1942
Dewey Drydock	Destroyed to prevent capture, Bataan, April 1942
Pigeon (ASR)	Bombed, Bataan, May 1942
Neosho (AO)	Battle of Coral Sea, 7 May 1942
Gannet (AVP)	Torpedoed, Atlantic, June 1942
George F. Elliott (AP)	Air attack, destroyed by USN, Guadalcanal, 8 Aug. 1942
Colhoun (APD)	Enemy action, South Pacific, 24 Aug.-5 Sept. 1942
Little (APD)	Enemy action, Solomons, Sept. 1942
Gregory (APP)	Gunfire off Guadalcanal, Sept. 1942
Seminole (AT)	Destroyer fire near Tulagi, 25 Oct. 1942
Tasker H. Bliss (AP)	Torpedoed off Casablanca, November 1942
Leedstown (AP)	Torpedoed off Algiers, 9 Nov. 1942
Joseph Hewes (AP)	Torpedoed off Rabat, 11 Nov. 1942
Edward Rutledge (AP)	Torpedoed off Casablanca, 12 Nov. 1942
Kanawha (AO)	Divebombers off Guadalcanal, 7 April 1943
Niagara (AGP)	Air attack off San Cristobal I., later sunk by USN, 23 May 1943
Redwing (ARS)	Underwater explosion, Mediterranean, 29 June 1943
McCawley (APA)	Torpedoed off Rendova, 30 June 1943
Nauset (AT)	Enemy action, Mediterranean, 9 Sept. 1943
Navajo (AT)	Underwater explosion, South Pacific, 12 Sept. 1943
John Penn (APA)	Torpedo plane, Guadalcanal, September 1943
Hugh L. Scott (AP)	Torpedoed off North Africa, early November 1943
McKean (APD)	Air attack off Bougainville, 17 Nov. 1943
APC-21	Air attack off New Britain, 17 Dec. 1943
Macaw (ASR)	Aground coral reef, Pacific, 13 Feb. 1944
Noa (APD)	Collision, Pacific, 19 Sept. 1944
Partridge (ATF)	Liberation of Europe
Susan B. Anthony (AP)	Liberation of Europe
Vineyard Sound (C.G. AL)	Missing off Cuttyhunk I., Mass., 18 Sept. 1944

Landing Craft

LCI (L)-32	Enemy action, Mediterranean, 26 Jan. 1944
LCT (5)-340	Enemy action, Mediterranean, 9 Feb. 1944
LCT (5)-35	Enemy action, Mediterranean, 15 Feb. 1944
LCT (5)-26	Enemy action, Mediterranean, 25 Feb. 1944
LCT (5)-36	Enemy action, Mediterranean, 26 Feb. 1944
LCI (L)-20	Enemy action, Mediterranean, 22 Jan.-31 March 1944
Unnamed landing craft	Enemy action, Mediterranean, 22 Jan.-31 March 1944
JST-282	Enemy action, Mediterranean, Sept. 1944
LCI (G)-459	Struck mine, Peleliu, 19 Sept. 1944
LCI (L)-85	Invasion of France
LCI (L)-91	Invasion of France
LCI (L)-92	Invasion of France
LCI (L)-93	Invasion of France
LCI (L)-213	Invasion of France
LCI (L)-232	Invasion of France
LST-314	Invasion of France
LST-348	Invasion of France
LST-376	Invasion of France
LST-496	Invasion of France
LST-499	Invasion of France
LST-523	Invasion of France
LST-921	Invasion of France

District Craft

YP-389	Gunfire, sub attack, Atlantic, 25 June 1942
YP-284	Shelled off Tulagi, 27 Oct. 1942
Wilcox (C.G. YP)	Atlantic storm, 30 Sept. 1943
YMS-30	Enemy action, Mediterranean, between 22 Jan.-31 March 1944
YT-198	Enemy action, Mediterranean, between 22 Jan.-31 March 1944
YMS-409	Atlantic hurricane, Sept. 1944
YMS-21	Enemy action, Mediterranean, Sept. 1944
YMS-24	Enemy action, Mediterranean, Sept. 1944
YMS-304	Invasion of France
YMS-350	Invasion of France
YMS-378	Invasion of France

1. The USS Oklahoma was sunk at Pearl Harbor, 7 Dec. 1941, refloated and subsequently decommissioned as of 1 Sept. 1944.

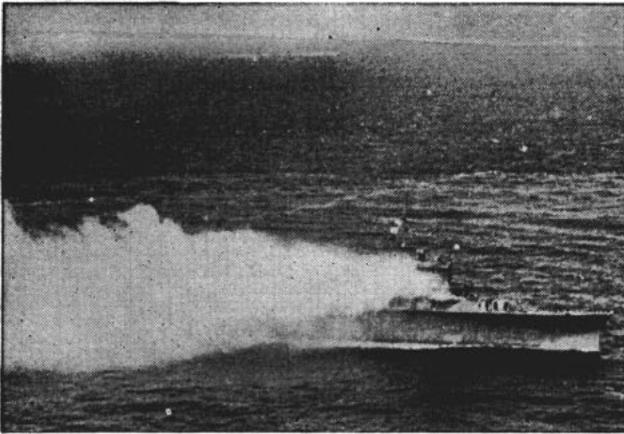


Nov.-Dec. 1943 Dawn of 20 Nov. at Tarawa also marked dawn of a year of crushing offensives against Japs. Marines conquered island in 76-hour battle, bloodiest in Corps' history; Army won Makin. Later, task forces hit Carolines, Marshalls.

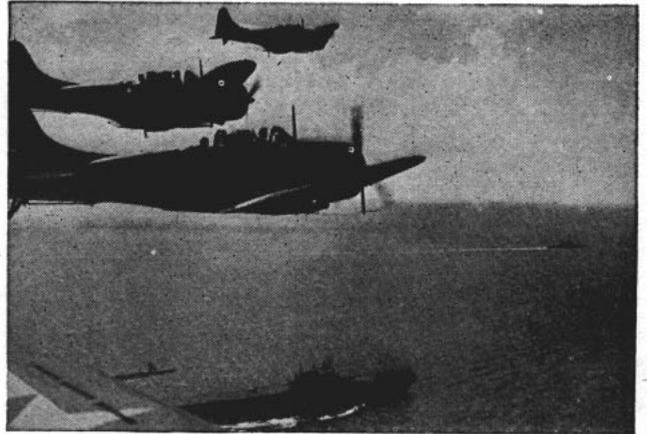


Official U. S. Marine Corps photographs

Jan. 1944 In next step toward Tokyo, largest fleet world had ever seen descended on enemy bases in Marshalls, striking on last day of January. Kwajalein, huge atoll held by Japs for 30 years, fell to Marine and Army attackers in a week.



Feb. 1944 Carrier task forces hit Jap base at Truk in two-day attack, bagging 23 ships, 201 planes. Raid, said Admiral Nimitz, was "return visit" for Jap fleet's Pearl Harbor one, 7 Dec. 1941. "Partial settlement of debt" included this enemy cruiser.



March 1944 Sweeping Palau, Woleai and Yap on successive days, Task Force 58 destroyed 160 Jap planes, sank or damaged every ship anchored there (33 in all). Above: divebombers hover overhead as task force leaves Palau for its next blow.



Official U. S. Coast Guard photograph

April 1944 Achieving "complete surprise," forces of Gen. MacArthur and Admiral Nimitz leap-frogged Japs on New Guinea, cut off Jap 18th Army, won airfields at Hollandia and Aitape, 420 miles nearer Philippines. Here LST enters Tanahmerah Bay.



Official U. S. Navy photographs

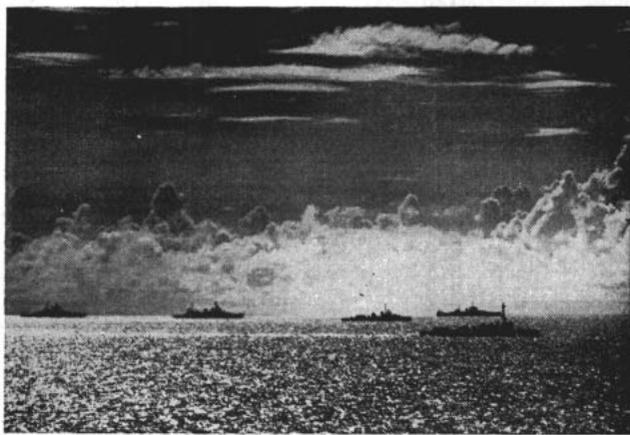
May 1944 In their first combined operation, carrier forces from three Allied commands raided Jap base at Soerabaja, left Japs' only oil refinery on Java in flames (above). Same month saw heavy raids on Marcus and Wake, and landing on Biak Island.

the Navy's Third Year of the War



Official U. S. Army Signal Corps photograph

June 1944 Invasion of western Europe began as Army, borne in record armada of 4,000 ships, thousands of smaller craft, and supported by naval bombardment, landed on Normandy beaches. Week later Pacific forces invaded Marianas, routed Jap fleet.

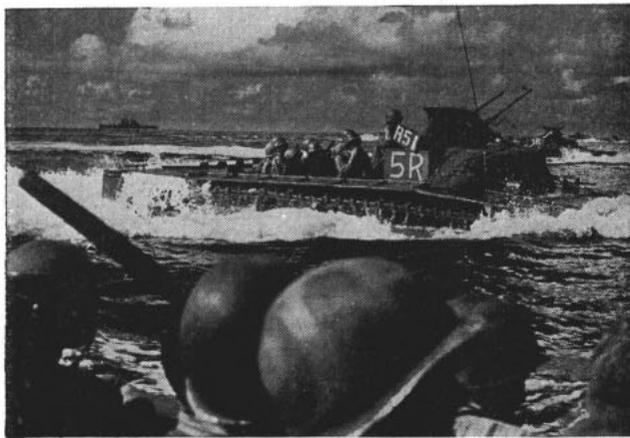


Official U. S. Navy photograph

July 1944 Following conquest of Saipan, and Navy's destruction of 402 Jap planes in one day, U. S. forces landed on Guam to reconquer first American territory taken by the Japs. Above: warships off Guam move into position to bombard island.

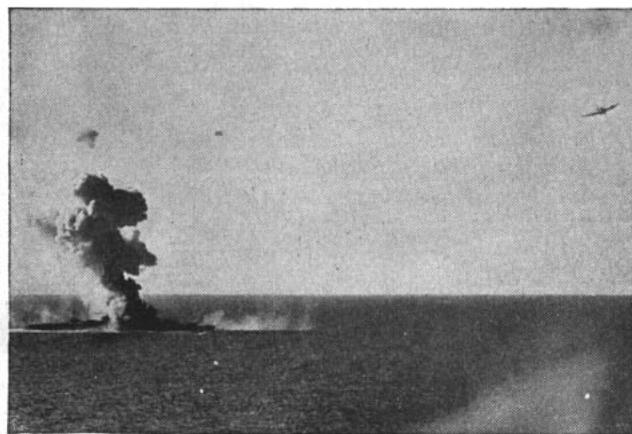


Aug. 1944 With Nazis still reeling from the successful breaching of Atlantic Wall, a second armada appeared off southern France to land invasion forces on Riviera coast. Above, invasion transports pour in supplies past abandoned Nazi pillbox.



Official U. S. Coast Guard photographs

Sept. 1944 In move that isolated Japs in the Carolines, making their Truk base "next to useless," Pacific forces invaded Palaus, east of Philippines. Above: first waves at Angaur. On same day Southwest Pacific forces were landing on Morotai.

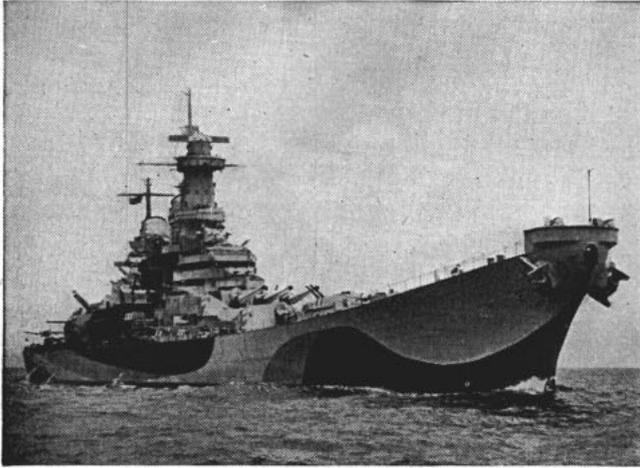


Oct. 1944 Long-awaited showdown with the Jap Fleet followed our invasion of the Philippines. In utter rout, Japs had some 58 of 60 ships sunk or damaged, lost 2 BBs and 4 CVs. Above, Jap heavy cruiser is hit by Navy divebomber.



Official U. S. Navy photographs

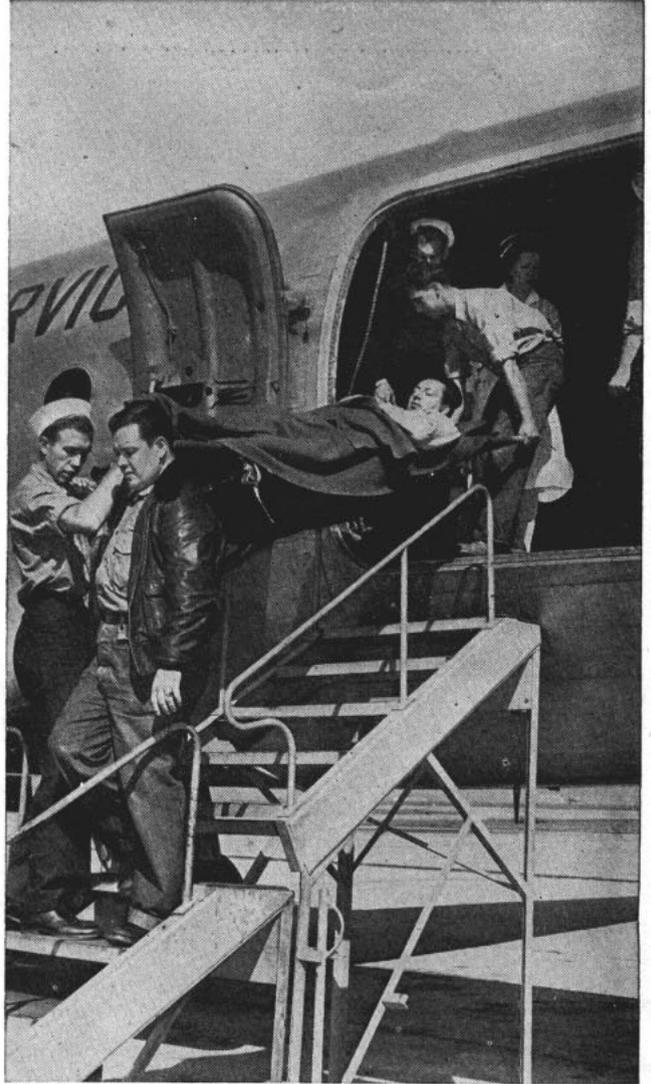
Nov. 1944 Uninterrupted supply and reinforcement of our Philippine forces followed shattering defeat of Jap fleets. PT boats, above, patrol Leyte Gulf as Jap aircraft hammer at supply ships amid storm of ack-ack fire.



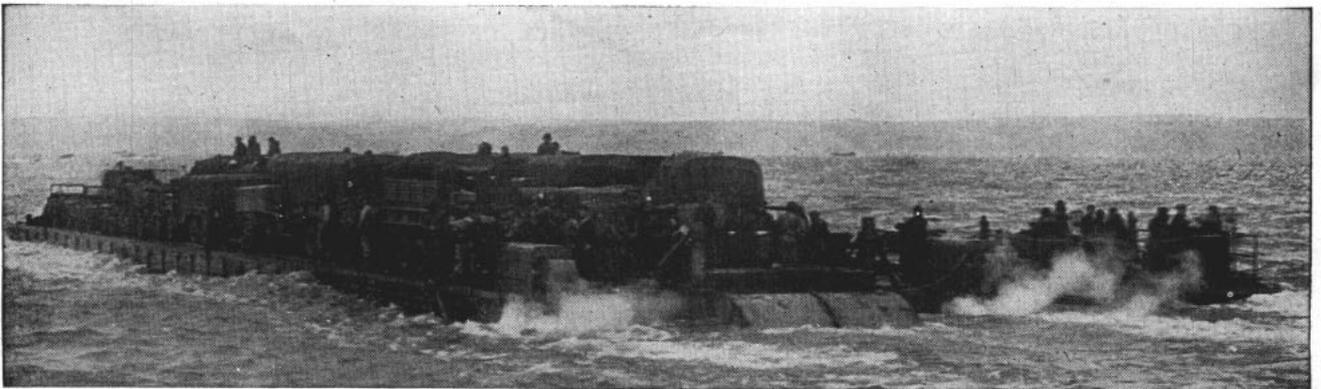
SUPERDREADNAUGHTS: 45,000-tonners *Missouri* (above) and *Wisconsin* were commissioned in 1944, to join *Iowa* and *New Jersey*, already in action. These 880-foot BBs pack 9 16-inchers, over 120 AAs.



JATO LEAPS, or jet-assisted take-offs, reduce take-off runs 33 to 60%, make possible heavier bombloads, use of small airstrips, quick getaway from limited lagoon area or crowded flight deck.



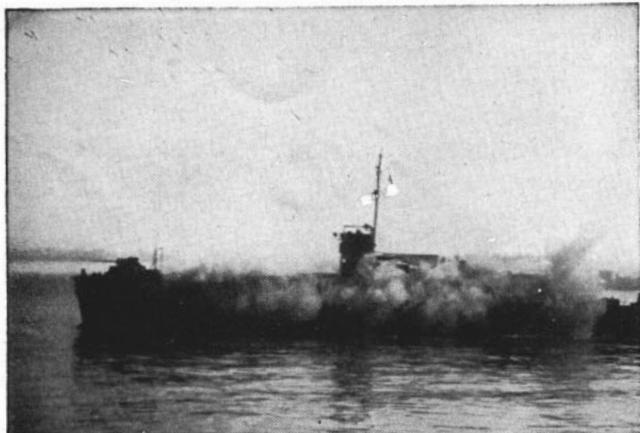
MERCY PLANES: Evacuating wounded by air was born under stress at Guadalcanal, came of age in 1944 when hundreds were flown to the U. S. in NATS Skymasters. Planes took 1,400 men off Tinian.



FLOATING HIGHWAYS: Powered by twin outboard motors, a Rhino Ferry loaded with men and supplies heads for an Allied-held beach. These self-propelled

Official U. S. Navy photographs
pontoon were anchored in Normandy invasion to serve as ship-to-shore roadways. Other developments included flight decks on LSTs for spotter planes.

News on 1944's Fighting Fronts



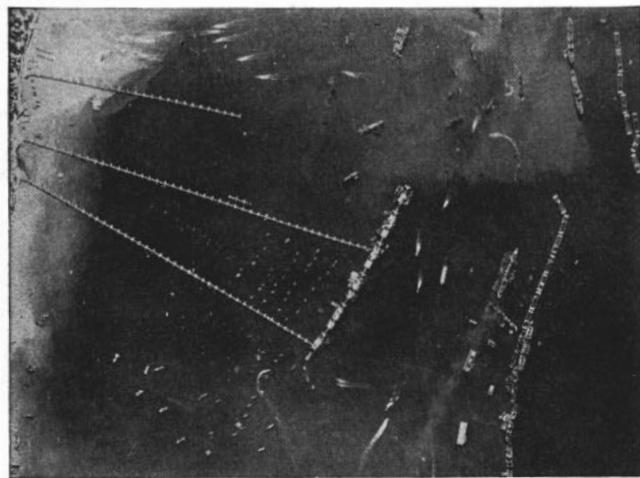
ROCKET-FIRING LCIs made their debut in 1944. Here one of them blasts enemy position on Leyte. Rockets were also used on other landing craft and on Navy aircraft during the past year.



SUPER-DESTROYERS: So powerful that in the last war they would have been classed as cruisers, the new 2,200-ton Allen M. Sumner class of DDs joined the fleet this year. This is first picture released.

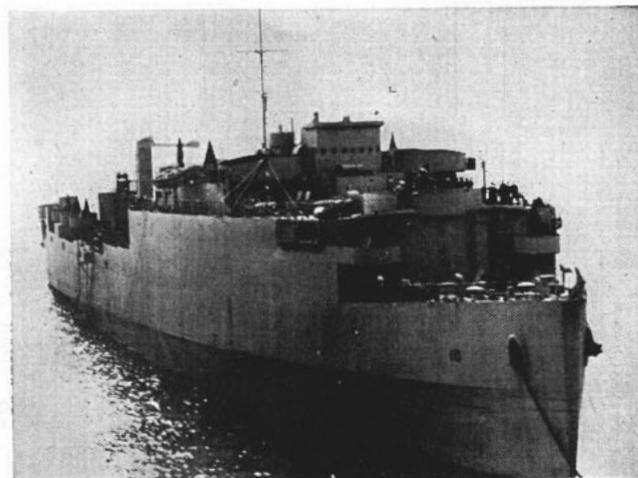


HELLDIVERS: The Navy disclosed that its slashing new dive bomber, SB2C, long in developmental stage, had gone into action. Tested in late '43 Rabaul raid, it has seen heavy service on carriers this year.



British Official photograph

MULBERRIES: Towed across the Channel and set up off Normandy, prefabricated "portable ports" helped to make possible the liberation of western Europe.



Official U. S. Navy photographs

JUMBOS: Biggest amphib vessel, 450-ft. LSD (Landing Ship, Dock), played big role in 1944 invasions. Another newcomer was LSM (Landing Ship, Medium).

NOVEMBER 1943

- 21: U. S. Marines and Army expand their toe-holds on Tarawa and Makin.
- 22: RAF drops 2,300 tons on Berlin.
- 22-26: Roosevelt, Churchill, Chiang confer at Cairo.
- 23: Conquest of Gilberts completed.
- 25: China-based U. S. bombers hit Formosa. British cross Sangro River in drive on Nazi winter line in Italy.
- 26: Bombers blast Bremen in biggest 8th USAAF raid. Red Army takes Gomel.
- 28: Roosevelt, Churchill, Stalin begin conference at Teheran.

DECEMBER

- 1-9: Chinese supported by U. S. planes take, lose, retake Changteh.
- 2: Nazi planes raid Bari, Italy, destroying 17 Allied ships.
- 4: U. S. carrier task force hits Kwajalein, Wotje.
- 7: U. S. naval task force raids Nauru.
- 8: Yanks take Mt. Camino, Italy.
- 10: Red troops take Znamenska in Ukraine.
- 13: RAF attacks Suda Bay, Crete.
- 14: Allies drop 400 tons on New Britain.
- 15: U. S. troops invade Arawe, New Britain.
- 18: 5th Army takes San Pietro, Italy.
- 21: Allied bombers hit Bremen, Frankfurt.
- 24: General Eisenhower named to lead European invasion forces. Three thousand U. S., British planes blast Nazi "invasion coast."
- 25: Red Army launches offensive west of Kiev. U. S. Marines seize beachheads on both sides of Cape Gloucester.
- 26: British Home Fleet units including HMS *Duke of York* sink Nazi battleship, *Scharnhorst*, save Russian-bound convoy.
- 27-28: Allied planes, ships sink three Nazi destroyers and a blockade runner in Bay of Biscay.
- 28: U. S. 5th Army takes Ortona.
- 30: Russians crumble 185-mile Nazi defense line west of Kiev.
- 31: Final Allied raid of 1943 sets record total of 11,000 tons of bombs dropped on Europe in one month.

JANUARY 1944

- 1: Allies land behind Jap lines at Saidor, New Guinea.
- 6: Red Army drives into pre-war Poland. RAF blasts Baltic port of Stettin.
- 7: 5th Army takes San Vittore, Italy.
- 9: U. S. troops take San Giusta, Italy.
- 11: Allies take Maungdaw, Burma. U. S. bombers smash German fighter assembly plants, shoot down 152 Nazi fighters; our loss, 60 bombers.
- 12: Russians take Sarny, Poland.
- 14: Allied planes fly 1,100 sorties against Northern France.
- 16: Allied planes sink or damage eight Jap ships in Rabaul daylight raid.
- 21: Red Army lifts siege of Leningrad. RAF gives Berlin biggest raid.
- 21-28: Allied planes destroy 149 Jap aircraft over Rabaul.
- 22: Allies land in Anzio-Nettuno area south of Rome.
- 22-23: Army, Navy planes bomb 6 Marshall Islands atolls.
- 24: Army, Navy planes bomb 4 Marshall Islands atolls.
- 25: U. S. patrols enter outskirts of Cassino, Italy.
- 27: Army-Navy reveal Japs starved, murdered more than 5,200 U. S. troops, many times that number of Filipinos on Corregidor and Bataan.
- 31: Combined U. S. forces invade Kwajalein following heavy carrier force raid and naval bombardment.

FEBRUARY

- 2: Red Army enters Estonia. U. S. 5th Army breaches Gustav line in Cassino push.
- 3: U. S. naval units shell Paramushiru.
- 7: Jap resistance ends on Kwajalein.

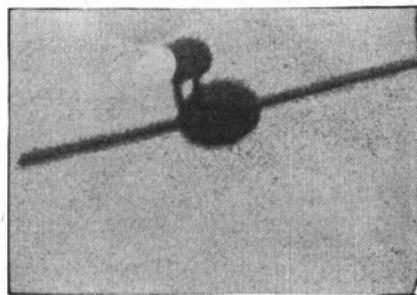
Chronology of Events on

- 9: Navy announces *uss Ranger*, "sunk" by Nazis 10 months ago, has since destroyed 40,000 tons of German shipping.
- 10: Jap warships withdraw from Rabaul.
- 12: U. S. forces occupy Umboi Island.
- 14: Allies occupy Green Islands. In Italy, Allies bomb, shell Mt. Cassino Abbey, used as Nazi fortress.
- 15-16: Allied bombers sink 15 ships in Jap convoy from Truk.
- 16-17: Strong Navy task forces attack Truk.
- 17: Red Army "liquidates" 10 Nazi divisions trapped in Ukraine. U. S. forces land on Eniwetok. Army announces U. S. troopship sunk in European waters—1,000 lost.
- 22: U. S. task force raids Saipan, Tinian. Red Army takes Krivoi-rog.
- 28: Russians take 650 places in Pskev drive.
- 29: U. S. troops invade Admiralty Islands.

MARCH

- 3, 10, 14: U. S. bombers blast railroad yards in Rome area.
- 5: Red Army begins Ukraine drive. U. S. force lands at Yaula Plantation, near Saidor.
- 6: Marines land on Willaumez peninsula, New Britain.
- 8: Allies make heaviest daylight bombing raid on Berlin.
- 10: U. S. Liberators bomb Kowloon docks at Hong Kong.
- 11: U. S. Marauders hit Florence railway yards for first time. British, Indian troops take Buthidaung, Burma.
- 12: Yanks capture Wothe Atoll, Marshalls, without opposition.
- 13: U. S. troops land at Linga Linga, New Britain.
- 14: Red Army closes trap on Nazi divisions in Ukraine, killing 10,000 taking 4,000 prisoners.
- 15: U. S. bombers level Cassino. U. S. troops land on Manus Island, largest of Admiralty group. Army bombers make first attack on Truk.
- 16: Army Liberators bomb Matsuwa, in Kurils, 500 miles from Jap mainland. Army, Navy reveal 23 Army transports shot down over Sicily in July 1943 by "friendly naval and ground gunfire as well as enemy anti-aircraft with loss of 410 American lives."
- 17: U. S. planes land troops behind Jap lines in Northern Burma. U. S. bombers raid Vienna for first time.
- 18: U. S. battleships, carrier planes bombard Mille.
- 19: Red Army captures 40 places inside Bessarabia.
- 19-20: U. S. bombers sink 5-ship Jap convoy off Wewak.
- 20: U. S., Chinese smash Jap resistance in Hukawng Valley of Northern Burma. Marines land on Emirau.
- 21: Navy reveals British receive 38 U. S. escort carriers by lend-lease. Finland rejects Russian armistice terms.
- 22: Japs invade India from Burma.
- 22-23: Five thousand Allied planes drop 6,000 tons of bombs on Nazi Europe in 24 hours.
- 24: RAF loses 73 bombers while dropping 2,800 tons of bombs on Berlin. U. S. destroyers shell Pitilyu Island.

- 25: U. S., Chinese forces capture Shaduzup, Burma. Aleutian-based Army, Navy, planes bomb Kurils.
- 26: Yugoslav Partisans turn back Nazi, go on offensive in Bosnia.



British Official photograph

June: Robombs hit England.

- 29-31: U. S. fleet forces attack Palaus, Woleai and Yap. Central, Southwest Pacific Allied bombers begin two-way raids on Truk.

APRIL

- 1-30: U. S., British bombers from Britain and Italy continue round-the-clock raids on Nazi Europe with 6,000 planes in some attacks.
- 1: British close eastern coastal area of England to visitors.
- 2: Red Army enters Rumania.
- 3: Allied bombers destroy 288 Jap planes at Hollandia in week. British announce carrier planes have set afire Nazi battleship *Tirpitz*.
- 5: More than 250 Allied planes attack Hollandia.
- 5-6: Allied planes bomb Wakde Island for first time.
- 10: Red Army captures Odessa. U. S. destroyers shell Hansa Bay, Madang, Alexishafen in New Guinea.
- 13: Red troops capture Simferopol, capital of Crimea. Australians capture Begadjim, New Guinea.
- 17: Army, Navy heavy bombers attack Saipan, Tinian for first time.
- 18: Japs start new drive in Honan Province. Allied planes bomb Rabaul for 16th straight day.
- 19: Carrier planes from Allied naval force raid Sumatra.
- 22: U. S. troops land at Hollandia and Aitape under fleet coverage. Jap troops take Chengchow, China. Allied planes from Corsica bomb Italian rail targets.
- 23: U. S. forces occupy Ujelang, in Marshalls.
- 24: U. S. reveals its troops occupied Shemya Island, Aleutians, 10 months ago. U. S. land-based bombers raid Guam.
- 27: Allies complete Hollandia conquest.
- 28: U. S. forces land at Torare Bay, Demta in Dutch New Guinea.
- 29-30: U. S. warships, planes blast Wakde Island.

MAY

- 1: U. S. task force completes three-day battering of Truk, Satawan, Ponape.
- 1-2,4-5,8-9,10-11, 16,27,30: Army bombers blast Truk, Ponape.
- 1-31: RAF, U. S. bombers dump thousands of tons of bombs on Nazi Europe's synthetic oil plants, railyards, industry.
- 3: Allied planes, PTs smash 20 Jap supply barges fleeing Wewak. Nazis flood Pontine Marshes between Anzio and Cassino.
- 3-4: Red warships, planes sink 11 Nazi ships off Sevastopol bringing total to 110 in 22 days.
- 5: RAF divebombers breach Pescara dam in Italy.
- 6: Army, Navy land-based bombers hit Guam.
- 9: Red Army takes Sevastopol.
- 10: Chinese begin drive to Northern Burma.
- 11: Allies open Central Italy offensive.
- 12: U. S. fighters, bombers use rocket guns in Rabaul raid.
- 16: U. S. troops pursue Nazis fleeing up Tyrrhenian coast, Italy.



Gen. Eisenhower



Official U. S. Army Signal Corps photograph

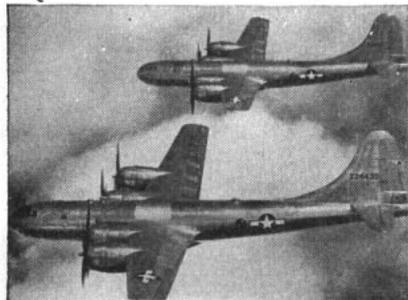
November: Leaders set Pacific war aims at Cairo.

All Fronts During Our Third War Year

- 17: U. S., French troops reach Hitler line in Italy. U. S., Chinese troops capture Myitkyina airdrome. U. S. forces invade Wakde. Allied carrier-force planes raid Soerabaja.
- 18: Cassino falls to Allies.
- 19: Large convoy reaches Russia without loss of merchant ship.
- 21-23: Land-based Navy planes bomb Kurils.
- 24: U. S. troops take Torracina, Italy.
- 25: U. S. forces link Anzio beachhead with main front. Navy reveals bombers using rocket guns against U-boats.
- 27: Allies land on Biak Island.
- 28: Army, Navy bombers raid Saipan.
- 29: First tank fight in Southwest Pacific occurs on Biak.
- 30: Chinese isolate Jap garrison at Kamaing.

JUNE

- 1-2: U. S. troops take Velletri and Valmonone, Italy.
- 2: Army lands unopposed on Owi and Wundi Islands near Biak. Fortresses from Italy raid Balkans, land in Russia.
- 4: U. S. 5th Army takes Rome.
- 5: U. S. heavies bomb Pas-de-Calais and Boulogne areas of France.
- 6: Allies invade Normandy following intense aerial, warship bombardment. U. S. bombers give Bangkok, Thailand, worst raid.
- 7: Allied invasion troops in France expand beachhead, take Bayeux. Allies in Italy score major breakthrough northwest of Rome.
- 8: Allied bombers sink four Jap destroyers off Biak.
- 9: Allies capture Ste. Mere-Eglise, France.
- 10: 5th Army captures Tuscania, Italy. Red Army opens offensive against Finland.
- 10-14: U. S. task force attacks Saipan, Tinian, Guam, Rota.
- 13: Germans launch robot bomb attack on England. 5th Army drives 70 miles north of Rome.
- 14: U. S. forces land on Saipan. Carrier planes attack Bonin, Volcano Islands.
- 15: B-29 superfortresses bomb Yawata, Japan. Americans capture Charan-Kanoa, Saipan.
- 16: Chinese capture Kamaing.
- 17: Mitchells, fighter escort destroy 50 Jap planes in raid off Sorong.
- 18: Yanks cut across Cherbourg peninsula. Red Army takes Kioivisto, breaks Mannerheim line. U. S. Pacific Fleet forces destroy 402 Jap planes off Saipan; we lose 27 planes.
- 19: U. S. carrier planes sink Jap carrier, damage many warships, drive off big Jap fleet near Saipan in First Battle of the Philippine Sea. U. S. heavy bombers hit Nazi robot bases.
- 20: Red Army takes Viipuri, Finland. Yanks in control of all Biak airfields. Japs capture Changsha.
- 21: Approximately 2,200 U. S. bombers in shuttle raid between England and Russia on Berlin. Allied task force planes raid Port Blair in Bay of Bengal.
- 22: Allied bombers sink six Jap vessels in Sorong area.
- 23: Red Army unleashes offensive against Nazis near Vitebsk. U. S. carrier planes attack Iwo Jima, shoot down 116 Jap planes; we lose five.



Official U. S. Army Air Forces photograph
June: B-29s first bombed Japan.

- 23-24: U. S. heavies bomb Ploesti oil center.
- 24: Allies break into Mogaung, Burma.
- 25: Allies take Follonica, Italy.
- 25-26: Navy task force shells Paramushiru.
- 25-28: Allied planes drop 153 tons of bombs on Yap.
- 26: Yanks take Cherbourg.
- 28: Reds take Mogilev, drive towards Minsk.
- 29: Two thousand U. S. planes bomb industrial Germany. China-based Liberators bomb Takao, Formosa.
- 30: Danes riot against Nazis in Copenhagen.

JULY

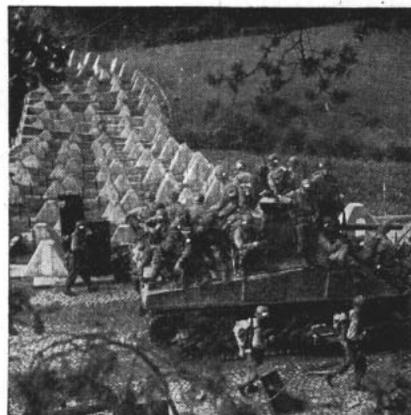
- 2: Yanks land on Noemfoor Island.
- 2-3: Pacific Fleet carrier force raids Bonin, Volcanoes.
- 3: Russians capture Polotzk. British take Ukruil, India. U. S. forces take Garapan, capital of Saipan.
- 7: B-29s raid Sasebo, Yawata in Japan. Thousand-bomber raid on Germany brings out heavy fighter opposition—115 Nazi fighters shot down.
- 8: Organized resistance ends on Saipan.
- 9: Caen falls to British, Canadians. U. S. 5th Army takes Volterra, Italy.
- 13: Red Army captures Vilna. Navy land planes bomb Volcanoes. Navy announces Task Force 58 destroyed 767 Jap planes, sank or damaged 70 ships in month's Pacific operations; its loss, 157 planes.
- 13-14: British, Greek landing force wipes out Axis garrison on Syml.



Official U. S. Army Signal Corps photographs

August: Paris was liberated.

- 14: Allied bombers raid Bula, Ceram oil center. Red troops take Pinsk.
- 15: Robot bombs strike London after five-night lull.
- 16: British 8th Army takes Arezzo, Italy.
- 18: British break through at east end of Normandy peninsula. Premier Tojo of Japan is "relieved" of his job. More than 1,800 U. S. planes attack robot bases.
- 19: Allies take Leghorn, Italy. Reds cross 1941 Nazi border.
- 20: Americans invade Guam, after carrier planes and warships soften up island defenses for 17 days.
- 21: RAF blasts Nazi convoy off Helgoland.
- 23: Marines land on Tinian. Russians enter Lublin.
- 24: Allied air patrol planes sink Jap vessel within 70 miles of Mindanao.
- 24-25: U. S. carrier planes hit Palau, Yap and Ulithi.
- 25: Allied naval force attacks Sabang.
- 26: Chinese troops retake Leiyang. Red Army takes Deblin, 35 miles from Warsaw. Double-size robot bombs hit England.
- 27: Allied planes begin large-scale attacks on Halmahera.
- 28: Russians capture Brest-Litovsk.
- 28-30: Liberators bomb Truk.
- 29: Red artillery shells Warsaw suburbs. Yanks take Coutances, France. B-29s bomb Anshan, Manchuria.
- 30: Allies land at Sansapor.
- 31: Yanks take Avranches, France.



October: Yanks breached Siegfried line.

AUGUST

- 1: Russians reach Baltic.
- 2: American flag raised over Tinian.
- 2-3: Robot-bomb attack lasts 14 hours.
- 3: Americans take Rennes, Brittany.
- 3-4: U. S. warships, carrier planes batter Bonins, Volcanoes.
- 4: Allied patrols enter Florence. U. S., Chinese troops take Myitkyina.
- 7: Yanks cut off Brittany.
- 8: Hengyang falls to Japs. B-24s attack Shanghai harbor area.
- 8-9: Allied bombers hit Jap airdromes at Davao.
- 9: U. S. tanks bypass Le Mans. Army bombers use Marianas bases to hit Iwo Jima. Navy reveals Americans are back on Baker Island, east of the Gilberts. Jap resistance ends on Guam.
- 10: B-29s bomb Nagasaki, Japan and Palembang, Sumatra. Russians renew Warsaw drive.
- 11: British reveal carrier planes attack Norwegian coast.
- 12: Allies in control of Florence.
- 13: Allied bombers "practically neutralize" Halmahera airdromes.
- 15: Allies land on Riviera in invasion of Southern France. China-based Liberators raid Jap naval base in Pescadore.
- 17: Red Army reaches East Prussian border. Japs pushed out of Eastern India. RAF drops 70,000 incendiary bombs on Kiel, Stettin.
- 19-22: Red Army takes Jassy, 350 other places in Rumania drive.
- 20: B-29s bomb Yawata. U. S. troops close in on Paris. French troops enter Toulon.
- 21: Liberators, Mitchells bomb Halmahera and Davao.
- 22-23: Italy-based bombers attack Vienna.
- 23: Marseille, Grenoble fall to Allies. FFI announces Paris is free. Liberators make heaviest raid on Halmahera.
- 24: Paris battle continues.
- 25: Paris liberated.
- 28: Yanks reach Marne River. Reds drive 10 miles into Transylvania.
- 28-29: Allied planes strafe, bomb Davao.
- 29: Polish troops take Fano, Italy.
- 30: Red Army takes Ploesti.
- 31: British take Amiens, France. Red Army enters Bucharest.

SEPTEMBER

- 1: U. S. carrier planes blast Volcanoes for three days. Bombers make heaviest raid on Davao and Palau.
- 2: U. S. 1st Army enters Belgium, 5th Army captures Pisa. Robot bombs hit Paris.
- 2-4: Allied planes sink or damage 49 Jap barges, cargo ships.
- 3-4: Liberators hit Marcus Island for first time.
- 4: Finns, Russians conclude armistice. British capture Breda, Holland.
- 5: Russia declares war on Bulgaria.
- 6-13: Navy task force shells Palau.
- 7: Japs capture Lingling, China airbase. Allies land at Soepiori Island.
- 8: Russians enter Bulgaria. 3rd Fleet units attack near Mindanao, sink 32 coastal vessels, 20 sampans. B-29s raid Anshan, Manchuria. Malta lifts blackouts.

SPECIAL SECTION ★ WAR ANNIVERSARY

- 9: Russia accepts Bulgarian armistice after four-day war.
- 9-13: U. S. carrier planes batter Japs in Philippines.
- 10: Yanks shell German soil.
- 10-11: Allied bombers make record assaults on Celebes Island.
- 11: U. S. 7th, 3rd Armies join forces at Dijon; 1st Army invades Germany. U. S. bombers, fighters attacking Germany shoot down 133 Nazi planes, destroy 42 more on ground.
- 11-13: 3rd Fleet units attack Cebu, Negros, Panay Islands.
- 12: Rumania signs armistice with Allies. Allied fliers destroy 105 Nazi planes. Allied planes attack Zamboanga airdrome.
- 13: U. S. 1st Army digs in near Aachen.
- 14: U. S. forces invade Peleliu in the Palaus. Russian, Polish troops capture Praga, Warsaw suburb. Chinese capture Tengyueh, first large Chinese city to be liberated in seven years. Allies land on Morotai. Nazis attack Finns on Suursaari Island.
- 15: 3rd Army takes Nancy. British commandos land on Greek island of Cythera.
- 16: U. S. troops land on Angaur in the Palaus. Reds push through Sofia, Bulgaria. Allies land in Albania.
- 17: Allied parachute and glider troops land in Holland.
- 17-19: Allied carrier force planes attack Crete.
- 17-20: Red drive on Riga, Latvia, overruns 3,000 towns.
- 18: Allied naval task force sinks eight enemy ships in Aegean Sea. British carrier planes attack Sumatra. Allied bombers drop 120 tons on Davao area.
- 19: Allied bombers drop 155 tons of bombs on Celebes Island. Jap resistance ends on Angaur.
- 20-21: U. S. forces occupy Ulithi.
- 20-23: 3rd Fleet planes sweep Luzon, destroy 393 Jap planes, 68 ships.
- 21: U. S., British troops capture bridge at Nijmegen, Holland and attempt to relieve trapped parachutists at Arnhem.
- 22: Russians take Tallinn, Estonia. Allies capture Rimini, Italy.
- 23: Allied transport planes, gliders bring reinforcements, supplies to airborne troops at Arnhem. Finns attack Nazis in northern Finland.
- 24: Australian-based bombers attack Batavia area of Java for first time. Reds cross Hungarian frontier. British airborne troops land in Greece.
- 25: U. S. Catalina bomber sinks two DEs, seaplane tender in Davao Gulf. Yugoslav Partisans fight for Belgrade.
- 25-26: Allies evacuate airborne troops from Arnhem.
- 26: B-29s hit Anshan, Manchuria. British force lands in Greece.
- 27: U. S. Marines invade Ngesebus, Kongauru Islands in Palaus.
- 30: Allied bombers raid Balikpapan, Borneo. British announce subs sink 37 Nazi ships. U. S. 14th AAF destroys its base at Tanchuk, China, before Japs enter city.

OCTOBER

- 1: Canadians take Calais.
- 2: U. S. 1st Army breaches Siegfried Line.
- 3: Allies "secure" Angaur, Peleliu, Ngesebus, Kongauru. Poles inside Warsaw surrender to Nazis.
- 4,8,10,14: Allied bombers hit Balikpapan.
- 6: Red troops invade Hungary. British take Rion, Greece. U. S. bombers hit Berlin 168th time.
- 7: Japs land on coast of Fukien Province, China.
- 8: 3rd Fleet shells Marcus. U. S. troops land on Garakayo Islands in Palaus; secure them in 24 hours.
- 10: 3rd Fleet planes attack Ryubyu Islands; destroy 89 Jap planes, sink or damage 58 ships. British enter Corinth, Greece. U. S. troops invade Bairaeraseru Islet.
- 11-16: 3rd Fleet planes attack Formosa, Philippines; destroy 915 Jap planes, 128 ships.

- 13: Red Army takes Riga. Nazis evacuate Athens. Japs take Kweiping, China. Chinese admit loss of Foochow.
- 13-14: Allied bombers drop 10,000 tons on Duisburg, Germany.
- 14: British troops occupy Athens.
- 14,16,17: B-29s raid Formosa.
- 15: Russians capture Petsamo, Finland.
- 16: Russians invade East Prussia. Liberators sink Jap cruiser in South China Sea.
- 16-19: Gen. MacArthur's forces land in Philippines under cover of 7th Fleet bombardment, 3rd Fleet carrier raids.
- 20: Red Army takes Belgrade, Debrecen, Hungary.
- 21: Nazis surrender unconditionally in Aachen. British naval units complete three-day attack on Nicobar Island group in Bay of Bengal as British reveal "vast British fleet" has started for Pacific. Allies take Cesena, Italy.
- 22: Yanks take Tacloban, capital of Leyte. Canadians capture Breskens, Holland, in Schelde drive.
- 22-25: Ships, planes of U. S. 3rd, 7th Fleets and U. S. subs sink 24 Jap warships, severely damage many others in second Battle of Philippines at loss of 6 U. S. ships sunk.
- 23: Red troops fight 19 miles into East Prussia. RAF sends 1,000 bombers over Essen.
- 24: Robot bombs hit Belgium. Red Army liberates Suwalki Chust, Czechoslovakia. Allied troops occupy Lamia, Greece. Allied bombers drop 50 tons of bombs on Vogelkop.
- 25: B-29s hit Omura, Japan. Russians invade Norway, take Kirkenes. 5th Army takes Mt. Belmonte. Red Army liberates all of Transylvania. More than 2,200 U. S., British bombers hit Nazi oil, rail, targets. U. S. troops cross to Samar from Leyte.
- 26: Allies land on Schelde Islands. Russians take Mukacevo, Czechoslovakia. Liberators, Fortresses raid northern Ruhr area. B-24s hit remnants of Jap task force fleeing in South China Sea.
- 26-27: British occupy Piscopi Island, northwest of Rhodes.
- 27: British seize Tilburg and 's-Hertogenbosch, Holland. Red Army takes Uzhorod, Ruthenian capital.
- 28: Bulgaria signs Armistice with Allies. Red troops take 80 places northwest of Belgrade. U. S. 3d Fleet carrier planes hit Jap warships at Manila.
- 29: RAF bombers hit crippled Nazi battleship *Tirpitz* again off Norway. Polish troops take Breda. British, Chinese troops in Burma liberate 2,000 square miles.
- 30: Admiral Nimitz announces U. S. Pacific carrier planes have destroyed 2,594 Jap planes in two months; our loss, 300 planes. British take Roosendaal, Holland. RAF hits Cologne sixth time in three days. British ships, planes sink six enemy ships, damage 20 off Norway.
- 31: England gets first daylight bombing in month.

NOVEMBER

- 1: British commandos storm Walcheren Island, last Nazi bastion guarding approaches to Antwerp. Japs land reinforcements on Leyte despite loss of two transports to U. S. planes.
- 2: U. S. 1st Army launches offensive southeast of Aachen. More than 2,400 U. S. bombers, fighters destroy 208 Nazi planes in air battle over Germany. German rear guards pull out of Greece.
- 3: B-29s, carrying largest bomb load, hit Rangoon. Allies open Antwerp port.
- 4: 3d Fleet carrier planes raid Luzon, destroy 191 planes, sink or damage six warships in Manila harbor. Over 5,000 planes strike Nazi cities.
- 5: U. S. troops take Pinamopuan, Leyte. B-29s bomb Singapore and Sumatra. 3d Fleet carrier planes destroy 249 Jap planes, sink or damage 20 enemy vessels near Manila.
- 7: Japs reoccupy Ngerengong in Palaus.
- 8: U. S. 3d Army opens drive between Metz and Nancy.
- 9: U. S. 3d Army crosses Moselle River in Metz drive. British take Forli, Italy.
- 10: Allied planes, PT boats sink seven Jap destroyers, three transports that landed reinforcements on Leyte. Japs announce capture of Kweilin and Luichow, last U. S. airbases in southeastern China. British reveal Nazis are using new V-2 rocket bomb against England. Pacific Fleet warships bombard Iwo Jima.
- 11: 3d Fleet carrier planes destroy Jap convoy of six destroyers, four transports in Ormoc Bay. B-29s raid Omura, Kyushu; Nanking and Shanghai.
- 12: RAF bombers sink Nazi battleship *Tirpitz* in Norwegian fjord. British warships sink 9 of 11-ship German convoy off Norway. 3d Fleet carrier planes sink Jap cruiser, four destroyers, 11 cargo vessels and oilers near Manila Bay.
- 13: Red Army takes Jaszapati in Budapest drive. Yugoslav partisans announce capture of Skopje.
- 14: U. S. Army units reoccupy Ngerengong Island. British 2nd Army attack near Weert, Holland.
- 15: U. S. forces seize Mapia Islands north of New Guinea.
- 16: Six Allied armies open offensive behind record bomber barrage along 450-mile front from Holland to the Alps. Allied fighter planes sink more than 30 Jap barges in Ormoc area.
- 18: U. S. 3d Army penetrates Metz, invades German Saar. French troops smash deep into Belfort Gap. Germany admits evacuation of its troops from Tirana, capital of Albania and 15th European capital to be freed since 4 June. 3d Fleet carrier planes again batter Jap shipping in Manila Bay.
- 19: British, U. S. troops take Gellenkirchen, largest German city yet captured by Allies. Yanks encircle Metz. U. S. carrier planes bomb Manila area, destroy 118 Jap planes.
- 20: Yanks take Metz. French troops take Belfort. B-29s raid Kyushu, Japan.

U. S. and Japanese Naval Losses

	Sunk		Probably Sunk		Total	
	U. S.	Jap	U. S.	Jap	U. S.	Jap
Battleships	1	4	0	1	1	5
Aircraft Carriers	9	11	0	2	9	13
Cruisers	9	41	1	13	10	54
Destroyers	47	100	4	26	51	126
Destroyer Escorts	5	15	0	0	5	15
Submarines	5	10	28	1	33	11
Fleet Tankers	4	117	0	8	4	125
Others	109	62	6	25	115	87
	189	360	39	76	228	436

Figures are those announced in Navy Department communiques from 7 Dec. 1941 to 10 Nov. 1944. U. S. losses are for all theaters and include, under "sunk," nine ships destroyed to prevent capture; a destroyer, a submarine and seven other craft, and three submarines lost in circumstances other than combat (see p. 23). Japanese losses include some inflicted by Marine Corps and Army forces.

THE RETIREMENT PAY QUESTION

Here's Straight Dope on the Laws and Regulations on Retirement Pay and Pensions for Naval Personnel

WHAT'S the straight dope on retirement?

That question, in a variety of forms, is constantly directed at BuPers and Marine Corps and Coast Guard headquarters—from officers and enlisted personnel who have served long enough to anticipate retirement after the war, from reservists who are considering making the regular service their career and from personnel disabled in service.

The retirement question has thousands of answers, depending on individual service records and other circumstances and upon numerous Federal statutes and Navy, Marine Corps and Coast Guard regulations affecting retirement. But there are general statements which cover most situations, and these are summarized below.

In general, the Navy and Marine Corps operate under the same retirement laws and their retirement regulations are the same in most cases. The Coast Guard operates with the Navy only in time of war or when the President so directs, and upon termination of the emergency it is scheduled to revert to the peacetime jurisdiction of the Treasury Department. Coast Guard retirement laws and regulations are not identical with those of the Navy and Marine Corps, and Coast Guard retirement procedure is presented separately in this article.

While the naval retirement system functions along well-defined lines, it should be remembered that voluntary retirement is not always a right of an officer or enlisted person. In many instances it is discretionary with the President.

Once retired, an officer or enlisted man remains on the retired list, even if called back to active duty.

Retirement falls into two classes—officer and enlisted. Each of these, in turn, may be sub-divided into regular Navy and Naval Reserve or Marine Corps and Marine Corps Reserve, as the case may be, and then into retirement for service or retirement for disability. For regular Navy or Marine Corps enlisted retirement, the Fleet Reserve or Fleet Marine Corps Reserve is an intermediate stage, since a majority of regular Navy and Marine Corps enlisted men pass to the retired list from this Reserve.

Active duty service, as used for purposes of retirement and disability pay, includes generally any combination of regular and reserve service, commissioned, warrant or enlisted.

An officer or enlisted person entitled to retirement for service-connected physical disabilities may elect to accept retired pay from the Navy or pension from the Veterans Administration. Retired pay is the same, depending upon rank or rating and length of service, regardless of nature of disability. Pension or compensa-

tion from the Veterans Administration varies, depending on the nature of the disability.

Neither officer nor enlisted personnel, under existing law, may draw both retired pay and disability pensions except that Public Law 314, 78th Congress, recently authorized persons of the regular Navy drawing retired pay for military or naval service and eligible for pension or compensation from the Veterans Administration to accept the latter if they waive the equivalent in retired pay. To prevent duplication of payments, the department with which any such waiver is filed will notify the Veterans Administration of the receipt of such waiver, the amount waived, and the effective date of the reduction in retired pay (the individual need take no action beyond signing the waiver).

Under present rulings of the Bureau of Internal Revenue, retired pay for service is subject to Federal income tax whereas retired pay for disability incurred in the line of duty and Veterans Administration pensions are not.

The same laws and regulations for service-connected physical disability which apply to male officers and enlisted personnel of the Navy, Marine Corps and Coast Guard apply likewise to officers and enlisted personnel of the women's reserves of these three branches of the armed forces.

Since the women's reserves are but recently established and temporary, as now set up, there is no provision for retirement of women's reserve

personnel for service. This situation probably would be changed should any or all of the women's reserves be made permanent by subsequent Congressional legislation.

The Navy Nurse Corps and its own reserve operate under separate retirement laws, administered by the Bureau of Medicine and Surgery for all but final action in each case. Retirement procedure for this branch of the service is, like that of the Coast Guard, presented separately.

COMMISSIONED AND WARRANT OFFICERS OF THE REGULAR NAVY AND MARINE CORPS

UNDER the law, commissioned officers of the Marine Corps are retired in like manner and with the same relative conditions in all respects as provided for commissioned officers of the line of the Navy, and commissioned warrant and warrant officers of the Marine Corps under the same conditions provided for similar officers of the Navy. Although the words "regular Navy" are used throughout, that which follows regarding retirement of naval officers is applicable also to officers of corresponding grades of the Marine Corps.

FOR SERVICE:

Upon his own application, submitted to SecNav via official channels, a line officer of the regular Navy may be retired with 20 years or more of active commissioned service. Approval of such applications is a discretionary matter with the President. Upon approval of the President, the officer is transferred to the retired

MUSTERING-OUT PAY

For most personnel not covered by the retirement and disability provisions outlined in this article, there is available upon release to inactive duty or honorable discharge a sum of money commonly called "mustering-out pay."

The mustering-out pay law applies to those who leave the service on or after 7 Dec. 1941. The scale of payments follows:

To eligible veterans with less than 60 days' active service, \$100.

Those with active service of 60 days or more but no service outside the continental limits of the United States or in Alaska, \$200, payable in two monthly installments of \$100 each.

Those with active service of 60 days or more and with service outside the continental limits of the United States or in Alaska, \$300, payable in three equal monthly installments.

All personnel with the above service are eligible for the benefits of the mustering-out pay law *except the following*:

(1) Those who were not discharged under honorable conditions.

- (2) Those who at the time of discharge or release from active duty are transferred or returned to the retired list, with retired pay, or to a status in which they receive retirement pay.
- (3) Those discharged or released from active duty on their own request to accept employment who have not served outside the continental limits of the United States or in Alaska.
- (4) Members of the armed forces whose total active service has been as a student detailed for training under certain specialized or college training programs.
- (5) Any member of the armed forces for any active service performed prior to date of discharge for the purpose of entering the U. S. Naval Academy, the U. S. Coast Guard Academy or the U. S. Military Academy.
- (6) Those whose only service has been as a cadet at the U. S. Coast Guard Academy or as a midshipman at the U. S. Naval Academy or in a preparatory school after nomination as a principal, alternate, or candidate for admission to any such academy.
- (7) Any officer, who at time of discharge or release from active service, held a grade higher than that of captain in the Marine Corps or lieutenant in the Navy or Coast Guard or any captain or lieutenant with over 17 years' service for pay purposes.

list. His retired pay is 2½% of the total of his base pay and longevity at time of retirement multiplied by the number of years of service credited in the computation of his active duty pay. At this time, this particular form of retirement would be approved only under most extraordinary circumstances.

Upon his own application, submitted to SecNav via official channels, an officer of the regular Navy, line or staff, including commissioned warrant and warrant officers, may be retired with 30 years active duty service. Approval of such applications is a discretionary matter with the President. Upon approval of the President, he is transferred to the retired list. Staff officers of the Navy (there are no staff officers in the Marine Corps) and chief warrant and warrant officers of the Navy and Marine Corps are not eligible to apply for retirement for active duty service of less than 30 years.

An officer who is retired upon his own application after 30 years' active service is entitled to 75% of the highest pay of his permanent grade on the active list.

Approval of an officer's request for retirement after 40 years or more of active duty service is by law mandatory upon the President. This officer's retired pay is equal to 75% of the active duty pay of his permanent grade at time of retirement (i. e., 75% of base pay and 75% of longevity).

For purposes of 30- or 40-year retirement in the regular Navy, active duty as an officer or enlisted man in the Army, Navy, Marine Corps, Coast Guard and their reserve components, including service as a midshipman if appointed prior to 4 March 1913, and military service in the adjunct forces, may be counted. However, only active commissioned service in the various branches of the service may be counted for 20-year retirement. Service that may be counted for 20-year retirement of officers in the regular Marine Corps is restricted by law to commissioned service on the active list of the Marine

Corps, whether under a temporary or permanent appointment, and commissioned service on active duty in the Marine Corps Reserve and the National Naval Volunteers.

Upon reaching 64 years of age, all regular commissioned officers on the active list, except those serving in the ranks of admiral and vice admiral, are retired by the President in their current rank at 75% of the active duty pay (in cases below the rank of rear admiral, 75% of base pay and 75% of longevity) they were drawing at time of retirement, regardless of length of service and whether their rank is permanent or temporary. Officers serving in the rank of admiral or vice admiral on the active list under temporary appointments or designations become subject to the 64-year age retirement after reverting to their previous rank upon the termination of their temporary appointments or upon the termination of the duty which resulted in their designations as admiral or vice admiral.

The Pay Readjustment Act of 1942 provides that the retired pay of any officer of the regular Navy who served in any capacity as a member of the military or naval forces of the U. S. prior to 12 Nov. 1918 hereafter retired under any provision of law, shall, unless such officer is entitled to retired pay of a higher grade, be 75% of his active duty pay at time of retirement (i. e., 75% of base pay and 75% of longevity).

Officers of the regular Navy and Marine Corps who have been specially commended by SecNav (or the Secretary of War) for performance of duty in actual combat are, upon retirement, placed upon the retired list with the rank of the next higher grade with 75% of the active duty pay of the grade in which serving at the time of retirement. This does not apply to line officers on a permanent promotion list who fail physically for promotion, are found incapacitated for service by reason of physical disability contracted in line of duty and are retired in the rank for

which selected or adjudged fitted, in accordance with section 12(b) of the Line Personnel Act of 23 June 1938.

When a regular officer is being retired, he is automatically considered for the honor of being placed on the retired list at one grade higher if he has been specially commended by SecNav (or the Secretary of War) for performance of duty in actual combat.

The term "specially commended" is interpreted strictly by the Board of Decorations, Medals and Awards, and the higher grade is recommended for relatively few of those who are considered. When such a recommendation is approved by SecNav, the officer is, upon retirement, advanced to the higher rank on the retired list (but with retired pay based on his rank at time of retirement).

FOR DISABILITY:

Any regular Navy or Marine officer who is retired for physical disability incurred in line of duty is entitled to retired pay at 75% of the active duty pay of his permanent rank or of the rank in which disability is determined to have been incurred if serving under a higher temporary appointment.

Regular officers who are found to be incapacitated for service by reason of disability not the result of an incident of the service are wholly retired with one year's pay, or if the disability is not the result of their own misconduct, may instead be placed on the retired list with 50% of their active duty pay (i. e., 50% of base pay and 50% of longevity), if the President so determines. (Retirement provisions for one year's pay and 50% of pay do not apply to officers of the Naval Reserve or Marine Corps Reserve.)

Briefly, the procedure for retirement of officers for physical disability follows:

- (1) Examined by a board of medical survey, board recommends appearance before a retiring board;
- (2) Report of the board of medical survey is transmitted to the Surgeon General for appropriate recom-

RETIRED PAY FOR COMMISSIONED AND WARRANT OFFICERS of the Regular Navy and Marine Corps and Their Reserves

TYPE OF RETIREMENT (See accompanying article)	Length of Service for Pay Purposes	RANK FOR PAY PURPOSES											
		W. O.	C. W. O. less than 10 Yrs. Comm. Service	C. W. O. over 10 Yrs. Comm. Service	C. W. O. over 20 Yrs. Comm. Service	Ens.	Lt. (jg)	Lieut.	Lt. Cdr.	Cdr.	Commodore and Capt.; Colonel	Rear Adm. Lower Half; Brig. Gen.	Other Flag and General Officers
RETIREMENT OF ALL OFFICERS at 75% of base pay and 75% of longevity for: A—Physical disability incurred in line of duty (at any time). B—30 years or more active duty service. See article for service which qualifies. C—Upon reaching age 64.	Under 3 Yrs.	\$112.50	\$131.25	.....	.....	\$112.50	\$125.00	\$150.00	\$187.50	\$218.75	\$250.00	\$375.00—ADMIRALS AND GENERAL OFFICERS DRAW NO LONGEVITY	\$500.00—ADMIRALS AND GENERAL OFFICERS DRAW NO LONGEVITY
	3 Yrs. or More	118.13	137.81	.....	.....	118.13*	131.25	157.50	196.88	229.69	262.50		
	6 Yrs. or More	123.75	144.38	.....	.....	137.50	137.50	165.00	206.25	240.62	275.00		
	9 Yrs. or More	129.38	150.94	over 10 yrs.	.....	143.75	143.75*	172.50	215.63	251.57	287.50		
	12 Yrs. or More	135.00	157.50	180.00	.....	150.00	180.00	180.00	225.00	262.50	300.00		
	15 Yrs. or More	140.63	164.06	187.50	.....	156.25	187.50	187.50*	234.38	273.44	312.50		
	18 Yrs. or More	146.25	170.63	195.00	over 20 yrs.	162.50	195.00	243.75	243.75	284.38	325.00		
	21 Yrs. or More	151.88	177.19	202.50	253.13	168.75	202.50	253.13	253.13*	295.31	337.50		
	24 Yrs. or More	157.50	183.75	210.00	262.50	175.00	210.00	262.50	306.25	306.25	350.00		
	27 Yrs. or More	163.13	190.31	217.50	271.88	181.25	217.50	271.88	317.19	317.19	362.50		
30 Yrs. or More	168.75	196.88	225.00	281.25	187.50	225.00	281.25	328.13	375.00	375.00			
RETIREMENT FOR SERVICE for 20 years or more of active duty service as commissioned officer, under conditions set forth in accompanying article. Totals are based upon 2½% of monthly base pay and longevity multiplied by number of years of active duty service. Remaining fractional period of six months and over counts as one year.	20 Yrs.	NOT ELIGIBLE	NOT ELIGIBLE	NOT ELIGIBLE	NOT ELIGIBLE	108.33	130.00	162.50	162.50	189.59	216.66	\$250.00	\$333.33
	21 Yrs.					118.12	141.75	177.19	177.19	206.72	236.25	262.50	350.00
	22 Yrs.					123.75	148.50	185.63	185.63	216.56	247.50	275.00	366.67
	23 Yrs.					129.37	155.25	194.06	194.06	226.41	258.75	287.50	383.33
	24 Yrs.					140.00	168.00	210.00	210.00	245.00	280.00	300.00	400.00
	25 Yrs.					145.83	175.00	218.75	218.75	255.21	291.67	312.50	416.67
	26 Yrs.					151.66	182.00	227.50	227.50	265.41	303.34	325.00	433.33
	27 Yrs.					163.13	195.75	244.69	244.69	285.47	326.25	337.50	450.00
	28 Yrs.					169.17	203.00	253.75	253.75	296.04	338.33	350.00	466.67
	29 Yrs.					175.21	210.25	262.81	262.81	306.62	350.41	362.50	483.33
	30 Yrs. or More					168.75	196.88	225.00	281.25	187.50	225.00	281.25	328.13	375.00	375.00	500.00

* Ensign over 5 yrs.: \$131.81; Lt. (jg.) over 10 yrs.: \$172.50; Lieut. over 17 yrs.: \$234.30; Lt. Comdr. over 23 yrs.: \$295.31.

mendation and then is forwarded to BuPers or Marine Corps where (3) BuPers (or M. C.), if concurring with the recommendation of the Surgeon General, recommends to SecNav that the officer then be ordered before a retiring board; (4) Report of the retiring board is submitted to BuMed and to BuPers (or to Commandant, Marine Corps) for comment and recommendation and finally by SecNav to the President for his action, and (5) if the President approves the finding of the retiring board that the officer is incapacitated in line of duty, the officer's retirement becomes effective on the first day of the month following the President's action.

The report of a board of medical survey, it should be noted, merely represents an expert opinion and by law is not binding on the Navy Department or the President.

RETIREMENT FOR FAILURE OF SELECTION (Regular Line and Staff Officers):

Provisions of these laws appear in Chapter 44, U. S. Navy Regulations. However, this phase of retirement has been suspended for the duration.

RETIRED OFFICERS ON ACTIVE DUTY:

Under current procedure, when retired officers on active duty return to an inactive status on the retired list, their retired pay is computed on the base pay of the rank in which they were originally retired, plus longevity pay due for service on active duty, except as discussed below. Those whose retired pay is based on 2½% of their pay multiplied by the number of years of service add 2½% for each year of active duty, not to exceed 75%. (A fractional year of six months or more is considered a full year.) Pay is figured on this basis even though they are promoted for temporary service while on active duty. However, when so promoted, they are advanced (after return to inactive duty on the retired list) to the highest rank they held on active duty, provided their service was satisfactory.

If, as a result of retiring board proceedings approved by the President, it is found that they have incurred physical disability while serving on active duty in time of war or national emergency, and the retiring board proceedings are instituted within six months' of the time of their release to inactive duty or termination of temporary appointment, such officers receive retired pay based on their higher rank under the following conditions:

(1) Officers retired originally for reasons other than physical disability, subsequently disabled in line of duty while on active duty in higher rank.

(2) Officers retired originally for physical disability who are found incapacitated for active duty while serving under a temporary appointment in a higher rank.

Officers retired originally for reasons other than physical disability, if it is determined by retiring board proceedings that they incurred physical disability while serving on active duty in the same rank as that held by them on the retired list, are entitled, if not otherwise entitled thereto, to receive 75% of their active duty pay (i. e., 75% of base pay and 75% of longevity).

TEMPORARY OFFICERS OF THE REGULAR NAVY:

When enlisted personnel temporarily promoted to commissioned or warrant status revert to enlisted status again, and subsequently are retired as enlisted men, they are advanced on the retired list to the highest rank held on the active list but with retired pay based on their enlisted status.

If, however, as a result of retiring board proceedings, they are retired for physical disability found to have been incurred while serving in their temporary commissioned or warrant status, except as hereafter stated, they may be retired as commissioned or warrant officers of the regular Navy under all provisions applicable to officers of the regular Navy. To be eligible for this, they must have a disability incurred while serving in such temporary rank.

Enlisted men originally retired for physical disability are not eligible for advancement on the retired list for physical disability incurred while serving in a higher temporary rank.

FLEET RESERVE, RETIRED ENLISTED PAY TABLES

(for members of the Fleet Reserve and enlisted personnel retired after 30 years of service, when on inactive list.)

The following tables are based on the Pay Readjustment Act of 1942, the provisions of which are explained in detail in the accompanying article.

The totals below were arrived at in each case by adding the percentage of base pay paid for each class of the Fleet Reserve and the specified amount of longevity pay allowed. Time spent in the inactive Fleet Reserve does not increase the longevity credit upon transfer to the retired list.

FLEET RESERVE (F-3 AND 4-C), 16-YEAR CLASS

Following totals include ½ base pay with all longevity:		Pay Grades							
		1	1-A	2	3	4	5	6	7
12-15 years (20%)	73.60	67.20	60.80	51.20	41.60	35.20	28.80	26.67	
15-18 " (25%)	80.50	73.50	66.50	56.00	45.50	38.50	31.50	29.17	
18-21 " (30%)	87.40	79.80	72.20	60.80	49.40	41.80	34.20	31.67	
21-24 " (35%)	94.30	86.10	77.90	65.60	53.30	45.10	36.90	34.17	
24-27 " (40%)	101.20	92.40	83.60	70.40	57.20	48.40	39.60	36.67	
27-30 " (45%)	108.10	98.70	89.30	75.20	61.10	51.70	42.30	39.17	
30 & Over (50%)	115.00	105.00	95.00	80.00	65.00	55.00	45.00	41.67	

Add 10% if credited with extraordinary heroism.

FLEET RESERVE (F-3 AND 4-D), 20-YEAR CLASS

Following totals include ½ base pay with all longevity:		Pay Grades							
		1	1-A	2	3	4	5	6	7
18-21 years (30%)	110.40	100.80	91.20	76.80	62.40	52.80	43.20	40.00	
21-24 " (35%)	117.30	107.10	96.90	81.60	66.30	56.10	45.90	42.50	
24-27 " (40%)	124.20	113.40	102.60	86.40	70.20	59.40	48.60	45.00	
27-30 " (45%)	131.10	119.70	108.30	91.20	74.10	62.70	51.30	47.50	
30 & Over (50%)	138.00	126.00	114.00	96.00	78.00	66.00	54.00	50.00	

Add 10% if credited with extraordinary heroism or if conduct marks for 20 years exceed 95%. DO NOT add 20% if credited with both.

(NOTE: In the above tables, the 30 years and over longevity pay range is included because a Fleet Reservist may have 30 years' active duty service credited for pay purposes, covering certain active service rendered subsequent to transfer to the Fleet Reserve, which does not entitle him to receive the benefits of 30-year retirement at ½ of base pay and ¾ of longevity.)

FLEET RESERVE (F-5), NEW 20-YEAR CLASS

One-half base pay, only, as Fleet Reservist:

Pay Grades		1	1-A	2	3	4	5	6	7
		69.00	63.00	57.00	48.00	39.00	33.00	27.00	25.00

Add all longevity upon completion of 30 years. Longevity, based on length of active service, makes totals the same as those given in table immediately above, except 10% increase does not accrue to Class F-5 for extraordinary heroism or 95% marks in conduct.

RETIRED LIST—30 YEARS OR MORE ACTIVE DUTY SERVICE

Three-fourths base pay plus ¾ longevity:

Pay Grades		1	1-A	2	3	4	5	6	7
27-30 years (45%)	150.08	137.03	123.98	104.40	84.83	71.78	58.73	54.38	
30 & over (50%)	155.25	141.75	128.35	108.00	87.75	74.25	60.75	56.25	

(NOTE: In the above table, the 27 to 30-year longevity pay range is included because a man may have 30 years' active duty service credited for retirement purposes but NOT for pay purposes (i. e., discharge prior to expiration of enlistment, of minority enlistment counting as full enlistment). The rates of pay of enlisted men of the insular force of the Navy (Philippines and Guam) are one-half the rates of pay prescribed for enlisted men of the regular Navy in corresponding grades. This means one-half the rates for active duty, and one-half of the above Fleet Reserve and retirement rates.)

OFFICERS OF THE NAVAL RESERVE AND MARINE CORPS RESERVE

FOR SERVICE:

Officers of the Naval and Marine Corps Reserves are eligible for transfer to the honorary retired list at 50% of their active duty pay (i. e., 50% of base pay and 50% of longevity) if they have performed a total of not less than 30 years' active service in the various branches of the armed forces, or have had not less than 20 years' such service, the last 10 of which shall have been performed during the 11 years immediately preceding their transfer to the honorary retired list.

It is seldom, however, that reserve officers attain retirement with pay for service alone, because they usually are transferred to the regular service or returned to inactive duty after service of a few years. Peacetime active duty for reserve officers always is governed by available congressional appropriations for this purpose, and these appropriations seldom allow for more than a very limited number of reserve officers on active duty.

For reserve officers who are ineligible for retirement with pay, but who request retirement from the Naval or Marine Corps Reserve after 20 years of honorable service—active and/or inactive—they may be transferred to the honorary retired list of the Naval or Marine Corps Reserves, where they are carried without compensation and from which they may still be called to active duty. Upon reaching the age of 64, they are required to be transferred to the honorary retired list.

Naval and Marine Corps Reserve officers who have been specially commended by SecNav (or the Secretary of War) for their performance of duty in actual combat with the enemy, when placed upon the honorary retired list, are advanced to the next higher grade.

FOR DISABILITY:

Personnel of the Naval and Marine Corps Reserves called to active duty since 8 Sept. 1939 for extended service in excess of 30 days, who suffer disability in line of duty while so serving, are entitled to receive the same pensions, compensation, retirement pay and hospital benefits as provided by law or regulation for personnel of corresponding grades and similar length of service of the regular Navy or Marine Corps.

As previously explained, if they are eligible for retirement for service-connected disability they may elect whether to accept retired pay or a pension from the Veterans Administration.

ENLISTED PERSONNEL OF THE REGULAR NAVY AND MARINE CORPS

Retirement laws and regulations affecting enlisted personnel of the regular Navy, Naval Reserve, Marine Corps and Marine Corps Reserve are much more comprehensive than those affecting officer personnel and require

(Continued on Page 66)

SHOW TIME



Official U. S. Navy photograph

USO-Camp Shows, Inc., Takes Bits of Broadway and Hollywood to Servicemen in All Parts of the World

BBROADWAY and Hollywood have moved into the foxholes and advance bases of the world's battlefronts.

Leading personalities of stage, screen and radio—and hundreds of lesser lights from Broadway and Hollywood Boulevard—have traveled by sea and air to remote parts of the world to entertain large and enthusiastic service audiences.

Bob Hope recently completed a tour of the South Pacific during which he and his troupe gave 28 performances in 10 days (including travel time) before 180,000 sailors, soldiers and marines. He later wrote: "We did our first show in a coconut grove and when Frances Langford and Jerry Colonna came on, the boys applauded so hard you could hear the coconuts falling for miles. . . . Somebody told me the Jap stragglers on Guadalcanal used to sneak in at night and watch the shows from the trees."

From Guadalcanal, where it rains 175 inches a year, one feminine star reported: "They (the soldiers and sailors) would sit in rain so dense that we could hardly see them. . . . They cheered each of us for at least five minutes at every appearance. Though the show was one and a half hours long, they'd cheer and beg for more."

When Paulette Goddard visited servicemen in India, a lottery was held to see who would pilot her plane, thereby settling a dispute which raged from one side of the Himalayas to the other.

In North Africa servicemen howled with amazement to discover that Jack Benny could really play a violin.

"Geeze," said one soldier. "I didn't think he could do it."

"Aw, he ain't so hot," said another. "Maybe he can play a fiddle, but when (Carole) Landis fainted when he kissed her—dat was faked!"

As an exit piece to her act, Miss Landis would invite any serviceman to come up to the platform and jitterbug with her. There was no lack of volunteers, and things got so out of hand she was finally forced to limit her invitations to four. Even then she was all but exhausted when the show was over.

USO-Camp Shows, Inc. a nonprofit organization, is responsible for this morale-boosting entertainment, with the Navy Department, through its Special Services Division of the B-Pers Welfare Activity, and the War Department, through its Entertainment Section of Special Services, cooperating in a thousand and one ways.

Big-time performers, or the movie studios to which they are under contract, donate their services. Those who can't afford to work for free are paid small salaries by USO-Camp Shows, Inc., which also meets personal expenses of the entertainers, from a share of the National War Fund collected annually by voluntary home-front subscriptions to support various wartime relief and welfare activities. Transportation, quarters and rations for the touring troupes are provided by the Army and Navy.

USO-Camp Shows, Inc., was set up 22 October 1941 as a central booking agency to secure and handle entertainment for American servicemen both within the U. S. and abroad. In the next 32 months, nearly 125,000 performances before 71½ million men in the services were given. In addition, 265 major screen, stage and radio personalities had made thousands of personal appearances in the course of 131 independent tours.

In the last three months of that period more than 46,000 performances were given before almost 25 million servicemen. Of this number it is conservatively estimated that 10,880,000 servicemen attended 21,760 of these performances given at overseas bases.

USO-Camp Shows, Inc., is a branch of United Service Organizations, created at the outset of the war to provide entertainment for American fighting men and to correlate and cooperate

with various other organizations founded with similar aims.

At first, three circuits—the Red, White and Blue, copied after the old-time vaudeville circuits—were organized to route entertainers to military establishments. Later the Red and White were combined into the Victory circuit, the Blue was retained intact and the Foxhole circuit, for frontline duty, and the Hospital circuit were created to meet the growing demand.

The Victory circuit, which covers all major military establishments within the continental limits of the U. S., is toured mainly by variety shows, with acts ranging from trained seals and acrobats to the ever-popular girl singer and/or dancer. Acts playing this circuit appear before activities having a complement of 1,500 or more men.

The Blue circuit units are nicknamed the "tabloid troupes" because of their small number of personnel. Troupes booked for this circuit generally are composed of from three to six entertainers, to play before audiences under 1,500 within the U. S.

Troupes booked for the Hospital circuit are picked to play in naval hospitals and Army hospitals having a preponderance of wounded men, both within the U. S. and overseas. The acts are so put together that the entire unit can play in auditoriums or be broken up into smaller parts to play in hospital wards. In September there were 12 shows playing this circuit, covering 79 hospitals. These units shortly will be increased to 22.

Started in April as an experiment and meeting with such outstanding success that it has been made permanent is a hospital sketching program. A number of well-known artists have been contracted to tour Army and Navy hospitals and make sketches of wounded and sick men. The artists give the original completed sketches and photostatic negatives to the patients. The program will be expanded.

One-night stands—the famous spot shows—are also arranged by USO-Camp Shows, mainly for presentation in the New York, Chicago and California areas where "name bands," stage and screen stars are available for short tours on short notice.

The Foxhole circuit, most popular



PATIENT posed for, and received original of, this sketch made by USO-Camp Shows artist on visit to naval hospital.



Official U. S. Marine Corps photograph

ON SOUTH PACIFIC ISLAND: LST, in background, provides gallery space as USO-Camp Shows trouper Patty Thomas dances for servicemen.

of all with both entertainers and servicemen, includes all troupes going overseas—to perform in the Persian Gulf Command, on the sands of Galapagos, on the rocks of Ascension Island, on the atolls of the Pacific, in Labrador and Greenland or wherever Americans need them. One unit played on the island of Pantelleria within 10 days after the landing of American forces there. Three units played in Sicily as soon as combat conditions made assembly of men practical.

Included in the Foxhole circuit are three-man teams which actually go right up into the front lines to give battle-weary men a few hours of relaxation. Some of these small teams have performed within range of artillery fire on the European front.

These tours by entertainment personalities are no mere pleasure jaunts. They are good hard work. Forty-minute shows grow into hour or hour and a half shows because of the enthusiastic demands of servicemen. And the old vaudeville days of three shows including matinee are a thing of the past for many of these entertainers now on the battlefronts. While only two or three shows a day are recommended by USO-Camp Shows, entertainers are sometimes called upon to give eight or even ten. Some have worked so hard and for such long

hours that doctors ordered them to bed for a long rest on their return.

The entertainers sleep in tents, on the ground, in Nissen huts—any place that is available. Their dressing rooms are mostly tents, sometimes a large van. Stages are hastily constructed, rough platforms. Sometimes the troupers have only the ground to work on. Patty Thomas, pretty dancing star who wowed 'em on a South Pacific tour, performed to a mile-long audience using a beached LST for gallery space (see picture above).

The entertainers also face many dangers, including enemy action. Seven have been killed, many more injured.

Tamara, a widely known singer, and Roy Rognan, a dancer, were killed when a plane loaded with stars crashed in Lisbon harbor 26 February 1943. Jane Froman was badly hurt in this accident. Grace Drysdale, a puppeteer, suffered a broken leg in the crash, but recovered and has been entertaining soldiers and sailors in the ETO ever since. She has been overseas continuously since 19 February 1943. Jeanne Lorraine, wife of Mr. Rognan, was hurt in the same crash. After her recovery she went alone to Europe and appeared before GIs.

Several performers were wounded by robot bombs in London. Martha Raye lost most of her clothes in a



Judy Manners is escorted to stage of a U. S. warship headed overseas.

hotel bombing in North Africa. Fortunately, she was away at the time.

In New Guinea, guards could hear a show but not see it. They were stationed some distance away from the audience to keep out straggling Japs. Before the Germans were driven out of North Africa, one unit which played in the combat area had to beat a hasty retreat because the car in which it was riding had taken the wrong road and got between the lines.

A commanding officer in the Southwest Pacific reported: "The boys (in the troupe) were a godsend to the troops in the northern territory and in New Guinea. The day of their arrival we had a particularly bad air raid and the boys fell into a new pit we were digging, which was 12 feet deep, and one of the boys hurt his leg. Other than that, there were no casualties. There were two 500-pound bombs dropped within 50 feet of their trench . . . which shook them up considerably . . . but they went on that night as if nothing had happened."

In spite of the dangers, the long hours and hard work, numerous per-

formers go overseas time after time. Myles Bell and his wife, Nan Bedini, a comedy team, have made nine trips.

The time a troupe spends overseas varies. Entertainers are generally signed up for six months, but many remain out much longer. One four-man team has been overseas—in the Middle East, Persian Gulf and China-Burma-India areas—since 4 Sept. 1943.

What do servicemen like best in the way of entertainment?

Tastes vary from the classical to puppet shows; so all kinds of acts are sent out. However, variety shows get the greatest applause. Such shows generally include several girl singers and dancers, perhaps a magician or an acrobat, a comedy team, etc.

Another kind of unit is composed of five or six actresses who encourage participation of military personnel in entertainment programs where time and conditions permit. Generally men overseas and in this country as well are far too busy for rehearsals. However, a number of plays and other programs, have been developed, including quiz shows and game shows, which

call for sailor and soldier participation but require only a few minutes of instruction and rehearsal. The girls in these troupes assist in arranging the programs and furnish the feminine touch.

There are several concert units on tour, several Negro units, including a condensed version of George Gershwin's "Porgy and Bess," some sports units, several legitimate plays and condensed musical comedies.

"Fall Season May See More Legits on War-Fronts Than On B'Way," said a recent headline in *Variety*. "Barretts of Wimpole Street," with Katherine Cornell and Brian Aherne, both of the original cast, was playing in Naples in August. Several companies presenting the Broadway hit, "Over 21," are in Europe. Others which will make tours in the near future or which have already left for overseas include "Nothing But the Truth," "3 Men on a Horse," "Blithe Spirit," "Junior Miss" and "The Male Animal." Overseas editions of the musical comedies "Oklahoma" and "Mexican Hayride" are being readied.

There is also a steady and surprising demand for concert entertainment. Such performers as Grace Moore, Lawrence Tibbett, Bidu Sayao, Jose Iturbi, Lily Pons, Jascha Heifetz and others are enthusiastically received.

The typical American girl, whether a dancer, singer or just a stage assistant, always brings an instantaneous response. To men overseas the sight of an American girl is a tremendous morale builder, rating just after chow and mail. Girls are included in show units wherever possible.

The effect of these shows on fighting men is something that cannot be expressed by mere words. The response to a pretty girl, a lively song and a pair of shapely legs is overwhelming and men who have known only the fatigue of battle and homesickness get a great boot out of it. One general hesitated a long time before bringing girls into a South Pacific area. Now he is thoroughly sold on the idea as a morale builder.

Although some servicemen, especially in isolated localities where there are problems such as transportation, have not had USO entertainment, USO-Camp Shows units have visited all war areas. Some time prior to 1 October a unit played in Germany. Units have already given shows in Holland and Belgium. A unit played Saipan shortly after it was taken.

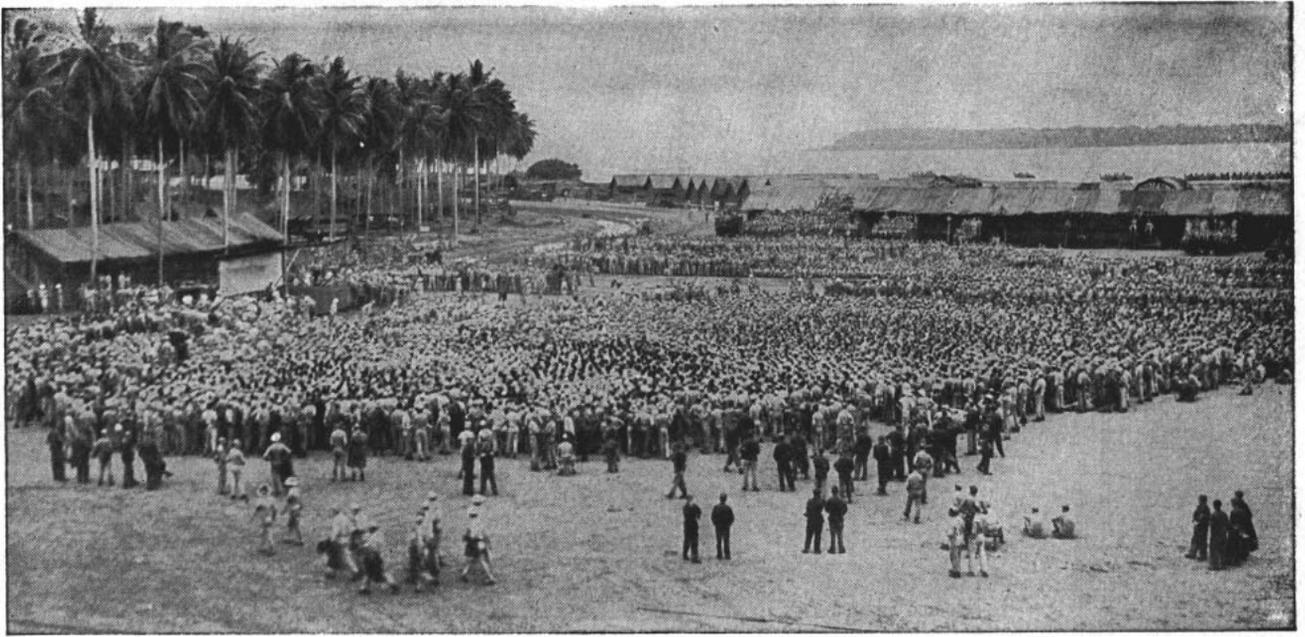
BuPers has officially stated of the program: "The figures indicating the vast number of activities in the United States and overseas visited by USO-Camp Shows artists and the millions of men entertained under exacting wartime conditions do not reflect the amount of pleasure brought to the men and women of the Navy, Marine Corps and Coast Guard. USO-Camp Shows, Inc., is commended for its splendid contribution to the welfare of the naval service."

Recently established in New York City to work with the Army and USO-Camp Shows in the general program and to aid in securing more and better entertainment for Navy men is a Navy Liaison office, representing the Special Services Division of the BuPers Wel-



Official U. S. Navy photograph

Sailors and marines see USO-Camp Shows performance in New Hebrides.



Official U. S. Marine Corps photograph

News of arrival of American girls in USO-Camp Shows unit brought this crowd to Marine base in South Pacific.

fare Activity. Navy field officers are also cooperating to see that all hands are provided with as much entertainment as it is possible to give.

The War and Navy Departments and USO-Camp Shows officials audition all units before they are sent out. Within the U. S., welfare and recreation officers, after the appearance of a show, file reports with USO-Camp Shows and the War and Navy Departments on the weather, attendance, quality of the acts, audience reaction and behavior of troupe personnel. Few complaints are ever received.

The program is expected to expand, even after the fall of Germany and the lessening of operations in the ETO.

Occupation troops in Europe will need entertainment from home more than ever before. In the Pacific, our vastly expanding operations will in-

crease the already heavy demands for entertainment in that war area.

What such entertainment can mean to men going into battle has been told by a chaplain in a letter to a friend:

"It happened at Dutch Harbor while the then-impending attack on Attu was in the making. . . . Picture a huge ship . . . tied to a dock. The wind is blowing cold off Mt. Ballyhoo. . . . It will soon be time to sail, and meantime, no one is permitted off the ship . . . they stand around, waiting . . .

"By happy coincidence, there are two traveling units of USO-Camp Shows in Dutch Harbor at that particular moment. . . . Since the men cannot come ashore to a show, then the show will come to the men. And in almost less time than it takes to tell it, an improvised stage is erected on the dock immediately in front of the

ship, a loud speaker is hooked up to a microphone and the show is on!

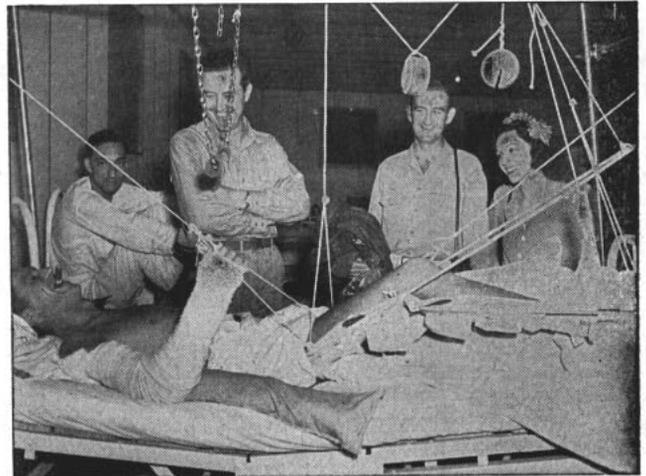
". . . Every available inch of space aboard that ship was crowded. . . . They were lined several deep along the rail; they sat in the lifeboats and on the life rafts. I don't believe that any troupers ever played to a more appreciative audience. . . .

"The show proceeded: songs, instrumental solos, dances, jokes, imitations. . . . Tugs were bustling about the ship and were nudging her out into the stream. Her nose was already turning. The girl at the mike sang song after song. Then she began, softly and warmly, to sing 'Aloha.' The voices of the men, joined with hers, drifted back across Dutch Harbor. The ship had turned; only her stern showed to us ashore. But we could hear the men singing as they sailed for Attu."



Official U. S. Coast Guard photograph

MEDITERRANEAN: Troupers Katherine Cornell and Brian Aberne (right) and Miss Cornell's husband, Broadway producer Guthrie McClintic (left), chat with Coast Guardsman on tour of European theater.



Official U. S. Navy photograph

GUADALCANAL: Ray Milland (arms folded) and Rosita Moreno cheer up wounded men on a tour of wards in a Navy mobile hospital. Their guide, beside Miss Moreno, is a chief pharmacist's mate.

LETTERS TO THE EDITOR

This column is open to "official 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 intended to substitute for the policy of obtaining information from local commands in all possible instances. Communications may be returned via these provisions. Do not send postage or return envelopes; no private reply will be made.

TALE OF A TOW

SIR: The officers and men of the USS *Chetco* have read with interest the story of the USS *Choctaw's* towing feat, described in the July issue of your magazine, p. 19. A job well done. However, we all feel that the 24-day trip of the *Choctaw* is just an overnight trip as compared to a cruise we completed a few months ago. A report is enclosed.—R.E.G., Lieut., USN.

• *Lieut. G's report appears on p. 69—Ed.*

DEPENDENCY BENEFITS

SIR: Is my wife eligible for benefits under the Emergency Maternity and Infant Care program sponsored by the Department of Labor?—W.T.A., QM2c, USNR.

• *No. The program you refer to is available to the dependents of men in the lower four pay grades only (INFORMATION BULLETIN, Aug. 1944, p. 66). Since you are in the third pay grade, your wife is not eligible for these benefits. For medical benefits available to your wife other than those under the Emergency Maternity and Infant Care program, see BuMed Circ. Ltr. 1 Oct. 1943, P3-2 NH(064-39) (NDB, cum. ed. 43-1482).—Ed.*

AVIATION GREENS

SIR: Is it permissible for CPOs holding aviation rates on shore stations, other than chief aviation pilots, to wear "aviation greens"?—C.O.B., Y1c.

• *No. Under provisions of BuPers Circ. Ltr. 145-44 (NDB, 15 May 1944, 44-580) all commissioned, warrant and chief petty officers who are designated naval aviators and serving in pilot status are required to have the aviation winter working uniform. While all other commissioned and warrant officers assigned to duty in aviation commands may (but are not required to) wear the aviation winter working uniform when it is prescribed as the uniform of the day for aviators, there is no such provision for CPOs who are not designated as naval aviators and serving in pilot status.—Ed.*

TRANSFERS TO REGULAR NAVY

SIR: (1) Would an A-V(N) reserve officer who was 25 years of age or older upon completion of flight training, and who has since completed 18 months or more of sea duty, be eligible for a transfer to the regular Navy? (2) Is there any information available as to the reserve officers the Navy will wish to transfer to the regular Navy upon completion of the war?—A.M.A., Lt., USNR.

• (1) *No. Under provisions of BuPers Circ. Ltr. 21-44 (NDB, 31 Jan. 1944, 44-114) one must be LESS than 25 years of age when he completes training. (2) There is at this time no way of determining what the peacetime requirements of naval personnel will be, as the size and strength of the postwar Navy must be determined by congressional enactment. Plans for the transfer of reserve officers to the regular Navy are now in preparation and will be published as soon as congressional enactment determines the size of the postwar Navy. The size of the postwar Navy will naturally determine the number of reserves who may be permitted to transfer.—Ed.*

SALUTING

SIR: There is a great deal of controversy at this station concerning the honors rendered during the playing of the national anthem. Some people insist that during the playing of the anthem, whether indoors or

out, they should stand at attention and face in the direction of the music, or in the direction of the ensign if it can be seen. Others contend that while indoors, within an office building for instance, they are under cover and may remain seated if they so desire. Can you enlighten us on this matter?—M.G.D., CY, USNR.

• *As prescribed by Navy Regs. Art. 230, indoors or out, whenever the national anthem is played, all officers and enlisted personnel of the Navy:*

(1) *Stand at attention facing the music unless at colors, when they face the ensign.*

(2) *If in uniform, covered, they salute at the first note of the anthem, retaining the position of the salute until the last note of the anthem.*

(3) *If not in uniform and covered, they uncover at the first note of the anthem, holding the headdress over the head and so remain until the last note, except that in inclement weather the headdress may be raised slightly and held above the head.*

The same marks of respect prescribed for observance during the playing of the national anthem of the U. S. are shown toward the national anthem of any other country formally recognized by the U. S.

For details on hand saluting, see January 1944 INFORMATION BULLETIN, p. 16.—Ed.

SIR: If an enlisted man and officer ashore meet when covered in a building which is NOT a Navy building, do they salute? Some of the men say they should salute only in a Navy building.—J.F.H., CY, USNR.

• *Yes, they salute. Article 266 (1) of the Navy Regs says that salutes are to be exchanged between officers and men "upon every occasion of their meeting, passing near or being addressed, except as indicated in Article 267". This latter article states that "men at work, except when addressed by an officer or called to attention, shall not be required to render a salute. A man in formation shall not salute; but, if addressed, he shall stand at attention".*

It is customary not to salute in public conveyances, theaters, restaurants, hotel lobbies and other such places where crowded conditions or other circumstances make saluting inappropriate. This custom, however, is not to be extended to eliminate saluting indoors generally, when covered.—Ed.

SIR: What would be the proper naval etiquette if you were to enter a theater, in uniform but with headdress in hand, just as the national anthem is being played?—B.L., Lt., USNR.

• *You should stand at attention, facing the music, holding the headdress in your hand at your side.—Ed.*

YEOMAN TRAINING

SIR: (1) Is stenotype taught in a Navy school? (2) Can a Y1c be assigned to the stenographer's school? (3) What procedure does one follow to get this instruction?—E.J.R., Y2c and S.M.A., Y1c.

• (1) *No. (2) Yes. Y1c and Y2c assigned to duty under fleet commands are eligible for instruction in Navy stenography schools. Quotas are assigned by BuPers to ComServLant and ComServPac. (3) Eligible personnel may submit requests, via official channels, to their appropriate command, either ComServLant or ComServPac.—Ed.*

BB GUNS

SIR: In the picture layout on the invasion of Guam, page 10 of your September issue, the first photograph is identified as showing a U. S. cruiser's guns softening up enemy defenses. From the looks of the signal bridge, navigational bridge, superstructure and the guns themselves, I think she's a battleship.—H.E.T., GM1c, USN.

• *Right: she's a battleship, which, for security reasons, we can't name here.—Ed.*

ADVANCEMENT IN RATING

SIR: At my last duty station I successfully passed the examinations for advancement in rating. However, due to lack of time in grade, BuPers Form 624 was filled out, signed and placed in my service record. Will this form be accepted at my new duty station or will it be up to my new CO to decide relative to my promotion?—W.J.J., PhM1c, USN.

• *The decision as to acceptance of examinations taken at a previous station rests with the CO under whom the promotion is effected.—Ed.*

REDUCTION IN PAY

SIR: Is there any foundation for the belief current among Seabee and Ship Repair personnel here that, if they enlisted in the Navy in a higher pay grade than pay grade 7, they will, if reduced in rating in accordance with the sentence of court-martial, continue to draw not less than the pay of the grade in which they enlisted?—L.A.D., Y1c, USN.

• *This is pure scuttlebutt. When a man is reduced in rating, his pay goes down accordingly.—Ed.*

TRANSPORTATION FOR WIFE

SIR: While at sea I received orders for duty in the 9th Naval District, and upon arrival in the U. S. was given 30 days delay in reporting. During that time I was married, and later brought my wife with me to the 9th Naval District. Am I entitled to reimbursement for my wife's transportation, even though I was married after receiving orders?—C.K.A., CPhM, USN.

• *Yes, you are entitled to transportation for your wife from the place of marriage to your new permanent duty station. However, costs shall not exceed what they would have been from your last permanent duty station to your new duty station. As travel has already been performed, you should submit claim in accordance with Navy Travel Instructions and, when applicable, see NDB, 31 May 1944, 44-609.—Ed.*

MERCHANT MARINE DUTY

SIR: I would like very much to get into the merchant marine. How do I go about this? May I write a special letter through official channels to BuPers requesting transfer?—J.P., Y2c, USNR.

• *There is nothing to prevent you from sending such a request to BuPers via official channels. However, the chances of your being discharged in order to enter the maritime service are slight, as personnel are not being discharged from either the regular Navy or Naval Reserve for this purpose and there is no provision whereby you might be transferred to the merchant marine without being discharged from the Navy.—Ed.*

CONGRATULATIONS

SIR: When I joined the Navy seven months ago I had only my first naturalization papers. I understood that I was put in special assignment—USN-I(SA)—because I was not a citizen. I am now a citizen of the United States and, as I am in good health, would like to be reclassified for general service. Is this possible?—P.F., S1c, USN-I.

• *Yes. You may submit your request to BuPers via official channels, accompanied by statement of Medical Officer on Form Y to substantiate physical qualifications.—Ed.*

CHANGE IN CB RATES

SIR: Will the enlisted personnel being transferred from Seabee ratings to general service classifications be required to undergo a physical examination to determine their physical fitness for general service assignments?—G.E.S., PhM1c, USN.

• *Under current instructions, changes from the following CB ratings to corresponding general service classifications were made automatically without physical examination being required: SM, Y, S, F, Bkr, SC, CCS, Ptr, Prtr, SK and M; and from CB rating MM to general service ratings MoMM, MMS or MMR. All other transfers—that is, those not specifically provided for in the letter from the Chief of Naval Personnel to all CB activities 23 June 1944 Pers-67-Bt QR(P17-2/MM)—require fulfillment of physical qualifications.—Ed.*

SKD SPECIALTY MARK

SIR: Has a special rating badge been authorized for Storekeeper (Disbursing)?—M.L.W., SKD2c.

• *No. SKD, SKV and SKT all wear the same specialty mark.—Ed.*

MAILMAN INSIGNIA

SIR: Has an insignia for the new general service rating MaM, which replaces Specialist (M), been issued?—J.J.F., Sp (M)2c, USNR.

• *Appropriate designs are now being considered and the selection will be announced in the near future.—Ed.*

CHANGE IN DESIGNATORS

SIR: Would you please clarify the statement in Alnav 110-44 (NDB, 30 June 1944, 44-724) dealing with advancement in ratings which says: "No designation to indicate pay grade 1 shall be used integrally with ratings?"—E.J.G., Y1c, USN.

• As of 1 July 1944 and continuing until further notice, all advancements in rating of enlisted personnel to pay grades 4 to 1A, inclusive, and changes from pay grade 1A to 1 of the regular Navy and Naval Reserve, including Women's Reserve, are temporary.

A gunner's mate, for instance, who received a permanent appointment to CPO prior to 1 July 1944 was designated OGM (PA). On 1 July 1944 his designator was changed to OGM.

If, however, he received an acting appointment prior to 1 July 1944, he was designated OGM(AA), and on 1 July 1944 his rating designator became OGM(T). All petty officer ratings, effective 1 July 1944 or after, carry the (T) after the rating designator to indicate temporary appointment. Seamen ratings do not carry the (T).—Ed.

SIR: On 1 Nov. 1942 I was rated CRM (AA) and the following November my marks were not high enough to permit my being advanced to CRM(PA). Between 1 July 1943 and 1 July 1944 all my marks were 4.0. However, on 1 July 1944 my rate was changed to CRM(T). Am I CRM (PA) or CRM(T)? If I am CRM(T) does this necessarily mean that after the war I will revert back to CRM(AA)?—V.V., CRM, USN.

• You are CRM(T). Until postwar naval needs are finally determined, it is not possible to answer questions relative to reverting back to rates held on or before 30 June, 1944.—Ed.

CARRIER NAMES

SIR: What is the policy for naming aircraft carriers?—N.A.B., QM2c, USN.

• Aircraft carriers (CV), aircraft carriers, large (CVB) and aircraft carriers, small (CVL) are named for famous ships formerly on the Navy list and important battles of the present or past wars. Aircraft carriers, escort (CVE) carry names of islands, bays and sounds of the U. S. and battles of the present war.—Ed.

MILITARY GOVERNMENT DUTY

SIR: Recently officers were invited to apply for the military government program. Has any provision been made whereby enlisted men might be included in this training?—R.W.M., Y1c, USN.

• Enlisted personnel are assigned to military government billets without calling for volunteers. They do not require special schooling for this type of duty, and are therefore assigned from general detail as requirements become evident.—Ed.

EXTRA COMPENSATION

SIR: I understand that enlisted personnel in the Marine Corps receive \$5 a month extra compensation for qualifying as expert riflemen. Are there any provisions for extra pay for enlisted personnel in the Navy who are expert riflemen or expert pistol shots?—H.M.R., CSK, USN.

• Art. D-5312 of BuPers Manual makes provision for payment of extra compensation at rate of \$3 a month to Navy enlisted men who qualify as expert riflemen or expert pistol shots. Qualification is good for one year providing man does not again qualify within the year, in which case the qualification year begins anew on the date of re-qualification. However, this payment has not been authorized for current fiscal year, under Art. 2143-3 S & A Memo No. 501 of June 1944, nor has it been since 1932. The Marine Corps provision (including payment) is still in effect.—Ed.

OVERSEAS DUTY BARS

SIR: Has the Navy authorized the wearing of bars for each six months overseas duty?—R.E.C., Sk1c, USN.

• No. The chevron was authorized during World War I to indicate each six months overseas duty, but was replaced by the issuance of the Victory Medal. Area ribbons, instead of chevrons, have been authorized for overseas duty in this war.—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.

NO JEEPS FOR SALE

SIR: Several of us would like to buy a jeep. We would like to know where to write in order to find out if there are any to be sold. Can service personnel get them at reduced prices?—B.M.H., PhM3c.

• Existing regulations provide that surplus automobiles at the present time may be sold ONLY to REGISTERED DEALERS by the Surplus Commodities Division of the Treasury Department, Washington 25, D. C. As yet no jeeps have been sold, nor is there any provision under current regulations whereby automobiles may be sold to service personnel at reduced costs.—Ed.

MOVIE OPERATORS

SIR: In the article "The Movies That Make the Rounds" in your September 1944 issue you mention that there is a shortage of qualified motion picture projection equipment operators. Is it possible to qualify for this type of work in the Navy?—D.S.K., S2c.

• Sound motion picture technicians are trained at the Sound Motion Picture Technician Schools, Navy Yard, N. Y., and NTC, San Diego, Calif. The courses are eight to ten weeks in length and electrician's mates and non-rated men, qualified in accordance with the provisions of BuPers Manual Art. E-5406(9) are eligible for this training. Quotas are authorized when training facilities are available, provided COs indicate a need for trained sound motion picture technicians. You may write to BuPers, via official channels, stating your qualifications and interests.—Ed.

NOTIFICATION OF ELIGIBILITY

SIR: I understand that BuPers recently started notifying by letter those men recommended for warrants or commissions who have been placed on the eligibility list. (1) Will all men previously recommended receive these letters of notifications? (2) I have heard that all men recommended before 1 Jan. 1944 must be re-recommended, as previous lists were discarded. Is this true?—A.J.O., GM1c, USN.

• (1) The practice of sending out letters of notification of action taken on recommendations for temporary appointment to warrant and commissioned rank was begun by BuPers in May 1944 and applies to new recommendations. In addition, letters of notification have recently been sent to all successful candidates recommended by their COs prior to May 1944 who have not yet been appointed from the eligibility list. If you have not received such notification, you may assume that you were not selected by an administrative board. (2) Once you have been placed on the eligibility list for temporary appointment, re-recommendation is not necessary nor desired by BuPers. After six months or more, your CO may re-recommend you, and such re-recommendation will be given the same consideration as the original recommendation without prejudice by reason of earlier disapproval.—Ed.

SPECIALIST RATING

SIR: Are there any specialist ratings in radio open to Seabee personnel?—G.K., EM2c.

• No.—Ed.

SHORTHAND NEEDED FOR Y1c

SIR: Is it possible to have the shorthand requirements waived for qualifying for a Y1c rating?—J.M.M., Y2c, USN.

• No.—Ed.

MARINE CORPS INSIGNIA

SIR: As a member of the Fleet Marine Force, 3rd Marine Division, I was issued the division insignia. Now that I am in V-12 training, am I entitled to wear the patch on my Navy uniform? I am mighty proud of my old outfit and would certainly appreciate wearing its insignia.—J.N.S., AS, V-12.

• When detached from any Marine Corps unit and assigned to duty with a naval unit, you are no longer entitled to wear the Marine shoulder patch.—Ed.

CIVILIAN CLOTHES

SIR: According to the 1943 edition of Bluejackets Manual, p. 195: "Enlisted men may be permitted to wear civilian clothes when on leave or liberty in United States ports." Is this still in effect?—E.J.N., BM2c.

• No. Alnav 29-42 (NDB, cum ed. 42-2014) provides that uniforms will be worn at all times except when one is engaged in exercise or in his home with less than three guests present.—Ed.

SCHOOL NOT REQUIRED

SIR: I am a PhoM2c in the Seabees. In order to qualify for PhoM1c is it necessary for me to attend the Navy School of Photography, or may I secure the rating in my Seabee battalion?—G.N., PhoM2c, USN-I.

• Under current instructions you must either be a graduate of the school OR satisfy your CO that you have gained a comparable degree of competence (Art. D-5208.11 of "Qualifications for Advancement in Rating," issued recently as Part D, Chapter 5, Section 2, BuPers Manual). PhoM is a general service rate, and advancement can be made within complement in accordance with existing directives—(INFORMATION BULLETIN, Nov. 1944, p. 25).—Ed.

WEARING OF VFW RIBBON

SIR: I am a member of the Veterans of Foreign Wars. Can you tell me if the provision in Uniform Regs relative to the wearing of "badges or their ribbons of military societies commemorative of wars of the U. S." entitles me to wear the VFW bar on my uniform?—C.S., MM3c.

• Yes, Article 15-5(a) (Optional Badges), Uniform Regs, covers the VFW bar. Note, however, that the wearing of such a ribbon is optional with the holder BUT, if it is worn, the wearer cannot wear at the same time any decoration, medal, ribbon, or badge awarded by the Army, Navy, Marine Corps or other branch of the government (as listed in Article 15-4).—Ed.

How Did It Start?

HAMMOCKS: When Columbus visited the West Indies, he found that the natives slept in cotton nets suspended between two trees. The natives called the nets "ham-macs." (The term first appeared in both Spanish and English as "ham-aca," the Spanish spelling, but in

the latter eventually was changed to "hammock.") About 100 years after the English learned of hammocks as a result of Columbus's discovery, they were introduced into the British Navy. In 1596, they were mentioned officially as hanging "cabbons" or "beddes." By 1660, most English ships on foreign duty had hammocks, each of which was shared by two men, but they did not become common throughout the service until a later date. We adopted the custom from the British. (If you have a different version send it along to the Editor.)



1941-1944: PEARL HARBOR TO THE PHILIPPINES

WE have come a long way in three years of war. Anyone who doubts it, or cannot recall our situation at the time of Pearl Harbor, need only read "One Step Ahead of the Japs," page 6, and then compare that story with Admiral Nimitz' communique on the great naval victory in the Second Battle of the Philippines, page 2.

However, just so we don't get too cocky about the situation, it won't hurt to remember this: for all our victories, we still aren't back to where we started when the war began with the Jap attacks on 7 December 1941. Although the third anniversary of the war finds us well along with bases in the Philippines, the fact remains that when the war started we had all the Philippine Islands.

That, of course, is an extreme evaluation to be put up against the other extreme—the one which holds that, after our overwhelming victory over the Japanese fleet, the war is as good as over.

The truth, as usual, is somewhere in between. We do not yet have the Philippines but it's the Japs who are being pushed back now. We continue to grow stronger than the enemy, and we definitely have the advantage of the offensive.

The situation as we start the fourth year of war is clear enough in this one respect: there can now be no doubt of final victory. But, as the men who are fighting well know, we still have to prove it to the Japs.

QUOTES OF THE MONTH

• *Japanese radio*: "The enemy fleet, despite the fact that it had been annihilated in the waters off Formosa, has continued the execution of its plans . . . without making the slightest change in its strategy."

• *Prime Minister Churchill*: "On military grounds it seems difficult to believe that the [European] war can be ended before Christmas or even before Easter."

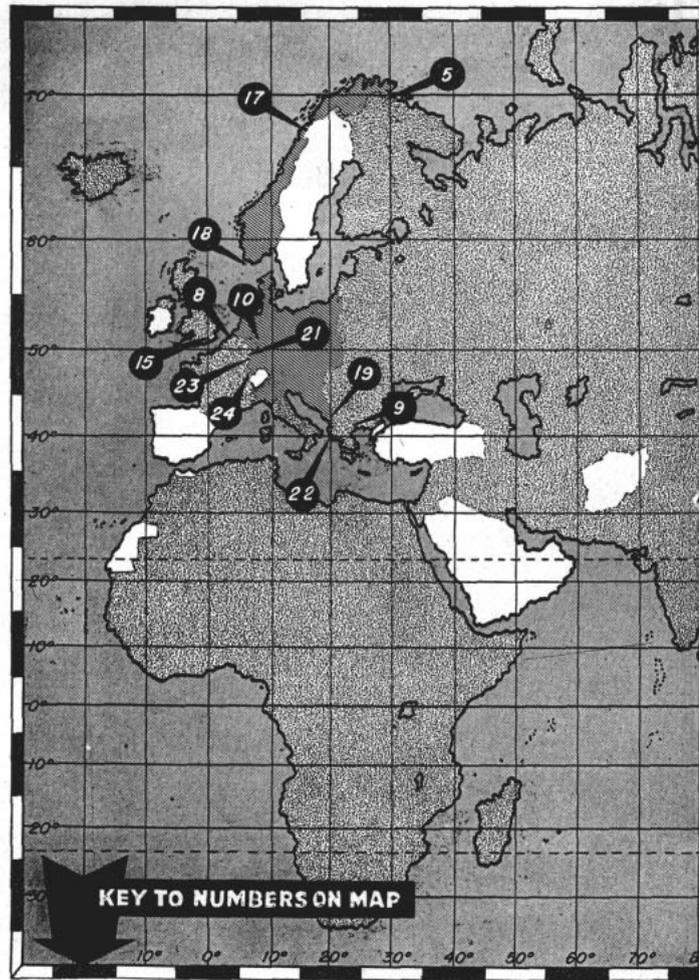
• *Admiral King*: "The war in the Pacific will not reach its maximum force until Allied fighting strength has been shifted from Europe."

• *Grand Admiral Karl Doenitz*, commander-in-chief of German navy: "We must face unflinchingly the possibility that Germany will this time be defeated again. But this time there will be no Scapa Flow."

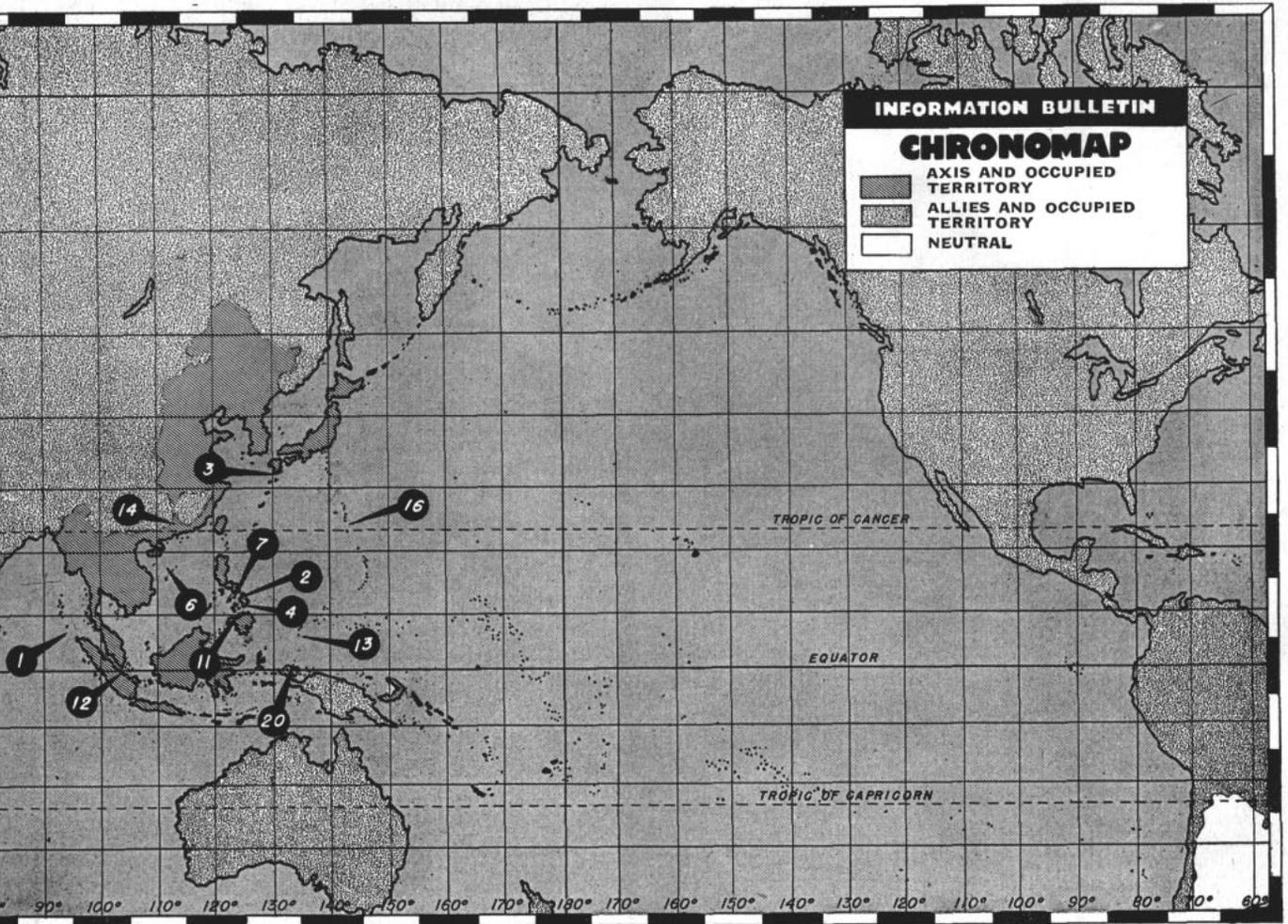
• *General MacArthur*: "The Navy components operating under my command have not only shown complete loyalty to a commander-in-chief drawn from another branch, but have exhibited an elasticity in tactical problems and that grim, unflinching courage in combat which have so characterized our Navy from its very origin."

• *Admiral Halsey*: "I've always been one of the few people who believe Japan will quit when the going gets too rough."

• *Admiral Nimitz*, commenting on Jap defeat in the Second Battle of the Philippines: "This is just a taste of what lies in store for him—whenever he heals his wounds and returns for more action. The time will come when our fleet, unhampered by the necessity of guarding American troops employed in seizing bases, will seek out the Japanese fleet wherever it may be, and completely destroy it."



1. British naval units attack Nicobar Island (19-21 Oct.).
2. U. S. 3d and 7th Fleets sink or damage nearly 60 Jap warships in Second Battle of Philippines (23-25 Oct.).
3. B-29s bomb Omura on Kyushu Island, Japan (25 Oct.).
4. U. S. troops cross to Samar from Leyte (25 Oct.).
5. Russians enter Norway, take Kirkenes (25 Oct.).
6. B-24s from China batter fleeing Jap ships in South China Sea (26 Oct.).
7. 3d Fleet carrier planes sink and damage Jap warships and supply vessels in Manila Bay area (28 Oct., 4, 5, 12, 18 Nov.).
8. British commandos storm Walcheren Island (1 Nov.); port of Antwerp opened (3 Nov.).
9. German rear guards pull out of Greece (2 Nov.).
10. More than 2,400 U. S. bombers, fighters destroy 208 Nazi planes in air battle over Germany (2 Nov.).
11. U. S. troops take Pinamopon, Leyte (5 Nov.).
12. B-29s bomb Singapore (5 Nov.).
13. Japs reoccupy Ngerengong Island in Palau (7 Nov.); U. S. Army troops take it back (14 Nov.).
14. Japs announce capture of Kweilin and Luichow, last U. S. airbases in southeastern China (10 Nov.).
15. British reveal Nazi V-2s used against England (10 Nov.).
16. Pacific Fleet bombards Iwo Jima (10 Nov.).
17. RAF bombers sink Nazi battleship *Tirpitz* (12 Nov.).
18. British warships destroy German convoy (12 Nov.).
19. Red Army takes Jaszapati in Budapest drive (13 Nov.).
20. U. S. forces seize Mapia Islands (15 Nov.).
21. Six Allied armies open offensive on 450-mile front (16 Nov.); Geilenkirchen falls (19 Nov.).
22. Germany admits evacuation of Tirana, Albania, 15th European capital freed since 4 June (18 Nov.).
23. Yanks take Metz (20 Nov.).
24. French take Belfort (20 Nov.).



THE MONTH'S NEWS

*U. S. Fleets Crush Jap Navy
As We Gain in Philippines;*

PERIOD 21 OCTOBER THROUGH 20 NOVEMBER; WEST LONGITUDE DATES

The War

While our fleets in the Philippines last month were crushing the Jap fleet in what may prove to be one of the decisive battles of modern times (see p. 2) six Allied armies moved forward in an all-out offensive along the 450-mile western front in Europe.

More than 2,350 heavy bombers plunged 8,000 tons of bombs into German positions in the space of an hour and a half on 16 November preceding the big push. Heavy guns sent tons of steel into strong points. An additional army, the U. S. 9th, whose whereabouts had been a secret since September, was revealed to be in action between the British 2nd and the U. S. 1st. Together they were smashing at one of the five main gateways into Germany—the Cologne plain. The U. S. 3d Army took Metz and pushed into Germany while the French 1st Army captured Belfort and drove northward along the Rhine, as one arm of a pincers formed with the rapidly advancing U. S. 7th Army.

Although all was comparatively quiet on Germany's eastern front, Nazi military analysts were warning their people that this was the lull be-

fore the storm. However, the Red Army continued to advance on a 120-mile front in Hungary.

In southern Europe, the 5th and 8th Armies made slow gains toward Bologna, and British expeditionary forces and Yugoslav and Albanian Partisans liberated a strip of the Dalmatian coast. Greece was completely cleared of Germans.

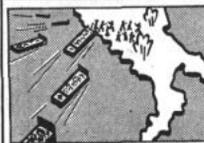
Liberation of the Philippines continued despite desperate, almost suicidal, resistance by the Japanese on Leyte. General MacArthur estimated Jap ground casualties on Leyte at 45,000, while our own totaled 5,691 in

Allied Armies Storm Germany

killed, wounded and missing. Nevertheless, Japanese continued their costly efforts to land reinforcements under cover of storms and darkness. Their landing operations already cost the Nips at least 8,000 men, in addition to seven transports and 13 destroyers sunk.

Persistent 3d Fleet carrier-plane raids on Luzon harbors and airfields, and attacks on Japanese shipping off the China coast by the 14th AAF, made further inroads on the enemy's dwindling shipping and air power. B-29s blasted Singapore in the longest daylight mission ever flown by

LAST JANUARY



Our ships took part in landing Allied troops to establish the Anzio beach-head south of Rome and supported the operation with gunfire. In the Central Pacific, gigantic U. S. Navy task forces blasted the Marshalls in pre-invasion attacks.

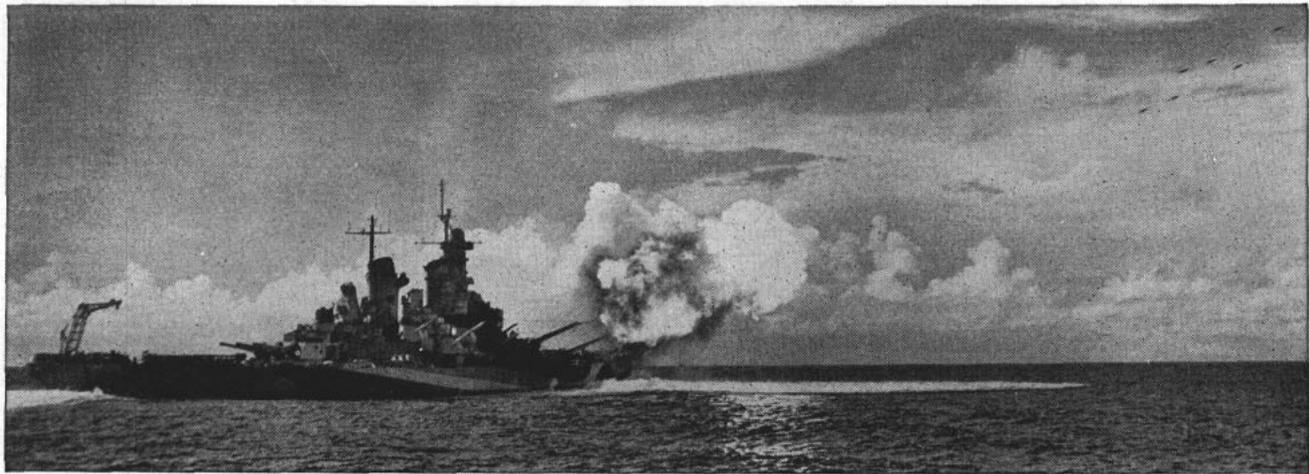
JANUARY 1945

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



WHAT WILL WE DO THIS YEAR?





Official U. S. Navy photograph

BATTLESHIP TALKS: The 16-inch guns in two forward turrets of the new USS Missouri fire in salvo. Six projectiles in flight may be seen at upper right. Note turbulence in the water, caused by blast.

military planes and raided the Omura aircraft factory on Kyushu Island, the railroad yards at Rangoon and Jap installations at Shanghai and Nanking.

In China, Japanese forces took Kweilin and Luichow, sites of the last U. S. air bases in southeastern China, and virtually established a land link between conquered areas of northern and southern China.

British subs were active in Far Eastern waters, reporting the sinking of 69 Jap ships. Our own submarines sank 24 enemy vessels, including a light cruiser, a destroyer and a sea-plane tender. Allied shipping losses in the Atlantic during October were "the lowest of any month of the entire war," a joint Anglo-American statement announced.

(For additional details of the fighting last month, see special war-review section beginning on p. 15.)

Navy News

• The Navy Department announced last month that the President had approved the appointment of Admiral Royal E. Ingersoll, USN, as Commander Western Sea Frontier, effective about 15 November.

In addition to commanding the naval forces engaged in protecting shipping in coastal waters, Admiral Ingersoll will manage the flow of supplies to the Pacific Fleet through West Coast ports. In carrying out this duty he will have the status of a Deputy Commander-in-Chief, U. S. Fleet and Deputy Chief of Naval



Admiral Ingersoll

Operations.

Increased importance is attached to the Western Sea Frontier command because of the vital necessity for the uninterrupted flow of supplies and

equipment over the lengthening distance to our advance bases. Extension of Pacific Fleet activities into distant areas has created a supply problem of great magnitude, requiring adjustments in the supply organization. Admiral Ingersoll has been selected for this important expanded command because of his experience in accomplishing, in an outstanding manner, the logistic support of all naval forces in

the Mediterranean and European areas, as part of his duties as Commander-in-Chief of the U. S. Atlantic Fleet since 1 Jan. 1942.

Simultaneously with Admiral Ingersoll's change in command, the following changes in flag commands in the fleet were effected:

Vice Admiral Jonas H. Ingram, USN, Commander 4th Fleet, replaced Admiral Ingersoll as Commander-in-Chief, U. S. Atlantic Fleet, with the rank of admiral.

Rear Admiral William R. Munroe, USN, Commandant, 3d Naval District, replaced Admiral Ingram as Commander 4th Fleet, with the rank of vice admiral.



Admiral Ingram

Vice Admiral David W. Bagley, USN, Commander Western Sea Frontier, replaced Vice Admiral Robert L. Ghormley, USN, as Commander Hawaiian Sea Frontier, Vice Admiral Ghormley is preparing for a new assignment which will be announced at a future date.

• Decommissioning of the USS *Oklahoma* at Pearl Harbor as of 1 Sept. 1944 has been announced by Admiral Nimitz. The famous old battleship was capsized and sunk within 10 minutes after the start of the Japanese attack on Pearl Harbor, but was salvaged and put in drydock on 28 Dec. 1943. She originally was commissioned 2 May 1916 and escorted Allied convoys during World War I.

• The Navy's two new 45,000-ton carriers will be named *Coral Sea* and *Midway* in honor of famous naval battles in the Pacific. These new flattops, slated to be the largest known ships of their type in the world, are being constructed at the Navy Yard, Brooklyn, N. Y., and at the Newport News Shipbuilding & Drydock Co., Newport News, Va. A third carrier of this class also is under construction.

Gen. MacArthur Praises Pacific Fleet for Its Part In Philippine Invasion

An expression of appreciation for the part the Navy played in the Philippines invasion was received from Gen. Douglas MacArthur, USA, commander-in-chief, Southwest Pacific Area, by Admiral Chester W. Nimitz, USN, commander-in-chief, Pacific Fleet and Pacific Ocean Areas, as follows:

"At this time I wish to express to you and all elements of your fine command my deep appreciation of the splendid service they have rendered in the recent Leyte operations and their record needs no amplification from me. But I cannot refrain from expressing the admiration everyone here feels for their magnificent conduct. All of your elements, ground, naval and air, have alike covered themselves with glory. We could not have gone along without them. To you my special thanks for your sympathy and understanding cooperation."

Admiral Nimitz replied: "Your generous message concerning the participation of the forces of the Pacific Ocean Areas in the Leyte operations is gratefully acknowledged. The Pacific Fleet is proud to have had a share in the return of the U. S. flag to the Philippines, and in commencing their liberation. We look forward with confidence to further successes in our mutually supporting efforts."

All three will accommodate planes larger than any which heretofore have operated from the decks of carriers.

Early in the war the names *Coral Sea* and *Midway* were assigned to two escort carriers, but their names have been changed to *Anzio* and *Saint Lo*, commemorating battles in the European theater, so that the new giants may bear the names of two of the Navy's greatest victories.

- Arrangements have been made by the Navy to ship whole blood from the West Coast for emergency transfusions to wounded Army, Navy and Marine Corps personnel in the westernmost Pacific. Naval Air Transport Service flights now make it possible to have blood from volunteer donors in the U. S. transfused into a casualty on the Leyte beachhead within 48 hours after it has been taken from a donor. Blood plasma, which has been flown regularly to the Pacific, has been a great life saver, but under some circumstances whole blood as well as plasma is required.

- Robot bomb attacks on the continental U. S. are "entirely possible" but such attacks could have no great military effectiveness, it was announced last month in a joint Army-Navy statement. The statement pointed out that bombs might be launched from submarines lying offshore, from long-range bombers controlled across the Atlantic by submarines, or from catapult plane tenders. Such attacks probably could not entirely elude Allied sea and air patrols, but it is impossible to insure that such an attack would be completely frustrated, authorities said.

- Leathernecks observed the 169th anniversary of their corps 10 November, as their commandant, Lt. Gen. Alexander A. Vandegrift, USMC, warned that the toughest part of the Japanese war is yet to come. Since the corps' last birthday, he said, "our advance in the Pacific has been steady and unswerving. We take deserved pride in our role as the spearhead of a great amphibious drive against a formidable enemy." His message was read to marines at every post and station in the world, afloat and ashore. Admiral Chester W. Nimitz, USN, reviewed the Marine Corps' splendid record in the Pacific in a radio address. "You may be certain," he told marines in the Pacific Ocean Areas, "that your 170th anniversary in 1945 will find the Marines even closer to Japan." Said Lt. Gen. Holland M. Smith, Commanding General of Fleet Marine Force, Pacific: "Whatever targets are assigned to us we will capture."

- New details on the role of combatant vessels in amphibious operations and in supporting ground forces were revealed last month when the Navy released reports on the achievements of three U. S. warships in the Mediterranean.

The USS *Philadelphia*, dubbed the "Gallop Ghost of the Sicilian Coast" after the Germans twice reported her sunk, steamed into her home berth at the Philadelphia Navy Yard last month with five battle stars on her bridge, but without a scratch on her. She participated in five major campaigns—North Africa, Sicily, Salerno, Anzio and southern France—and her main bat-



Official U. S. Coast Guard photograph

FIGHTING A HURRICANE: Coast Guardsmen clutch lines on swamped decks of a loaded tanker during storm north of Cuba.

tery of 6-inch guns have tossed 9,000 rounds at the enemy. Shells have whistled over her and around her, a torpedo passed under her and enemy aircraft have raided her 35 times, yet not a man aboard has been killed or seriously wounded in all these actions.

The USS *Plunkett* is once more on the prowl in the Mediterranean after receiving a direct hit from a 500-pound bomb at Anzio. The DD shot down four German planes at Salerno and Anzio, counted six probables and several others damaged before she was forced to head back home for repairs. She returned to southern France in time for the invasion and last month was busy bombarding shore positions along the Italian and French coast.

Although damaged twice while participating in three invasions—North Africa, Sicily and Anzio—the USS *Ludlow* is still on the job in the Mediterranean. Never, in the many months of action, has there been a fatality aboard the "Lucky Lud." Victims on the *Ludlow*'s list include more than a score of shore batteries, numerous tanks and trucks and many enemy troop concentrations. At Salerno, the scrappy little destroyer went within three-quarters of a mile of shore to support U. S. troops and knock out enemy mobile batteries and pillboxes.

- A torpedo hole in the port bow of the USS *Maryland* was patched up in

less than 49 days, it was revealed last month at the Pearl Harbor Navy Yard. The battleship was struck by an aerial torpedo off Saipan while supporting the invasion and was given temporary repairs at an advanced base. Details of the damage were radioed ahead to the navy yard so that plans and materials were ready when the *Maryland* arrived. Previously, a cruiser had been refitted with a new prefabricated section at the same yard in nine days, and destroyers had been refitted with whole sections, complete with all internal equipment, in 12 days.

- Radio Electrician George R. Tweed, USN, who spent two and a half years on Guam while the island was occupied by the Japs, returned there recently for 10 days on a special assignment and thanked the natives who helped hide him during his strange exile (INFORMATION BULLETIN, Sept. 1944, p. 9). "If I named every loyal native who helped me on Guam," he said, "I'd come up with a list a foot long." Mr. Tweed was especially pleased to find that Antonio Arturo, a native rancher of Spanish descent, had not been harmed by the Japs. The enemy had learned, just about the time Mr. Tweed got away, that Arturo had been sheltering the American. As a searching party closed in on the ranch, however, Arturo—with his wife and eight children—escaped

to the same cave where Mr. Tweed had lived for nearly two years, and remained safely there until the island was liberated by U. S. forces.

• A Demobilization Division has been established within BuPers to plan and coordinate the machinery for returning to civilian life those persons not required in the post-war Navy. Although the Navy has already announced that demobilization cannot begin until the defeat of Japan, BuPers began demobilization and post-war studies in the latter part of 1943, and the new move is in furtherance of efforts to be completely prepared for demobilization when the time comes.

An experimental redistribution center has also been established by the Navy at NTC, Lido Beach, Long Island, N. Y., through which enlisted personnel in the New York area being separated from the service will be processed. The procedure developed at this experimental center will be used as a pattern in other redistribution centers which will be organized later.

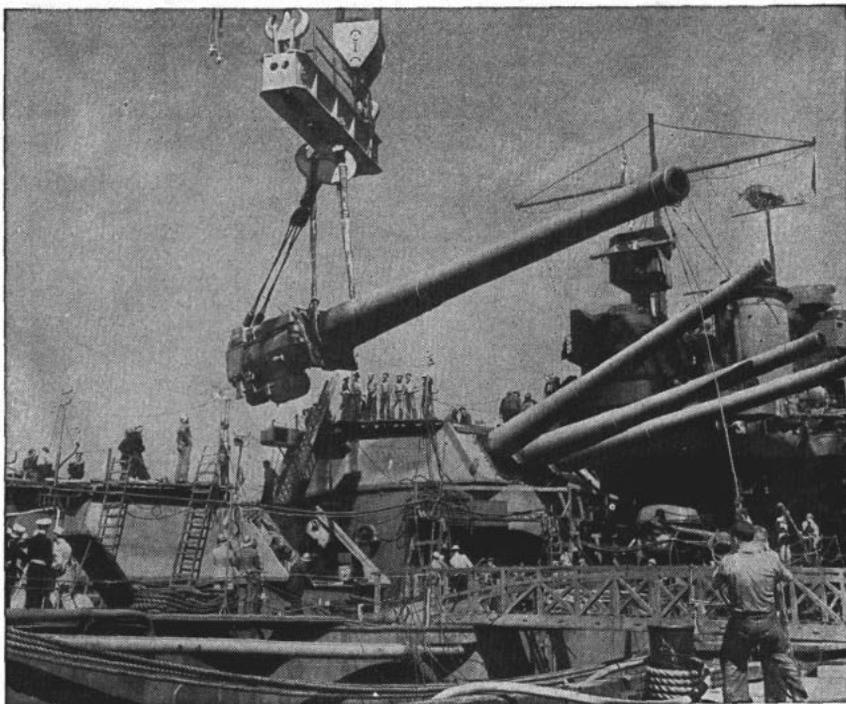
• Reflecting the growing importance of minecraft in the Pacific war, Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet and Pacific Ocean Areas, has established the command of Commander, Minecraft, Pacific Fleet. Rear Admiral Alexander Sharp, USN, has been appointed to the new post.

Admiral Nimitz also announced last month the assignment of Rear Admiral Walden L. Ainsworth, USN, as Commander Cruisers and Commander Destroyers, Pacific Fleet, relieving Admiral James L. Kauffman, USN, who has been assigned to another sea command. Admiral Ainsworth, who formerly commanded a cruiser division, participated in every major naval action but one in the South Pacific since December 1942 and in most of the recent combat in the western Pacific.

• First tank landing ship to return from the European war is the *LST 208*, which traveled 35,000 miles and participated in four amphibious assaults. Launched at Seneca, Ill., in June 1943, the *208* joined amphibious forces in North Africa in time for the Sicilian campaign and the invasion of Italy. Then, in August 1943, the ship proceeded to the Indian Ocean to land tanks on Arakan in support of British troops. With that chore completed, the *208* returned to Europe and hit the Normandy beaches on D day.

• Rear Admiral Howard F. Kingman, USN, has assumed his new duties as commandant of the 15th Naval District, Commander Panama Sea Frontier and Commander Southeast Pacific Force. He relieved Capt. Ellis S. Stone, USN, who had been acting commandant since Rear Admiral Harold C. Train, USN, was detached last June. Admiral Kingman formerly was in command of a battleship division in the Pacific, and was commended by Admiral Chester W. Nimitz, USN, CincPac, for the efficient handling of ships under his command during the invasion of Tarawa.

• Dependents of Navy enlisted personnel received \$87,874,876 in 1,312,369 family allowance checks during October 1944, or nearly four times the amount paid out to dependents during



Official U. S. Navy photograph

CHANGING WEAPONS: Giant crane moves worn 14-inch gun of veteran U. S. battleship to flat car during refitting operations at Bremerton Navy Yard where the BB was given armament with new linings.

the same month of 1943. The payments consisted of \$60,754,878 from the government and \$27,119,998 from the enlisted men.

• Patrol Squadron 72 and Air Group 32 recently returned to the States for rest and reformation after tours of duty in the Pacific.

VP 72, which specialized in rescue duty, saved 69 downed airmen, including its own skipper, Comdr. Sidney J. Lawrence, USN. Twenty-two were rescued in 10 separate open-sea landings, while the others were saved by directing surface vessels to the scene. Not a single man was lost during the tour of duty, but Commander Lawrence and eight of his crew nearly spoiled the record when their Catalina was damaged by anti-aircraft fire and forced to land at sea near Jaluit. After

bouncing around for two days in life rafts, they were spotted by another Catalina of their own squadron and a destroyer came out to pick them up.

Air Group 32's best day came on 29 April 1944 when eight of its Hellcats attacked a formation of 30 Zeros, destroyed 21 of them and sent the others scurrying home to Truk without a single American casualty. During its combat tour aboard an *Independence*-class carrier, Air Group 32 destroyed 109 planes in the air and on the ground, sank or probably sank 28 ships and damaged 51 other vessels. High scorer of the group was Lieut. Richard H. May, USNR, who shot down five, probably one more, and made six assists.

• Vice Admiral Henry V. Butler, USN (Ret), who had served as administrative officer of the Navy Department in the Executive Offices of the Secretary since March 1942, has returned to inactive status. He was succeeded by Comdr. Ronald J. Chinnock, USNR, who had been assistant administrative officer for the past six months.

• By shooting down nine Jap fighter planes and two "probables" in one hour and 35 minutes of aerial battling in the Philippines on 24 October, Comdr. David McCampbell, USN, became the Navy's top-ranking ace, with 30 planes to his credit. Commander McCampbell and a wingman, Lt. (jg) Roy W. Rushing, USNR, together worked over a formation of Jap fighters that had been escorting bombers and torpedo planes in a prospective attack against U.S. carriers off Luzon. Their fearless interception was partly responsible for preventing an attack that might have caused damage to our forces at a critical stage in the devel-

Tanglefoot Tale

His big feet saved his life, declares Ens. Carl E. Smith, USNR, pilot of a carrier-based Hellcat.

Ordered by his carrier to bail out at 5,000 feet when his plane's electrical system was damaged, Ensign Smith pulled the ripcord and was surprised to be jerked up by his feet. As he hung, head down, from his parachute he discovered that his harness had been yanked off his shoulders and had caught around his large brogans. He managed to secure a hold on the harness and hit the water in a sitting position. Ten minutes later he was picked up by a destroyer.

"Good old feet!" said Ensign Smith.



Official U. C. Coast Guard photograph

SEA-SKY TRANSFER: From a personnel boat going 20 knots, a Coast Guardsman grasps harness and hitches ride aboard Sikorsky helicopter during air-sea rescue demonstration.

oping naval action. Lieutenant Rushing shot down six Jap fighters, then joined Commander McCampbell and Lt.(jg) Albert C. Slack, USNR, in chasing the Jap planes nearly all the way back to Manila—a distance of more than 100 miles.

- As a tribute to the memory of the late Secretary of the Navy, the elementary school adjacent to the Naval Air Station, Patuxent River, Md., was designated on 29 Sept. 1944 as the Frank Knox School.

- The U.S. Naval Home, Philadelphia, observed Navy Day (27 October) with a ceremony dedicating Building No. 2 as Laning Hall in honor of the late Rear Admiral Harris Laning, 48th governor of the home. Admiral William H. Standley, USN (Ret), former Chief of Naval Operations and former Ambassador to Russia, who was a classmate of Rear Admiral Laning at the Naval Academy, delivered the address. The present governor, Rear Admiral Forde A. Todd, USN (Ret), gave a brief history of the home, which housed the Naval Academy from 1839 until it was moved to Annapolis in 1845. Laning Hall is a three-story brick structure built as a naval hospital shortly after the Civil War. It has been rehabilitated as a dormitory and doubles the number of beneficiaries who can be accommodated in the home. Biddle Hall, the other dormitory, whose cornerstone was laid in 1827, was dedicated in honor of Commodore James Biddle, USN, the first governor, last Memorial Day.

- Snipers were still prevalent in Antwerp last month when the Navy moved in—in a jeep. Although the port of Antwerp is administered by

the British under Allied control, the Navy maintains an office there to act as liaison with the British and to assist U. S. naval and merchant marine personnel aboard cargo ships coming into the port. In the first naval party to arrive were Capt. James C. Van de Carr, USN (Ret), who is naval port officer; his aide, Lt. Comdr. Norman J. Gaynor, USNR, and John F. Greenan, SK2c, USNR. They found that the Belgian underground had managed to prevent serious damage to the port as the Germans fled.

- Oil tankers of the Pacific Fleet Service Force, which served the 3d Fleet up to and including the Second Battle of the Philippine Sea, have been commended by Admiral William F. Halsey, USN, for their "magnificent performance." He said the oilers delivered urgently needed fuel and replacements for two months without one failure as to place, time or amount, and that this accomplishment was a prime factor in the success of the 3d Fleet.

- After the final class of Spar recruits reports at Palm Beach, Fla., on 16 December, recruit training will be conducted exclusively at the Coast Guard Training Station, Manhattan Beach, N. Y. Although the enlistment of Spars for replacements and special needs of the service will be continued, the major part of the Coast Guard Women's Reserve recruitment and training program is now completed. Training of Spar officers will be completed with the commissioning of 41 women on 5 December at the Pay and Supply School, Palm Beach, Fla. The Spars observed their second birthday on 23 November.

Ships & Stations

- A sailor from NTC, Miami, Fla., was visiting his home town on Navy Day. Since he had served many months at sea and held the Purple Heart, he was invited by the local American Legion post to participate in the Navy Day ceremonies. His letter of invitation read:

"You are cordially invited to be one of the speakers at our Navy Day ceremony. The program will take place in the city park and will include a talk by the mayor, a short speech by a Navy lieutenant, your talk and then the firing squad."

- A new variation in the ceremony of reporting aboard and paying respects to the CO was introduced recently at the Naval Pre-Flight School, St. Mary's College, Calif. by an officer reporting for duty. Unintentionally he signaled his arrival there by going out on a nearby golf course and hooking his ball through the living room window of his skipper's home. He then pursued his ball into the house with such nonchalance that he was invited to stay for tea.

- A recent survey of the 43d Construction Battalion reveals that it is a cosmopolitan outfit. Members of the battalion come from every state in the Union, with the exception of Arizona. Others were born in Czechoslovakia, Italy, Switzerland, Russia, Norway, Sweden, Philippine Islands, Puerto Rico, Canada, Scotland, England, Ireland and Germany.

- Accustomed to returning salutes, as a lieutenant in the U. S. Merchant Marine, Buddy Clarke is now rendering them as he goes through recruit training at NTC, Bainbridge, Md. The former singer and dance band maestro received a medical discharge after serving two years with the merchant marine, and was then inducted into the Navy.

- Charles H. Griesen, AS, recruit at NTC, Great Lakes, Ill., has received a most unusual letter from his former buddies at a Sturgeon Bay, Wis., shipyard. It was 210 feet in length and 20 inches in width, with messages from 5,004 persons. Being a conscientious person, Griesen attempted to answer each of his well-wishers but found that his training period was not long enough to accomplish the task.

- The "Naval Order of Wise Old Owls" has been organized at NATB, Corpus Christi, Tex., by instructors who have completed 500 hours of instruction without an accident or violation of training rules. Those meeting the requirements are issued a certificate designating them as "Wise Old Owls." Seventeen officers received certificates recently from Rear Admiral Charles P. Mason, USN, commandant of the base.

- Armchair quarterbacks are rewarded for expert prognosticating at NAS, Norfolk, Va. Each week the *Daily Dope Sheet*, station newspaper, lists 20 football games and gives a \$25 war bond to the entrant who picks the most winners. Second and third prizes are 12 free admissions to the station theater.



ARMISTICE DAY: A Navy pharmacist's mate, an honorably discharged Marine private and an Army corporal, all invalidated home after service in this war, place a wreath on the 2nd Division Monument in Washington, D. C. It was in this division, in World War I, that personnel of the three arms were unified for the first time in a single combat command. The division's 4th Brigade, which spearheaded the attack in Belleau Wood on 6 June 1918, was made up of marines and Navy doctors, corpsmen, dentists and chaplains.

The Home Front

• Franklin D. Roosevelt was reelected as President for his fourth term in the general election of 7 November. He and Senator Harry S. Truman of Missouri, the Democratic nominee for Vice President, received 24,370,196 popular votes (on the basis of unofficial returns as of 20 November) and 432 electoral votes to 21,261,614 popular votes and 99 electoral votes for Gov. Thomas E. Dewey, the Republican nominee for President, and Gov. John W. Bricker of Ohio, the Republican nominee for Vice President. The winner carried all states except Maine, Vermont, Ohio, Indiana, Wisconsin, Iowa, North and South Dakota, Nebraska, Kansas, Wyoming and Colorado. Democratic candidates increased their party's majorities in both houses of Congress (see lists on p. 65). Republicans won 16 of 31 state-governorship contests for a net loss of three as compared with the pre-election ratio.

Following were the governors chosen this year, asterisks indicating those reelected:

Arizona, Sidney P. Osborn*(D); Arkansas, Ben Laney(D); Colorado, John C. Vivian*(R); Connecticut, Raymond E. Baldwin*(R); Delaware, Walter W. Bacon*(R); Florida, Millard F. Caldwell Jr.(D); Idaho, Charles C. Gossett(D); Illinois, Dwight H. Green*(R); Indiana, Ralph F. Gates(R); Iowa, Robert D. Blue(R); Kansas, Andrew F. Schoeppel*(R); Maine (which held its election in September), Horace Hildreth(R); Massachusetts, Maurice J. Tobin(D); Michigan, Harry F. Kelly*(R); Minnesota, Edward J. Thye*(R).

Missouri, Phil M. Donnelly(D); Montana, Samuel C. Ford*(R); Nebraska, Dwight P. Griswold*(R); New Hampshire, Charles M. Dale(R); New Mexico, John J. Dempsey*(D); North Carolina, R. Gregg Cherry(D); North Dakota, Fred G. Aan-

dahl(R); Ohio, Frank J. Lausche(D); Rhode Island, J. Howard McGrath*(D); South Dakota, Merrell Q. Sharpe*(R); Tennessee, James Nance McCord(D); Texas, Coke Stevenson*(D); Utah, Herbert B. Maw*(D); Vermont, Mortimer R. Proctor(R); Washington, Monrad C. Wallgren(D); West Virginia, Clarence W. Meadows(D); Wisconsin, Walter S. Goodland*(R).

• Shipbuilders delivered 145 ships during October, 53 for military use, the U. S. Maritime Commission announced. Of the 53, over half are for use as combat-loaded transports and some as combat-loaded cargo ships and Navy transports. Eleven were naval tankers, frigates and Army transports.



Official U. S. Navy photograph

VOTING: Navy men line up at an advanced base to cast ballots in last month's national election.

• A peacetime adaptation of the B-29 Superfortress that will carry up to 100 passengers or a maximum cargo payload of 35,000 pounds is being planned by the Boeing Aircraft Company. The power of the four engines will be increased to 14,000 horsepower for takeoff and the cruising speed of the passenger plane will be 340 miles an hour. As in B-29s, the fuselage will be pressurized for operation up to 30,000 feet. C. L. Egtvedt, chairman of the Boeing Company, believes that fares will be in the neighborhood of 2¢ a passenger mile for ranges up to 3,500 miles.

• Fears of shortages, rather than actual shortages, are responsible for the current scarcity of cigarets, declared Chester Bowles, OPA administrator. He said that "scarce reports" have encouraged some distributors to hoard and the public to overbuy. Cigarettes will not be rationed, Bowles said, because the type of controls applied to shoes, sugar and other commodities are impractical for cigarets. The OPA will vigorously fight the black market dealings which have sprung up, he promised.

• A group of Army men have decided to create their own postwar jobs: Thirty members of the AAF and ATC, ranging in rank from private to lieutenant, have organized the Norseman Air Transport and have filed an application with the Civil Aeronautics Board for a 2,500-mile airline in New England. Veterans will be employed whenever possible in operating positions and each veteran employed will share in the ownership of the concern. They hope to obtain 34 aircraft from surplus government stock for the first year's operation.

• Approximately 90% of all penny box matches and 25% of all book matches produced during the next six months will be delivered to the armed forces, WPB officials announced.

• To facilitate fulfillment of military requirements for use in connection with rehabilitation and recreation programs for servicemen and war veterans, the WPB will permit manufacturers to fill Army, Navy and Veterans Administration orders for golf clubs.

• A critical shortage of seamen and officers to man merchant ships sailing into the war zones threatens to delay delivery of supplies to European and Pacific war theaters, according to Vice Admiral Emory S. Land, USN (Ret), War Shipping Administrator. During the Philippine invasion, he said, there were only enough skilled officers in U. S. seaports to operate about 10 vessels, while officers were needed to operate 45. Some months last summer, he said, 600 men left American ports as licensed deck officers, although they had no license, or sailed above the grade for which they were licensed.

• American merchant ships delivered 500,000 tons of vital invasion supplies at Leyte Island in the three weeks following the invasion, the War Shipping Administration announced. These vessels also landed about 30,000 troops. Although it is not considered a part of their job, the crews of many ships worked the clock around to discharge cargoes. Because of this the turnaround time of the ships averaged slightly over 48 hours.

THE WAR AT SEA

OFFICIAL REPORTS: 21 OCTOBER THROUGH 20 NOVEMBER

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

21 OCTOBER

U. S. Pacific Fleet Communique No. 162

1. Carrier aircraft of the Pacific Fleet on 20 October (west longitude date) continued to attack.

At Coron Bay, southwest of Mindoro Strait, a cargo ship, previously damaged, a small coastal cargo ship and a small escort vessel were sunk.

Four enemy PT-boats, three at Batangas Bay and one at Cebu harbor, were also sunk.

Several ammunition barges were destroyed in Masabate harbor, while two medium cargo ships and two luggers were damaged. At Bulan ground installations and a hangar near the airfield were bombed.

2. During the day 13 enemy planes were shot down and 37 destroyed on the ground, some of which previously had been reported damaged. Our losses were three planes, one pilot and one air crewman.

3. In the month-long operations against the Philippines, Ryukyus and Formosa, which commenced on 21 September and have continued until the present, the carrier aircraft employed have consisted of Hellcat fighters, Avenger torpedo planes and Helldiver divebombers.

GENERAL MACARTHUR'S HEADQUARTERS IN THE PHILIPPINES—Our ground forces are consolidating their beachhead positions and driving inland on all sectors. Food and supplies have been landed on schedule against light opposition. Our ground casualties in the preliminary operation have been exceedingly light.

In the inland waters of the Central Philippines our planes bombed a 5,000-ton tanker, a freighter-transport, five light naval craft and 11 barges and coastal vessels. In addition, two 5,000-ton fleet auxiliaries, 10 cargo vessels, six light naval craft and small ships were damaged. Two of our planes were shot down.

Vice Admiral Thomas C. Kinkaid, USN, commander of the Allied naval forces in the Southwest Pacific, is in command of the 7th U. S. Fleet. The Australian squadron is commanded by Commodore John A. Collins.

Elements of the 3d U. S. Fleet, commanded by Admiral William F. Halsey Jr., USN, are providing naval support.

Visayas: A 1,000-ton freighter and several luggers were set afire . . . Sulu Islands: Our fighters destroyed or damaged a 6,000-ton freighter-transport, three freighters of 1,000 tons, three coastal vessels and several small craft . . . Ceram-Buru: A four-engined flying boat and several small craft were destroyed . . . Banda Sea: Patrol planes damaged a coastal vessel off Flores Island . . . Bismarcks-Solomons: Air and naval patrols swept the coast lines, destroying a barge.

22 OCTOBER

GENERAL MACARTHUR'S HEADQUARTERS ON LEYTE—Our ground forces have advanced in all sectors an average depth of four miles. Strong enemy defenses, carefully prepared with concrete pillboxes and supporting artillery positions, were skillfully enveloped by infiltration and the enemy was forced to withdraw. Direct assault was thereby avoided and our casualties remain light.

The enemy is already showing signs of lack of maneuverable cohesion in the face of the skillful tactics of our local commanders. The 10th Corps to the north has taken Tacloban, the capital of Leyte, and secured Tacloban airfield on Cateisan Peninsula.

In the southern sector the 24th Corps has seized Dulag and its airdrome and is pushing toward San Pablo in the Leyte Valley.

Two strong enemy counterattacks were sharply repulsed. Enemy air activity against our beachheads and shipping was limited to dawn and dusk raids by small groups of aircraft. Three enemy bombers were destroyed by ships' anti-aircraft fire. Some damage and casualties were sustained by one of our ships.

Celebes: Reconnaissance planes scored a direct hit on a 1,000-ton freighter near Makassar, setting it ablaze.

ROME, naval communique—It is re-

ported from the Aegean that a military force was landed by the Royal Navy on the west coast of Lemnos at dawn on 16 October and that after fighting in the town Mudros was occupied by 1300 on the 17th. The enemy withdrew in a Siebel ferry and other craft. Several enemy craft were driven ashore by our flyers while one was set ablaze and possibly caused another to sink. Some 400 enemy troops were made prisoners.

Toward noon on 18 October the British cruiser *Argonaut* destroyed a large enemy tank landing craft near Lemnos.

On the night of 19-20 October His Majesty's ships *Termagant* and *Tuscan* intercepted and engaged an enemy destroyer southbound on the western side of the entrance to the Gulf of Salonika. She was driven ashore and destroyed.

23 OCTOBER

Navy Department Communique No. 549

The submarines *Herring* and *Golet* are overdue from patrol and presumed lost. Next of kin of casualties have been notified.

U. S. Pacific Fleet Communique No. 163

Mopping-up operations on Angaur and Peleliu Island in the Palau group continued on 20 and 21 October (west longitude date). Corsair fighters of the 2d Marine Aircraft Wing, in support of ground operations, dropped incendiary bombs on the holed-up enemy. Corsairs also bombed a lighthouse and gun emplacement on Babelthuap Island on 20 October.

Seventh AAF Liberators bombed Yap Island on 20 and 21 October. A single Navy Ventura search plane attacked the island also on 21 October. Antiaircraft fire was meager.

Liberators of the 7th AAF loosed 49 tons of bombs on the airfield and installations on Iwo Jima in the Volcano Islands on 20 October. Light intercepting enemy planes were encountered; three were shot down, one was probably destroyed and one damaged. One of our Liberators was lost.

A Navy search Liberator on 21 October bombed and strafed a small cargo ship west of Iwo Jima.

Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing continued neutralization raids in the Marshall Islands. On 20 and 21 October, one of the Corsairs was shot down but the pilot was rescued.

ROME, naval communique—On 20 October, while carrying out minesweeping operations near the Franco-Italian frontier, the French destroyer *Forbin* was fired upon by enemy batteries. She returned the fire, destroying one battery

and blowing up an ammunition dump. On the same day the *USS Eberle* was again in action in this area.

24 OCTOBER

U. S. Pacific Fleet Communique No. 164

On 23 October (west longitude date) enemy forces, including battleships and cruisers, were sighted moving eastward through the Sibuyan Sea and Sulu Sea in the Philippines and were attacked by carrier aircraft of the 3d Fleet.

Further details are not available. ADVANCED HEADQUARTERS ON LEYTE—Our ground forces are steadily progressing along the entire front. In the 10th Corps sector we have advanced three miles beyond Tacloban in pursuit of enemy forces retreating to the north. West of Palo stubborn enemy resistance has been encountered in the hills flanking the main road.

Borneo: Reconnaissance units destroyed a 1,000-ton freighter off the north coast . . . Amboina-Ceram: A coastal vessel to the northwest was hit . . . Bismarcks-Solomons: Five barges were sunk and buildings were destroyed.

25 OCTOBER

U. S. Pacific Fleet Communique No. 165

On 23 October (west longitude date) searchers from carriers of the 3d Fleet located two enemy forces headed eastward through the Philippine Archipelago.

The first force, which consisted of three or four battleships, 10 cruisers and about 13 destroyers, was sighted south of Mindoro and later moved westward through the Sibuyan Sea. It was attacked repeatedly by carrier aircraft and incomplete reports indicate that all battleships were damaged by bombs. At least one was hit by a torpedo and one cruiser was torpedoed.

A second enemy force was sighted in the Sulu Sea, southwest of Negros Island, which consisted of two battleships, one cruiser and four destroyers. Both battleships were damaged by bombs and the light units were severely strafed.

In the late afternoon of 23 October a third enemy force was located southeast of Formosa, approaching from Japanese home waters.

During the action on 23 October a strong force of shore-based aircraft attacked one of our task forces and succeeded in seriously damaging the *USS Princeton*, a light carrier, a light

LOSS OF
PRINCETON

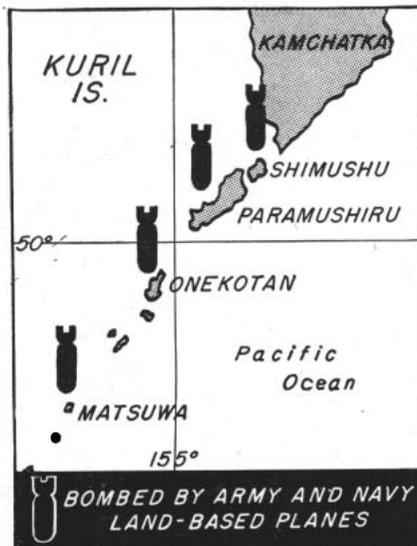
carrier. Subsequently the *Princeton's* magazines exploded and the ship, badly crippled, was sunk. Her captain and 133 other officers and 1,227 enlisted men were saved. Casualties among her personnel were light. Approximately 150 enemy aircraft were shot down during this attack.

On 24 October the enemy forces were brought to action. Reports which are as yet incomplete indicate that severe damage has been inflicted on the enemy, that at least one of his large carriers has been sunk and that two others have been severely damaged. General action is continuing.

ADVANCED HEADQUARTERS ON LEYTE—Our ground forces have made extensive gains in all sectors on the front of the 24th Corps . . .

Carrier aircraft of the 7th Fleet executed close support missions, attacking enemy ground installations, supply dumps and lines of communication. On 22 and 23 October our planes struck enemy airdromes in the western Visayas and northern Mindanao. Targets included Cebu, Bacolod, Alicante, Fabrica, Buluan and Del Monte. Sixty-four enemy planes were destroyed or severely damaged on the ground and one divebomber was shot down.

Visayas - Mindanao: Our land-based planes set three vessels afire in Cagayan harbor. Medium and light bombers attacking shipping southwest of Zamboanga damaged five medium freighters, five coastal vessels and several barges . . .



See 26 October.

Amboina-Ceram: Several coastal vessels were destroyed.

ADVANCED HEADQUARTERS ON LEYTE—The enemy air force on 24 October attempted a large-scale daylight attack on our shipping in Leyte Gulf shortly after dawn. Our carrier fighters effectively intercepted, breaking up these formations. Fifty-three enemy planes were shot down in air combat, and antiaircraft fire destroyed three others.

The Japanese Fleet in force, during the early hours of the 25th, sortied from Philippine waters through Surigao Strait at the south and San Bernardino Strait at the north and converged upon our forces in Leyte Gulf. The 7th Fleet, with elements of the Australian Squadron, under Vice Admiral Kinkaid and with surface forces supported by escort carriers, intercepted both attacks.

The enemy's southern force, comprising two battleships, one heavy cruiser, one light cruiser and four destroyers, was completely routed, losing early in the action at least one battleship of the *Yamashiro* class and several cruisers and destroyers. The remnant retreated westward through Surigao Strait under continued air attack from our escort carriers, which inflicted additional losses and damage.

Every hostile ship was either sunk or heavily damaged. In this engagement we incurred extremely light losses, having several PT-boats sunk or damaged and one destroyer damaged.

The enemy's northern force, four battleships and several cruisers with destroyers, gained contact with one of our escort carrier groups off the east coast of Samar and attacked by gunfire. Our planes from that group, supported by those of another of our group, drove off the attacking fleet, forcing it to retire to the north.

Detailed information is not yet available, but combat reports indicate that the enemy lost several cruisers and destroyers while three battleships, three cruisers and additional destroyers were badly damaged.

Ship casualties sustained by our forces were one escort carrier sunk and several escort carriers and destroyers damaged.

26 OCTOBER

Navy Department Communique No. 550

EUROPEAN THEATER

1. During the Allied operations for the liberation of northern France the following naval vessels were lost as the result of enemy action or the perils of the sea: *Miantonomah* (mine vessel), *LSTs 314, 376, 496, 499, 523 and 921*; *LCI(L)s 85, 91, 92, 93, 219 and 232*; *YMSs 304, 350, 378, and PT 509*.

2. In addition to the above, a number of smaller landing craft were lost.

3. The next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 166

On 24 October (west longitude date), the enemy carrier task force which had been sighted in the Philippine Sea on the previous afternoon approaching from Japanese home waters was attacked by a concentration of aircraft, surface ships and submarines of the Pacific Fleet during the day and the following night.

Despite their support by enemy aircraft from Luzon, the following damage was inflicted with no damage to our ships involved in this action:

One large carrier exploded and sunk.

Japs Win Oral Victory

Japanese communiques as broadcast from Tokyo made the usual fantastic claims about American losses in what they have officially named the "Naval Battle Off the Philippines." Following is their version of the losses on both sides:

U. S. Losses

Sunk: eight aircraft carriers, three cruisers, two destroyers and more than four transports.

Damaged: seven carriers, one battleship and two cruisers.

Planes shot down: about 500.

Japanese Losses

Sunk: one battleship, one carrier, two cruisers and two destroyers.

Damaged: one battleship, one carrier. Planes lost: 120, and six planes that have not returned.



See 27-29 October.

One large carrier was severely damaged by bombs and torpedoes and is believed to have sunk.

One light carrier was definitely sunk. Two battleships were probably sunk. Two light cruisers were definitely sunk. Two battleships, three cruisers and a number of destroyers withdrew to the northward in a damaged condition.

On 24 October a carrier task group of the 3d Fleet assisted units of the 7th Fleet in striking a force of enemy battleships, cruisers and destroyers which had sortied through San Bernardino Strait and was attacking escort carriers of the 7th Fleet off the Leyte Gulf. Fragmentary reports available indicate that, in cooperation with the aircraft from the escort carriers, the following damage was inflicted on this enemy force:

One heavy cruiser was seen to sink. Four battleships were heavily damaged by bombs and left the scene at low speed, trailing oil.

One destroyer was left dead in the water.

About midnight 24-25 October this enemy force withdrew through the San Bernardino Strait in a badly damaged condition. During the night surface ships of the Pacific Fleet sank a cruiser of this enemy force. Pacific Fleet carrier aircraft on 25 October were continuing to attack this force during its retirement through the Sibuyan Sea.

This incomplete report will be amplified as further details become available.

U. S. Pacific Fleet Communique No. 167

Two groups of 11th AAF Liberators hit gun positions and installations on Onnekotan Island and Paramushiru Island, in the northern Kurils, on 23 October (west longitude date). Another group of 11th AAF Mitchells bombed buildings on Paramushiru the same day and was intercepted by five enemy fighters. No damage was done to our aircraft.

On 24 October 11th AAF Mitchells bombed and left burning a 6,000-ton cargo ship south of Paramushiru. Navy search Liberators and Venturas of Fleet Air Wing 4 on the same day bombed Paramushiru, Matsuwa and Shimushu. All our planes returned.

Four grounded enemy planes were destroyed by Corsairs of the 2nd Marine Aircraft Wing which bombed and strafed the airfield at Yap Island on 21 October. On 22, 23 and 24 October similar attacks were repeated. One of our planes was shot down on 23 October by intense antiaircraft fire. Liberators of the 7th AAF also bombed Yap on 21, 22, 23 and 24 October, setting fires near the airfield and in Yap town.

Corsairs of the 2nd Marine Aircraft Wing bombed and strafed enemy-held positions in the northern Palau Islands on 22, 23 and 24 October, destroying trucks and barges and setting fuel tanks and storage areas ablaze.

Iwo Jima, in the Volcano Islands, was bombed by a single Liberator of the 7th AAF on 22 October. On 24 October 7th AAF Liberators hit Iwo Jima again with approximately 58 tons of bombs. Three enemy fighters intercepted our planes, but no damage was done.

Pagan Island was bombed by 7th AAF Liberators on 22 October and strafed by Thunderbolts on 23 and 24 October. Rota Island was strafed by Corsairs of the 2nd

Marine Aircraft Wing on 22, 23 and 24 October.

Antiaircraft gun positions at Nauru were bombed by Mitchells of the 7th AAF on 22 October.

Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing dropped 36 tons of bombs on Jaluit on 22 October. Other enemy-held positions in the Marshall Islands were hit by neutralization raids.

ADVANCED HEADQUARTERS ON LEYTE—Remnants of the enemy's naval forces retreating from Leyte Gulf are being kept under continual attack by our aircraft.

Sandakan: Eleven small freighters and four coastal vessels were set afire by strafing. . . . **Makassar:** Patrol planes destroyed or damaged a 3,000-ton freighter-transport, five small freighters and coastal vessels. . . . **Halmahera:** Fighters hit a light naval craft.

ROME, naval communique—On the night of 22-23 October Allied light coastal craft operating in the Gulf of Genoa attacked an enemy southbound convoy near La Spezia. Torpedoes were fired and explosions seen in the convoy, though no definite claims of sinking can be made.

On 24 October the destroyer *USS Woolsey* carried out a successful bombardment of enemy road transport near the Franco-Italian frontier.

27 OCTOBER

Navy Department Communique No. 551

According to latest information received, the following U. S. naval vessels, in addition to the *USS Princeton* (light carrier), have been sunk during the recent operations in the Philippines:

Two escort carriers, two destroyers, one destroyer escort.

No details have been received. Next of kin of casualties aboard above vessels will be notified as soon as possible.

CHUNGKING, 14th AAF communique—On 26 October B-24s of the 14th AAF struck at remnants of a Japanese task force fleeing from Admiral Nimitz' fleet in the South China Sea east of the Luichow Peninsula. The bombers scored two direct hits on a transport. Another direct hit left a freighter listing and burning. A tanker was bracketed and left smoking. In all, 8,000 tons of shipping were probably sunk and 1,200 tons damaged.

28 OCTOBER

GENERAL HEADQUARTERS ON LEYTE—Palawan: Our patrol planes sank a 2,000-ton cargo vessel and damaged another in a level strafing attack at Puerto Princesa. . . . Borneo: Our reconnaissance units, striking enemy shipping off the north and east coasts, sank a small freighter and damaged four others and a barge.

CHUNGKING, 14th AAF communique—In night operations about 75 miles west of the Luichow Peninsula B-24s of the U. S. 14th AAF on 26 October probably sank one Japanese destroyer and damaged another. They also damaged a tanker and cargo vessel.

29 OCTOBER

U. S. Pacific Fleet Communique No. 168

1. Amplifying reports on the Second Battle of the Philippine Sea, although still subject to revision as more information is received, indicate an overwhelming victory for the 3d and 7th U. S. Fleets. The Japanese Fleet has been decisively defeated and routed.

The Second Battle of the Philippine Sea ranks as one of the major sea battles of World War II in the Pacific—together with

the Battle of the Coral Sea, 4-8 May 1942; the Battle of Midway, 3-6 June 1942; the Battle of Guadalcanal, 12-15 November 1942; and the First Battle of the Philippine Sea, 19 June 1944.

2. Movements of major Japanese fleet units northward from the Singapore area were detected on 21 and 22 October (west longitude date). Submarine scouts sighted the enemy force, sank two *Atago*-class heavy cruisers and severely damaged a third. Ships of the 3rd Fleet were moved into position to the eastward of the Philippines off Surigao Strait, San Bernardino Strait and the Polillo Islands. On 23 October carrier searches discovered two strong enemy naval forces moving eastward, one through the Sibuyan Sea and the other through the Sulu Sea.

3. Photographs by carrier aircraft

SECOND
BATTLE OF
PHILIPPINES

showed that the force moving eastward through the Sibuyan Sea included five battleships, thought to be the *Yamato*, *Musashi*, *Nagato*, *Kongo* and *Haruna*; eight cruisers, two *Mogami*, two *Tone*, two *Nachi*, one *Atago*, one *Noshiro*; and 13 destroyers. The force moving eastward through the Sulu Sea consisted of two battleships of the *Yamashiro* class, two heavy cruisers, two light cruisers and seven or eight destroyers.

4. As soon as the presence of the two enemy fleet forces in the Philippine Islands was discovered on 23 October, Helicat fighters, Avenger torpedo planes and Helldiver divebombers from the 3rd Fleet carriers were launched to attack both forces. In the Sibuyan Sea, one battleship and one cruiser were severely damaged and set afire and may have sunk. Three other battleships received bombs and torpedoes; three other heavy cruisers received bombs and torpedoes; and one light cruiser was torpedoed, capsized and sunk. In the Sulu Sea bomb hits were made on both battleships. Cruisers and destroyers were strafed with rockets and machine guns.

5. Meanwhile, to the eastward of the Philippines, enemy shore-based aircraft were attacking our carriers. In the aerial battle that ensued, more than 150 enemy aircraft were shot down. Our losses, on which exact figures are not yet available, were light. In this attack, the carrier *Princeton* was hit by a bomb which caused a bad fire. Later the *Princeton's* magazines blew up and the ship was so badly damaged that she had to be sunk by our own forces.

6. Also on the afternoon of 23 October, a land-based Navy search plane discovered the presence of an enemy carrier force approximately 200 miles off Cape Engano on northern Luzon, heading south. This force consisted of 17 warships including a large carrier, believed to be of the *Zuikaku* class; three light carriers of the *Chitose* and *Zuiho* classes; two battleships of the *Ise* class with flight decks aft; a heavy cruiser of the *Mogami* class; a light cruiser of the *Noshiro* class; three cruisers of the *Kiso* class; and six destroyers.

7. To meet this serious threat the Commander, 3rd Fleet, concentrated several of his carrier task groups and started northward at high speed for a dawn attack.

8. These units of the 3rd Fleet steamed north at full speed through the night and caught the enemy so completely by surprise on the morning of 24 October that there was no effective air opposition. Later in the forenoon enemy carrier aircraft which had been refueled ashore in the Philippines flew out to join their ships which had already met disaster. The enemy planes arrived too late to get into the fight and 21 were shot down by our combat patrols.

In this action, the following destruction was inflicted upon the enemy:

SUNK:

One carrier of the *Zuikaku* class, sunk by carrier aircraft.

One light carrier of the *Zuiho* class, crippled by carrier aircraft and later sunk by the gunfire of cruisers and destroyers.

Two light carriers of the *Chitose* class, sunk by carrier aircraft.

One light cruiser or large destroyer sunk by gunfire.

One destroyer sunk by carrier aircraft.

One cruiser was severely damaged by carrier aircraft and was sunk during the night by a submarine.

DAMAGED:

One battleship hit by 2-4 torpedoes and many bombs.

One battleship hit by bombs.

Three cruisers damaged by bombs and gunfire.

Four destroyers bombed, strafed or hit by gunfire.

None of the 3rd Fleet ships engaged with the enemy carrier force were damaged. The 3rd Fleet in this phase of the action lost 10 planes, 8 pilots and 10 aircrewmen, all shot down by anti-aircraft fire. Before all the damaged enemy ships could be tracked down and destroyed the engagement was broken off to proceed to the assistance of 7th Fleet carrier escort groups then under attack off Samar Island.

9. The enemy force of battleships, cruisers and destroyers which had been attacked in the Sibuyan Sea had sortied through the San Bernardino Strait in spite of the damage inflicted by our car-

rier aircraft, and had attacked units of the Seventh Fleet off Samar Island during the morning of 24 October. In the ensuing battle, most of the enemy's heavy ships were badly damaged by 7th Fleet units assisted by carrier aircraft from the 3rd Fleet. One cruiser of the *Mogami* class was seen to sink and one destroyer was left dead in the water. The enemy force ran northwest from the scene of the action and during the early hours of darkness passed westward through the San Bernardino Strait. About 2 a.m. a straggling cruiser was sunk by gunfire of the 3rd Fleet.

10. Meanwhile the southern enemy force had crossed the Sulu Sea, the Mindanao Sea, had attempted to pass through the Surigao Strait, and met the 7th Fleet in a night action 24-25 October. As announced by the Commander in Chief, Southwest Pacific area, all units of this enemy force were sunk or decisively defeated.

11. On 25 October carrier aircraft of the 3rd Fleet were launched against the crippled and damaged enemy fleeing westward through the Sibuyan Sea. Damage done to the enemy during the retirement of the enemy forces from San Bernardino Strait by the combined efforts of the 3rd and 7th Fleets and shore based aircraft of the Southwest Pacific Area included one *Mogami*-class cruiser sunk off Mindoro Island, one *Noshiro*-class cruiser sunk south of Mindoro Island, one battleship possibly sunk and three other battleships and three other cruisers further damaged.

12. The total damage inflicted on the Japanese Fleet during the period 22-27 October 1944 included:

SUNK:

- Two battleships
- Four carriers
- Six heavy cruisers
- Three light cruisers
- Three small cruisers or large destroyers
- Six destroyers

SEVERELY DAMAGED AND MAY HAVE SUNK:

- One battleship
- Three heavy cruisers
- Two light cruisers
- Seven destroyers

ESCAPED IN DAMAGED CONDITION:

- Six battleships
- Four heavy cruisers
- One light cruiser
- Ten destroyers

13. During the same actions the losses sustained by U. S. naval forces were one light carrier (*Princeton*), two escort carriers, two destroyers, one destroyer escort and a few lesser craft.

14. The following battleships seriously damaged at Pearl Harbor took part in these actions: *West Virginia*, *Maryland*, *Tennessee*, *California* and *Pennsylvania*. The new carriers *Lexington*, *Wasp* and *Hornet* also participated.

15. In all these actions, U. S. submarines played a highly important part and are credited with sinking and damaging several enemy warships—both before and after the air and sea battles on 23, 24 and 25 October.

16. Much of the credit for the destruction inflicted on the Japanese Fleet goes to the naval airmen who gallantly and

relentlessly pressed their attacks home with telling effect.

ADVANCED HEADQUARTERS ON LEYTE—On 26 October our carrier-based planes sank an enemy destroyer and severely damaged a light cruiser in the Camotes Sea. The same day carrier fighters and ships' anti-aircraft fire destroyed seven attacking enemy planes. One of our carriers sustained some damage and casualties.

Amplifying dispatches of the battle of South Leyte Gulf on 25 October report confirmed enemy losses to be greater than originally estimated.

The total enemy naval force that sortied through Surigao Strait was composed of two battleships, the *Yamashiro* and *Fuso*; two heavy cruisers, two light cruisers and 10 destroyers.

Of this force both battleships, one heavy and one light cruiser and six destroyers were sunk in immediate action. The remaining two cruisers and four destroyers, badly damaged, fled and were destroyed in subsequent air attacks.

Many survivors from sunken enemy warships have been captured, including the captain of one of the destroyers.

Cebu: Our fighters at low level strafed and damaged a destroyer and a small freighter. Patrol planes also damaged a tanker near Palawan. We lost two planes . . . **Borneo:** Air patrols sank a coastal vessel east of Sandakan . . . **Celebes:** Heavy units sank a small freighter in the Gulf of Boni.

CHUNGKING, 14th AAF communique—Revised reports of an attack by B-24s on an enemy convoy off Luichow Peninsula on 26 October show one transport was sunk, a large cargo vessel probably sunk, and a freighter and tanker damaged.

On 27 October, B-25s caught a tanker east of the north end of Hainan Island apparently in difficulty. It had an escort of gunboats and tugs. The B-25s scored direct hits and the tanker was left sinking by the stern with lifeboats putting out.

LONDON, Air Ministry communique—At 9 o'clock this morning a force of Lancasters of the RAF Bomber Command attacked with 12,000-pound bombs the *Tirpitz*, moored off Haakoy Island, four miles due west of Tromsø. Though clouds hid the battleship just as the bombs were about to be released, first reports indicated that at least one hit was obtained.

30 OCTOBER

U. S. Pacific Fleet Communique No. 169

Carrier aircraft of the 3d Fleet continued to attack targets in southern Luzon on 28 October. In Manila harbor a

heavy cruiser previously damaged, was probably sunk, while another cruiser was damaged. A third cruiser off Cavite was hit by two 1,000 - pound bombs and severely damaged. An oil tanker was also damaged when it received a hit from a 1,000-pound bomb.

Airfields in the vicinity of Manila were attacked. Twelve or more planes were destroyed on the ground and several large fires were started. Our aircraft were intercepted by a number of enemy fighters over southern Luzon, 45 of which were shot down. One of our carrier groups was attacked by enemy fighters and divebombers, of which 12 were shot down. Two more enemy planes were shot down the next day over our carriers.

In the Central Philippines search and patrol flights by carrier-based aircraft of the 3d Fleet on 28 and 29 October shot down 19 enemy fighters and destroyed three coastal cargo vessels near Cebu.

Corsairs of the 2nd Marine Aircraft Wing bombed the airfield on Yap Island on 25 October. Seventh AAF Liberators attacked the same airstrip on 26, 27 and 28 October. Moderate anti-aircraft fire was encountered.

Enemy barges were strafed off Babelthup Island, in the Palau group, and a radio station was hit by Corsairs of the 2nd Marine Aircraft Wing on 25 October. Our fighters met meager anti-aircraft fire.

Seventh AAF Thunderbolts attacked targets on Pagan Island on 25 October. Corsairs of the 2nd Marine Aircraft Wing bombed gun emplacements near the Rota airstrip on 25 and 27 October.

Five enemy barges were damaged by a single Navy search plane at Iwo Jima in the Volcano Islands on 26 October. Navy search Liberators bombed the airfield on 27 October. Another Navy search plane destroyed a radio and weather station and

ADDITIONAL DAMAGE TO JAP FLEET



See 29-30 October, 13-14 November.

left fires on Muko Jima in the Bonin Islands on 27 October. Seventh AAF Liberators started fires and bombed shipping in the Haha Jima harbor on 27 October. The next day another group of 7th AAF Liberators bombed the same harbor installations and shipping again.

Ventura search planes of Fleet Air Wing 2 bombed objectives on Wake Island on 24 October. Two sampans were strafed. Enemy anti-aircraft fire was inaccurate.

Mitchell bombers of the 7th AAF bombed the airfield and defense installations on Nauru Island on 26 October, causing large fires. Anti-aircraft fire was meager.

Corsairs of the 4th Marine Aircraft Wing hit the airfield on Ponape during 24 October. One of our planes was slightly damaged by anti-aircraft fire.

Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing and Venturas of Fleet Air Wing 2 continued neutralization raids in the Marshall Islands during 24, 25, 26, 27 and 28 October.

ADVANCED HEADQUARTERS ON LEYTE—Further details of the naval engagement off Samar Island on 25 October between our 7th Fleet escort carrier groups and a numerically superior enemy force of four battleships, seven heavy cruisers, two light cruisers and 12 destroyers have been received. Our forces, attacking against seemingly overwhelming odds, sank one enemy heavy cruiser and one destroyer and severely damaged three battleships or cruisers and a destroyer. Three other enemy heavy fleet units and three destroyers were probably sunk by the combined air attacks of our planes and those of a 3d Fleet carrier group which came up.

We lost two of our escort carriers, two destroyers and one destroyer escort and sustained considerable casualties.

Borneo: Patrol planes fire a small freighter . . . **Celebes:** Air patrols bombed Manado township and scored a direct hit on a 1,000-ton freighter. Near Makassar our fighters destroyed a coastal vessel . . . **Moluccas:** Light naval units destroyed a barge.

LONDON, Admiralty communique—Carrier-borne aircraft of the Royal Navy have carried out further successful attacks on enemy shipping off the Norwegian coast and on shore installations on the mainland.

During the course of these operations, which took place in the vicinity of Bodo, in the Norwegian leads, a total of six enemy ships were sunk. These comprised two supply ships, a medium-sized tanker, an aircraft tender and two naval auxiliary vessels. In addition, a large U-boat was attacked and driven ashore in a damaged condition.

A further 19 enemy vessels, including seven large supply ships and one of medium size, were damaged by cannon fire or by bombs. An armed coaster and an armed trawler were also driven ashore.

31 OCTOBER

Navy Department Communique No. 552

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 18 vessels, including one combatant ship, as a result of operations against the enemy in these waters, as follows:

- 3 medium cargo transports
- 1 large transport
- 2 small cargo transports
- 1 destroyer
- 4 small cargo vessels
- 5 medium cargo vessels
- 1 medium tanker
- 1 small auxiliary

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

U. S. Pacific Fleet Communique No. 170

A conservative recapitulation of enemy aircraft losses during the past two months from 30 August to the present, reported by the 3d and 7th Fleets (the latter operating under General MacArthur), shows that 1,462 planes were probably destroyed or damaged.

Our own losses during this period were approximately 300 carrier planes, with pilots and air crew losses considerably less



See 30 October, 6-7, 14, 16, 20 November.

because of rescue operations which saved many lives.

The enemy suffered his greatest losses during the following periods:

9-24 September, in the Philippines, by the 3d Fleet: Shot down, 362; destroyed on ground, 584.

10-16 October, in Nansei and Shoto Islands, Philippines, and Formosa, by the 3d Fleet: Shot down, 528; destroyed on ground, 304; damaged, 59.

17-18 October, in the Philippines, by the 3d Fleet: Shot down, 55; destroyed on ground, 31; damaged, 55.

22-27 October, in the Second Battle of the Philippine Sea, by the 3d and 7th Fleets: Shot down, 392; destroyed on ground, 31; damaged, 20.

Liberators of the 7th AAF bombed shipping in Chichi Jima harbor, in the Bonins, on 28 October (west longitude date). Other Liberators bombed barges at Haha Jima on the same day.

Search planes of Fleet Air Wing 1 carried out strafing and bombing attacks on five small cargo ships at Iwo Jima, in the Volcano Islands. One of the ships was sunk, one was badly damaged and one was set ablaze.

On 28 October Corsair fighters of the 2d Marine Aircraft Wing strafed installations at Rota Island. Anti-aircraft fire was intense. The next day Corsairs again bombed Rota, hitting the airfield, while Thunderbolts of the 7th AAF bombed Pagan Island.

Seventh AAF Liberators bombed the airfield and gun positions on Yap Island on 27 and 28 October. Corsair fighters of the 2d Marine Aircraft Wing strafed barges at Yap on 28 October. Anti-aircraft fire was meager.

ADVANCED HEADQUARTERS ON LEYTE—The enemy is reported to have ferried under cover of darkness reinforcements from Cebu and Ormoc on the west coast of Leyte. A raging typhoon, with winds up to 70 miles an hour, and drenching rains seriously interfered with all movements.

Borneo: Our patrol planes sank or seriously damaged a larger tanker and two small freighters off the northeastern coast . . . **Bismarcks-Solomons:** Light naval craft shelled coastal targets of opportunity in the Bismarcks and northern Solomons.

ROME, naval communique—On 27 October the U. S. destroyer *Phunkett* and the French cruiser *Jeanne d'Arc* obtained direct hits on enemy batteries on the Franco-Italian frontier.

On 28 October the U. S. destroyers *Gleaves* and *Phunkett* and the French cruiser *Emile Bertin* bombarded enemy batteries and troop concentrations in the same area. Direct hits were obtained and the whole area was well covered. During these bombardments fire was returned from the shore.

1 NOVEMBER

U. S. Pacific Fleet Communique No. 171

In the Second Battle of the Philippine Sea, 22-27 October (west longitude date),

several U. S. ships of the 3d and 7th Fleets (the latter operating under the command of General MacArthur) were damaged. The names of these ships will not be made public, nor will the extent and amount of damage be announced at the present time. Such information would be of value to the enemy in estimating accurately the size of our naval forces operating in Philippine waters and what ships are available for immediate action.

Mitchell bombers of the 11th AAF bomber Paramushiru, in the northern Kurils, on 30 October, setting buildings afire and damaging several small craft. Anti-aircraft fire was inaccurate and all planes returned.

A single Navy search plane bombed the airfield at Iwo Jima on 29 October. Anti-aircraft fire was not encountered.

Corsairs of the 2d Marine Aircraft Wing strafed personnel areas on Rota Island on 30 October. Anti-aircraft fire was meager.

Seventh AAF Liberators on 29 October dropped bombs on the airfield at Yap Island, causing fires and explosions. Corsairs of the 2d Marine Aircraft Wing also bombed the airstrip and set a fuel dump ablaze.

Corsairs of the 2d Marine Aircraft Wing on 29 October strafed targets on Babelthup Island, in the northern Palau Islands, and sank two barges.

Seventh AAF Mitchells bombed the airstrip and gun installations on Nauru Island on 30 October.

Enemy-held positions in the Marshall Islands were bombed in neutralization raids on 29 and 30 October.

ADVANCED HEADQUARTERS ON LEYTE—The enemy continues his efforts at reinforcement under cover of darkness from Cebu to Leyte. Carrier-based planes strafed and destroyed or damaged 20 enemy barges at Ormoc on the west coast. Light naval units at night sank two lighters on Ormoc Bay as well as two lighters in Surigao Strait.

Celebes: Our air patrols bombed Manado town and damaged a 1,000-ton vessel in the Banggai Archipelago . . . **Halmahera:** Light naval craft at night started fires among coastal installations near Niti . . . **Amboina:** Air patrols damaged small shipping in coastal sectors . . . **Lesser Sundas:** Patrol units damaged a small freighter off Flores.

2 NOVEMBER

U. S. Pacific Fleet Communique No. 172

A single enemy PT-boat on the night of 26 October (west longitude date) attempted to attack one of our beaches on Peleliu Island, in the southern Palaus, where cargo unloading was in progress.

A torpedo is thought to have been launched, but it did no damage. There were a few personnel casualties, however, from enemy machine-gun fire from the vessel. The PT-boat was sunk as it tried to escape northward.

Corsairs of the 2d Marine Aircraft Wing bombed and strafed shipping installations and oil-storage areas on Koror Island, in the northern Palaus, on 30 October. A second group of Corsairs hit trucks and barges at Babelthup Island on the same day.

The airfield at Yap Island was bombed and strafed by Corsairs of the 2d Marine Aircraft Wing on 30 October. A single search Liberator bombed targets on Iwo Jima through meager anti-aircraft fire on 30 October.

Seventh AAF Thunderbolts strafed installations and gun positions on Pagan Island on 31 October.

Neutralization raids against enemy-held positions in the Marshalls continued on 30 October.

ADVANCED HEADQUARTERS ON LEYTE—The enemy is apparently continuing reinforcements of the Ormoc area by barge. Our Leyte-based fighters attacked enemy installations and shipping at Ormoc, destroying an ammunition dump and causing large fires. A small freighter and lugger were sunk. One light naval unit at night sank a troop-laden barge off the west coast.

Mindanao: Escorted medium units bombed San Roque airfield at Zamboanga and destroyed, by strafing, several fuel barges in the harbor . . . **Borneo:** A 10,000-ton tanker as destroyed when explosives on the deck were detonated by strafing. Two other tankers, two 1,000-ton freighters and a barge were heavily damaged . . . **Halmahera:** Air patrols destroyed three barges and a coastal craft.

JAP PLANE
LOSSES
SUMMARIZED

ROME, naval communique—On 30 October the French cruiser *Emile Bertin* bombarded the beaches and enemy troop movements near the French-Italian frontier. The areas were well covered. On 31 October the French destroyer *Forbin* engaged targets in the same area and scored direct hits on a pillbox and enemy personnel.

The work of the Allied minesweeping force off the south coast of France, the Aegean and in the waters of Greece is continuing successfully. Many mines have been accounted for.

3 NOVEMBER

U. S. Pacific Fleet Communique No. 173

During the night of 1-2 November nine enemy twin-engine bombers, presumably from bases in the Bonins, bombed and strafed Isely airfield on Saipan and the northern airfield on Tinian. Three of the enemy raiders were shot down, one by night fighter aircraft and two by anti-aircraft guns. Our personnel casualties were four killed and one seriously injured when one of the enemy planes was shot down and crashed on the field.

Minor damage was suffered at both airfields.

An enemy reconnaissance seaplane attacked Peleliu Island on 31 October but was shot down by one of our Hellcat night fighters.

One of the 3d Fleet carrier groups was attacked by enemy fighters and dive-bombers on 1 November, inflicting some damage to several ships and light personnel casualties. Six enemy planes were destroyed by anti-aircraft fire and four others were shot down by our aircraft.

Eleventh AAF Mitchell bombers dropped fragmentation and incendiary bombs on Paramushiru on 31 October. One of our planes was attacked by five enemy fighters but is reported to have landed safely.

Seventh AAF Liberators and Navy search Liberators of Fleet Air Wing 2 teamed up to hit enemy positions in the Volcano Islands and the Bonins on 31 October. Airfields at Chichi and Iwo were bombed, shipping at Iwo was attacked, and buildings at Haha were hit. Anti-aircraft fire was intense.

Seventh AAF Liberators bombed four cargo ships at Chichi on 1 November, scoring several direct hits. One ship was sunk, one was left burning, while the other two were damaged. Seventh AAF Liberators also bombed shipping in the harbor at Haha on the same day.

Corsairs of the 2nd Marine Aircraft Wing set barges afire at Babelthup Island in the northern Palaus on 31 October. Corsairs also bombed the airfield at Yap Island.

Corsairs of the 2nd Marine Aircraft Wing strafed enemy targets on Rota Island on 31 October. On 1 November targets on Rota were again strafed by Corsairs, while 7th AAF Thunderbolts launched rockets against supply dumps on Pagan Island.

ADVANCED HEADQUARTERS ON LEYTE—*Mindanao*: Night air patrols destroyed a 7,000-ton tanker off Tawitawi. . . *Borneo*: One of our night reconnaissance units sank a 1,000-ton freighter and damaged two others northeast of Sandakan. . . *Celebes*: Our heavy units destroyed a coastal vessel east of Boetoeng. . . *Timor*: A coastal vessel and a barge were sunk north of Kupang. . . *New Guinea*: Light naval craft shelled shore positions south of Manokwari.

ROME, naval communique—It is reported from the Adriatic that on the evening of 1 November the HMS *Wheatland* and the HMS *Avondale*, operating among the islands west of Pag Island, met and engaged two enemy destroyers, both of which were sunk.

About an hour and a half later a third destroyer was engaged and sunk. Some survivors were rescued and made prisoner.

Our forces suffered no casualties, although the *Avondale* sustained superficial damage.

CHUNGKING, 14th AAF communique—A Japanese destroyer was sunk and a large transport damaged and left listing in two missions by B-24s against a convoy in the South China Sea, east of Hainan Island, on 2 November.

4 NOVEMBER

U. S. Pacific Fleet Communique No. 174

Corsairs of the 2nd Marine Aircraft Wing bombed and strafed targets on Yap Island and in the northern Palaus on 1

November. Two small cargo ships were heavily damaged near Babelthup, while barges and trucks were destroyed at both Babelthup and Yap.

Seventh AAF Thunderbolts bombed Pagan Island on 2 November, destroying a twin-engine bomber as it neared the airfield. Corsairs of the 2nd Marine Aircraft Wing strafed gun emplacements at Rota Island on the same day.

Seventh AAF Liberators bombed the airstrip and installations at Marcus Island on 1 November, repeating the attack the next day.

A single PBV of Fleet Air Wing 2 bombed Nauru Island on the night of 1-2 November. Anti-aircraft fire was inaccurate.

Corsairs of the 4th Marine Aircraft Wing continued to neutralize enemy-held positions in the Marshall Islands on 2 November.

LONDON, Admiralty communique—Determined attempts by strong forces of U-boats to interfere with a large convoy which recently made the double passage from the United Kingdom to Russia and back were frustrated by the ships and naval aircraft of the Home Fleet. Not one of the merchant ships sustained any damage. Enemy losses were three U-boats sunk and several others damaged during engagements fought within the Arctic Circle.

U-BOATS SUNK;
ARCTIC CONVOY
GOES THROUGH

5 NOVEMBER

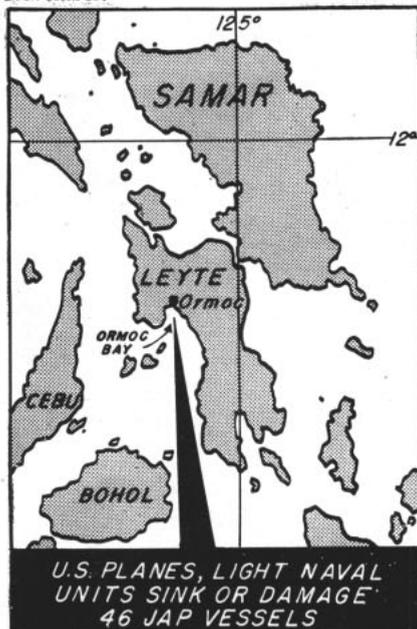
U. S. Pacific Fleet Communique No. 175

Liberators of the 7th AAF attacked enemy shipping in Chichi Jima harbor in the Bonin Islands on 2 November (west longitude date). Targets included two destroyers, one large transport, four medium transports and four small transports. Other 7th AAF Liberators bombed a large enemy transport at Haha Jima on 2 November. Land objectives at Haha Jima were attacked by Liberators the next day.

A Navy search Liberator attacked Iwo Jima in the Volcano Islands on 2 November. Seventh AAF Liberators bombed the airstrip on Iwo Jima on 3 November. Two grounded enemy planes were destroyed and one probably destroyed. Six to eight Japanese fighters were seen in the air but did not attack our planes. Five Liberators were damaged by intense anti-aircraft fire.

Koror Island in the northern Palaus was heavily attacked by 7th AAF Liberators on 2 November. Large fires were started and explosions were observed.

Thunderbolts and Liberators of the 7th AAF damaged the airfield on Pagan Island in the Marianas on 3 November. Corsairs of the 2nd Marine Aircraft Wing strafed enemy installations on Rota Island on 3 November.



See 31 October, 1-2, 11-12 November.

Yap was hit by 7th AAF Liberators on 2 November.

WASHINGTON, 20th AAF communique—In the longest daylight mission ever flown by military planes, B-29 aircraft of the 20th AAF today bombed the dockyard and repair facilities of the great Singapore naval base, on the southern tip of the Malay Peninsula. The strike was made by a substantial force of the 20th Bomber Command from India bases. It was exceeded in length by only a few miles on 10 Aug. 1944, when the same bomber command conducted a night mission from India against the Pladjoe refinery at Palembang, Sumatra.

Coincidentally with the attack on Singapore, some elements hit the Pangkalan-Brandon oil refinery on the Japanese-dominated island of Sumatra.

Good to excellent results were reported at both primary and secondary targets. At Singapore, the former British naval base now in Japanese hands, the weather was clear enough for visual bombing, and direct hits were observed on a control house in the largest drydock, and on other vital points. In addition, two direct hits were scored on a Japanese ship in drydock.

Pangkalan-Brandon is probably exceeded only by the Pladjoe refinery as a supplier of high-octane aviation gasoline in the Far East. Our planes encountered only weak enemy fighter plane resistance. None of our aircraft was lost to enemy action at either target.

ADVANCED HEADQUARTERS ON LEYTE—Our patrols at Masbate damaged a 3,000-ton freighter transport. . . *Mindanao*: Fighter-bombers hit and damaged an 8,000-ton transport at Jolo. . . *Moluccas*: Our planes sank a 1,000-ton freighter and eight barges. . . *Bismarck-Solomons*: Our medium units, light bombers and fighters sank a barge and bombed enemy-occupied plantations on New Ireland, starting fires near Rabaul and destroying huts in southern Bougainville. Light naval units and night patrols shelled shore targets.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Naval casualties and losses in landing craft were severe during the assault on Westkapelle, particularly in a close-support squadron which, by its determined action engaging superior batteries at close range, drew the enemy's fire while the assault went through.

Next of kin of casualties are being informed as soon as possible.

6 NOVEMBER

U. S. Pacific Fleet Communique No. 176

Catching the enemy apparently by surprise, carrier-based Hellcat fighters, Avenger torpedo planes and Helldiver dive-bombers of the 3d Fleet bombed airfields, shipping and ground installations in southern Luzon, on 4 November (west longitude date). Preliminary reports show that much damage was done in Manila harbor and at five airfields in the vicinity.

Over Clark Field our fighters were intercepted by 80 enemy planes, of which 58 were shot down. Enemy air opposition became less effective during the remainder of the day, but an additional 25 enemy interceptors were shot down over other targets. Five more enemy planes were shot down in the vicinity of 3d Fleet carriers and three more were destroyed by our night fighters over Clark Field. More than 100 planes on the ground were also destroyed during the operation. Our losses have not yet been reported.

Over Manila there was only light opposition. Shipping in the harbor was heavily bombed, with preliminary reports showing the following results:

One heavy cruiser burning and left in a sinking condition from several bomb and torpedo hits.

One light cruiser damaged. Three destroyers damaged. Several cargo ships damaged.

One subchaser sunk (off Lubang Island). At Clark Field oil storage areas, shops and hangars were bombed and set afire. At Batangas Field, Lipa Field, Legaspi Field and Lubang Field, ground installations were heavily damaged.

Venturas of Fleet Air Wing 4 strafed targets at Torishima, an island east of Paramushiru in the Kurils on 4 November. Eleven aggressive enemy fighters intercepted our planes and shot one of them down. Eleventh AAF Liberators bombed installations at Kurabu-Saki on the southern tip of Paramushiru and started several fires. Anti-aircraft fire was moderate. Liberators of the 7th AAF bombed two 180-foot enemy transports at Chichi Jima

In the Bonin Islands on 4 November. Results were not observed. Other Liberators hit Haha Jima on the same day. Our planes were intercepted by two enemy fighters, of which one was damaged.

Catalinas of Fleet Air Wing 1 attacked targets on Koror Island in the northern Palau Islands on 3 November. On 4 November Corsairs of the 4th Marine Aircraft Wing bombed and strafed airfields on Babelthuap Island and started fires in the northern Palau Islands. Other Corsairs of the 4th Marine Aircraft Wing strafed the airstrip on Yap island.

Ventura search planes of Fleet Air Wing 2 bombed Wake Island on 1 November. Enemy defense installations and airstrips were attacked. Antiaircraft fire damaged two Venturas, but none of our pilots or crewmen was injured. There was no enemy air opposition.

Seventh AAF Liberators attacked air defenses and enemy shipping at Marcus Island on 3 and 4 November. Two Liberators were damaged by antiaircraft fire.

Corsairs of the 4th Marine Aircraft Wing bombed Nauru on 4 November. One small explosion was observed. Enemy antiaircraft fire was intense but inaccurate. A single Catalina of Fleet Air Wing 2 attacked Nauru the night of 4 November.

Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing continued neutralization raids on the Marshall Islands on 4 November.

ROME, *Navy communique*—During the last five days Allied warships have again bombarded enemy positions near the Franco-Italian border.

On 1 November the U. S. destroyer *Benson* fired upon enemy rail transport and troop concentrations, the target area being well covered. The next day, the French cruiser *Montcalm* bombarded the enemy gun emplacements and troops, starting a large fire.

Naval support to the Army continued on 3 November when the U. S. destroyer *Woolsey* fired on large troop concentrations and obtained three direct hits.

7 NOVEMBER

U. S. Pacific Fleet Communique No. 177

1. Hellcat fighters, Avenger torpedo planes and Helldiver divebombers of the 3d Fleet on 5 November (west longitude date) continued attacks on southern Luzon which had been begun the previous day. Preliminary reports show that additional heavy damage was inflicted upon the enemy's air strength, shipping and ground installations by our airmen on the second day of the operation.

2. In addition to the 191 planes destroyed on 4 November (as previously announced in Communique 176), an additional 249 enemy aircraft were destroyed on the ground and in the air on 5 November. Many others were damaged on the ground by strafing.

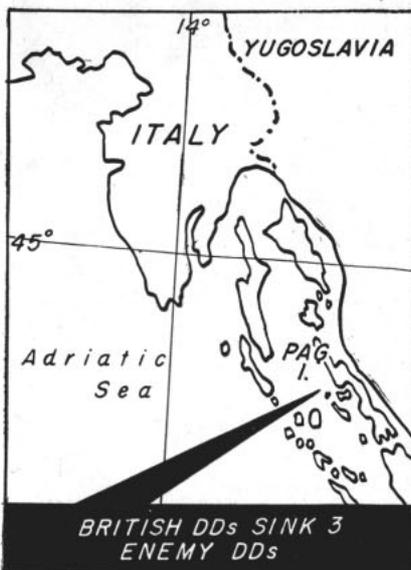
A recapitulation of the number of enemy aircraft destroyed in the two-day strike totals 440, with 113 of these having been shot down in the air and 327 destroyed on the ground. The largest concentrations of enemy planes were found at Nichols Field, Clark Field, Nielson Field, Lipa Field, Tarlac Field, Bamban Field and Mabalacat Field. Figures on our own losses are not yet available.

3. Heavy damage was inflicted upon enemy ground installations during the attack on 5 November. Three oil storage areas were set ablaze at the north Clark Field; fire resulted from a tremendous explosion at the northeast Clark Field; a railway engine and five tank cars were destroyed north of Malvar.

4. Shipping in Manila harbor was again brought under aerial attack on 5 November and the following damage was inflicted on this day:

Three cargo ships sunk; one oil tanker sunk; one destroyer probably sunk; two destroyers damaged; two destroyer escorts damaged; one trawler damaged; several cargo ships damaged (making a total of 14 cargo ships damaged for the two-day strike).

5. A single Liberator of the 11th AAF bombed three small transports off the northeast coast of Onnekotan Island on 5 November. Other 11th AAF Liberators also bombed the island the same day. In a running battle with seven enemy fighters



See 3 November.

the Liberators shot down one plane and probably destroyed another. Two Liberators were damaged. A single Liberator also bombed Otomari, south of Onnekotan. Results were unobserved. Torishima, a small island east of Paramushiro, was bombed and strafed by 11th AAF Mitchells on the same day. All planes returned.

6. Liberators of the 7th AAF bombed three cargo ships and a tanker at Haha Jima in the Bonins on 5 November, but results were not observed. On the same day other Liberators bombed Ani Jima in the Bonins.

7. Corsairs and Avengers of the 2nd Marine Aircraft Wing on 5 November strafed and bombed Rota Island, the phosphate plant being the principal target.

8. Neutralization raids by Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing were continued in the Marshall Islands on 5 November.

8 NOVEMBER

U. S. Pacific Fleet Communique No. 178

Eleven enemy aircraft raided Saipan and Tinian Island shortly after midnight on 6 November (west longitude date), causing no damage or personnel casualties. Three planes were shot down by antiaircraft fire, while a fourth was probably destroyed.

Seventh AAF Liberators dropped bombs on an airfield and revetments at Iwo Jima in the Volcano Islands on 6 November. A large fire resulted and two twin-engined bombers on the ground were probably destroyed. A Navy search Liberator also bombed Iwo Jima on 5 November.

Thunderbolts of the 7th AAF attacked Pagan Island twice on 6 November, rocketing and strafing installations.

Corsairs of the 2nd Marine Aircraft Wing attacked enemy barges and small craft in the northern Palau Islands on 6 November.

Seventh AAF Liberators bombed antiaircraft gun positions and a radio station on Marcus Island on 6 November.

Navy search Venturas of Fleet Air Wing 2 bombed and strafed gun positions, airstrips and ground installations on Wake Island on 6 November. Large fires were started.

Neutralization raids were made over the Marshalls on 6 November by Corsairs of the 4th Marine Aircraft Wing.

9 NOVEMBER

ADVANCED HEADQUARTERS ON LETTE—*Visayas*: A 1,000-ton freighter was sunk by strafing at Sabrita . . . *Mindanao*: Medium units executed a low-level attack at Cagayan, scoring hits on a destroyer in the bay . . . *Buru*: One of our fighter patrols attacked and damaged a coastal vessel . . . *Lesser Sundas*: Our medium units attacked enemy defenses at Waingapoe on Sumba Island and damaged a small freighter-transport nearby.

10 NOVEMBER

Navy Department Communique No. 553 PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of six vessels, including one combatant ship and one naval auxiliary, as a result of operations against the enemy in these waters, as follows:

- 1 light cruiser
- 1 medium converted seaplane tender
- 3 medium cargo vessels
- 1 medium tanker

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

U. S. Pacific Fleet Communique No. 179

On 6 November (west longitude date) Mitchells of the 11th AAF and Venturas of Fleet Air Wing 4 bombed and strafed Torishima in the northern Kurils, and attacked nine self-propelled wooden barges off the east coast of Paramushiro, two of which were seen to blow up and sink. Our aircraft were intercepted by 15 to 29 enemy fighters, three of which were shot down, one probably shot down and one damaged. One of the Mitchells was lost. On 8 November 11th AAF Liberators attacked Paramushiro, Matsuwa and Onnekotan Islands but results were not reported.

Liberators of the 7th AAF on 7 November bombed two barges at Haha Jima in the Bonin Islands with unobserved results. At Chichi Jima a direct hit was scored on a medium cargo ship. A Navy search Liberator bombed Iwo Jima in the Volcano Islands on 8 November.

Corsairs of the 2nd Marine Aircraft Wing strafed the phosphate works and airstrip at Rota Island on 7 November. Corsairs and Avengers destroyed a sugar mill on 8 November. Thunderbolts of the 7th AAF strafed supply dumps and installations on Pagan Island on 8 November.

Seventh AAF Liberators bombed Marcus Island on 8 November.

ADVANCED HEADQUARTERS ON LETTE—Our fighters, ranging from local airdromes, executed numerous low-level bombing and strafing attacks on enemy installations and small shipping. Two barges and a coastal vessel were destroyed and several other craft damaged.

11 NOVEMBER

ADVANCED HEADQUARTERS ON LETTE—An enemy convoy of four large cargo ships and 15 destroyers bearing troop reinforcements landed at Ormoc Bay last night. In a series of divebombing and mass flight attacks in the face of intense antiaircraft fire, our medium bombers and fighters from both local and rear bases sank three of the four enemy transports of approximately 5,000 tons each and seven of the 15 destroyers. Our fighter cover shot down 16 enemy planes over the Ormoc area and probably destroyed five others. We lost four bombers and four fighters.

Air patrols over the northern Visayas and southern Luzon sank a 2,000-ton freighter in Ragay Gulf and damaged the nearby dock. Others scored three direct hits on a 6,000-ton troop-laden transport off Mindoro, leaving it dead in the water and burning.

Borneo: Air patrols destroyed two small coastal vessels off the north coast . . . *Kendard*: Our fighters attacked and left burning two freighters of 1,000 tons each, a coastal vessel and a barge. Others strafed enemy installations near Pomelaa and damaged five schooners.

ROME, *Navy communique*—After extensive sweeping operations through thickly laid minefields, the British cruiser *Argonaut*, accompanied by other warships and a convoy, arrived at Salonika 9 November. Troops, stores and motor transport were disembarked.

On 8-9 November the French cruiser *Georges Leygues* and the U. S. destroyer *Madison* bombarded enemy guns, troop concentrations and motor transport in support of the Army near the Franco-Italian frontier.

LONDON, *Admiralty communique*—His Majesty's submarines, during recent patrols in Far Eastern waters, have sunk a total of 45 enemy vessels, including a large supply ship, one of medium size, one sub chaser and three landing craft. In addition, a supply ship of medium

size and an enemy minesweeper were probably sunk. Fourteen other supply ships were damaged.

12 NOVEMBER

U. S. Pacific Fleet Communique No. 180
Carrier-based Hellcat fighters, Avenger torpedo planes and Helldiver divebombers of the 3d Fleet attacked a 10-

**BLAST
JAP
CONVOY**

ship enemy convoy just outside Ormoc Bay on 10 November (west longitude date), destroying or probably destroying nine ships.

The convoy, consisting of three large transports, one medium transport, five destroyers and one destroyer escort, was apparently attempting to reinforce enemy positions on Leyte Island. The damage inflicted upon the enemy consisted of the following:

- One transport seen to explode and sink.
- The three other transports seen to sink.
- Two destroyers seen to sink.
- One destroyer escort seen to sink.
- One destroyer left awash, thought to have sunk.
- One destroyer with bow blown off, thought to have sunk.
- One destroyer damaged.

(These ships destroyed and damaged are in addition to the ones destroyed the previous day in the same general area by General MacArthur's land-based aircraft and reported previously by him.)

Approximately 20 aggressive enemy fighters furnished aerial cover for the convoy attacked by the carrier-based planes. Of these, 13 were shot down and five were probably destroyed. In addition, a two-engined reconnaissance plane and a divebomber were shot down near our carriers. Our losses were nine planes, but it is believed that most of the pilots and aircrewmembers were rescued.

Catalinas of Fleet Air Wing 1 on the night of 8 November bombed ground installations at Koror Island in the northern Palau Islands. Hellcats of the 2nd Marine Aircraft Wing harassed the Arakabesan area on Babelthuap in night sorties. Corsairs of the 2nd Marine Aircraft Wing bombed Yap Island, hitting the airstrip, hangars and small craft.

Liberators of the 7th AAF on 8 November bombed anti-aircraft gun positions and harbor shipping at Haha Jima in the Bonins. Other Liberators bombed Okimura town on Haha Jima, causing two large explosions near anti-aircraft gun positions. A Navy search Liberator bombed Iwo Jima in the Volcano Islands, while Army Liberators strafed Kita, Iwo Jima. On 9 November 7th AAF Liberators again bombed Iwo Jima, hitting the airfield. Our planes were intercepted by from three to five enemy fighters, of which one was shot down and two damaged.

Corsairs of the 2nd Marine Aircraft Wing strafed enemy targets on Rota Island on 9 November.

A single Navy search plane on 9 November dropped bombs on the airfield and barracks at Nauru Island, while Corsairs of the 4th Marine Aircraft Wing continued to neutralize enemy-held positions in the Marshalls.

ADVANCED HEADQUARTERS ON LEYTE — Another enemy convoy attempted to reach Ormoc this morning with further troop reinforcements. Four large enemy transport vessels escorted by six destroyers, approaching under the cover of darkness, were caught by our aircraft in the morning entering Ormoc Bay.

Carrier planes of the 3d Fleet, striking in force, destroyed the entire convoy with an estimated 8,000 enemy troops aboard, only remnants reaching shore. Other enemy shipping in the Visayan area was also attacked, with full reports not yet at hand.

13 NOVEMBER

Navy Department Press Release

The submarine USS *Darter* was destroyed by her own crew in order to prevent capture by the enemy after the vessel had run aground in an area under enemy control. All officers and men were rescued unharmed and are now at an advance naval base.

U. S. Pacific Fleet Communique No. 181

Under cover of a storm during the night of 7-8 November an enemy force of approximately 200 troops, equipped with knee-mortars and machine guns went ashore on Ngeregong Island northeast of Peleliu in the Palau group. This island had previously been occupied by a small patrol of U. S. marines. Several LCIs took off our patrol without casualties. Two of our gunboats and a destroyer blocked Denges Passage to the north, from which the enemy troops had apparently come, and bombarded the island.

On 9 November Corsairs and Avengers of the 2nd Marine Aircraft Wing attacked Ngesang on Babelthuap Island in the north Palaus, sinking one barge and setting fire to a fuel tank. Moderate anti-aircraft fire was encountered. Hellcat fighters bombed Koror and Babelthuap. Corsairs sank a barge at Babelthuap and scored a direct hit on a radio station. Yap Island was bombed by Corsairs of the 2nd Marine Aircraft Wing.

Corsairs of the Marine Aircraft Wing on 10 November sank a Japanese destroyer previously damaged near Golou in the Palau Islands.

Liberators of the 7th AAF on 10 November bombed Koror Island, setting several small fires. Several small islands in the northern Palaus were hit by Catalinas of Fleet Air Wing 1 and Corsairs and Avengers of the 8th Marine Aircraft Wing in night operations, and two fuel dumps were set afire.

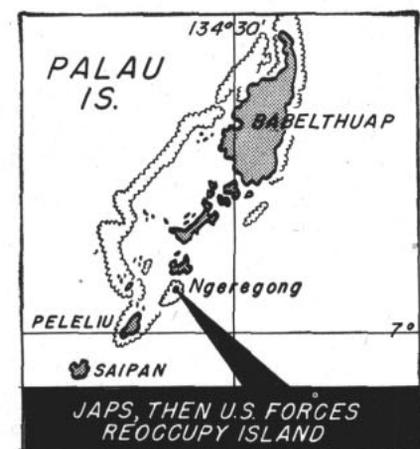
Airfields on Peleliu Island and Angaur Island are now being used by U. S. land-based aircraft of the 2nd AAF and the 2nd Marine Aircraft Wing.

On 10 November Liberators of the 7th AAF bombed airstrips on Iwo Jima, causing large fires in storage areas. Meager anti-aircraft fire was encountered. Another force of Liberators bombed the Iwo Jima airfields the next day. Three enemy fighters were seen in the air but did not attack our planes. Thunderbolts of the 7th AAF attacked Pagan Island in the Marianas without encountering resistance on 10 and 11 November. Corsairs of the 2nd Marine Aircraft Wing also attacked installations on Rota on 10 and 11 November.

On 10 November enemy-held positions in the Marshall Islands were further neutralized by Navy search Venturas of Fleet Air Wing 2 and Corsairs of the 1st Marine Aircraft Wing.

ADVANCED HEADQUARTERS ON LEYTE — Our local fighters strafed and destroyed an anchored float plane and three barges off Palompon. Carrier planes of the 3d Fleet shot down 13 enemy fighters during their last strike on shipping in Ormoc Bay.

LONDON, Air Ministry communique — The *Tirpitz* has been sunk. Yesterday morning 29 Lancasters of the RAF Bomber Command attacked the German battleship *Tirpitz* with 12,000-pound bombs. There were several direct hits and within a few minutes the ship capsized and sank. One of our aircraft is missing.



See 13, 19 November.

14 NOVEMBER

U. S. Pacific Fleet Communique No. 182

Hellcat fighters, Avenger torpedo planes and Helldiver bombers from carrier task groups of the Pacific Fleet attacked enemy shipping and installations in and around Manila Bay on 12 November (west longitude date). The following damage

was done to enemy shipping: One light cruiser badly damaged. Two destroyers exploded. An estimated 11 cargo vessels and oilers sunk or blazing.

One floating drydock hit by torpedoes. Many docks in Manila Bay and at Cavite Navy Yard were struck. In the attack 18 of 20 intercepting enemy aircraft were shot down over Luzon and 10 others were shot down near the task groups. An estimated 130 to 140 single and twin-engined enemy planes on Legaspi, Manila and Clark airstrips were strafed. One of our surface ships was damaged.

The carrier task groups engaged in this operation were under the tactical command of Rear Admiral Frederick C. Sherman, USN.

Corsairs of the 2nd Marine Aircraft Wing strafed and bombed the northern Palau area on 11 November. One small enemy vessel was sunk. Hellcats bombed Koror, Malakal and Arakabesan, in the Palaus, on the same day. Avengers and Corsairs loosed bombs on the Yap airstrip the same day. Liberators of the 7th AAF bombed a power station at Koror on 11 November, but results were not observed.

A Navy search Liberator of Fleet Air Wing 1 dropped bombs on Iwo Jima, in the Bonins, on 11 November. Results were unobserved.

Aircraft of Fleet Air Wing 1 bombed islands in the Bonins on 13 November. A near miss was scored on a medium cargo vessel and two near misses on an escort surface craft at Chichi Jima. A few airborne enemy planes which were over Iwo Jima did not attack our planes.

LONDON, Admiralty communique — An enemy convoy which was attempting to make a northward passage off the coast of Norway was intercepted on the night of 12 November by ships of the Home Fleet.

The convoy and escort, which included M-class minesweepers, was engaged off Lister Fjord, south of Egersund. The attack took the enemy completely by surprise, and in the course of a brisk action nine of the 11 enemy ships were either blown up or sunk and one supply ship or escort vessel was driven ashore.

In order to carry out the attack His Majesty's ships had to steam close inshore, bringing them within range of enemy coastal batteries. The shore batteries joined in the action but none of His Majesty's ships sustained any material damage.

15 NOVEMBER

ADVANCED HEADQUARTERS ON LEYTE — Units of the 7th Division on the west coast repulsed a small enemy force attempting to land from barges at Damulaan, 14 miles south of Ormoc.

Mindanao: Air patrols to the northwest left a 4,000-ton freighter in flames from three direct hits. . . **Timor:** Patrol planes harassed minor targets on the north coast and on islands in the Banda Sea, destroying a coastal vessel.

ROME, Navy communique — On 12 November HMS *Kimberley* bombarded an enemy battery on the island of Alimnia, west of Rhodes, and obtained eight hits. On the same date near the Franco-Italian frontier the USS *Woolsey* engaged an enemy howitzer. There was return fire from the shore and the ship was showered with shell splinters, but sustained no casualties.

On 13 November in the same area the USS *Benson* and the French destroyer *L'Alecon* bombarded enemy barracks and observation posts. At dawn on 14 November the British destroyers *Wheatland* and *Brocklesby* bombarded enemy shipping at Bar, between Dubrovnik and Durazzo. Several broadsides fell in the target area.

LONDON, *Admiralty communique* — A further 23 supply ships and an antisubmarine vessel have been sunk by His Majesty's submarines operating against the Japanese in Far Eastern waters.

The supply vessels were engaged on coastal traffic and in order to carry out successful attacks the submarines had in many cases to approach close to enemy-occupied territory and within range of enemy shore batteries. All the vessels were heavily laden. Many were carrying fuel and blew up.

LONDON, *Admiralty communique*—During a sweep off the Norwegian coast yesterday Wildcat aircraft operating with ships of the Home Fleet entered Trondheim Fjord and attacked two armed trawlers. One trawler was sunk and the other was set on fire and is believed to have been sunk.

16 NOVEMBER

U. S. Pacific Fleet Communique No. 183

A revision based on evidence gathered after the carrier task group attacks in the Manila Bay area on 12 November (west longitude date) raised the damage figures given in Communique 182 on Japanese ship losses.

It is known that a light cruiser was sunk; it had been reported as badly damaged. Four destroyers were sunk; two had been reported as exploded. Eleven cargo vessels and oilers were sunk; this number had been reported as sunk or blazing. There are no other revisions of any information contained in Communique 182.

On the night of 10-11 November search Liberators of Fleet Air Wing 1 bombed airplane storage areas on Iwo Jima in the Volcano Islands. Weak fighter opposition was encountered. On 12 November Navy search Liberators again bombed installations on Iwo Jima and scored near misses on a medium cargo vessel at Chichi Jima. The following day a Navy search Liberator was credited with probable hits on a small cargo ship near Iwo Jima. On 13 November a Mitchell of the 2d Marine Aircraft Wing made possible hits on a medium cargo vessel near Haha Jima.

Search Venturas of Fleet Air Wing 1 bombed installations on the Yap airstrip on the night of 10-11 November, meeting meager anti-aircraft fire. On 12 November Corsairs and Hellcats of the 2d Marine Aircraft Wing, with Navy search Liberators of Fleet Air Wing 1 bombed and destroyed warehouses and vehicles on Japanese bases in the northern Palau Islands. Corsairs of the 2d Marine Aircraft Wing struck the airstrip on Yap on the same day.

Strafing corsairs of the 2d Marine Aircraft Wing sank several barges and small craft on 13 November in the northern Palau and Yap areas and struck the airstrip on Yap, and Liberators of the 7th AAF pounded docks and a radio station on Arakabesan. Hellcats of the 2d Marine Aircraft Wing made harassing attacks on Japanese bases in the Palau on the night of 13 November.

On 13 November bombers of the 7th AAF and Navy search Liberators struck the airstrip and installations on Woleai, in the western Carolines.

Avengers and Corsairs of the 2d Marine Aircraft Wing bombed Rota, in the Marianas, on 12-13 November. Thunderbolts of the 7th AAF hit Pagan on 13 November.

Continuing neutralization raids were made in the Marshalls on 11 November. Corsairs of the 4th Marine Aircraft Wing and a Navy search Ventura of Fleet Air Wing 2 bombed Jalut on the same day. Nine fires were seen. Dauntless dive-bombers of the 4th Marine Aircraft Wing attacked installations on Mille on 11 November.

ADVANCED HEADQUARTERS ON LEYTE—*Visayas*: Air patrols over water to the north sank a Japanese gunboat and two fuel barges. . . . *Borneo*: Air patrols damaged two 2,000-ton enemy cargo vessels. . . . *Ceram-Amboina*: Several small craft were destroyed. . . . *Netherlands New Guinea*: Our ground forces have landed in the Mapia Islands, 145 miles southwest of Biak. Only slight resistance was encountered. Landing was supported by naval bombardment and earlier heavy bombing attacks, which caused large fires in enemy supply dumps and defense positions.

CHUNGKING, 14th AAF communique—B-24s bombed the Kowloon docks at Hong

Kong the night of 15 November, scoring direct hits on the target. They sank one enemy cargo vessel and damaged another in a convoy 100 miles south of St. John's Island.

LONDON, *Admiralty communique*—While on patrol off the coast of Norway last Monday, light coastal forces manned by personnel of the Royal Norwegian Navy, intercepted a large enemy supply ship and an armed trawler escort, which were proceeding on a northerly course about 40 miles north of Bergen. Hits with torpedoes were obtained on the supply ship and on the trawler, which are both believed to have been sunk.

17 NOVEMBER

Navy Department Communique No. 554, giving a detailed review of the Second Battle of the Philippines, appears in full on pages 2-5—Ed.

ADVANCED HEADQUARTERS ON LEYTE—Our fighters bombed and strafed in the Ormoc area, sinking more than 30 barges in the harbor. . . . *Philippines*: Air patrols sank a small freighter off Panay Island and bombed Zamboanga airfield. . . . *Borneo*: Air patrols bombed Sandakan and shipping to the northwest, destroying a coastal vessel and damaging two others. . . . *Halmahera*: Our air and naval patrols attacked enemy-occupied villages and sank two barges.

18 NOVEMBER

ADVANCED HEADQUARTERS ON LEYTE — *Celebes*: Air patrol planes sank or damaged five coastal vessels off Butong Island. . . . *Amboina-Ceram*: Patrol planes on coastal sweeps destroyed a schooner. . . . *Bismarcks-Solomons*: Light naval units bombarded shore positions.

CHUNGKING, 14th AAF communique — Two additional freighters of 250 feet each were sunk by B-24s south of Samah Bay at the tip of Hainan Island during the night of 15 November. On the night of 16 November a large enemy freighter was probably sunk 60 miles south of Hong Kong.

19 NOVEMBER

U. S. Pacific Fleet Communique No. 184

Before dawn on 10 November (west longitude date) ships of the Pacific Fleet bombarded installations on Iwo Jima in the Volcanoes.

Several explosions were observed after the first salvos. Large fires ashore were started which could be seen by ships 35 miles away. The enemy apparently was surprised and his shore batteries replied ineffectively to our fire, causing no damage or casualties to our forces. Only one enemy plane was in the air.

On 14 November units of the 81st Army Division reoccupied Ngerengong Island in the Palau without resistance. The island had been occupied by an enemy force of approximately 200 men on the night of 7-8 November (reported in Communique 181) which meanwhile had been heavily attacked with bombs and gunfire.

Corsairs and Hellcats of the 2d Marine Aircraft Wing with Navy search Liberators of Fleet Air Wing 1 bombed enemy-held islands in the northern Palau on 14 November, destroying vehicles and barges and starting fires in ammunition dumps. Fighters of the 2d Marine Aircraft Wing pounded the airfield on Yap the same day.

Navy search Liberators of Fleet Air Wing 1 attacked Haha Jima in the Bonins and Iwo Jima in the Volcanoes on 14 November. On the next day Navy search Liberators hit Chichi Jima and Haha Jima. One coastal cargo ship was hit at Chichi Jima. Liberators of the 7th AAF on 16 November sank one medium cargo ship at Haha Jima in the Bonins and caused explosions and fires in two other cargo ships. Other Liberators of the 7th AAF the same day struck at shipping in Chichi Jima, and Navy search Liberators of Fleet Air Wing 1 bombed Okimura town on Haha Jima. Results were not observed.

From 14 to 16 November Marine units on Saipan killed 248 and captured 47 Japanese in a drive to clear the island of remnants of the enemy garrison. A number of machine guns were captured. Our losses were nine killed and 40 wounded.

Fighters of the 2d Marine Aircraft Wing blasted airfields on Yap on 16 No-

vember. Fires were started in fuel storage spaces and storage buildings in the northern Palau.

Avengers and Corsairs of the 2d Marine Aircraft Wing hit Rota on 17 November.

Eleventh AAF Liberators on 16 November bombed Suribachi in the northern Kurils. Meager anti-aircraft fire was met.

Fighters of the 7th AAF made strafing attacks on Pagan in the Marianas on 15 November.

The 4th Marine Aircraft Wing continued neutralization attacks in the Marshalls on 16 November.

ADVANCED HEADQUARTERS ON LEYTE — *Luzon*: A patrol plane off the south coast left a 3,000-ton freighter-transport in flames as a result of direct hits. . . . *Visayas*: In the Palawan area patrol planes damaged a warship, three small freighters and bombed Puerto Princesa town. . . .

Borneo: Our escorted heavy bombers in force flew over 800 miles to attack the enemy naval base at Brunei Bay, dropping 112 tons of bombs on shipping in the harbor. Five direct hits were scored on an enemy battleship and four on a heavy cruiser, followed in each case by explosions and fires. Our bomber air patrols bombed Sandakan and Tarakan and attacked enemy shipping off the coast. Two freighters, one of 1,000 tons and the other 3,000 tons, were sunk. Two other cargo vessels were set afire and 12 barges damaged. . . .

Manado: Our medium units bombed airbases at Langoan while patrol planes covering the coast lines damaged three barges and destroyed a fuel-laden lugger at Kendari. Makassar air patrols attacked enemy shipping, destroying a 1,000-ton freighter, damaging two other cargo vessels and two barges. . . . *Halmahera*: Light naval units at night sank eight enemy supply barges.

20 NOVEMBER

Navy Department Communique No. 555

1. The following vessels of the Southwest Pacific force have been lost as the result of enemy action or the perils of the sea in the Philippine area, but not in the battles of 24-25 October:

The destroyer USS *Abner Read*, the destroyer escort USS *Eversole*, YMS 70 (a minesweeper), PTs 320 and 321, fleet tug *Sonoma*, LOI 1065.

2. The following vessels of the Southwest Pacific force have been lost in the New Guinea area as the result of enemy action or the perils of the sea:

The destroyer escort USS *Shelton*, PTs 368 and 371.

3. The next of kin of casualties have been notified.

U. S. Pacific Fleet Communique No. 185

Aircraft from a carrier task force under the tactical command of Vice Admiral J. S. McCain, USN, struck at shipping and airfields in and around Manila on 18 November (west longitude date). Incomplete reports show that two large cargo ships and one large oiler were burned in Manila harbor and about 100 enemy planes were destroyed on the ground. Light fighter opposition was met over the target and 10 Japanese aircraft were shot down. Our fighters destroyed eight additional attacking planes near our carriers.

Fighter planes of the 2d Marine Aircraft Wing hit a fuel dump and other storage areas on Babelthup in the Palau and sank two enemy barges in water around this island on 17 November. On the same day Catalinas of Fleet Air Wing 1 bombed the town of Koror. Fighters of the 2d Marine Aircraft Wing pounded the runways on Yap airfield.

On 18 November strafing and bombing attacks were made by planes of Fleet Air Wing 1 on barges near Kita, Iwo Jima in the Bonins. Unaggressive attacks were made on our planes by five enemy fighters.

Liberators of the 11th AAF on 18 November bombed targets in Suribachi in the northern Kurils. Intense anti-aircraft fire was encountered.

Second Marine Aircraft Wing Fighters attacked the phosphate plant on Rota in the Marianas on 18 November.

Fighters of the 4th Marine Aircraft Wing encountered intense anti-aircraft fire in bombing attacks on the power plant and other installations on Nauru on 18 November. An explosion was observed near the power station.

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.

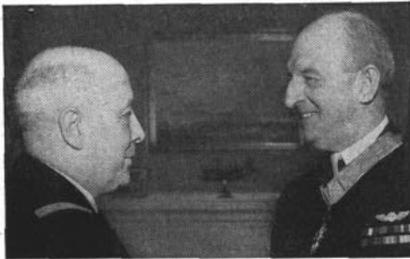
Unit Citation Awarded To Three Submarines And a Destroyer Escort

Three submarines and a DE have recently received the Presidential Unit Citation—the USS *Sand Lance*, USS *Harder* and USS *Seahorse* for outstanding performance against enemy surface forces in Japanese-controlled waters, and the USS *England* for destroying six enemy ships in 12 days.

The *Sand Lance* was cited for sinking a Jap cruiser and destroying or severely damaging thousands of tons of enemy shipping. Operating far from her home base, she skillfully evaded hostile escorts and air patrols, and tracked her targets doggedly under the most dangerous and difficult weather conditions.

Resolute and daring in combat, the *Harder* struck wherever the enemy could be found, sinking or damaging many thousands of tons of hostile shipping.

The *Seahorse* employed highly aggressive tactics in inflicting extensive damage on Japanese combatant units and heavily escorted convoys. Her accurate torpedo fire sank an exception-



Official U. S. Navy photograph

FRENCH HONOR U. S. OFFICERS: Vice Admiral Frederick J. Horne, USN, right, Vice Chief of Naval Operations, receives Order of the Legion d'Honneur (rank of commander) from Vice Admiral Raymond Fenard, chief of the French Naval Mission to the U. S. This decoration, one of France's highest, also was awarded recently to Rear Admirals Wilson Brown, USN, naval aide to the President; Milo F. Draemel, USN, commandant of the 4th Naval District; William S. Farber, USN, Sub-Chief of Naval Operations; William B. Young, (SC) USN, Chief of BuS&A; Edward J. Marquart, USN (Ret), former commandant of the 3d Naval District; Robert A. Theobald, USN (Ret), commandant of the 1st Naval District, and Commodore Vance D. Chapline, USN, in the rank of Officer; and Capt. Oswald S. Colclough, USN, and Cuthbert A. Griffiths, USN, in the rank of Chevalier.

ally large amount of enemy shipping and damaged other vessels.

The *England*, skillfully coordinating her attacks with other vessels and with cooperating aircraft between 19 and 31 May 1944, dealt her devastating blows to enemy operations during a particularly crucial period and disrupted attempts by the enemy to evacuate key units. By this heavy loss to the enemy, she contributed substantially to the advance of the fleet in the occupation and seizure of additional enemy-held territory.



Gold Star in Lieu of Second
NAVY CROSS

★ Comdr. John A. Tyree Jr., USN, Purcellville, Va.: As commanding officer of a submarine in the Pacific war area, he destroyed a large armed passenger-freighter. Taking advantage of every favorable attack opportunity, he succeeded in sinking an important amount of hostile shipping.

★ Lt. Comdr. Allen L. Seaman, USNR, Madison, Conn. (missing in action): Piloting a patrol plane in the Pacific area from 1 Nov. 1943 to 24 March 1944, he flew repeatedly over enemy waters and strongly fortified bases to deliver devastating attacks against Japanese aircraft, ships, barges and land installations, returning safely on each occasion. On 11 November he made a low-altitude bombing and strafing attack on Kepingamarangi Island and destroyed three float-plane fighters and a fuel dump, probably destroyed a fourth plane and damaged a fifth.



NAVY CROSS

★ Comdr. John D. Crowley, USN, Springfield, Mass.: As commanding officer of a submarine during its first war patrol in Japanese-controlled waters, he was aggressive and determined in tracking the enemy. His daring attacks inflicted a loss of thousands of tons of valuable Japanese shipping sunk or damaged.

★ Lt. Comdr. John B. Rowe, (MC) USN, Milford, Mich.: Serving in the USS *Liscome Bay* when it was sunk on 24 Nov. 1943, he displayed great courage and zeal in treating and evacuating wounded personnel from the ship. After getting in the water he continued his efforts to save personnel, in one instance attempting artificial respiration. Through his efforts numerous men were saved from certain death.

40th CB Honored by Army For Work Under Jap Fire

For clearing and repairing an airstrip under fire on Los Negros Island last 2 March, the 40th Construction Battalion has been awarded the Army's Distinguished Unit Badge (comparable to the Navy's Presidential Unit Citation).

The Seabees landed while the area was still under enemy fire and began work. It became commonplace for the operators to be fired upon by snipers, and for the operators to return the fire while continuing their work. When it became necessary to clear fire lanes into the jungle to permit concentration of automatic-weapons fire, the bulldozer operators cut the required lanes in superb disregard of enemy fire.

After working most of the day and night, small parties of Seabee personnel still found time during their few hours of leisure to rout out small bands of the enemy, to locate and report pillboxes and otherwise carry the offensive to the Japanese positions. Their fighting spirit created an immediate resurgence of the offensive spirit in weary Army troops.

★ Lieut. Clarence H. Black, USNR, Houston, Tex.: While attached to Assault Force "U" during the invasion of France, he fearlessly exposed himself to incessant artillery fire after his executive officer was killed and all personnel ordered to take cover, in order to direct the incoming assault waves to successful landings. By his courageous actions he made possible the beaching of 27 waves of assault craft.

★ Lieut. Robert A. Morris, USNR, Farmland, Ind.: As commander of a landing craft flotilla which spearheaded the assault on Normandy, he fearlessly led his wave into the beach under intense fire through uncleared obstacles. Although the craft in which he was stationed was hit repeatedly by 88-mm. shells and machine-gun fire and several of the personnel on board were killed, he pressed his attack relentlessly.

★ Lt. (jg) George P. Brown, USNR, Rochester, N. Y. (missing in action): As a leader of a torpedo plane division attached to the USS *Belleau Wood* in the vicinity of the Marianas on 20 June 1944, he dove through terrific fire of Japanese ships to a perilously low altitude and scored a direct hit on an enemy carrier. He drew the anti-aircraft fire to his own plane in order

NAVY CROSS AWARDS



John D. Crowley
Comdr., USN



John A. Tyree Jr.
Comdr., USN



Roy M. Davenport
Lt. Comdr., USN



John B. Rowe
Lt. Comdr., (MC)
USN



Clarence H. Black
Lieut., USNR



Robert A. Morris
Lieut., USNR



George P. Brown
Lt. (jg), USNR



Charles W. Savitz
AM2c, USN

Photograph not available of James W. Daugherty, CWT, USNR. Photograph of Lt. Comdr. Allen L. Seaman, USN, appeared with report of his first Navy Cross citation in November issue of the INFORMATION BULLETIN, p. 58. Reports of citations of Lt. Comdr. Davenport and Aviation Metalsmith Savitz appeared in November issue, pp. 57 and 59.

NAVY CROSS cont.

that the other two craft in his division might score the final devastating hits, thereby contributing in large measure to the sinking of the carrier.

★ James W. Daugherty, CWT, USNR, Bokoshe, Okla.: When an enemy bomb severely damaged his ship during the Sicilian campaign, he heard the cries of men who were trapped in the after fireroom. He went to the aid of his helpless comrades and cut away a blackout device, entered the fast flooding, steam-filled compartment and assisted the imprisoned crew members to safety.



Gold Star in Lieu of Second
DISTINGUISHED SERVICE MEDAL

★ Rear Admiral Lyal A. Davidson, USN, Washington, D. C.: As the commander of a naval task force during the invasion of Southern France, he exercised sound judgment and tactical ability in disposing of his ships to execute and cover the landings. He directed the gunfire support of the advancing troops in coordination with the aerial bombing and contributed materially to the success of the invasion.



Gold Star in Lieu of Third
LEGION OF MERIT

★ Capt. William R. Smedberg III, USN, Arlington, Va.: As chief of staff

and operations officer of a task force and commander of a cruiser division in the Marianas from 15 June to 10 Aug. 1944, he contributed materially to the damage inflicted upon the Japanese during the initial landings and supporting bombardments of Saipan, Tinian and Guam, and during the Battle of the Philippine Sea.



Gold Star in Lieu of Second
LEGION OF MERIT

★ Capt. Dashiell L. Madeira, USN, Tampa, Fla.: As commander of the Destroyer-Destroyer Escort Shake-down Group, Fleet Operational Training Command, Atlantic Fleet, from November 1943 until September 1944, he handled his assignment with such skill that every vessel trained under his command reported for operational duty as a finished product, completely qualified to perform its combat mission.

★ Capt. James M. Steele, USN, Marlin, Tex.: As a war plans officer on the staff of CincPac from 31 March 1942 to 9 Jan. 1944, he contributed materially to the prosecution of the war during this vitally important period by his high quality of judgment and initiative.

★ Capt. Charles Wellborn, Jr., USN, Los Angeles, Calif.: As commander of three destroyer squadrons during the amphibious assault on Italy, he rendered invaluable service during the covering of approach and the initial landings in the face of intense oppo-

sition. His brilliant leadership and sound judgment enabled our forces to steer their courses to the assigned beaches, and contributed to the success of the invasion.

★ Lt. Comdr. John McWhorter, USNR, Berkeley, Calif.: As commanding officer of a destroyer escort during July 1944 in the Atlantic, he located an enemy ship and made an extremely accurate attack which destroyed the vessel.



LEGION OF MERIT

★ Rear Admiral Walter S. De Lany, USN, Washington, D. C.: As assistant chief of staff and operations officer on the staff of CincPac from 1 Feb. 1941 to 23 June 1942, he displayed the highest qualities of judgment and initiative, thereby contributing materially in the prosecution of the war against Japan.

★ Rear Admiral Calvin T. Durgin, USN, Palmyra, N. J.: As commander of a major task group during the amphibious invasion of southern France, he exhibited marked skill and extreme energy in providing for carrier-based air support during the assault landings. His aggressive leadership contributed materially to the early establishment of the beachhead and the rapid advance of the occupying forces.

★ Rear Admiral Lynde D. McCormick, USN, Berryville, Va.: As war plans officer on the staff of CincPac from 1 Feb. 1941 to 14 Jan. 1943, he displayed the highest judgment and initiative, thereby contributing materially to the prosecution of the war against Japan.

★ Rear Admiral Don P. Moon, USN, Kokomo, Ind. (posthumously): As commander of a naval task force prior to the landing in Normandy, he worked tirelessly to develop sound and complete plans for the execution of the assault. His ability and leadership contributed in large measure to the success of our forces in this strategic operation.

★ Commodore William A. Sullivan, USN, Baltimore, Md.: As Commander Salvage Force, North African Waters, and faced with the demolition and blockade of important captured ports in North Africa, Sicily and Southern France, he displayed tireless energy and expert technical knowledge in restoring to marine service the harbors of Bizerte, Palermo and Naples.

★ Commodore (then Capt.) Humbert W. Ziroti, USN, New York, N. Y.: As commanding officer of the USS *Brooklyn* during the Sicilian campaign, he operated under persistent bombing attacks and well within range of enemy shore artillery in close support of the 3d Division. Gunfire of his vessel destroyed several positions and shore batteries and contributed in large measure to the success of our forces.

★ Capt. Charles Allen, USN, Annapolis, Md.; Comdr. Harold Bieseimer, USN, Modesto, Calif.; Comdr. William A. Fly, USN, Summit, Miss., and Comdr. Beverly A. Hartt, USN, Portsmouth, Va.: As commanding officers of U. S. vessels during the invasion of Sicily, they gallantly fought their ships through repeated bombing attacks and effected the landing of embarked troops and equipment with

marked efficiency. Upon completion of these operations, they skillfully retired from the combat area without damage to their vessels.

★ Capt. (then Comdr.) Thomas H. Binford, USN, Aberdeen, Miss.: As commander of Destroyer Division 58 during the Java Sea campaign, he worked in close liaison with the Dutch commander of the Allied striking force. Although hampered by inadequate maintenance and communications facilities, he contributed materially to the destruction of Japanese surface forces without loss to his own command.

★ Capt. Edward W. Clepton, USN, Arlington, Va.: As material officer on the staff of Commander Air Force, Atlantic Fleet, from March 1941 until July 1944, he organized and supervised the equipping, overhaul, repair, procurement and assignment of aircraft and aircraft material for all squadrons and other units. He also was responsible for equipping and installing military changes in the planes of many carrier air groups destined for the Pacific.

★ Capt. John P. Cromwell, USN, Henry, Ill. (missing in action): As commander of Submarine Division 43 from October 1943 to March 1944, he handled the varied and complex details of his assignment with skill and initiative. Under his leadership his vessels completed eight war patrols and sank many tons of enemy shipping.

★ Capt. Ranson K. Davis, USN, Gainesville, Fla.: As chief of staff to a naval task force commander during the invasion of Sicily, he skillfully assisted in the planning and subsequent execution of landings at Terranova, Sardinia and Brolo, thereby contributing materially to the rapid advance of the 7th Army toward Messina.

★ Capt. Stephen R. Edson, (SC) USN, Chevy Chase, Md.: As supply officer on the staff of Commander U. S. Naval Forces, Northwest African Waters, during the Sicilian and Italian campaigns, he arranged many complex details of organization and administration so that effective logistic support could be adequately provided.

★ Capt. Marshall R. Greer, USN, Scranton, Pa.: As commander of an escort carrier task group operating in the Atlantic from May to October 1943, he carried out his duties so successfully that no vessels were lost in the convoys escorted by his task group.

★ Capt. John P. Heath, USN, Camden, S. C.: As force aviator of the Western Naval Task Force, he coordinated the operations of sea and air forces during the invasion of France and thereby contributed greatly to the success of the operation.

★ Capt. Francis M. Hughes, USN, Selma, Ala.: As commanding officer of the USS *Bleck Island* and commander of an Atlantic Fleet antisubmarine task group, he achieved outstanding success in combined air and surface operations against enemy U-boats. The aggressiveness of the attacking units and the close cooperation between all units resulted in the destruction of more enemy subs than were sunk by any other similarly engaged task group during the same period.

★ Capt. Benjamin B. C. Lovett, USN, Baltimore, Md.: As air officer on the staff of Commander 7th Amphibious Force, he assisted in the preparation of plans for numerous vital combat operations in strategic war areas. He effectively coordinated the various forces involved and contributed materially to the success of task force operations.



Capt. Lovett

★ Capt. Charles J. Moore, USN, Decatur, Ill.: As chief of staff to the Commander 5th Fleet from August 1943 to September 1944, he supervised the meticulous planning of operations and directed the intricate details of their execution in the Gilbert, Marshall and Marianas Islands. He contributed to their capture and to the decisive defeat of major Japanese fleet units in the Battle of the Philippine Sea.

★ Capt. John E. Reinburg Jr., USN, Cautillo, Tex.: As commanding officer of the Naval Advanced Amphibious Base, Dartmouth, Devon, he exhibited outstanding skill in supervising the operations, training, maintenance and logistical support and finally the combat loading of all landing ships attached to his base. As a result, all ships were ready and departed on time for the successful invasion of Normandy.

★ Capt. John B. Rooney, USN, Newport, R. I.: As commander of a destroyer division during the Sicilian campaign, he directed his ships in carrying out vital screening and shore bombardment missions. On the night of 3-4 August he led a task group in an attack against a hostile convoy off the Lipari Islands in which an F-lighter and an E-boat were sunk.

★ Capt. Giles E. Short, USN, Washington, D. C.: As commander of the first escort carrier task group to operate in the Atlantic, from April to June 1943, he displayed such skill and efficiency that no vessel was lost from the convoys escorted by his task group.

★ Capt. Samuel R. Shumaker, USN, Washington, D. C. (posthumously): As commanding officer of the USS *New Orleans* in the Solomons from 24 July 1943 to 7 April 1944, he skillfully directed the operations of his vessel in numerous vital missions during this period of intense activity and contributed in large measure to the success of our forces.

★ Capt. Harry R. Thurber, USN, Hoquiam, Wash.: As operations officer on the staff of Commander, South Pacific Area and South Pacific Force, from 24 Dec. 1942 to 24 Nov. 1943, he meticulously planned, organized and coordinated activities of the various units in the area, contributing materially to the success of our forces.

★ Capt. Charles Wellborn Jr., USN, Los Angeles, Calif.: As commander of a destroyer squadron during the invasion of Sicily, he organized and coordinated the activities of port security, minesweeping, convoy, routing, salvage and gunfire support for the 7th Army in the Palermo area. He commanded the amphibious landing in

darkness behind the enemy lines at Terranova with resourcefulness and extraordinary ability.

★ Capt. Timothy F. Wellings, USN, East Boston, Mass.: As training and gunnery officer of the Western Naval Task Force during the invasion of Normandy, he planned the training phases of the actual assault and contributed to the success of the landing and operations as a whole.

★ Capt. Charles J. Wheeler, USN, Mobile, Ala.: As commanding officer of a warship in the Central and South Pacific areas from 1 Sept. 1943 to 23 June 1944, he maintained his ship at the highest point of efficiency at all times and contributed to the combat readiness of his command through numerous engagements and campaigns during this important period.



Capt. Wheeler

★ Comdr. James H. Barnard, USNR, New York, N. Y.: While serving as assistant force surgeon on the staff of Commander 7th Amphibious Force, he assisted in the preparation of medical plans for the Woodlark-Kiriwina, Lae, Finschhafen, Arawe, Cape Gloucester, Saidor, Admiralty Islands, Hollandia - Tanahmerah - Aitape, Wakde and Biak operations. He personally supervised and assisted in caring for the sick and wounded while subjected to enemy fire.

★ Comdr. John W. Bays, USN, Culver, Ind.: As force operations officer of the Western Naval Task Force, he displayed outstanding professional skill during the planning and training phases and the amphibious assault landing of the 1st U. S. Army in Normandy. His tireless devotion to duty contributed immeasurably to the success of the Normandy campaign.

★ Comdr. Julian M. Boit, USNR, Charlottesville, Va.: As flag secretary on the staff of Commander Amphibious Force, Atlantic Fleet, and on the staff of Commander U. S. Naval Forces, Northwest African Waters, during the invasions of French Morocco, Sicily and Italy, he organized the records and correspondence and developed procedures which resulted in the efficient administration of a rapidly growing force.

★ Comdr. Liles W. Creighton, USN, Houlton, Me.: As commanding officer of the USS *Ludlow* while it was operating off the north coast of Sicily from 1 to 18 Aug. 1943, he fought his ship skillfully and inflicted severe losses on enemy aircraft during frequent air attacks, bringing the *Ludlow* through without serious damage. His vigorous and effective shore bombardments in support of Army forces contributed in large measure to the success of our forces.

★ Comdr. Charles H. Crichton, USN, Loveland, Colo.: While commanding a destroyer, he established contact with a Japanese submarine and skillfully dropped a depth-charge pattern which probably inflicted serious damage to the sub. In conjunction with another

LEGION OF MERIT cont.

vessel, he so coordinated the action as to probably destroy the enemy vessel.

★ Comdr. Frederick D. Kime, USN, Kane, Pa.: As force communications officer of the Western Naval Task Force during the amphibious landing in Normandy, he coordinated all communication activities so that all commanders were able to communicate with the echelons above and below them. He contributed immeasurably to the success of the amphibious landing and the Normandy campaign.

★ Comdr. Reginald R. McCracken, USN, Albia, Iowa: While on the staff of Commander Fleet Air Wing 4 during the Aleutian Islands campaign, he prepared search and patrol plans preliminary to the recapture of Attu and Kiska and directed details of their execution. His sound judgment and counsel contributed greatly to the successful operations of the wing.

★ Comdr. Edward S. Pearce, USN, Chicago, Ill.: Attached to the staff of the Commander, South Pacific Area and South Pacific Force from 16 July 1942 to 22 Nov. 1943, he skillfully trained a section of specialized commissioned and enlisted personnel which was a vital factor in the successful prosecution of the war in the Solomons area.

★ Comdr. (then Lt. Comdr.) Russell C. Williams, USN, Richmond, Va.: As commanding officer of the USS *Trippe* during operations off the north coast of Sicily from 26 July to 20 August 1943, he engaged in escort duties for the Allied convoys and amphibious operations and brought the *Trippe* through without serious damage. He directed shore bombardments in support of Army forces for three amphibious landings behind enemy lines.

★ Lt. Comdr. Samuel C. Bartlett Jr., USNR, Brookline, Mass.: His services from 8 March 1942 to 30 June 1944 were an important contribution to the successful operations of the 7th Fleet against the enemy.

★ Lt. Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action): He commanded an aircraft squadron from March to December 1943 which attacked and sank several enemy ships, thereby contributing to our success in the campaign against the enemy.

★ Lt. Comdr. John L. Maloney, USNR, Staten Island, N. Y.: As commanding officer of the USS *Strive* during the Sicilian campaign, he went to the assistance of one of our destroyers which had been damaged by enemy bombers. He maneuvered the *Strive*



Official U. S. Navy photograph

BRAZIL HONORS TRANSPORT SKIPPER:

Comdr. Paul S. Maguire, USNR, commanding officer of the U. S. Navy transport which bore the Brazilian Expeditionary Force to Italy, receives the Brazilian Order of Military Merit from Gen. Enrice G. Dutra, Brazilian minister of war. In the center is Rear Admiral Jose M. Neiva of the Brazilian Navy. Commander Maguire is the first naval officer to receive this decoration. In the foreground is the silver serving dish presented to the transport by General Dutra.

alongside despite continual threats of air and submarine attack and skillfully controlled the flooding while towing the damaged vessel into Palermo harbor.

★ Lt. Comdr. John H. McWhorter, USNR, Berkeley, Calif.: As commanding officer of a destroyer escort during June 1944, he sighted and attacked an enemy ship and assisted in destroying it with accurate and effective gunfire.

★ Lt. Comdr. Francis C. Pollard, USCG (Ret), Balboa Island, Calif.: As commanding officer of the USCGC *Northland* in June 1942, he contacted a U-boat and maneuvered for action. Although handicapped by inadequate equipment and a limited number of depth charges, the *Northland* delivered two vigorous attacks which probably destroyed the submarine.

★ Lieut. Paul A. Alfieri, USNR, Bronx, N. Y.: During the invasion of Sicily in July 1943, he displayed remarkable skill, keen initiative and untiring energy in making available information of great value in planning future operations. He contributed in large measure to the success of our invasion forces.

★ Lieut. George M. Caldwell (MC) USNR, White Sulphur Springs, W. Va.: When all light and ventilation were lost aboard his ship by a bomb hit during the Sicilian campaign, he administered medical attention to the injured with calmness and resourcefulness. He was responsible for keeping the loss of life to a minimum through his judgment and professional skill.

★ Lt. (jg) Frank Ammons, USNR, Elkhart, Ind.: He was commanding officer of the *LCT 452* during the invasion of Sicily when his craft, carrying a cargo of high explosives and inflammable material, was suddenly attacked by a

low-flying enemy plane. He fought his ship so skillfully that the plane was destroyed.

★ Lt. (jg) Francis M. Borcyckowski, USN, Lyndon Station, Wis.: When an enemy bomb inflicted severe damage on his ship during the Sicilian campaign, he coolly entered the flooded, steam-filled engine room, surveyed the extent and nature of the damage and then quickly proceeded with control measures.

★ Lt. (jg) Robert D. Frey, USNR, St. Louis, Mo.: He was serving aboard the USS *Mayrant* during an enemy air raid on the harbor of Palermo, Sicily, on 1 Aug. 1943, when bomb hits close to the destroyer exploded ammunition. He steadfastly remained at his station and continued to direct the fire of his battery, probably damaging or destroying one or more of the hostile planes.

★ Lt. (jg) Hugh B. Hughes (SC), USN, Eastport, Md. (posthumously): As assistant to the force supply officer of a major naval task force during the campaigns against French Morocco, Sicily and Italy, he rendered invaluable service in connection with the supply of large naval forces throughout a period of more than a year.

★ Chief Gunner Fay M. Lightner, USN, Mountain Grove, Va.: As battery control officer and rangekeeper operator aboard the USS *Mayrant* when she was attacked by enemy planes on 26 July 1943, he obtained a rangekeeper solution within 20 seconds after the sighting of enemy planes and directed the guns under his control in fighting off the attacking aircraft. At the height of the engagement, when the gunnery officer was wounded and unconscious, he assumed control of the main battery and shot down one plane and seriously damaged another.



Gold Star in Lieu of Third
SILVER STAR MEDAL

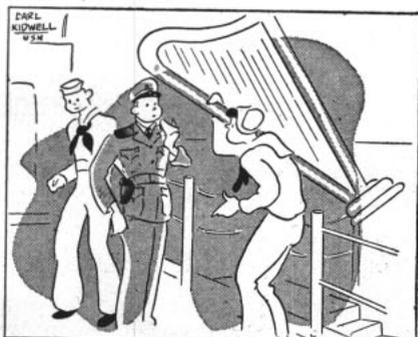
★ Comdr. (then Lt. Comdr.) Donald J. MacDonald, USN, New York, N. Y.: As commanding officer of the USS *O'Bannon*, he was assigned the hazardous task of intercepting and preventing the Japanese from evacuating their beleaguered troops from the Vella Lavella area on the night of 6-7 Oct. 1943. He closed to 7,000 yards and engaged nine enemy ships with a devastating torpedo and gunfire attack. He contributed in large measure to the sinking and damaging of several Japanese vessels, and rescued the survivors from a severely damaged vessel of his squadron.



Gold Star in Lieu of Second
SILVER STAR MEDAL

★ Comdr. Brooks J. Harral, USN, Canandaigua, N. Y.: While commanding officer of a submarine from 11 Dec. 1943 to 12 Jan. 1944, he maneuvered his vessel into position and succeeded in sinking two enemy ships totaling 17,906 tons and in damaging one vessel of 10,800 tons.

★ Comdr. (then Lt. Comdr.) George E. Peckham, USN, Cresco, Iowa: As



Chaser (NTC, Miami, Fla.)

"But sir, the skipper said we could bring our musical instruments aboard."

commanding officer of the USS *Selfridge*, he sought out and engaged nine Japanese ships that were attempting to evacuate beleaguered troops from the Vella Lavella area on the night of 6-7 Oct. 1943. When the other two vessels of his squadron were severely damaged and compelled to withdraw, he continued fighting his ship until the enemy was repulsed. He greatly contributed to the sinking of one or more hostile ships and the damaging of three others.



SILVER STAR MEDAL

★ Capt. (then Comdr.) Thomas H. Binford, USN, Aberdeen, Miss.: Commanding Destroyer Division 58 during the Battle of the Java Sea, he fought his ships boldly, going in unsupported to deliver a successful torpedo attack against two hostile heavy cruisers and seven light cruisers. He forced the Japanese to break off the attack, thereby enabling the Allied ships to regain their battle formation.

★ Capt. (then Lt. Comdr.) Edward N. Parker, USN, Bellefonte, Pa.: As commander of Destroyer Division 59 and in command of the second section of Destroyer Division 58 during the Battle of the Java Sea, he was courageous and daring in the face of severe enemy fire. He delivered a successful torpedo attack against two Japanese heavy cruisers and seven light cruisers, forcing the Japs to break off the attack and enabling the Allied ships to regain their battle formation.

★ Comdr. Homer F. McGee, USN, Westwego, La.: As commander of a task group of LCIs during assaults on Lae and Finschhafen, he skillfully maneuvered his ships toward their objectives and, while planes bombed and strafed his forces and machine guns and mortars blasted them from the beaches, he fearlessly beached and unloaded his vessels. Although several of his craft were damaged, he completed his mission and withdrew on schedule.

★ Comdr. Charles O. Triebel, USN, Peoria, Ill.: As commanding officer of a submarine during a successful war patrol in the Pacific, he pressed home a series of skillful attacks which resulted in the sinking of an important amount of hostile shipping and the damaging of a motor-driven cargo vessel. He also struck at a heavily es-

corted convoy and sank a large Japanese transport.

★ Lt. Comdr. Jack E. Gibson, USN, Pontiac, Mich.: As patrol leader of a motor torpedo boat flotilla in the South Pacific from 23 August to 14 Oct. 1943, he directed the operations of his boats with great tactical skill. On the night of 13-14 October his patrol was persistently bombed and strafed for seven hours, but his boats avoided damage and casualties and shot down an enemy plane and captured its pilot.

★ Lieut. Jack M. Bristow, USNR, Norfolk, Va.: As commanding officer of an LCT(5) at Arawe, New Britain, on 16 and 17 Dec. 1943, he skillfully maneuvered his ship during a Japanese aerial attack and assisted other vessels in sending up heavy volumes of anti-aircraft fire against the attackers. When the commander of his LCT group became incapacitated, he assumed command and directed the departure and return to base.



Lieut. Bristow

★ Lieut. Donald E. Craggs, USNR, Norwalk, Calif.: As assistant engineer officer of the USS *Mayrant* when it was damaged by a bomb which landed close aboard off Palermo, Sicily, on 26 July 1943, he promptly entered the flooded forward fire room, from which live steam was pouring, and carried a seriously wounded comrade to safety. He then organized and directed the repair of pumps and their operation until the flooding of the compartment was under control.

★ Lieut. James W. Liddell, Jr., USNR, Evanston, Ill.: As navigator and assistant approach officer of a submarine during its first war patrol, he expertly navigated his ship through confined Japanese-controlled waters. He contributed in large measure to the success of his vessel in destroying an enemy ship in each of several attacks and in damaging two others in heavily escorted convoys.

★ Lieut. Richard K. Margetts, USN, San Diego, Calif.: As commander of a division of assault boats during the invasion of Italy, he effected the landing of the initial assault-boat waves against strong enemy fire from beach defenses. Later he went to the assistance of a boat group attempting to land on an adjacent beach and delivered concentrated rocket fire which cleared the way for the landing. He then assisted in the rescue of personnel from a stranded landing craft which was under enemy fire.

★ Lieut. Cyrus R. Taylor, USNR, Mt. Vernon, N. Y. (posthumously): When his PT-boat was bombed by an enemy float plane while patrolling with another torpedo boat on 13 March 1944, he directed highly effective evasive tactics and enabled his crew to destroy the Jap plane and bring the torpedo boat through without casualties among personnel or damage to the vessel.

★ Lieut. Peter L. Vander Jagt, USNR, Grand Rapids, Mich.: As boat division officer 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 machine-gun and mortar fire, made each landing on schedule at the designated points without the loss of a single craft or use of navigational aids or markers.

★ Lt. (jg) Leonard J. Mason, Jr., USNR, Millbrook, N. Y. (missing in action): As pilot of a torpedo plane, he participated in a strike against warships of the Japanese fleet off the Marianas on 20 June 1944. Flying through intense anti-aircraft fire, he pressed to within point-blank range of his targets in a vigorous attack which resulted in three torpedo hits and four possible hits being scored on the enemy warships.

★ Ens. Frederick N. Moses Jr., USNR, Hermosa Beach, Calif. (posthumously): As commanding officer of the LCT (6) 540 during the invasion of France, he maneuvered his ship skillfully through hazardous waters and remained at the control station in the face of point-blank artillery fire. Despite numerous hits on the vessel and casualties among personnel, he successfully beached his craft before he himself was mortally wounded.

★ Fred W. Witter, CTM, USNR, Harrison, Me.: As chief of the boat during the war patrol of a submarine, he skillfully aided in maintaining the efficiency of the control room during diving and maneuvering. His enthusiasm was an inspiration to the crew under trying battle conditions.



Witter, CTM

★ Edward K. Johnakin, BM1c, USN, Norfolk, Va.: During the invasion of Normandy he directed and assisted in taking his unit's equipment ashore, then returned to his ship with a rubber boat and moved a number of burned soldiers ashore by having them cling to the boat as it was towed ashore under enemy fire. Later he led a volunteer group which returned to the abandoned landing ship and recovered the balance of his unit's equipment and gear.

★ Michael Kruk, MM1c, USNR, Palermo, N. J.; Frederick R. Schmidt, MM1c, USNR, Norfolk, Va., and James S. Marvel, BM2c, USN, Little Creek, Del.: While serving as the crew of a lead scout boat of the support unit of an assault group during the invasion of Normandy, they maintained their advanced position for inshore traffic control in a rough and heavy sea and under extremely hazardous conditions. They also evacuated casualties from burning landing craft under heavy enemy fire and continued to render aid in the immediate assault area through the difficult period of the attack.

★ Jerold D. Dever, S1c, USN, Tacoma, Wash.: He was a member of a boat crew of the sixth wave which landed in Normandy in the face of heavy fire from enemy machine guns and light cannon. When a large percentage of disembarked troops were either killed or wounded, he braved this fire, waded through knee-deep water and single-handedly carried seven wounded soldiers into his boat.



Bulletin (NTC, Great Lakes)



Gold Star in Lieu of Third
DISTINGUISHED FLYING CROSS

★ Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action): As commander of a carrier-based fighter squadron, he led component parts of the entire air group on a bold strike against enemy merchant shipping near the Marianas on 13 June 1944. His flyers destroyed a Japanese destroyer, three escort vessels and numerous other craft.

★ Comdr. (then Lt. Comdr.) Robert H. Isely, USN, Los Angeles, Calif.: Leading his torpedo plane squadron in four assaults against Palau on 30-31 March 1944, he skillfully directed the laying of mine fields which completely blocked the main channel to Palau harbor. His squadron seriously damaged several enemy vessels by rocket and bombing attacks and destroyed six important Jap ships in the face of severe anti-aircraft fire.

★ Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): Displaying great tactical skill in the face of intense anti-aircraft fire, he led a torpedo squadron in repeated attacks against a large concentration of hostile ships in Palau harbor on 30 and 31 March 1944. As a result of his inspiring leadership, one merchant ship and one destroyer were sunk, sure hits were secured on nine other vessels and probable hits on four others, ground installations were heavily bombed and valuable photographs were taken.



Gold Star in Lieu of Second
DISTINGUISHED FLYING CROSS

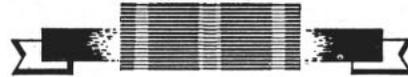
★ Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action): While on antisubmarine patrol, he sighted a surfaced enemy U-boat and commenced an effective strafing attack. He concentrated his fire on the conning tower, preventing the sub's anti-aircraft guns from being manned, and fired over 1,000 rounds at close range. His attack resulted in a violent explosion and flame which filled and enveloped the conning tower and superstructure of the submarine.

★ Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): As commander of a torpedo squadron in the Pacific from February 1943 to April 1944, he participated in several extremely daring missions to rescue flyers forced down in enemy waters. During a vital period of offensive activities, he led his squadron in damaging attacks on Japanese shipping and shore installations, and in close support of subsequent landing operations.

★ Lieut. Melvin C. Hoffman, USN, Salt Lake City, Utah: After escorting bomber planes safely to their target at Kwajalein on 4 Dec. 1943, he attacked and shot down one seaplane and burned two others on the seaplane ramp. When his team was attacked by 19 enemy fighters, he skillfully handled the tactical maneuvers of his entire team and worked his way back to the rendezvous point.

★ Lieut. Gerald G. Hogan, USNR, Brooklyn, N. Y.: Piloting a torpedo bomber attached to the USS *Card* during August 1943, he sighted and attacked a fully surfaced U-boat. He boldly flew in against heavy anti-aircraft fire to deliver two perfectly executed bombing attacks which probably destroyed the submarine.

★ Lieut. John P. Vivian, Jr., USNR, New Rochelle, N. Y. (missing in action): When a daylight strike was ordered on Miyoshino airfield, Shimushu Island, on 14 June 1944 to protect a surface task force from possible air attack by Jap bombers, he volunteered to lead a six-plane flight of medium bombers on this exceedingly hazardous mission. Without fighter escort or cloud cover for the last 100 miles to the target, he daringly pressed home an accurate glide-bombing attack on the assigned area.



DISTINGUISHED FLYING CROSS

★ Comdr. (then Lieut.) Porter W. Maxwell, USN, Clarksburg, W. Va.: Piloting a divebomber in the Solomons area from 3 October to 8 November 1942, he fought with outstanding skill and released his bombs on enemy surface forces, ground installations and troop concentrations. On 8 October he led his flight in an attack on the Japanese fleet near Guadalcanal and scored direct hits on a heavy cruiser.

★ Lt. Comdr. (then Lieut.) Leonard E. Harmon, USN, Cranston, R. I.; and Lieut. (then Lt. (jg)) James J. Delhom, USNR, New Orleans, La.: As pilot and copilot, respectively, of a Liberator, they maneuvered their damaged plane through intense anti-aircraft fire and pressed home repeated attacks against a surfaced enemy submarine.

★ Lt. Comdr. Rolla S. Lemmon, USN, Long Beach, Calif. (missing in action): While returning to his carrier after leading a successful assault on Sawar, New Guinea, on 21 April 1944, he detected a Japanese bomber which was attacking an American task force, and destroyed the plane. Later the same day he shot down another bomber and destroyed a barge loaded with Japanese soldiers, killing about 20 of them.

★ Lt. Comdr. John R. Little, USN, Southgate, Ky. (posthumously): As commander of a bombing squadron in the Solomons from 29 October to 13 December 1943, he led two strikes against heavily fortified enemy installations at Kahili airfield, Bougainville, and inflicted severe damage upon the runway and personally scored hits on hostile anti-aircraft positions. Later he led a vigorous assault on Kara airfield and released his own bomb over the airstrip with devastating results.

★ Lt. Comdr. Richard Upson, USN, Madison, Wis. (missing in action): On 30 and 31 March 1944, he led his squadron in attacks against enemy ships in the strongly defended harbor at Palau in the face of intense resistance. His squadron sank one merchant ship and one destroyer, scored 31 sure hits on nine other ships, took

valuable photographs, and dumped 26 tons of bombs on ground installations.

★ Lt. Comdr. Ernest W. Wood Jr., USN, Sacramento, Calif.: As commander of an air group attached to the USS *Princeton* in action in the Marianas from 11 to 19 June 1944, he led his group on numerous strikes against enemy airfields and installations in support of our ground forces. He destroyed parked aircraft and severely damaged military positions, later carrying out hazardous reconnaissance flights at low altitudes to determine the damage inflicted in these raids.

★ Lieut. Russell P. Bone, USNR, Lehi, Utah, and Lieut. Howard P. Schutte, USNR, Phoenix, Ariz. (both missing in action): When a daylight strike was ordered on Miyoshino airfield on Shimushu Island to protect a surface task force from possible air attack by Jap bombers, they volunteered for this hazardous mission and flew the last 100 miles to the target without fighter escort or cloud cover. Although given discretionary authority to turn back, they proceeded through strong fighter opposition and intense anti-aircraft fire to make a determined glide-bombing attack upon the assigned target area.

★ Lieut. Kenneth E. Cotton, USNR, San Marino, Calif. (missing in action): Flying escort for an air group during a strike against Japanese surface units at Kwajalein on 4 Dec. 1943, he personally shot down in flames two fighters and contributed to the destruction of 17 other fighting planes and one bomber, and the probable destruction of two other planes.

★ Lieut. Robert S. Merritt, USN, Arcadia, Calif.: As a fighter pilot in the Bismark Archipelago area on 11 November 1943, he flew high cover for Composite Squadron 22 during an attack on a Japanese cruiser. He led his division against a superior number of hostile aircraft attempting to intercept our formation and personally destroyed two enemy fighters, then repelled several attacks made upon his wingman whose plane had been severely damaged.

★ Lieut. Raymond L. North Jr., USNR, Trenton, N. J., and Lt. (jg) John E. Goodrich, USNR, Oneonta, N. Y. (both missing in action): As pilot and co-pilot, respectively, of a Liberator during action against enemy forces in the Bay of Biscay on 28 Dec. 1943, they skillfully maneuvered their plane through intense anti-aircraft fire and delivered numerous bombing and strafing runs against a large force of destroyers attempting to escape Allied naval units.

★ Lt. (jg) Frank M. Delgado, USNR, Las Vegas, N. M. (missing in action): As pilot of a torpedo plane in action at Palau Island on 30 and 31 March 1944, he braved intense anti-aircraft fire to deliver an accurate glide-bombing attack upon a Japanese cargo vessel, scoring several hits and sinking the ship.

★ Lt. (jg) Willis H. Folkedahl, USNR, Eagle Grove, Iowa (missing in action): Taking part in an eight-plane strike against Japanese shipping off the Marianas on 20 June 1944, he defied enemy fighter plane opposition

and took his torpedo bomber through withering antiaircraft fire to press home an attack at point-blank range on a 15,000-ton Jap carrier, scoring an effective hit.

★ Lt. (jg) James Miller, USNR, Kansas City, Kan. (missing in action): Piloting a fighter plane in the New Britain area from 25 Jan. to 17 Feb. 1944, he participated in numerous escort missions and fighter sweeps over this strategic area and pressed home attacks skillfully despite intense enemy opposition. While escorting our bombers on a strike against Lakunai airfield, he was wounded early in the action but he fought his badly damaged plane courageously, shooting down one Jap plane and damaging another. In a later mission he destroyed one fighter and probably two others before his plane was hit and he was forced to bail out.

★ Lt. (jg) Lloyd Nicholas, USNR, Elcor, Minn. (missing in action): Piloting a torpedo bomber in an attack on enemy shipping in Truk Atoll on 17 Feb. 1944, he braved intense antiaircraft fire and assisted in destroying and damaging a substantial number of Japanese ships.

★ Lt. (jg) Robert E. Sterling, USNR, Pontiac, Mich. (missing in action): Piloting a divebomber against Japanese forces off the Marianas on 20 June 1944, he flew at the extreme range of his craft to take part in a strike against shipping. Although his bomber was damaged by intense antiaircraft fire, he scored a direct hit on a 15,000-ton carrier and contributed to its probable destruction.

★ Lt. (jg) Frederick R. Stieglitz, USNR, St. Louis, Mo. (missing in action): While flying a carrier-based fighter in support of our landings at Hollandia, New Guinea, on 18 June 1944, he encountered two enemy fighters. He fought his ship with outstanding skill and shot down one plane and severely damaged the other. On another occasion he intercepted a Jap dive bomber which was attempting to track our fleet and sent it crashing into the sea after a bitter engagement.

★ George M. Wienecke, AMM2c, USNR, Baltimore, Md. (missing in action): As turret gunner of a torpedo plane during an attack against Japanese warships off the Marianas on 20 June 1944, he carried out his duties with calmness and courage in spite of heavy air opposition and intense antiaircraft fire. Several times his fire prevented enemy fighters from making runs on the attack formation, and he continually informed his pilot of the situation around him.



Mainsheet (NTC, Bainbridge, Md.)

"Maybe we'll have better luck with the CPOs, Millie."

★ Lieut. William J. Cole, USN, Liberty Center, Ind.: Following a serious explosion aboard the cruiser in which he was serving, he rushed to within a few feet of the explosion area to set depth charges on safe and then went below to assist in the rescue of injured personnel trapped in the burning compartments. After assisting in the rescue of three men, he returned to the depth charges, disarmed the explosives and threw them over the side.

★ Lieut. Preston Hoggard, USN, Lewiston, N. C.: When a gasoline leak in the steering gear compartment caused a serious explosion aboard his cruiser on 7 Oct. 1943, he risked his life to enter the fume-filled compartment and took measures to extinguish the blaze before the flames could reach 10,000 gallons of gasoline stored near the explosion area. His daring initiative helped prevent further detonations and probably saved many lives.

★ Lieut. George W. Laidlaw II, USNR, River Forest, Ill.: Ens. Howard T. Healy, USNR, Roslindale, Mass., and Ens. Lester K. Pecan, USNR, Hempstead, N. Y.: Following the explosion of the naval magazine at Port Chicago, Calif., on 17 July 1944, they voluntarily proceeded from Mare Island to the scene and entered an extremely hazardous area where ammunition cars were on fire. They broke open the burning cars, working on top of them, and played hoses through the holes made by falling fragments, continually exposing themselves to danger until the flames were extinguished. They contributed materially to bringing the flames under control, thereby averting further explosions and possible loss of life.

★ Lt. (jg) William F. Beebe, USNR, Wilmette, Ill.: When an enlisted man fell overboard on the night of 6 May 1944 and was immediately carried away by the swift current, he plunged into the shark-infested water and swam about 200 yards to the aid of the drowning seaman. He remained with the exhausted and helpless man and kept him afloat until a rescue craft arrived.

★ Lt. (jg) Edward D. Curtin, (MC) USNR, San Bernardino, Calif. (posthumously): As medical officer aboard a

motor torpedo boat on patrol off the north coast of New Britain, he voluntarily participated in hazardous patrols in the hope of rendering service in case of casualties. Severely wounded when his boat was sunk, he disregarded his own serious condition and insisted that other injured men be treated first.

★ Lt. (jg) (then SK3c) Alfred M. Dupuy, (SC) USNR, Powderly, Ala.: After the stranding of the USS *Pollux* on 18 Feb. 1942, he swam ashore, made his way up an icy rock ledge and received a heavy line from the ship. He later secured a line while working barefooted, with his clothing frozen, making possible the rescue of the majority of the officers and crew by boatswain's chair.

★ Lt. (jg) Dick G. Futrell, USNR, Porum, Okla. (missing in action): When his bomber crashed at sea near the Treasury Islands on 17 March 1944, he struggled clear of the plane and then went to the aid of his gunner who had been knocked unconscious. He pulled the man free, quickly revived him, inflated his life jacket, and gave the man his own rubber life raft, renouncing his own chances of survival.

★ Lt. (jg) Russell J. Garnaas, USNR, New York, N. Y.: When the USS *Pollux* was stranded on a hazardous and rocky shore on 18 Feb. 1942, he proceeded in a motor whaleboat through heavy seas and freezing temperatures and secured a line from the stranded vessel to shore. This enabled 10 men still aboard to reach safety. Later he rescued two members of the whaleboat crew and scaled an icy cliff and walked three miles in sub-zero weather to summon assistance.

★ Lt. (jg) Howard L. Murray, USNR, Norfolk, Va. (posthumously): As third officer of a motor torpedo boat which was subjected to an aerial attack off the north coast of New Britain on the morning of 27 March 1944, he rendered gallant service throughout the action in which the vessel was sunk.

★ Ens. William O. Seymour Jr., USNR, Monroe, N. C. (posthumously): When his plane developed serious engine trouble necessitating an immediate forced landing, he realized that the beach where he could make a comparatively safe wheels-up landing was crowded with Sunday bathers. He courageously turned away from the shore and crash landed in the bay near the Naval Air Station, Squantum, Mass., thereby preventing the death or injury of scores of persons on the beach.

★ Chief Carpenter Clarence M. Bailey, USN, Boston, Mass.: When explosions damaged the USS *Block Island* and pinned the gun captain of the forward 20-mm. gun between the catwalk and the ship's side, he went to the aid of this man and took charge of the rescue work. When it became necessary to amputate the man's leg at the knee to free him, he assisted the medical officer in the operation while supported only by a life line and faced with the danger of another explosion.

★ Robert L. Donnett, CBM, USN, San Diego, Calif.: Seeing two soldiers struggling in the water after their



NAVY AND MARINE CORPS MEDAL

★ Capt. Richard M. Scruggs, USN, Madison, Fla.: When a man who was cutting a pontoon cable fell overboard and crashed heavily against the edge of a causeway, he jumped over the side at peril to his own life and kept the man afloat. He then towed him away from a converging LST and pontoons to a position from which the man could be lifted out of the water.

NAVY & MARINE CORPS MEDAL cont.

craft had capsized between Mono and Stirling Islands on 12 June 1944, he dived over the side of his boat and swam to the more exhausted soldier who was floating face down. He succeeded in getting the helpless man in the boat and administered artificial respiration until the craft docked, undoubtedly saving the man's life.

★ Eugene R. Brown, AOM1c, USNR, Wollaston, Mass. (posthumously): As



Brown, AOM1c

a flight deck aviation ordnanceman, he ran immediately to a bomb which had been jarred loose from a landed plane and grasped the rotating arming vanes of the already partially armed bomb. He prevented full arming of the bomb and thereby prevented a detonation, which probably would have taken many lives (18 June 1944, near Marianas).

★ Edward F. Duclos, CM1c, USN, Swansea, Mass., and Claude C. Goldman Jr., TM2c, USN, Aiken, S. C.: Serving aboard the USS *Buck* when it was sunk by an explosion, they were dazed and wounded when thrown against the after deck house. They assisted in removing casualties to life rafts and set all depth charges on safe. Then they released two men who had been trapped in the after steering compartment. Remaining aboard until the last minute, they were unable to swim a safe distance from the rapidly sinking ship and received serious internal injuries from underwater explosions.

★ John P. Witzke Jr., AMM1c, USNR, Baltimore, Md. (missing in action): As a survivor of a crashed plane afloat in a rubber raft, he exhibited great skill in administering first aid to one of his fellow survivors. He also showed expert seamanship in handling the raft during the six-hour period before he was rescued.

★ William E. Bailey Jr., MM2c, USN, San Francisco, Calif.: Volunteering for diving operations during the period immediately following the Japanese attack on Pearl Harbor, he made numerous dives inside submerged ships under extremely hazardous conditions in order to assist in the difficult salvage work. He contributed in large measure to the successful completion of these vital operations.

★ Raymond Javorsky, PhM2c, USN, Chicago, Ill.: Following an explosion at the Naval Magazine, Port Chicago, Calif., on 17 July 1944, although not attached to the station complement, he volunteered to enter a highly dangerous area and worked tirelessly to bring the flames under control. He contributed to the prevention of further explosions and possible loss of life.

★ John F. O'Brien, BM2c, USNR, Pawtucket, R. I.: When he saw a small child carried into the water by a runaway jeep on the night of 29 May 1944, he jumped into the swiftly run-

ning sea and grabbed the child, swam about 40 feet to the pier and carried the child to safety.

★ T. G. Vandagriff, SF2c, USN, Wellington, Tex.: He voluntarily engaged in diving operations incident to the salvage of vessels damaged at Pearl Harbor and made many dives under extraordinarily hazardous conditions inside submerged vessels for a total of more than 100 hours of successful underwater work.

★ John O. Wolfgram, BM2c, USNR, Marblehead, Mass.: Seeing the desperate struggles of a fellow seaman who had fallen overboard from the SC 1361 on the night of 29 Dec. 1943, he dived over the side, swam to the unconscious man and brought him to safety.

★ Maurice E. Redwine, WT3c, USNR, Indianapolis, Ind.: While en route to the Naval Training Station, Newport, R. I., on 23 July 1944, he was attracted to a burning house where two women and three children were trapped on an upper floor. He instructed the women to toss the children out of the window and, when these five were safe on the ground, rushed into the blazing house and carried out another child before collapsing from the effects of the smoke.



Gold Star in Lieu of Second

BRONZE STAR MEDAL

★ Lieut. Jonathan S. Raymond Jr., USNR, Pittsburgh, Pa. (missing in action): As division leader of a motor torpedo boat squadron operating off the coast of Bougainville on the night of 5-6 May 1944, he attacked numerically superior enemy landing craft with devastating gunfire and forced the hostile vessels to withdraw.



BRONZE STAR MEDAL

★ Capt. Harold F. Fick, USN, Cleveland Heights, Ohio: As commanding officer of a warship and as commander of an Atlantic Fleet antisubmarine task group from 14 to 30 July 1944, he inflicted extremely heavy losses on the enemy during a period of intense activity in the mid-Atlantic, and contributed materially to the successful prosecution of the Battle of the Atlantic.

★ Capt. James J. McGlynn, USN, San Diego, Calif.: As commanding officer of the amphibious base at Portland-Weymouth, England, he supervised the operation, training, maintenance and logistics support and finally the combat loading of landing craft attached to the base. All these craft, except those seriously damaged by enemy action, departed on time for the successful assault upon the Continent.

★ Comdr. Jasper L. Custer, (MC) USNR, Shreveport, La.: When the USS *Block Island* was sinking on 29 May 1944, he went to the aid of a man pinned between the wreckage and gave him medical aid while attempts were made to free the man. When it became evident that it would be necessary to amputate the man's leg if

he were to be freed before the ship sank, he performed the operation under extremely hazardous and unfavorable conditions.

★ Comdr. Roy W. Lajeunesse, USN, North New Portland, Me.: As commander of three LST echelons at Vella Lavella, he was subjected to fierce bombardment by hostile planes on two occasions. He fearlessly directed the unloading of supplies vital to our operations and successfully completed his mission despite the loss of one ship and serious damage to another.

★ Comdr. Almon E. Loomis, USN, Washington, D. C.: Serving in various capacities in the Atlantic Fleet, he made material contributions to the war in the Atlantic. Largely through his efforts, tactics, training methods, weapons and material essential to the continued success of aircraft were developed and improved.

★ Lt. Comdr. William M. Drane, USN, Clarksville, Tenn.: As commander of an aircraft squadron of the Atlantic Fleet from March to September 1943, he and his pilots are credited with several successful attacks on enemy U-boats. He contributed materially to the campaign against German submarines.

★ Lt. Comdr. George R. Gronvold, USNR, Redwood City, Calif.: As engineering officer of the USS *Block Island* when she was sunk, he worked feverishly with complete disregard for his own safety to neutralize and remedy the damage. Corrective measures had progressed to such a degree that the engine room could have been kept in operation, when a third explosion made it necessary to abandon ship.

★ Lt. Comdr. Robert S. Knowles, USNR, Detroit, Mich.: As first lieutenant and damage control officer of the USS *Block Island* when it was sunk on 29 May 1944, he organized and led the repair party to the damaged parts of the ship and took prompt and effective damage control measures. He succeeded in delaying the ship's sinking long enough to allow the crew to abandon ship without additional loss of life.

★ Lt. Comdr. Curtis B. Munson, USNR, Lake Forest, Ill.: As an officer on the staff of Commander, 11th Amphibious Force, he displayed sound judgment, resourcefulness and devotion to duty during the period of preparation and assault upon the coast of France on 6 June 1944.

★ Lt. Comdr. William R. Staggs, USNR, Chicago, Ill.: As commanding officer of an aircraft squadron on board an escort carrier of the Atlantic Fleet from April to August 1943, he exhibited outstanding leadership and professional ability and was responsible for the success of his squadron in several attacks on enemy submarines.

★ Lt. Comdr. Claude W. Stewart, USN, Seattle, Wash.: As commanding officer of Composite Squadron 19 attached to the USS *Charger* from August 1943 to January 1944, he skillfully led his squadron into action during a period of particularly intense activity by enemy undersea craft. He launched attacks against U-boats effectively and with outstanding courage.

★ Lieut. Thomas H. Byrd, USNR, New York, N.Y.: As commanding officer of a warship which was screening a carrier during July 1943, he attacked an enemy ship with vigor and determination and was successful in destroying it.

★ Lieut. Joseph J. Connor, (MC) USNR, Denver, Colo.: Accompanying a boat pool during the evacuation of a Marine battalion from a position several miles behind Japanese lines, he worked tirelessly in caring for the injured despite a constant barrage of enemy fire. Although forced to work in the darkness, he carried out his task with such skill that no lives were lost.

★ Lieut. Samuel N. Etheredge, (MC) USNR, Norfolk, Va.: Attached to a Marine rifle battalion during an engagement with Japanese forces at Piva Forks, Bougainville, on 24 Nov. 1943, he constantly subjected himself to artillery and mortar fire while carrying out his duties. He skillfully ministered to the injured and inspired his assistants to remain at their posts despite the extreme danger.

★ Lieut. Lawrence I. Field, USNR, New York, N.Y.: As officer-in-charge of special equipment aboard a destroyer escort during an engagement with a Japanese submarine, he rendered valuable assistance to his commanding officer and contributed materially to the probable destruction of the enemy craft. This was the first successful action against an enemy sub by a U. S. destroyer escort.

★ Lieut. Harry C. Goudy, USNR, Baltimore, Md.: As Armed Guard officer attached to the SS *Richard Hovey* when it was sunk by a Japanese submarine in the Arabian Sea on 29 March 1944, he was the last to go over the side of the stricken ship and remained in the water while the sub fired on the helpless survivors. Reaching a life raft, he assumed command of the men aboard and supervised the long search for other survivors. He cared for the wounded, assisted in distilling water from an improvised still and encouraged his men until they were rescued 16 days later. He succeeded in bringing all but one of his men through the ordeal.

★ Lieut. Irwin I. Meller, USNR, Brooklyn, N.Y.: As commanding officer of a PC for a period of 18 days in the area screen of the Naval Western Task Force, he effectively performed his duty of protecting vessels of the task force from German surface ships and submarines, and assisted in the protection against enemy aircraft.

★ Lieut. Howard V. R. Palmer Jr., USNR, Harrisburg, Pa.: As commanding officer of the *LST 359* off Normandy when it was shaken by an underwater explosion, he was hurled into the air and critically injured. Although suffering from intense pain, he remained at his post and directed the saving of his ship. Only after the ship was safely harbored would he allow himself to be evacuated to a hospital.

★ Lieut. Frank E. Pierce Jr., USNR, Chicago, Ill.: As commanding officer of a PC during the invasion of France, he effectively performed the task of protecting vessels in the



Hoist (NTC, San Diego)

"Find out for my wife where she gets those nylons."

Western Task Force area from German surface forces and submarines.

★ William L. Minor, CMoMM, USN, Denver, Colo.: Serving on a submarine during seven war patrols, he kept the main engines of his ship in operation under extremely adverse conditions. On many occasions he labored for 24 hours without rest. During March 1942 he assisted in the evacuation of 55 persons from Corregidor.



Minor, CMoMM

★ Ray B. King, BM1c, USN, Piney Flats, Tenn.; Wilford W. Leonard, MoMM1c, USNR, Shallotte, N. C.; Louis P. L'Heureux, BM1c, USN, North Grafton, Mass., and Leland Martin, SM2c, USNR, Apollo, Pa.: As crew members of the lead scout boat of an assault group during the invasion of Normandy, they carried out their duties under great danger and continued in it unrelieved despite fatigue and personal injury. They rescued and assisted casualties under fire with complete disregard for their own safety.

★ Ralph E. Beach, SM2c, USNR, Fort Wayne, Ind.: While assisting in the lowering of a ramp on an LCT during the invasion of Normandy, he was wounded in the legs and back by a shell burst in the bow which killed two men. Despite his wounds, he remained at his station and was largely instrumental in getting the tanks off.



Beach, SM2c

★ Stacey V. Bennett, SM1c, USN, Groton, Conn.: Serving as an assistant to the commanding officer of a submarine during torpedo attacks, he used his keen vision to assist in attacks that resulted in the sinking of a very large amount of enemy shipping, and in the evasion of enemy countermeasures after the attacks.

★ John P. Thomas, SM2c, USNR, Weldon, N. C.: When his landing craft was sunk during the invasion of Normandy, he reached the beach in an-

other landing craft loaded with rangers who were to assault the cliffs. He repeatedly exposed himself to terrific enemy fire in an effort to establish communications by semaphore. Although suffering from concussion and severe bruises sustained when he was buried by a rock slide, he persuaded the medical officer not to evacuate him and returned to the beach two days later and performed his duties until his unit was evacuated to England.

★ Cosmo Trevisano, GM2c, USNR, Paterson, N. J. (posthumously): Serving as a 20-mm. gunner on the night of 13 May 1944 when his boat attacked four enemy barges in the face of heavy fire from shore positions, he exhibited expert marksmanship and by his deadly fire enabled his boat to withdraw from the beach after sinking three barges. Killed in the action, his courage and skill were an inspiration to the men of his boat.

★ Richard W. Borden, PhM3c, USNR, Goldsboro, N. C.: As a member of a medical section of a beach battalion during the invasion of Normandy, he disregarded his own safety to attend and evacuate the wounded under direct enemy artillery shelling. He not only saved many lives, but gave an example of coolness and efficiency that inspired his shipmates and contributed materially to the success of this phase of the operation on this sector of the beach.

★ Russel I. Olson, RM3c, USCGR, Modesto, Calif.: As a member of the beach party of a naval transport during the landing operations at Eniwetok Atoll, and at Perry Island, he quickly established radio communications with all vessels participating while under enemy fire and thus contributed materially to the success of the landing operations.

★ Thomas J. Ryan, SM3c, USNR, Woonsocket, R. I.: As a survivor of the USS *Susan B. Anthony*, picked up by the *LST 515*, he voluntarily administered first aid to more than 40 stretcher cases on the landing craft. When Army and Navy doctors came aboard five hours later to remove the six most serious cases to the beach, they said he had done "an excellent job."

★ Paul Schimpf, GM3c, USNR, Perth Amboy, N. J.: As a member of the Armed Guard unit aboard the SS *James Guthrie* when it was torpedoed in the Mediterranean on 17 April 1944, he took charge of one life boat containing 25 men. With great initiative and skill he directed the rescue of a number of men thrown into the sea. When heavy seas threatened to swamp the overloaded boat, he ordered half the men into the water to hold on the life lines and joined the group in the water.

★ James J. Moulds, F2c, USNR, Trenton, N. J.: While serving in the USS *Corry* when it was sinking off the coast of France on 6 June 1944, he assisted an officer in the removal of wounded from the forward fire room. Although the fire room was rapidly flooding, he carried on until a fatally wounded shipmate could be brought to the deck and placed in a lifeboat.

One Step Ahead of the Japs

(Continued from Page 9)

overhead and tropical fruit all around. It was like something out of a book of adventure.

At one of these small ports some natives came over in one of the small dugout canoes selling fish. We bought some fish for the Filipinos and wanted to buy the boat itself, as it was a beauty of a dugout, but nothing doing. We finally settled for one of the natives' hat, a big woven bamboo one.

In about an hour, around came a soldier. He said that the Dutch authorities on the other side of the bay had seen this suspicious boat and wanted us to come over and be identified.

We sent a letter back that we were sorry but we didn't like to go out in the middle of the day when the Japs were fitting around, and thought that would fix it up.

In about an hour, back comes a messenger in a boat, with even more urgent messages that we come across to the other side and be identified, otherwise they were likely to fire on us. Meanwhile, a sailor succeeded in buying the boat from the messenger. The messenger went back on foot.

Well, the third time, they had a platoon come around. They said that we had better come over to the other side of the bay and no fooling. They had a gun over there and they were going to use it. So we went over. This Dutchman said, "God, I'm certainly glad to see you, and see this thing is on the level. We were perfectly certain you were Japs. They are only around the corner from here. First you bought the hat and secondly you bought the boat and it looked to me like you all wanted to make a landing."

From then on we made a point of searching for the Dutch commandant. We got down one more bay the next day, and lay quietly alongside the bay, picking up some drinking water from a little spring nearby.

Bombers were going back and forth all day. American B-24s and Flying Fortresses from the Dutch fields near Soerabaja went over to bomb the Jap transports off Bali, and an occasional Jap would fit by.

We traveled on up the south coast of Java, with everything very quiet, and finally got up to Tjilatjap. Off the entrance of the port we met an old friend—the gunboat *Tulsa*, with a classmate of mine on board.

The *Tulsa* skipper came on board and fixed us up with a pilot, an old Dutchman whose entire stock of English was profanity, which he used on the Filipino helmsman who knew no English whatever, even profanity. So that's the way we went through the entrance.

We got into Tjilatjap, where they had begun to have a rough idea that the tune was about over. Two or three air raids in the afternoon upset the whole routine. No planes came over, actually, but every time there was an air-raid warning everybody would disappear and the ships would get under way and stand cut.

We were again out of what little

fuel we had so we tried to get some from Dutch Shell. There wasn't a soul around but two or three clerks and two or three Dutchmen. There were a lot of British or Canadian troops embarking that night, and the Americans hadn't arrived yet. The *Langley* was still on her way up with fighter planes on deck. The Dutch did give us our oil. We got a little more chow, and went up and phoned the capitol, Bandoeng, where the Admiral was. On the way out we stopped alongside the *Pecos*.

Our poor Filipino boys were beginning to realize by that time that there were climates other than the Manila variety. They all had whites, and I had a couple pairs of shorts, which was the extent of my wardrobe, so we went alongside the *Pecos* and filled up with fresh water, got a little fresh grub and asked the skipper if we could have some clothes. He broke out his paymaster who came up with Bureau of Supplies and Accounts manual under his arm, and said that all he had left was about ten or twelve suits of blues.

The skipper of the *Pecos*, a gentleman of the old school, said, "Give them the blues." So we got our blues and left that night. And off we set for Australia.

We discovered later that the *Pecos* and the rest of the ships, what few there were left, had gotten under way the night following. We were doing about three knots so we went straight south. The Japs didn't bother us.

The weather fortunately was absolutely foul, but the Filipinos were closer to death than any human beings I've ever seen. The aide and myself and an old Filipino cook whose legs would barely carry him around, and one or two of the P.O.'s were the only ones left on their feet. We went south as long as we could and ran into headwinds that absolutely stopped us, so we started easing over toward Australia, towards the west coast.

We thought that's where the Japs would be, but we had to take a chance. We had no charts for Australia at all, except a general chart of all Australia roughly comparable to one you'd find in a geography book. After about ten days we made a landfall, and started heading down what we thought was a well-marked channel; it looked that way on this chart. We were looking for a town which was on the chart in great big letters, as big as the letters that indicated where Perth was. We looked all over, but could find no town, not even a stable, nothing.

After cruising along merrily for a while, there was this grinding crunch which people feel every now and then. We were all thrown flat and discovered we were hard and fast on the beach again. We didn't know it but the rise and fall of the tide there is about 25 or 30 feet. Ordinarily, in the ports farther along the coast they run ships ashore there at high tide. When the tide goes out, they drive wagons out alongside the ship and unload right off of the wagon. The ship's just on dry land.

Well, to our horror, not knowing

this, the tide kept going out and out and we crawled over the side and rolled our pants up and walked around the ship, practically, with the tide still going out. Meanwhile the ship, after riding on an even keel for 10 or 15 minutes after we hit, went over with a terrific crash to about 45°. It suddenly dawned on us about then that she had a two- or three-foot keel and the mess gear was banging around, the fresh-water barrels were loose all over the deck, everything cut loose, and here was the old Filipino boatswain sitting around smoking his pipe and being unconcerned.

After I discovered him, he said, "Oh, we do this every year to scrape off barnacles."

It was just routine procedure to him.

He said that as far as he was concerned the only mistake was that we hadn't tied the dishes down. Well, we entered in the log, of course, that we had careened ship to inspect the bottom.

It didn't do much harm outside of busting a few dishes up.

We had a radioman passenger on board, and he didn't check to find out that the ship wasn't really sinking, so he got into a bottle of snake medicine we had gotten up in Bali, or some place up there, and proceeded to fortify himself. He was the only real casualty outside the dishes.

All that was saved out of the glassware on board was two or three cases of Heinekens beer. We had tried to get some drinking water in Tjilatjap before we started, as we hadn't been sure of the *Pecos* then. They said you'd better ballast yourself with beer; maybe you won't be able to get any water, and there's no use dying of thirst on the way. So the beer was saved.

The rest of the trip down the Australian coast was fairly devoid of interest. We finally pulled into Geraldton, the first Navy ship that had been in there so far, and we were received with the greatest acclaim. This was roughly three and a half or four weeks after we'd left Java. And that I think was about the third time they'd reported us all missing.

After about a week's stay to rehabilitate in this small town, we went on down to Fremantle, barging in under full sail. We were really a curiosity. They hadn't ever seen anything like that, an American man-o'-war with a gun and under full sails, commission pennant, Filipino crew, and all. You couldn't tell us from the Filipinos at that time, for we'd spent our whole time on deck. So we sashayed into Fremantle, although our friends had given us up for dead, I guess, and that's about the end of the story as far as that part of the cruise is concerned.

(Note: Of the vessels mentioned in this report, the river gunboat *Wake* was captured at Shanghai and the *Luzon* was destroyed at Bataan to prevent capture, as was the sub tender *Canopus*. The patrol vessel *Oahu* was lost to enemy gunfire at Bataan. The seaplane tender *Langley* and the oiler *Pecos* were sunk in waters south of Java, and the destroyer *Peary* was sunk by enemy aircraft at Darwin, Australia.—ED.)

Membership of the 79th Congress

The following lists show the composition of the Senate and House of Representatives of the 79th Congress, which meets 3 Jan. 1945. They are based on unofficial returns from the 7 November general election (see p. 46) through 20 November. Included are members who were elected to other offices this year and who may therefore resign.

One asterisk indicates members re-elected this year; two asterisks, hold-over senators whose terms do not expire this year. Names not marked are those of new members. Numbers indicate congressional district. Party affiliations are shown in parentheses; D for Democratic, R for Republican, others spelled out.

House of Representatives

ALABAMA—1. Frank W. Boykin*(D); 2. George M. Grant*(D); 3. George W. Andrews*(D); 4. Sam Hobbs*(D); 5. Albert Rains(D); 6. Pete Jarman*(D); 7. Carter Manasco*(D); 8. John J. Sparkman*(D); 9. Luther Patrick(D).

ARIZONA—At large: Richard F. Harless*(D); John R. Murdock*(D).

ARKANSAS—1. E. C. Gathings*(D); 2. Wilbur D. Mills*(D); 3. James W. Trimble(D); 4. Fadoj Cravens*(D); 5. Brooks Hays*(D); 6. W. F. Norrell*(D); 7. Oren Harris*(D).

CALIFORNIA—1. Clarence F. Lea*(D); 2. Clair Engle*(D); 3. J. Leroy Johnson*(R); 4. Franck R. Havenner(D); 5. Richard J. Welch*(R); 6. George P. Miller(D); 7. John H. Tolan*(R); 8. John Z. Anderson*(R); 9. Bertrand W. Gearhart*(R); 10. Alfred J. Elliott*(D); 11. George E. Outland*(D); 12. H. Jerry Voorhis*(D); 13. Ned R. Healy(D); 14. Helen Gahagan Douglas(D); 15. Gordon L. McDonough(R); 16. Ellis E. Patterson(D); 17. Cecil R. King*(D); 18. Clyde G. Doyle(D); 19. Chet Holifield*(D); 20. Carl Hinshaw*(R); 21. Harry R. Sheppard*(D); 22. John Phillips*(R); 23. Ed. V. Izac*(D).

COLORADO—1. Dean M. Gillespie*(R); 2. William S. Hill*(R); 3. J. Edgar Chenoweth*(R); 4. Robert F. Rockwell*(R).

CONNECTICUT—At large: Joseph Ryter(D); 1. Herman P. Koppelman(D); 2. Chase Going Woodhouse(D); 3. James T. Geelan(D); 4. Clare Boothe Luce*(R); 5. Joseph E. Talbot*(R).

DELAWARE—At large: Philip A. Traynor(D).

FLORIDA—1. J. Hardin Peterson*(D); 2. Emory H. Price*(D); 3. Robert L. F. Sikes(D); 4. Pat Cannon*(D); 5. Joe Hendricks*(D); 6. Dwight L. Rogers(D).

GEORGIA—1. Hugh Peterson*(D); 2. E. E. Cox*(D); 3. Stephen Pace*(D); 4. A. Sidney Camp*(D); 5. Robert Ramspeck*(D); 6. Carl Vinson*(D); 7. Malcolm C. Tarver*(D); 8. John S. Gibson*(D); 9. John S. Wood(D); 10. Paul Brown*(D).

IDAHO—1. Compton I. White*(D); 2. Henry C. Dworshak*(R).

ILLINOIS—At large: Emily Taft Douglas(D); 1. William L. Dawson*(D); 2. William A. Rowan*(D); 3. Edward A. Kelly(D); 4. Martin Gorski*(D); 5. Adolph J. Sabath*(D); 6. Thomas J. O'Brien*(D); 7. William W. Link(D); 8. Thomas S. Gordon*(D); 9. Alexander J. Resa(D); 10. Ralph E. Church*(R); 11. Chauncey W. Reed*(R); 12. Noah M. Mason*(R); 13. Leo E. Allen*(R); 14. Anton J. Johnson*(R); 15. Robert B. Chiperfield*(R); 16. Everett M. Dirksen*(R); 17. Leslie C. Arends*(R); 18. Jessie Sumner*(R); 19. Rolla C. McMillen*(R); 20. Sid Simpson*(R); 21. Evan Howell*(R); 22. Melvin Price(D); 23. Charles W. Vursell*(R); 24. James V. Heidinger*(R); 25. C. W. Bishop*(R).

INDIANA—1. Ray J. Madden*(D); 2. Charles A. Halleck*(R); 3. Robert A. Grant*(R); 4. George W. Gillie*(R); 5. Forest A. Harness*(R); 6. Noble J. Johnson*(R); 7. Gerald W. Landis*(R); 8. Charles M. LaFollette*(R); 9. Earl Wilson*(R); 10. Raymond S. Springer*(R);

11. Louis Ludlow*(D).

IOWA—1. Thomas E. Martin*(R); 2. Henry O. Talle*(R); 3. John W. Gwynne*(R); 4. Karl M. LeCompte*(R); 5. Paul Cunningham*(R); 6. James I. Dolliver(R); 7. Ben F. Jensen*(R); 8. Charles B. Hoeven*(R).

KANSAS—1. Albert M. Cole(R); 2. Errett P. Scrivner*(R); 3. Thomas D. Winter*(R); 4. Edward H. Rees*(R); 5. Clifford R. Hope*(R); 6. Frank Carlson*(R).

KENTUCKY—1. Noble J. Gregory*(D); 2. Earle C. Clements(D); 3. Emmet O'Neal*(D); 4. Frank L. Chelf(D); 5. Brent Spence*(D); 6. Virgil Chapman*(D); 7. Andrew J. May*(D); 8. Joe B. Bates*(D); 9. John M. Robison*(R).

LOUISIANA—1. F. Edward Hebert*(D); 2. Paul H. Maloney*(D); 3. James Domengeaux*(D); 4. Overton Brooks*(D); 5. Charles E. McKenzie*(D); 6. James H. Morrison*(D); 7. Henry D. Larcade, Jr.*(D); 8. A. Leonard Allen*(D).

MAINE—1. Robert Hale*(R); 2. Margaret Chase Smith*(R); 3. Frank Fellows*(R).

MARYLAND—1. Dudley G. Roe(D); 2. H. Street Baldwin*(D); 3. Thomas D'Alessandro, Jr.*(D); 4. George H. Fallon(D); 5. Lansdale G. Sasser*(D); 6. J. Glenn Beall*(R).

MASSACHUSETTS—1. John W. Heselton(R); 2. Charles R. Clason*(R); 3. Philip J. Philbin*(D); 4. Pehr G. Holmes*(R); 5. Edith Nourse Rogers*(R); 6. George J. Bates*(R); 7. Thomas J. Lane*(D); 8. Angier L. Goodwin*(R); 9. Charles L. Gifford*(R); 10. Christian A. Herter*(R); 11. James M. Curley*(D); 12. John W. McCormack*(D); 13. Richard B. Wigglesworth*(R); 14. Joseph W. Martin, Jr.*(R).

MICHIGAN—1. George G. Sadowski*(D); 2. Earl C. Michener*(R); 3. Paul W. Shafer*(R); 4. Clare E. Hoffman*(R); 5. Bartel J. Jonkman*(R); 6. William W. Blackney*(R); 7. Jesse P. Wolcott*(R); 8. Fred L. Crawford*(R); 9. Albert J. Engel*(R); 10. Roy O. Woodruff*(R); 11. Fred Bradley*(R); 12. Frank E. Hook(D); 13. George D. O'Brien*(D); 14. Louis C. Rabaut*(D); 15. John D. Dingell*(D); 16. John Lesinski*(D); 17. George A. Dondero*(R).

MINNESOTA—1. August H. Andresen*(R); 2. Joseph P. O'Hara*(R); 3. William J. Gallagher(D); 4. Frank T. Starkey(D); 5. Walter H. Judd*(R); 6. Harold Knutson*(R); 7. H. Carl Andersen*(R); 8. William A. Pittenger*(R); 9. Harold C. Hagen*(R).

MISSISSIPPI—1. John E. Rankin*(D); 2. Jamie L. Whitten*(D); 3. William M. Whittington*(D); 4. Thomas G. Abernethy*(D); 5. Arthur Winstead*(D); 6. William M. Colmer*(D); 7. Dan R. McGehee*(D).

MISSOURI—1. Wat Arnold*(R); 2. Max Schwabe*(R); 3. William C. Cole*(R); 4. C. Jasper Bell*(D); 5. Roger C. Slaughter*(D); 6. Marion T. Bennett*(R); 7. Dewey Short*(R); 8. A. S. J. Carnahan(D); 9. Clarence Cannon*(D); 10. Orville Zimmerman*(D); 11. John B. Sullivan(D); 12. Walter C. Ploeser*(R); 13. John J. Cochran*(D).

MONTANA—1. Mike Mansfield*(D); 2. James F. O'Connor*(D).

NEBRASKA—1. Carl T. Curtis*(R); 2. Howard H. Buffett*(R); 3. Karl Stefan*(R); 4. A. L. Miller*(R).

NEVADA—At large: Berkeley L. Bunker(D).

NEW HAMPSHIRE—1. Chester E. Merrow*(R); 2. Sherman Adams*(R).

NEW JERSEY—1. Charles A. Wolverton*(R); 2. T. Millett Hand(R); 3. James C. Auchincloss*(R); 4. D. Lane Powers*(R); 5. Charles A. Eaton*(R); 6. Clifford P. Case(R); 7. J. Parnell Thomas*(R); 8. Gordon Canfield*(R); 9. Harry L. Towe*(R); 10. Fred A. Hartley, Jr.*(R); 11. Frank L. Sundstrom*(D); 12. Robert W. Keen*(R); 13. Mory T. Norton*(D); 14. Edward J. Hart*(D).

NEW MEXICO—At large: Clinton P. Anderson*(D); Antonio M. Fernandez*(D).

NEW YORK—1. Edgar A. Sharp*(R); 2. Leonard W. Hall*(R); 3. Henry J. Latham(R); 4. William B. Barry*(D); 5. James A. Roe(D); 6. James J. Delaney(D); 7. John J. Delaney*(D); 8. Joseph L. Pfeifer*(D); 9. Eugene J. Keogh*(D); 10.

Andrew L. Somers*(D); 11. James J. Hefernan*(D); 12. John J. Rooney*(D); 13. Donald L. O'Toole*(D); 14. Leo F. Rayfield(D); 15. Emanuel Celler*(D); 16. Ellsworth B. Buck*(R); 17. Joseph Clark Baldwin*(R); 18. Vito Marcantonio*(American Labor); 19. Samuel Dickstein*(D); 20. Sol Bloom*(D); 21. James H. Torrens*(D); 22. Adam C. Powell Jr.(D); 23. Walter A. Lynch*(D); 24. Benjamin J. Rabin(D); 25. Charles A. Buckley*(D); 26. Peter A. Quinn(D); 27. Ralph W. Gwinn(R); 28. Ralph A. Gamble*(R); 29. Augustus W. Bennett(R); 30. Jay LeFevre*(R); 31. Bernard W. Kearney*(R); 32. William T. Byrne*(D); 33. Dean P. Taylor*(R); 34. Clarence E. Kilburn*(R); 35. Hadwen C. Fuller*(R); 36. Clarence E. Hancock*(R); 37. Edwin Arthur Hall Jr.*(R); 38. John Taber*(R); 39. W. Sterling Cole*(R); 40. George F. Rogers(D); 41. James W. Wadsworth*(R); 42. Walter G. Andrews*(R); 43. Edward J. Elsaesser(R); 44. Leon A. Dombrowski(D) or John C. Butler*(R); 45. Daniel A. Reed*(R).

NORTH CAROLINA—1. Herbert C. Bonner*(D); 2. John H. Kerr*(D); 3. Graham A. Barden*(D); 4. Harold D. Cooley*(D); 5. John H. Folger*(D); 6. Carl T. Durham*(D); 7. J. Bayard Clark*(D); 8. W. O. Burgin*(D); 9. Robert L. Doughton*(D); 10. Joe W. Ervin(D); 11. Alfred L. Bulwinkle*(D); 12. Zebulon Weaver*(D).

NORTH DAKOTA—At large: William Lemke*(R); Charles R. Robertson*(R).

OHIO—At large: George H. Bender*(R); 1. Charles H. Elston*(R); 2. William E. Hess*(R); 3. Edward J. Gardner*(D); 4. Robert F. Jones*(R); 5. Clip Clevenger*(R); 6. Edward O. McCowen*(R); 7. Clarence J. Brown*(R); 8. Frederick C. Smith*(R); 9. Homer A. Ramey*(R); 10. Thomas A. Jenkins*(R); 11. Walter E. Brehm*(R); 12. John M. Vorvys*(R); 13. Alvin F. Weichel*(R); 14. Walter E. Huber(D); 15. P. W. Griffiths(R); 16. William R. Thom(D); 17. J. Harry McGregor*(R); 18. Earl R. Lewis*(R); 19. Michael J. Kirwan*(D); 20. Michael A. Feighan*(D); 21. Robert Crosser*(D); 22. Frances P. Bolton*(R).

OKLAHOMA—1. George B. Schwabe(R); 2. William G. Stigler*(D); 3. Paul Stewart*(D); 4. Lyle H. Boren*(D); 5. Mike Monroney*(D); 6. Jed Johnson*(D); 7. Victor Wickersham*(D); 8. Ross Rizley*(R).

OREGON—1. James W. Mott*(R); 2. Lowell Stockman*(R); 3. Homer D. Angell*(R); 4. Harris Ellsworth*(R).

PENNSYLVANIA—1. William A. Barrett(D); 2. William T. Granahan(D); 3. Michael J. Bradley*(D); 4. John Edward Sheridan*(D); 5. William J. Green Jr.(D); 6. Herbert J. McGlinchey(D); 7. James Wolfenden*(R); 8. Charles L. Gerlach*(R); 9. J. Roland Kinzer*(R); 10. John W. Murphy*(D); 11. Daniel J. Flood(D); 12. Ivor D. Fenton*(R); 13. Daniel K. Hoch*(D); 14. Wilson D. Gillette*(R); 15. Robert F. Rich*(R); 16. Samuel K. McConnell Jr.*(R); 17. Richard M. Simpson*(R); 18. John C. Kunkel*(R); 19. Leon H. Gavin*(R); 20. Francis E. Walter*(D); 21. Chester H. Gross*(R); 22. D. Emmert Brumbaugh*(R); 23. J. Buell Snyder*(D); 24. Thomas E. Morgan(D); 25. Louis E. Graham*(R); 26. Harve Tibbott*(R); 27. Augustine B. Kelley*(D); 28. Robert L. Rodgers*(R); 29. Howard E. Campbell(R); 30. Robert J. Corbett*(D); 31. James G. Fulton(R); 32. Herman P. Eberharter*(D); 33. Samuel A. Weiss*(D).

RHODE ISLAND—1. Aime J. Forand*(D); 2. John E. Fogarty*(D).

SOUTH CAROLINA—1. L. Mendel Rivers*(D); 2. John J. Riley(D); 3. Butler B. Hare*(D); 4. Joseph R. Bryson*(D); 5. James P. Richards*(D); 6. John L. McMillan*(D).

SOUTH DAKOTA—1. Karl E. Mundt*(R); 2. Francis Case*(R).

TENNESSEE—1. B. Carroll Reece*(R); 2. John Jennings Jr.*(R); 3. Estes Kefauver*(D); 4. Albert Gore*(D); 5. Harold H. Eatherman(D); 6. J. Percy Priest*(D); 7. Wirt Courtney*(D); 8. Tom Murray*(D); 9. Jere Cooper*(D); 10. Clifford Davis*(D).

TEXAS—1. Wright Patman*(D); 2. J. M. Combs(D); 3. Lindley Beckworth*(D); 4. Sam Rayburn*(D); 5. Hatton W. Sumners

* (D); 6. Luther A. Johnson*(D); 7. Tom Pickett(D); 8. Albert Thomas*(D); 9. Joseph J. Mansfield*(D); 10. Lyndon B. Johnson*(D); 11. W. R. Poage*(D); 12. Fritz G. Latham*(D); 13. Ed Gossett*(D); 14. John E. Lyle(D); 15. Milton H. West*(D); 16. R. Ewing Thomason*(D); 17. Sam M. Russell*(D); 18. Eugene Worley*(D); 19. George H. Mahon*(D); 20. Paul J. Kilday*(D); 21. O. C. Fisher*(D).

UTAH—1. Walter K. Granger*(D); 2. J. W. Robinson*(D).

VERMONT—At large: Charles A. Plumley*(R).

VIRGINIA—1. Schuyler Otis Bland*(D); 2. Ralph H. Daughton*(D); 3. Dave E. Satterfield Jr.*(D); 4. Patrick H. Drewry*(D); 5. Thomas G. Burch*(D); 6. Clifton A. Woodrum*(D); 7. A. Willis Robertson*(D); 8. Howard W. Smith*(D); 9. John W. Flannagan Jr.*(D).

WASHINGTON—1. Hugh D. Lacy(D); 2. Henry M. Jackson*(D); 3. Charles Savage(D); 4. Hal Holmes*(R); 5. Walt Horan*(R); 6. John M. Coffee*(D).

WEST VIRGINIA—Matthew M. Neely(D); 2. Jennings Randolph*(D); 3. Cleveland M. Bailey(D); 4. Hubert S. Ellis*(R); 5. John Kee*(D); 6. E. H. Hedrick(D).

WISCONSIN—1. Lawrence H. Smith*(R); 2. Robert K. Henry(R); 3. William H. Stevenson*(R); 4. Thad F. Wasielewski*(D); 5. Andrew J. Biemiller(D); 6. Frank B. Keefe*(R); 7. Reid F. Murray*(R); 8. John W. Byrnes(R); 9. Merlin Hull(Progressive); Alvin E. O'Konski*(R).

WYOMING—At large: Frank A. Barrett.

Senate

(Senior senator first)

ALABAMA—John H. Bankhead*(D); Lister Hill*(D)

ARIZONA—Carl Hayden(D); Ernest W. McFarland*(D).

ARKANSAS—John L. McClellan*(D); J. William Fulbright(D).

CALIFORNIA—Hiram W. Johnson*(R); Sheridan Downey*(D).

COLORADO—Edwin C. Johnson*(D); Eugene D. Millikin*(R).

CONNECTICUT—Francis Maloney*(D); Brien McMahon(D).

DELAWARE—James M. Tunnell*(D); C. Douglass Buck*(R).

FLORIDA—Charles O. Andrews*(D); Claude Pepper*(D).

GEORGIA—Walter F. George*(D); Richard B. Russell*(D).

IDAHO—John Thomas*(R); Glen H. Taylor*(D).

ILLINOIS—Scott W. Lucas*(D); C. Wayland Brooks*(R).

INDIANA—Raymond E. Willis*(R); Homer E. Capehart(R).

IOWA—George A. Wilson*(R); Bourke B. Hickenlooper(R).

KANSAS—Arthur Capper*(R); Clyde M. Reed*(R).

KENTUCKY—Alben W. Barkley*(D); Albert B. Chandler*(D).

LOUISIANA—John H. Overton*(D); Allen J. Ellender(D).

MAINE—Wallace H. White Jr.*(R); Owen Brewster*(R).

MARYLAND—Millard E. Tydings*(D); George L. Radcliffe*(D).

MASSACHUSETTS—David I. Walsh*(D); Leverett Saltonstall(R).

MICHIGAN—Arthur H. Vandenberg*(R); Homer Ferguson*(R).

MINNESOTA—Henrik Shipstead*(R); Joseph H. Ball*(R).

MISSISSIPPI—Theodore G. Bilbo*(D); James O. Eastland*(D).

MISSOURI—Harry S. Truman*(D); Forrest C. Donnell(R).

MONTANA—Burton K. Wheeler*(D); James E. Murray*(D).

NEBRASKA—Hugh Butler*(R); Kenneth S. Wherry*(R).

NEVADA—Pat McCarran*(D); James G. Scrugham*(D).

NEW HAMPSHIRE—Styles Bridges*(R); Charles W. Tobey*(R).

NEW JERSEY—Albert W. Hawkes*(R); H. Alexander Smith(R).

NEW MEXICO—Carl A. Hatch*(D); Dennis Chavez*(D).

NEW YORK—Robert F. Wagner*(D); James M. Mead*(D).

NORTH CAROLINA—Josiah W. Bailey*(D); Clyde R. Hoey(D).

NORTH DAKOTA—William Langer*(R); John Moses(D).

OHIO—Robert A. Taft*(R); Harold H. Burton*(R).

OKLAHOMA—Elmer Thomas*(D); E. H. Moore*(R).

OREGON—Guy Cordon*(R); Wayne L. Morse(R).

PENNSYLVANIA—Joseph F. Guffey*(D); Francis J. Myers(D).

RHODE ISLAND—Peter G. Gerry*(D); Theodore Francis Green*(D).

SOUTH CAROLINA—Burnet R. Maybank*(D); Olin D. Johnston(D).

SOUTH DAKOTA—Chan Gurney*(R); Harlan J. Bushfield*(R).

TENNESSEE—Kenneth McKellar*(D); Tom Stewart*(D).

TEXAS—Tom Connally*(D); W. Lee O'Daniel*(D).

UTAH—Elbert D. Thomas*(D); Abe Murdock*(D).

VERMONT—Warren R. Austin*(R); George D. Aiken*(R).

VIRGINIA—Carter Glass*(D); Harry Flood Byrd*(D).

WASHINGTON—Mon C. Wallgren*(D); Warren G. Magnuson(D).

WEST VIRGINIA—Harley M. Kilgore*(D); Chapman Revercomb*(R).

WISCONSIN—Robert M. La Follette Jr.*(Progressive); Alexander Wiley*(R).

WYOMING—Joseph C. O'Mahoney*(D); Edward V. Robertson*(R).

The Retirement Pay Question

(Continued from Page 33)

careful reading for personnel desiring to understand them.

A summary of retirement procedure for enlisted personnel follows:

FOR SERVICE (DIRECT TO THE RETIRED LIST):

Enlisted men of the regular Navy and Marine Corps, upon completion of 30 years' service in the armed forces and upon their own application, are entitled to be placed on the retired list. (In time of war, an enlisted man, if he is retired, may be immediately placed on active duty on the retired list.) After retirement, such a man, while on inactive duty, draws retired pay at the rate of 75% of the base pay and 75% of longevity he was receiving on the date he was retired. For the purpose of computing service, all active duty service in the Navy, Marine Corps, Coast Guard and Army and the various reserve components thereof is counted as service with a complete enlistment during minority counting as four years. Double time is counted for the following service:

Spanish-American War, from 21 April 1898 to 11 April 1899, inclusive.

Marine Corps and Army service in Puerto Rico and Hawaii prior to 24 April 1904, from date of arrival to date of departure.

Marine Corps and Army service in China, Cuba, the Philippine Islands, Guam, Alaska and Panama, prior to 25 Aug. 1912, from date of arrival to date of departure.

FOR SERVICE (TRANSFER TO THE FLEET RESERVE):

Class F-4-C, Fleet Reserve, Navy, or Class I (b), Fleet Marine Corps Reserve:

An enlisted man in the regular Navy or Marine Corps will be transferred to this class, upon his application, if he has completed 16 years of active naval service and if he meets one of the following conditions:

(1) Serving in the regular Navy or Marine Corps on 1 July 1925. (2) Having been discharged from the regular Navy or Marine Corps prior to 1 July 1925, reenlisted in the regular Navy or Marine Corps within three months from the date of discharge. (3) Serving in the Naval Reserve Force on 1 July 1925 in an enrollment entered into within four months from the date of his discharge from the regular Navy and thereafter reenlisted in the regular Navy within three months from the date of his discharge from the Naval Reserve.

While on inactive duty a member of Class F-4-C of the Fleet Reserve receives retainer pay at the rate of one-third of the base pay which he was receiving at the time of transfer plus all (not one-third) longevity pay he had accumulated up to the time of his transfer to the Fleet Reserve.

Once on the inactive list of the Fleet Reserve, his accumulation of longevity pay credit stops and never begins again unless and until he is recalled to active duty. Additional longevity pay credit is allowed for such additional active duty of Fleet Reserve and retired enlisted personnel. In addition, the Fleet Reserve pay will be increased by 10% for a man who is credited with extraordinary heroism in line of duty. In such cases, extraordinary heroism is determined under the same procedure as outlined for officers, namely the determination of the Board of Decorations, Medals and Awards.

Class F-4-D, Fleet Reserve, Navy, or Class I (c), F.M.C.R.:

Any man who can qualify for Class

F-4-C, if he delays his application until the completion of 20 or more years of naval service, is transferred to Class F-4-D of the Fleet Reserve. A member of Class F-4-D, while on inactive duty, receives retainer pay at the rate of one-half the base pay he was receiving at time of transfer, plus all (not one-half) longevity pay. In addition, this pay will be increased 10% if he is credited with extraordinary heroism in line of duty or if his average marks in conduct for 20 or more years are not less than 95% of the maximum. He may not receive 20% credit for both, however.

Class F-5, Fleet Reserve, Navy, or Class I (d), F.M.C.R.:

Enlisted men of the regular Navy who first enlisted in the Navy (or Marine Corps) after 1 June 1925 or who reenlisted therein after 1 July 1925, having been out of the regular Navy (or Marine Corps) more than three months, who were not serving in the regular Navy (or Marine Corps) on 1 July 1925, may, upon application, be transferred to Class F-5 of the Fleet Reserve on the completion of at least 20 years' active duty, provided they are physically and otherwise qualified to perform duty in time of war. *Ability to perform limited duty on shore fulfills the requirements of the law.* A member of Class F-5 of the Fleet Reserve, while on inactive duty, receives retainer pay at the rate of one-half the base pay he was receiving at the time of transfer.

In computing length of service for transfer to the Fleet Reserve, there is no requirement that such service be continuous. This provision is called particularly to the attention of enlisted men of the regular Navy with broken service, that is, intermittent periods of enlistment interrupted by return to civilian life. This class of personnel has directed numerous queries to BuPers on this point, as to whether their service must have been continuous for them to rate transfer to the Fleet Reserve. The answer is no.

Another question often raised is whether all service must be in the regular Navy. No. Active duty reservist service counts, so long as other requirements are met and the person is in the regular Navy at the time of transfer.

ENLISTED PERSONNEL DISCHARGED FROM THE FLEET RESERVE:

If a man elects to be discharged from the Fleet Reserve, thereby forfeiting the benefits of the classification, there is no provision of law whereby he may claim or receive such benefits at a later date, unless he meets the requirements for reenlistment and is reenlisted in the regular Navy and later transferred to the Fleet Reserve or retired lists.

FOR SERVICE (TRANSFER TO THE RETIRED LIST VIA THE FLEET RESERVE):

Members of Class F-4 and F-5 of the Fleet Reserve and members of F.M.C.R., upon completion of 30 years' service, active and inactive, are transferred, without application, to the retired list of the regular Navy. (In wartime, any such personnel on active duty at the time would normally be immediately recalled to active duty on the retired list.) They will also be placed on the retired list prior to completion of 30 years' service if they are found not physically qualified for duty at sea or on foreign service. The retirement pay upon such transfer is the same for Class F-4 members as they were receiving as Fleet Reservists. Class F-5 members, on completion of 30 years' service, are entitled to full credit for longevity pay (that is, the 50% of their base pay is increased by 5% of base pay for each three years of service).

FOR DISABILITY:

As explained above, Fleet Reservists found incapacitated for duty are transferred to the retired list, regardless of whether they have completed 30 years' service. Disabled enlisted personnel eligible for the Fleet Reserve, under current procedure usually are transferred to the Fleet Reserve and thence to the retired list at the rates of pay outlined under retirement for service, provided they so request.

Regular Navy enlisted personnel whose service does not put them within reach of transfer to the Fleet Reserve are, if disabled in line of duty, discharged from the service and turned over to the Veterans Administration for compensation.

Any enlisted man who has served in the Navy or Marine Corps, or both, for a total of not less than 20 years active duty, and who has not been discharged for misconduct, may, in lieu of being provided with a home in the Naval Home at Philadelphia, apply for relief under Section 4756, Revised Statutes. If granted, relief is a sum equal to one-half the pay of the applicant's rating at the time of discharge. This pension will not be awarded to any person who is in receipt of a pension from the Veterans Administration. In any case where a naval pension is awarded under Section 4756, Revised Statutes, and the pensioner subsequently applies for a regular pension from the Veterans Administration, the Veterans Administration will permit the individual concerned to elect which pension he desires to receive.

An enlisted man who has served in the Navy or Marine Corps, or both, for not less than 10 years active duty, and who has not been discharged for misconduct, may, if not receiving a pension from the Veterans Administration, apply for relief under Section 4757, Revised Statutes. Upon application, SecNav is authorized to convene a board of not less than three naval officers, one of whom is to be a surgeon, to conduct an examination and to recommend a suitable amount of relief and for a specified period of time. The relief granted by this section is presently ranged from \$2.00 to \$8.00 per month. Opinion has been requested from the Judge Advocate General, however, as to whether or not \$8.00 is the highest award that can be made.

RETIRED ENLISTED PERSONNEL OF THE REGULAR NAVY AND MARINE CORPS ON ACTIVE DUTY:

Enlisted personnel retired after 30 years' active service upon return to inactive duty on the retired list retain the highest enlisted rating attained while on active duty, with the retired pay thereof.

Ex-Fleet Reservists on the retired list when subsequently released to inactive duty revert to the rating and classification held at the time of original transfer to the Fleet Reserve, with longevity pay credit for additional active duty.

FLEET RESERVE PERSONNEL OF THE REGULAR NAVY AND MARINE CORPS ON ACTIVE DUTY:

This class of personnel returns to inactive status in the Fleet Reserve in the ratings held upon original transfer to the Fleet Reserve, plus longevity pay credit for additional active duty performed since original transfer to the Fleet Reserve, unless retired in the temporary rank held on active duty because of physical disability.

Legislation designed to make permanent the temporary higher wartime enlisted ratings of Fleet Reservists on active duty is now pending in Congress (H. R. 1822).

INSULAR FORCE PERSONNEL

In addition to the above classes of naval personnel, the men of the insular force of the U. S. Navy, who are natives of the Philippines and Guam, also are eligible for the Fleet Reserve or the retired list if they meet the service requirements. Their pay, base and longevity, is one-half that of regular Navy personnel, and their Fleet Reserve and retired pay is correspondingly one-half that of regular personnel.

The insular force was established by an Executive Order of 5 April 1901 and has been a part of the naval service ever since.

ENLISTED PERSONNEL OF THE NAVAL RESERVE AND MARINE CORPS RESERVE

FOR SERVICE:

Unless they are eligible for retirement otherwise, enlisted men of the Naval Re-

For the latest regulations on longevity pay, which may affect retirement pay, see page 73.

serve and Marine Corps Reserve are placed on the honorary retired list without pay or allowance upon reaching the age of 64 or upon their own request after completion of 20 or more years' active or inactive service in the reserve. Under the terms of the Naval Reserve Act, service in the Naval Reserve includes service in the Army, Navy, Marine Corps, Coast Guard, Naval Auxiliary Service, Naval Reserve Force, Naval Militia, National Naval Volunteers, Naval Reserve, Marine Corps Reserve Force, and Marine Corps Reserve.

Enlisted men of the honorary retired list who have performed a total of not less than 30 years' active service in the reserve as that term is defined above, or who have had not less than 20 years' active duty service, the last 10 years of which was performed during the 11 years immediately preceding their transfer to the honorary retired list, are, except while on active duty, entitled to pay at the rate of 50% of their active duty base pay and 50% of their longevity pay.

FOR DISABILITY:

There is no Navy retirement pay for physical disability for enlisted reservists who are not eligible for retirement for service. Such personnel, however, are fully protected by the Veterans Administration. The procedure is to discharge them from the Navy (but only after full hospitalization and observation) so that they may apply to the Veterans Administration for disability pensions.

Reservists who are entitled to retirement with retirement pay have the same privilege of election of either accepting discharge and applying to the Veterans Administration or accepting retired disability pay under the same provisions outlined for personnel of the regular Navy.

CIVIL SERVICE AND MILITARY OR NAVAL SERVICE:

The question has been asked whether Civil Service with a Federal Government agency may be counted for transfer to the Fleet Reserve, the Fleet Marine Corps Reserve, the retired list of the regular Navy or regular Marine Corps, or the honorary retired lists of the Reserves. The answer is definitely NO.

COAST GUARD

Because retirement laws and regulations affecting the Coast Guard differ substantially in many respects from the Navy and the Marine Corps, they are presented separately in the following summary:

COMMISSIONED AND WARRANT OFFICERS OF THE REGULAR COAST GUARD

FOR SERVICE:

Upon his own application, an officer of the regular Coast Guard may be retired, after 30 or more years of active service. If application is approved, he is transferred to the retired list at 75% of the pay and increase of his grade (i.e., 75% of base pay and 75% of longevity) at time of retirement. The same rate of retired pay prevails for the compulsory and automatic retirement of officers upon reaching age 64. Rank on the retired list is that of the permanent grade at the time of retirement.

There are, however, exceptions to the above:

(1) Officers specially commended by SecNav for performance of duty in actual combat, as outlined in naval officer retirement, may be retired at next higher grade with retired pay of their permanent grade.

(2) Upon retirement after 40 years of service, before age 64, retiring officers are advanced one grade with retired pay of the higher grade. This one provision does

not apply to chief warrant officers and warrant officers.

(3) When retiring, if, at age 64 and serving under an appointment pursuant to the Temporary Promotion Act; or if disabled in line of duty while serving in a higher rank pursuant to the Temporary Promotion Act, officers are retired in the grade of their temporary higher rank with the retired pay of that higher rank.

(4) If retiring for any reason other than physical disability while serving under an appointment pursuant to the Temporary Promotion Act or when retiring, if having served under an appointment pursuant to the Temporary Promotion Act, officers are retired with highest rank held while on active duty, and with retired pay of permanent grade held at time of retirement.

(5) When retiring, if they served in the Coast Guard during the First World War, they are placed on the retired list with the highest grade held during that war (unless they attained a higher grade later), with retired pay of permanent grade at time of retirement.

(6) When retiring, if they have served in any capacity as a member of military or naval forces prior to 12 Nov. 1918, they are entitled to retired pay of 75% of active duty pay at time of retirement (i. e., 75% of base pay and 75% of longevity).

FOR DISABILITY:

If found by a retiring board to be incapacitated for active service because of service-connected disability or infirmities of age, Coast Guard officers may be retired at 75% of the base pay of their grade at time of retirement including 75% of longevity. See exception (3) above if retired for disability while serving in a higher rank pursuant to the Temporary Promotion Act.

RETIRED OFFICERS ON ACTIVE DUTY:

Same provisions as for officers of the regular Navy and Marine Corps.

OFFICERS OF THE COAST GUARD RESERVE

FOR SERVICE:

The present Coast Guard Reserve was created early in 1941, and there are no provisions for retirement of Reserve officers for service.

FOR DISABILITY:

The same provisions prevail here as for officers of the Naval Reserve.

ENLISTED MEN OF THE REGULAR COAST GUARD

FOR SERVICE:

Regular Coast Guard enlisted men may be retired upon their own application after 30 years of active service, or automatically upon reaching age 64, at 75% of their base pay plus longevity, in the permanent rating held at time of retirement. They are eligible for retirement at higher grade or rating, or pay, if they meet any of the conditions listed in exceptions (3), (4) and (5) under retirement of regular officers for service.

Enlisted men of the Coast Guard also may be retired upon their own application after 20 years of active service at 2½% of the total of their base pay and longevity, multiplied by the number of years of active service.

FOR DISABILITY:

Enlisted men serving under regular enlistments in the regular Coast Guard are eligible for retirement for service-connected disability at 75% of base pay plus longevity, unless eligible for retirement in higher rating or grade, or pay, under exceptions (3), (4) and (5) listed under retirement of regular officers for service.

SPECIAL TEMPORARY ENLISTMENTS AND ENLISTED PERSONNEL OF THE COAST GUARD RESERVE:

There are no provisions for retirement for service for these classes. In cases of disability in line of duty, personnel in these classes are discharged from the Coast Guard for action of the Veterans Administration.

WHEN IS COAST GUARD SERVICE COUNTED AS NAVAL SERVICE?

Service in the Coast Guard counts as naval service ONLY IN TIME OF WAR. Current wartime service of the Coast Guard began 1 Nov. 1941 by authority of Executive Order 8929.

Wartime service in the Coast Guard qualifies as armed-forces service for purposes of retirement of Navy or Marine Corps enlisted personnel, that is, for transfer to the retired list after 30 years or more active service.

Coast Guard service, wartime or peacetime, may NOT be counted by regular Navy or Marine Corps enlisted personnel toward transfer to the Fleet Reserve of Fleet Marine Corps Reserve, although it may be counted toward transfer to the honorary retired list of the Naval Reserve.

Coast Guard service, whether or not under the Navy, may be counted in computing time for retirement when "service" only as distinguished from "naval service" is involved.

NAVY NURSES

NAVY NURSE CORPS (REGULAR)

Retirement procedure for Navy nurses is administered by BuMed, subject to final approval by SecNav.

FOR SERVICE:

Members of the Navy Nurse Corps may, upon their own application, request retirement after 30 years of active service or, if they have reached the age of 50 years, after 20 years of active service. Their retired pay is 3% of the total annual active duty pay (including longevity) they were receiving at time of retirement, multiplied by the number of years of service rendered prior to retirement, but not exceeding 75% of such annual active duty pay. A fractional period of six months or more is considered a full year.

At this time, there is no maximum age for retirement of Navy nurses. Proposals for setting retirement ages in grade are now pending before SecNav.

For the purpose of computing eligibility for retirement and retired pay, all active service in the Army or Navy Nurse Corps, active service as contract nurse prior to 2 Feb. 1901, and service as a reserve nurse on active duty since 2 Feb. 1901, is counted.

FOR DISABILITY:

The Surgeon General orders the nurse before a board of medical officers in BuMed and upon approval of SecNav, she is retired with 75% of her active duty pay at time of retirement (i. e., 75% of base pay and 75% of longevity).

IN BEST INTEREST OF THE SERVICE:

When retired at the instigation of the Surgeon General or her commanding officer in the best interest of the service, a nurse's retirement pay is based upon the same rates as for service (outlined above).

NAVY NURSE CORPS (RESERVE)

FOR SERVICE:

Same as for regular nurses. Present reserve nurses, however, are on temporary service, and it is expected that those remaining in the service after the war will be transferred to the Nurse Corps of the regular Navy.

FOR DISABILITY:

Same as for regular nurses.

IN BEST INTEREST OF THE SERVICE:

Same as for regular nurses.

DISABILITY BENEFITS FROM THE VETERANS ADMINISTRATION

In general, disability benefits are available from the Veterans Admin-

istration to all veterans of the armed forces who are partially or totally disabled by reason of disability incurred in or aggravated by service in line of duty, whether discharged or retired from active service for disability or for some other legally recognized reason "under conditions other than dishonorable."

Not entitled to Veterans Administration pensions are persons discharged or dismissed by sentence of a general court martial, or as conscientious objectors who refuse to wear the uniform or otherwise to comply with lawful orders of competent military authority, or as deserters, or (if officers) by the acceptance of resignations for the good of the service. There is a provision that if at the time of the commission of the offense "such person was insane, he shall not be precluded from benefits to which he is otherwise entitled under the laws administered by the Veterans Administration, nor do these limitations apply to any war risk, Government (converted) or National Service Life Insurance policy."

As previously pointed out in this article, an eligible veteran may waive retired pay in favor of disability pension from the Veterans Administration.

Discharge from the service for disability in line of duty is carried out, following hospital treatment or observation, upon recommendation of a board of medical survey approved by BuMed and BuPers or Commandant, Marine Corps.

In order to meet the needs of veterans of this war who have valid claims for disability pension benefits, the Veterans Administration has streamlined its machinery, including the establishment of nine area offices (each covering the same territory as the equivalent Army Service Command), to expedite the handling of claims.

Briefly, the claims procedure of the Veterans Administration works like this:

(1) The veteran is discharged for disability.

(2) At time of discharge, he files his claim for a disability pension on V. A. Form 526. (The form is given the veteran at naval hospital or the discharge center, to be filled out on the spot).

(3) The pension claim and copies of the medical records are immediately forwarded by the naval hospital or discharge center to the V. A. area office in the continental Army Service Command in which the hospital or discharge center from which he is discharged is located.

(4) If a valid service-connected disability is recognized, the disease or injury in question (if of pensionable degree) may be rated from 10% to 100% under the governing schedule, depending upon the degree of impairment shown to exist. The veteran may enter an appeal from the decision rendered in his case provided his request for consideration of the issue by the Board of Veterans Appeals, Washington, D. C., is received by the Veterans Administration within one year from the date of the letter of notification to the veteran informing him of the decision rendered.

(5) Area office notifies veteran of its decision and informs him that any correspondence thereafter should be addressed to the V. A. regional office at where his records are being transferred for permanent retention. The veteran also is told of his rights of appeal.

(6) If granted a pension, the veteran receives his first pension payment within a few weeks, or earlier.

(7) The regional office retains the records and takes any necessary action in event the claim is reopened, as long as the veteran resides in that territory. If he moves to territory served by another regional office, his file is transferred.

The area offices, which are branches of the V. A. central office in Washington, are not to be confused with the permanent V. A. regional offices. Area offices are limited to initial claims actions only, in the cases of enlisted personnel discharged for disability who file an application for disability pension at time of discharge and who are not transferred to a Veterans Administration facility for further treatment. If a claim is filed for disability pension at any time other than immediately upon discharge, the Form 526 should be filed with or dispatched direct to the regional office having jurisdiction over the veteran's home address, which office will proceed to obtain the essential service data and render a decision.

Officers who are discharged for disability or are otherwise released from the active service may file application for disability pension with the V. A. and have their pension rights determined by the regional office having jurisdiction over the applicant's home address.

The nine area offices are located at the following addresses:

- No. 1 17 Court St., Boston 8, Mass.
- No. 2 120 Wall St., New York 5, N. Y.
- No. 3 10 N. Calvert St., Baltimore 2, Md.
- No. 4 20 Houston St. N. E., Atlanta 3, Ga.
- No. 5 8 E. Chestnut St., Columbus 15, O.
- No. 6 610 S. Canal St., Chicago 7, Ill.
- No. 7 Old U. S. Custom House, St. Louis 1, Mo.
- No. 8 1000 Main St., Dallas 2, Texas.
- No. 9 140 Montgomery St., San Francisco 4, Calif.

The regional offices now total 53, and are distributed in such a manner as to cover conveniently all parts of the country.

These area and regional offices between them are exerting every effort to render the best possible service to the veterans and dependents of our latest wars and those of the regular service establishments who wore the uniform other than in time of war.

Cases from the field come to Washington as occasion may require for administrative review or consideration of an appeal.

In adjudicating the cases of World War II veterans, a rating schedule, based upon average impairments in earning capacity from specific injuries or combination of injuries, is employed.

Based upon an evaluation of 10% impairment, the rate of pension payable is \$11.50 monthly. For service-connected disability evaluated at 100%, the rate of pension is \$115.00 monthly. In addition, there are special monthly allowances authorized by law for specific loss or loss of use of functions of the body. In the very exceptional case, disability pension benefits may be awarded in the maximum amount of \$265.00 monthly.

The above rates are for disability incurred in the present war. The rates for disability incurred in service other than in time of war are approximately 75% of those payable for war injuries or diseases.

For a veteran of this war to be entitled to receive a Veterans Administration pension, the disease or injury of pensionable degree must be incurred in or aggravated by active service in the Army, Navy, Marine Corps or Coast Guard on or after 7 Dec. 1941, with the war period considered extended until the cessation of hostilities as proclaimed by a concurrent resolution of Congress or a proclamation of the President of the United States.

World War II veterans who had honorable active service of 90 days or more or who were discharged for disability incurred in service in line of duty after less than 90 days service, are now eligible to receive pension benefits of \$50 monthly for permanent total disability not the result of willful misconduct or vicious habits and regardless of the service origin of the disabling condition, unless by reason of the amount of annual income there is a bar to entitlement, the amounts being in excess of \$1000 if a single person without dependents or over \$2500 in the case of a married person or one with minor children. The rate of pension under Regulation 1 (2), Part III, as amended, will be \$60 monthly if the veteran is rated permanent total and in receipt of pension for a continuous period of 10 years or, if permanent total, reached the age of 65 years.

What's Your Naval I. Q.?

1. When Admiral David G. Farragut, USN, gave the now famous command (at Mobile Bay, 1864): "Damn the torpedoes. Full speed ahead," he was not referring to torpedoes as we know them today. To what was he referring?

2. In bending a heaving line to a hawser, which is preferred: (a) clove hitch, (b) timber hitch, or (c) rolling hitch?

3. What officer is responsible for the daily winding of the ship's chronometers?



4. Identify this distinguishing mark.

5. Is a pelican hook (a) the hook on the bill of a pelican, (b) a fish hook, or (c) a hinged hook held together by a ring?

6. A "Paddy's hurricane" is: (a) dead calm, (b) not enough wind to float the pennant, (c) a hurricane of short duration, (d) a type of storm peculiar to the Irish sea?

7. What types of naval vessels are designated by the following: (a) YNG,

(b) YRD(M), (c) YPD, (d) LCI(G), (e) YTT?

8. What are the "Rules of the Road"?

9. What are sister ships?

10. Identify these planes:



11. By Act of Congress battleships of the U. S. Navy *must* be named for the States of the Union. True or false?

12. If necessary, may a salute be given with the left hand?

13. Prominent in recent news dispatches were the following places: (a) Corigara, (b) Ngeregong, (c) Ormoc, (d) Tromse fjord, (e) Ulithi. Can you locate them?

14. Who said "Don't give up the ship"? When?

15. What differentiates a U. S. light cruiser from a heavy cruiser?

(Answers on Page 72)

Legislative Matters of Naval Interest

The President has designated Vice Admiral Jonas H. Ingram, USN, as Cinclant, with the rank of admiral, and Rear Admiral William R. Munroe, USN, as commander 4th Fleet, with the rank of vice admiral.

Recess appointments, made by the President pending Senate approval, follow:

• To be vice admiral:

Howard L. Vickery, USN.
David W. Bagley, USN, to continue while serving as Commander Hawaiian Sea Frontier (replacing appointment as vice admiral held while serving as Commander Western Sea Frontier).

• To be rear admiral:

Harry L. Merring, USN (Ret), until detached as deputy chief of Industrial Readjustment Branch, Office of Procurement and Material.

• To be commodore:

Milton O. Carlson, USN; Henry C. Flanagan, USN; John G. Moyer, USN; Homer W. Graf, USN; Clifford G. Richardson,

USN; Herbert B. Knowles, USN; Thomas B. Brittain, USN; Donald W. Loomis, USN, and John B. McGovern, USN, until detached as commanders of transport squadrons.

Irving H. Mayfield, USN, until detached as chief of staff to Commander South Pacific Force.

Francis W. Scanland, USN, until detached as Commander NT&DC, San Diego, Calif.

Otto M. Forster, USN, until detached as Commander, NT&DC Shoemaker, Calif.

Paulus P. Powell, USN, until detached as chief of staff to Commander 3rd Amphibious Force.

Thomas P. Jeter, USN, until detached as chief of staff to Commander Battleships, Pacific Fleet.

Arleigh A. Burke, USN, until detached as chief of staff to Commander Fast Carrier Task Force, Pacific Fleet.

Edwin D. Foster, (SC) USN, while serving as aviation supply officer and supply officer-in-command, Naval Aviation Supply Depot, Philadelphia.

Vernon F. Grant, USN (Ret), until detached as Commander Naval Air Bases, Guam.

Cyril T. Simard, USN, until detached as Commander Naval Air Bases, 13th Naval District.

Walter F. Boone, USN, until detached as Commander Naval Air Bases, 12th Naval District.

William M. Angas, (CEC) USN; Andrew G. Bisset, (CEC) USN, and John R. Perry, (CEC) USN, until detached as officers-in-charge of naval construction brigades.

Harold M. Martin, USN, until detached as chief of staff and aide to Commander Air Force, Atlantic Fleet.

Russell M. Ihrig, USN, until detached from staff of Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

Jerauld Wright, USN, until detached as an amphibious group commander.

Merrill Comstock, USN, until detached as chief of staff to Commander Submarine Forces, Pacific.

Albert L. Swasey, CC-V(S) USNR (Ret), until detached from duty in BuShips.

James B. Carter, USN, until detached as assistant chief of staff (operations) to Commander-in-Chief, Pacific Fleet and Pacific Ocean Areas.

Valentine H. Schaeffer, USN, until detached as chief of staff to Commander 7th Fleet.

J-WITNESS

Slow Train To Noumea

By Lieut. R.E.G., USN,
Commanding, USS Chetco

In October of last year the Chetco departed from an East Coast port with three tows for Australia. The initial leg of the journey to Panama was a shakedown cruise, as the Chetco had been acquired from the merchant marine only a few days prior to departure.

At Panama it was decided to send the Chetco direct to New Caledonia, non-stop. Maximum supply of food, water and fuel was obtained and on 27 October the Chetco departed with four tows, a PC having been added to the tow. Plans were made to complete the trip in 60 days. The tow was about 5,000 feet in length, and it would be necessary to refuel from the tow. Shortly after departing the PC required urgent medical assistance and slipped her tow and returned to port. The trip was continued without her.

It had been planned to refuel from the tow during calm seas; but a choppy sea persisted, and so the first refueling operation was conducted under adverse weather conditions and required about 24 hours to complete. Again, after about 40 days out, it was decided to refuel, as a calm sea existed. The second refueling required only a few hours, as we were able to get alongside and use two pumps, one of which was a handy-billy which had been altered so as to be water cooled.

Fresh water was our major problem. No evaporators had been installed and our supply was limited. After a few days out it was discovered that the seams in the stern had opened and that the two after fresh water tanks had changed to salt water. It was necessary to stop all personal use of fresh water. Water was used only for cooking and the cooling of the engines. Deck drains were altered to enable us to catch rain water in cans. However, it seldom rained. Full beards were prominent.

Bad luck again befell us after about six weeks out. Squally weather and rough seas set in and the towing hawser, 12-inch manila, carried away between the first and second tow. This occurred just at nightfall and recovery operations were conducted throughout the night, hampered by rough seas and torrents of the rain we had been praying for a few hours before. Now all thoughts of fresh water were gone. Tow was recovered just prior to daylight and the journey resumed at slow speed. Bad weather continued for the next 10 days and speed was slow. Before the trip was completed there were three more losses of the tow and subsequent recoveries. Incidentally, the Chetco cannot boast of a towing engine, only a small capstan.

Our food supply proved inadequate and the last few days the menu consisted of hardtack, applesauce and ham. The last day it was applesauce.

On 2 January, we arrived at Noumea, thus completing 67 days at sea and having traversed 7,200 miles of water. No cheering crowds greeted us—but 30 bags of Christmas mail did.



Bulletin (NTC, Great Lakes)

RECREATION SERVICE AND

WHAT	WHO IS ELIGIBLE	HOW OBTAINED
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	<ol style="list-style-type: none"> 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 reallocation. 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 reallocation from command to which assigned. 3. MARINE CORPS ACTIVITIES: (a) Within naval districts by reallocation from the commandant of the naval district. (b) Fleet Marine Force by reallocation 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 PT-BOAT BASES which are granted automatically by BuPers upon promulgation of movement order by CNO). 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 reallocation 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	<ol style="list-style-type: none"> A. NAVY ACTIVITIES <ol style="list-style-type: none"> 1. Forces Ashore: Use BuS&A Requisition Form 76. Request in writing to SOInC of nearest of following Naval Supply Depots: Newport, R. I.; Bayonne, N. J.; Norfolk, Va.; New Orleans, La.; Oakland, Calif.; Seattle, Wash.; San Diego, Calif.; 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 <ol style="list-style-type: none"> (1) Purchases with official funds made through nearest purchasing quartermaster using BuS&A 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 33 1/3 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 SUBSCRIPTIONS Subscriptions to magazines are the responsibility of each activity. There is no package distribution of magazines.	All Navy, Marine Corps and Coast Guard Activities	<ol style="list-style-type: none"> 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 <ol style="list-style-type: none"> (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.
SPECIAL ATTENTION invited to "Notes" on this subject.		
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 are made generally by mail without request to all units of more than 100 personnel. Paper-backed Armed Services Editions of 32 to 40 titles mailed monthly at the rate of one set to each 150 men of crew to all units afloat and overseas, not within continental U. S. Replacement of worn-out material should be requested from BuPers. Marine Corps units formerly supplied through field depots are now supplied direct.
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	<ol style="list-style-type: none"> 1. Outside Continental United States <ol style="list-style-type: none"> (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) <ol style="list-style-type: none"> (a) Vessels in port. <ol style="list-style-type: none"> (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. (2) Shore activities <ol style="list-style-type: none"> (1) Optional Naval District Motion 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	<ol style="list-style-type: none"> 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 16-mm. equipment to Quartermaster General of the Marine Corps: for 35-mm. to BuShips via Commandant Marine Corps.

EQUIPMENT - HOW TO GET THEM

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 reallocation 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 Jan. 1945 to all ship and shore activities in commission on that date. Requests for additional copies should be addressed 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. 1036, 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-2232-EC P10-2(60) of 14 Oct. 1942. (c) BuPers ltr. Pers-2231-MT P10-2 of 2 June 1943. (d) BuPers ltr. Pers-2231-VD P10-2 of 24 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. (h) BuPers ltr. Pers-51-REB N33 of 5 Sept. 1944.	Transportation as specified in ref. (e) and (h).
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.	Hospital Circuit: Transportation as specified in ref. (g). Hospital Sketching Circuit: Transportation as specified in ref. (f). 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.	(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.
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) 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 U. S. Navy Training Film.)	
Without charge.		

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.

It's a Fact

- AIR FORCES READER** edited by Norman Carlisle. Global war in the skies told by the men themselves, plus official background material.
- ANYTHING A HORSE CAN DO** by Colonel H. F. Gregory. Fascinating, informal story of the helicopter—its history, why and how it flies, and the future in store for it.
- ELECTRONICS TODAY AND TOMORROW** by John Mills. Quick introduction to the phenomenon of electronics.
- ENCYCLOPEDIA OF SPORTS** by Frank Grant Menke. Fact and fiction, rumor and anecdote on sport wherever it is found.
- ENVOY UNEXTRAORDINARY** by Donald Dunham. Frank, disarming reminiscences of a vice-consul's eight years in Berlin, Hong Kong, Athens and Aden.
- GATEWAY TO ASIA: SINKIANG** by Martin Richard Norins. Study of the problem of China's frontier which Russia's withdrawal has left open for colonization.
- GONE AWAY WITH O'MALLEY** by M. O'Malley Knott and Page Cooper. Engaging, humorous, "up-by-the-bootstraps" story

- of an Irish lad who capitalized on his ambition and love of horses to carve out an amazing career.
- GREAT SOLDIERS OF WORLD WAR II** by H. A. De Weerd. Conspicuous military and political leaders of this war, portrayed as personalities and as representatives of their countries' ideals.
- MAKING OF MODERN HOLLAND** by Adrian J. Barnouw. Bird's-eye view of the history of Holland, her role in world history and the characteristics of her people.
- NEW HAMPSHIRE** by Keith Warren Jennison. Photographs of New Hampshire's beauties with a running commentary of New England wit.
- RANGER MOSBY** by Virgil Carrington Jones. Biography par excellence of a little-known Civil War hero, whose tactics compare favorably with modern command techniques.
- TECHNIQUE OF BUILDING PERSONAL LEADERSHIP** by Donald Laird. Examples of various successes in the Dale Carnegie vein.
- TIME FOR DECISION** by Sumner Welles. Thoughtful conclusions follow a practical discussion of the problems of peace in this widely discussed book.
- TURKEY: KEY TO THE EAST** by Chester M. Tobin. Turkey and her evolution from a decadent Oriental empire to a modern streamlined republic by a sincere advocate of her present policy.
- WAY OUR PEOPLE LIVED** by William E. Woodward. Panorama of American life given in sketches of Boston in 1650, New York in 1750, a cotton mill town of 1880.
- WHEN JOHNNY COMES MARCHING HOME** by Dixon Wecker. Personalized chronicle of what happened to Johnny after the Revolution, Civil War and World War I, with consideration of the coming problems of demobilization.

Danger, romance and adventure befall Jonty Kirk when he participates in the Texas rebellion against the Spanish crown in the year of 1812.

WORLD'S GREAT SPY STORIES by Vincent Starrett. Some will be familiar and some will be new, but all will be welcome to the lovers of spy and adventure tales.

YOUNG'UN by Herbert Best. Upstate New York in the days of land grants and robust love-making. A frontier story for those who liked "The Yearling."

It's Murder

- CASE OF THE BLACK-EYED BLONDE** by Erie Stanley Gardner. Once again Perry Mason and Della are on the prowl to solve a baffling murder.
- MURDER OF A STUFFED SHIRT** by M. V. Heberden. Plenty of action and little sleep for Desmond Shannon, as he uncovers a big draft-dodging racket.
- NO FOOTPRINTS IN THE BUSH** by Arthur W. Upfield. Once again Inspector Bony wins the play—this time, in an exciting pursuit of a dangerous, renegade halfbreed in Australia.
- PANIC** by Helen McCloy. A couple of murders, a succession of strange visitors and an "unbreakable" code that must be broken provide high suspense and a nice climax.
- SINNERS NEVER DIE** by A. E. Martin. Smoke means fire, but Harry Ford is the only one with courage to hunt it out. An Australian murder mystery.

It's a Laugh

- LAUGH IT OFF: CARTOONS FROM THE SEP** edited by Marione R. Derrickson. Guaranteed to provide plenty of chuckles and some belly laughs.
- LOST IN THE HORSE LATITUDES** by H. Allen Smith. The author, turned loose on Hollywood, produces another wacky volume to stand alongside his "Low Man on a Totem Pole" and "Life in a Putty Knife Factory."
- TALL TALE AMERICA** by Walter Blair. Some fact well braided with fancy concerning our legendary heroes, Paul Bunyan, Pecos Bill and others, who stretch the imagination.
- THE SAD SACK** by George Baker. Cartoons of GI Joe, the well-meaning guy who is always in trouble.

It's Verse

- DEVIOUS WAY** by Theodore Morrison. Paths of two lovers and the devious way by which they come together, told in verse.
- V-LEITER AND OTHER POEMS** by Karl Shapiro. Virile and compelling poems on a variety of subjects including love, the war, the negro problem, Shakespeare and Australia.

New Books in the Armed Services Editions

The 32 new titles published each month in the Editions for the Armed Services are distributed to all ships in commission and to shore-based activities outside the United States. These books are a special edition of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible.

Books currently being shipped are:

- M-1—Housman, **SELECTED POEMS**
 M-2—Thurber & White, **IS SEX NECESSARY?**
 M-3—Saki, **SELECTED SHORT STORIES**
 M-4—Benchley, **20,000 LEAGUES UNDER THE SEA, OR DAVID COPPERFIELD**
 M-5—Repplier, **PERE MARQUETTE**
 M-6—Rhodes, **COPPER STREAK TRAIL**
 M-7—Teale, **DUNE BOY**
 M-8—Stevens, **PAUL BUNYAN**
 M-9—Ratcliff, ed., **SCIENCE YEARBOOK OF 1944**
 M-10—Benefield, **THE CHICKEN-WAGON FAMILY**
 M-11—Wylie, **THE BIG ONES GET AWAY**
 M-12—McDonald, **OLD McDONALD HAD A FARM**
 M-13—Haycox, **ACTION BY NIGHT**
 M-14—Brand, **THE BORDER KID**
 M-15—Coolidge, **FIGHTING MEN OF THE WEST**
 M-16—Burroughs, **TARZAN OF THE APES**
 M-17—Bedwell, **THE BOOMER**
 M-18—Casey, **SUCH INTERESTING PEOPLE**
 M-19—Bruce, **CALL HER ROSIE**
 M-20—Beverly-Giddings, **LARRISH HUNDRED**
 M-21—Hough, **COUNTRY EDITOR**
 M-22—DeJong, **WITH A DUTCH ACCENT**
 M-23—Hellman & others, **FOUR MODERN AMERICAN PLAYS**
 M-24—Schuster, ed., **A TREASURY OF THE WORLD'S GREAT LETTERS**
 M-25—Weston, **INDIGO**
 M-26—Werner, **BARNUM**
 M-27—McMeekin, **SHOW ME A LAND**
 M-28—Grayson, ed., **NEW STORIES FOR MEN**
 M-29—Collins, **THE MOONSTONE**
 M-30—Heiden, **DER FUEHRER**
 M-31—Mason, **STARS ON THE SEA**
 M-32—MacInnes, **WHILE STILL WE LIVE**

It Might Have Been

- BUFFALO COAT** by Carol Brink. Jennie, the rebel, and her battle against the prejudice and strictures of a small Idaho town in Victorian days.
- BY VALOUR AND ARMS** by James Street. Adventure, heartaches and romance in this vibrant saga of the Battle for Vicksburg, highlighting the adventure of the Confederate iron-clad *Arkansas*.
- DEATH RIDES THE NIGHT** by Peter Field. Powder Valley is the scene for cattle rustling and murder, with Ezra framed for both but finally vindicated when the real culprit is unmasked.
- ESCAPE THE THUNDER** by Lonnie Coleman. There is tragedy and violence in this love story of Luther Walker who dares to stand out against Josh Johnson, two-bit tyrant of Day Street.
- GREEN DOLPHIN STREET** by Elizabeth Goudge. Charm and wit add flavor to a distinguished writer's love story of the Channel Islands and New Zealand.
- GREEN YEARS** by A. J. Cronin. This is Robert Shannon's story, as he strives against overpowering odds to salvage his own soul. By the author of "The Citadel" and "The Keys of the Kingdom."
- HARD FACTS** by Howard Spring. Theo Chrystal, opportunist curate, Alec Dillworth, editor and eccentric, his sister Elsie and the phenomenal career of "Hard Facts," popular newsheet of Birmingham, England, in the '80s, with which they are allied.
- HEMINGWAY** by Ernest Hemingway. Hemingway at his best.
- NIGHT UNTO NIGHT** by Philip Wylie. Provocative, disturbing, philosophical tale in which a bride, a scientist, an artist and nurse study the enigma of death.
- OASIS** by Willard Robertson. Austere, yet romantic, the desert makes a fitting background for this story of man's dependence upon his fellow man—and woman.
- ONE BELL CALLS THE WATCH** by William Winter. Rowdy tale of a seaman's experiences on a freight steamer from San Francisco to New Zealand.
- PRAIRIE GUNS** by E. E. Halleran. Terry Donovan shoots it out with his enemies as he rides herd into Kansas.
- ROUGH SHOOTING** by Percival Christopher Wren. Short stories of adventure by the author of "Beau Geste."
- SIX NOVELS OF THE SUPERNATURAL** edited by Edward Wagenknecht. Fascination and terror mark these six novels in which things are not what they seem.
- SUN IN THEIR EYES** by Monte Barrett.

Answers to Quiz on Page 69

1. He was referring to submerged explosive charges corresponding to present-day mines.
2. (a)
3. The navigating officer.
4. Rifle sharpshooter.
5. (c)
6. (b)
7. (a) Gate vessels, (b) workshops, floating, drydock (machinery), (c) pile drivers, (d) landing craft, infantry (gunboat), (e) torpedo testing barge.
8. Traffic regulations adopted for the purpose of securing greater safety for life and property at sea.
9. Ships built on the same design.
10. Left, Japanese Hamp (or Zeke 32); right, U. S. Navy F6F (Hellcat).
11. True. Names of all other ships are selected by custom and tradition.
12. Yes. Art. 266, Sec. 3 of Navy Regs says: "The official salute to any person, by all officers and enlisted men with no arms in hand, whether on or off duty, shall be the hand salute rendered only when head dress is worn, using the right hand when possible." (Our italics—Ed.)
13. (a) Leyte Island, Philippines, (b) Palau Islands, (c) Leyte Island, (d) Norway, (e) South Pacific atoll.
14. Captain James Lawrence, CO of the USS *Chesapeake*, as he was carried below, mortally wounded, after an engagement with the British frigate *Shannon* on 1 June 1813 during the War of 1812.
15. The armament: Cruisers with guns greater than six inches are known as heavy cruisers; those with guns of six inches or less, light cruisers.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

Longevity Pay Provisions Liberalized

Alnav Lists Service To Be Credited and Sets Up Procedure

Liberalized longevity pay provisions for naval personnel, under a recent act of Congress approved by the President, were announced to the service on 2 Nov. 1944 by Alnav No. 200.

Whereas previously certificates of service, used to substantiate credits of pay and allowances accruing by reason of length of service, could be executed only by commissioned officers, the Alnav extends the right of preparing such documents to commissioned warrant and warrant officers. A sample form is shown at the right.

Enlisted personnel who are not now being credited with longevity service listed in the Alnav should ask their COs or disbursing officers to initiate a request for statement of service, as provided for in the Alnav. However, where such service has already been made an official part of the enlisted man's record, eligibility for longevity pay may be substantiated by a CO's order or, in the case of Marine Corps enlisted personnel, by stating the service on the Marine Corps pay rolls.

The procedure for establishing eligibility for longevity pay is set forth in detail in section seven of the Alnav, a complete text of which follows:

1. Sections 1, 3, 8 and 9 of the Pay Readjustment Act of 1942, 56 Stat. 359, as amended by the Act of 2 Dec. 1942, 56 Stat. 1037, and Section 3A of the Pay Readjustment Act of 1942, as added by the Act of 2 Dec. 1942, were further amended by the Act approved 7 Sept. 1944, Public Law 421, 78th Congress, retroactive to 1 June 1942, with respect to service which may be counted for pay purposes by commissioned officers, commissioned warrant officers, warrant officers, and enlisted personnel on active duty. Service heretofore considered as of a temporary nature under the provisions of Section 3A has now been made permanent and has been extended to commissioned warrant officers, warrant officers, and enlisted personnel. Service which may now be counted for pay purposes, in time of peace as well as in time of war, is as hereinafter set forth for each class of personnel.

Commissioned Officers

2. (a) **LONGEVITY AND PAY PERIOD INCREASES**—In the computation of service for all pay purposes, longevity and pay period increases, commissioned officers shall be credited with full time (active and inactive) for all periods during which

they were enlisted or have held commissions as officers or have held appointments as warrant officers or Army field clerks in the:

- (1) Army
- (2) Navy
- (3) Marine Corps
- (4) Coast Guard
- (5) Coast and Geodetic Survey
- (6) Public Health Service
- (7) Organized Militia prior to 1 July 1916
- (8) National Guard
- (9) National Guard Reserve
- (10) National Guard of the United States
- (11) Officers Reserve Corps of the

- (12) Army Medical Reserve Corps of the Army
 - (13) Naval Militia
 - (14) National Naval Volunteers
 - (15) Naval Reserve Force
 - (16) Naval Reserve
 - (17) Marine Corps Reserve Force
 - (18) Marine Corps Reserve
 - (19) Coast Guard Reserve
 - (20) Reserve Corps of the Public Health Service
 - (21) Philippine Scouts
 - (22) Philippine Constabulary
 - (23) Regular Army Reserve
 - (24) Medical Reserve Corps of the Navy
 - (25) Dental Reserve Corps of the Navy
 - (26) Enlisted Reserve Corps
- (b) In addition to the service specified in paragraph 2(a), officers who

74318 (File Number)	30 Sept 1944 (Date)	
From:	1st Lieut. Richard Roe (Rank, Name in full, Class if Reserve, Branch of Service)	USMC
To:	The Disbursing Officer,	USS NEVERSAIL
Subj:	Statement of Service.	
Ref:	(a) Pay Readjustment Act of 16 June 1942, as amended (b) ALNAV 021530/200	
1. In accordance with references the following officer's certificate of service for longevity pay purposes is submitted. It is requested that my pay account be adjusted accordingly.		
<u>PRIOR SERVICE</u>		
<u>BRANCH OF SERVICE</u>	<u>From</u> <u>To</u>	<u>Yrs.</u> <u>Mos.</u> <u>Das.</u>
<u>ENLISTED SERVICE:</u>		
National Guard (Texas) Active	8Nov25-7Nov27	2 0 0
(Pvt. Company "M", 144th Infantry)		
U.S. Marine Corps (Ser.No.676767)	8Jan28-7Jan32	4 0 0
U.S. Marine Corps (Ser.No.676767)	8Jan32-9Nov35	3 10 2
<u>WARRANT SERVICE:</u>		
U.S. Marine Corps	10Nov35 -12Mar40	4 4 3
<u>TOTAL PRIOR SERVICE</u>		14 2 5
Less time lost:		
AWOL	10Mar29-18Mar29	0 0 9
<u>NET PRIOR SERVICE FOR PAY PURPOSES:</u>		14 1 26
2. Appointed First Lieutenant for temporary service in the U.S. Marine Corp on 13 March, 1940, and have held appointment continuously since that date.		
3. I certify the above to be a true and correct statement of my prior service. In the event of any errors I authorize checkage of my pay account to adjust any overpayment resulting therefrom.		
		Richard Roe (Signature)

(For Disbursing Officer)		
Completed last 3 years' period of service	16Jan44	
Total service for pay purposes on 16Jan44	18 years	
		John Doe 50-373 Signature Symbol No.

ENCLOSURE (A) to Alnav No. 200 shows form of certificate of service to be submitted in quintuplicate by commissioned officers, commissioned warrant officers and warrant officers.

THE BULLETIN BOARD

were in the regular services on 30 June 1922 and have served continuously as such subsequent thereto, are entitled to count all service which was then counted in computing longevity pay, and service as contract surgeon serving full time. Reserve officers and officers appointed to the regular services pursuant to the Aviation Personnel Act of 1940 are entitled to count prior active service as appointed aviation cadets.

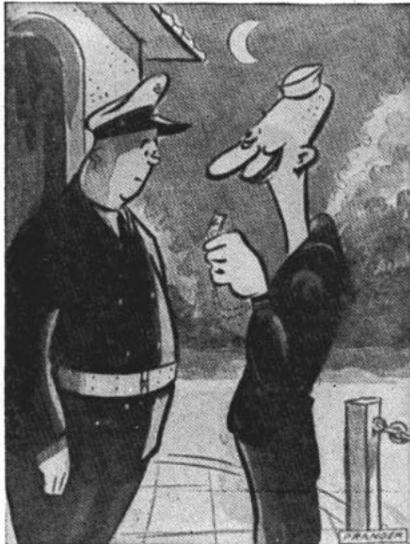
(c) Service as an enlisted aviation cadet on and after 4 Aug. 1942, is enlisted service and is counted as enlisted service under paragraph 2(a).

(d) Retired officers, warrant officers, and enlisted men on active duty are entitled to count inactive service on the retired list in computing their active duty pay (22 Comp Gen 664).

(e) Service in the Coast and Geodetic Survey which may be counted for pay purposes is service in excess of one year as a deck officer or a junior engineer, and service in the grade of aide (relative rank of ensign), or in a higher grade. Service in the Public Health Service which may be counted for pay purposes is service in the grades of assistant surgeon, assistant dental surgeon, or assistant sanitary engineer [relative to the rank of lieutenant (jg)], or in a higher grade.

Commissioned Warrant Officers

3. (a) **LONGEVITY INCREASES**—In the computation of service for longevity increases in pay, commissioned warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field clerks in any of the services set forth in paragraph 2(a), (b), (c), (d) and (e), hereof,



Hoist (NTC, San Diego)

"It certainly doesn't flatter me, does it?"

except in the Medical Reserve Corps of the Army.

(b) **PAY PERIOD INCREASES**—In the computation of service for advancement to a higher pay period commissioned warrant officers of the regular services with creditable records on the active list shall be credited only with active commissioned service in the Navy, Marine Corps, Coast Guard, and the Reserve components thereof (22 Comp Gen 236). In addition to the foregoing, commissioned warrant officers of the Naval Reserve and Marine Corps Reserve with creditable records may count inactive commissioned service in the Naval Reserve and Marine Corps Reserve for advancement in pay periods (22 Comp Gen 439). Certificates of creditable records are issued only by BuPers, Headquarters U. S. Marine Corps and Coast Guard Headquarters.

(c) **LIMITATION ON TOTAL PAY AND ALLOWANCES**—The total pay and allowances of commissioned warrant officers is limited to \$458.33 per month.

Warrant Officers

4. **LONGEVITY INCREASES**—In the computation of service for longevity increases in pay, warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field clerks in any of the services enumerated in paragraph 2(a), (b), (c), (d) and (e), hereof, except in the Medical Reserve Corps of the Army.

Enlisted Men

5. **LONGEVITY INCREASES**—In the computation of service for longevity increase in pay, enlisted men shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as aviation cadets, cadets, midshipmen, warrant officers, or Army field clerks in any of the services enumerated in paragraph 2(a), (b), (c), (d) and (e), hereof, except in the Medical Reserve Corps of the Army.

Service Not Creditable

6. Except as noted in paragraph 5 hereof the following service may not be counted for pay purposes:

- (1) Cadets
- (2) Midshipmen
- (3) Emergency Officers Retired List
- (4) Inactive National Guard
- (5) State Home or Territorial Guard
- (6) Army and Navy ROTC and CMTC
- (7) Time spent in a fraudulent enlistment
- (8) Time spent in an enlistment in the National Guard prior to 18th birthday.

Statement of Service

7. Credit for service which is not now being counted for pay purposes will be substantiated, in the case of officers, by a statement of service from

BuPers, Headquarters, U. S. Marine Corps, or Coast Guard Headquarters, as applicable, or by the officer's certificate of service prepared in accordance with paragraph 8 hereof. In the case of enlisted personnel the credit will be substantiated by a statement of service from BuPers, Headquarters, U. S. Marine Corps, or Coast Guard Headquarters, as appropriate, or where such service has been verified and has been officially made a part of the service record, by a CO's order, or by stating the service on Marine Corps pay rolls. Officers should submit certificates of service or request a statement of service only if complete service is not shown in the last Navy Register listing service. Except for service in the organization in which now serving, requests for statement or verification of service will include the originals or certified copies of evidence substantiating such service or (1) full name and serial number under which served, (2) branch of service, (3) date and place of enlistment and discharge, (4) company or regiment from which discharged, (5) rank or rating at discharge, (6) permanent home address at date of enlistment and discharge. All requests for statements of service will show full name, rank or rating, classification, and service or file number as appropriate.

Officers' Certificates of Service

8. Under authority of the Certification Act of 26 Oct. 1942, 56 Stat. 987 and officer's certificate of service shall be accepted for the duration of the war and for a period of six months thereafter to substantiate credits of pay and allowances accruing by reason of length of service. Officers' certificates of service will be prepared substantially in accordance with the attached sample [Enclosure (A)] and will show the name, rank, and file number of the officer, organization in which the service was performed (including state or territory if National Guard or Naval Militia), service number, rank or rating at discharge, company or regiment from which discharged, inclusive dates of time served and of time lost in each organization, total net time served in each organization, and total service for pay purposes, and will be supported by certified copies of available evidence substantiating such service. Many officers' certificates of service submitted in accordance with Alnav 22-43 have been erroneous, thus necessitating checkages against the pay accounts of the officers concerned. Officers should therefore use extreme care in the preparation of their officer's certificate of service to insure accuracy and completeness of the information contained therein. If the officer is in doubt as to the accuracy of the prior service, a statement of service should be requested; but only one request for a statement of service

THE BULLETIN BOARD

should be submitted and then only if an officer's certificate of service has not previously been filed. The officer concerned should retain a copy of any statement of service or officer's certificate of service furnished to obviate further requests.

Filing of Officers' Certificates of Service

9. Officers' certificates of service will be furnished the disbursing officer in quintuplicate. The original of the officer's certificate of service will be filed as a payroll voucher, one copy will be retained in the files of the disbursing officer, and three copies will be forwarded with the financial returns of the disbursing officer for subsequent verification of service and filing in the officer's record. The disbursing officer concerned will be notified only in those cases where errors are discovered and it becomes necessary to make adjustments in an officer's pay account. Copies of officer's certificates of service forwarded with the disbursing officer's returns will be wrapped in a separate package appropriately labeled to show the contents, disbursing officer's name, activity, and period of returns, and will be forwarded in the container in which the returns are shipped. The disbursing officer will note on the original and all copies of an officer's certificate of service the date on which the officer completed the last three years' period of service and the total number of years' service completed on that date.

Computation of Service

10. Enlisted service commences with date of enlistment and ends with date of discharge, less deduction for all time lost due to AOL, AWOL, SKMC, and NPDI. Officer service for pay purposes commences in the case of—

- (a) Naval Academy graduates commissioned from midshipman—if commissioned within six months of date of graduation—with the date of rank stated in commission;
- (b) Permanent commissioned warrant officer appointed from permanent warrant rank—with the date of rank stated in commission;
- (c) Temporary officers appointed pursuant to the Act of 24 July 1941—with the date appointed by the President;
- (d) All other officers—with the date of acceptance of commission or warrant and not the date of rank stated therein.

Officer service terminates with approved effective date of resignation, dismissal or discharge. Personnel having concurrent service in two or more organizations may count service in one organization only.

Retroactive Credits

11. Disbursing officers are authorized to make any retroactive credits

due for period on and after 1 July 1942, provided such adjustments are made prior to 30 June 1945, substantiated by statements of accounts for periods not carried on the rolls of the disbursing officer making such credit and by statement of service, officer's certificate of service, or CO's order, as appropriate. The difference in pay and allowances for the period 1 to 30 June 1942, may be paid only upon submission of a claim to General Accounting Office, in view of the lapsed appropriation.

Retired Officers

12. In computing retired pay of retired officers in an inactive status, any service specified in paragraph 2(a), (b), (c), and (e) which they may have had on date of retirement plus active service performed subsequent to retirement shall be counted.

Back Pay

13. No back pay or allowances shall accrue to any person who was not en-

titled to receive active or retired pay on 7 Sept. 1944.

Navy Nurse Corps

14. The foregoing is not applicable to members of the Navy Nurse Corps.

Dependents—Women's Reserve and Navy Nurse Corps

15. Effective 1 Oct. 1944, members of the Women's Reserve, female physicians and surgeons appointed in the Medical Corps of the Naval Reserve, and members of the Navy Nurse Corps are entitled to increased rental and subsistence allowances on account of a husband, child or children, or parent or parents in fact dependent upon such member of their chief support. Chief support will be determined in the manner set forth in Art 2142-3(3) (4) (b) and (c) BuSandA Manual, letter of the SecNav, dated 6 March 1943, and Circ. Ltr. No. 8 (1943) of the Paymaster's Department, Marine Corps.

Hawaiian Island Naval Activities Request Nearly 5,000 Waves

The services of approximately 5,000 Waves have been requested by activities in the Territory of Hawaii to fill vacancies in complement and to replace men for the rotation program and for duty with the fleet. Nearly half of these requests have come from aviation activities, which include an aviation supply depot and several air stations on the Islands of Oahu, Maui and Hawaii. Billets are available for Wave personnel in 30 different enlisted ratings, and for officers with many different types of qualifications.

This information is based on a report of a survey made in the Hawaiian area by Lt. Comdr. Jean T. Palmer, USNR, assistant for the Women's Reserve to the director of enlisted personnel, BuPers, and Lt. Comdr. Joy B. Hancock, USNR, Women's Reserve representative for BuAer and the DCNO (Air).

Women's Reserve personnel have also been requested by naval activities in the 10th and 15th Naval Districts, Bermuda and Alaska. However, until such time as surveys similar to the study conducted in the Hawaiian Islands are made, Waves will not be assigned to the other overseas areas in which they are eligible to serve under Public Law 441.

Under current plans, women will first be assigned to billets under the jurisdiction of the commandant, 14th Naval District, and later to duties with shore-based fleet activities in the Hawaiian Islands. At the present time, two Wave officers, the first to be assigned permanent duty overseas, are now in the Hawaiian Islands. They are Lt. Comdr. Eleanor G. Rigby, USNR, district director for the

Women's Reserve, and Lieut. Winifred R. Quick, USNR, assistant to the district personnel officer.

Adequate plans for housing Wave personnel in the Hawaiian area have already been made, and facilities to accommodate approximately 4,000 women are expected to be ready by the end of January 1945.

Because of the curfew in Hawaii, which requires that enlisted personnel be in their living area by 1800 and officers by 2200, each activity will be a self-contained unit in order to provide the recreational and entertainment activities which would normally be found off the station.

In the Pearl Harbor area, for instance, it is planned that Waves will be quartered in a quonset hut city, which will include a chapel, mess hall, open-air movie, several recreational halls, tennis courts, ship's service store and access to swimming pools and bathing beaches. There will be a recreational area where Waves may entertain men guests, and it is expected, according to the report, that special passes will be available to Navy men who are invited by Women's Reserve personnel to the various activities at the quonset hut city.

Similar housing and recreational facilities will be available at the air stations and other activities to which Waves are to be assigned.

All Wave personnel destined for duty in Hawaii will first be ordered to a distribution center on the west coast for processing before going overseas. The availability of space on vessels which can accommodate women will determine the number of women to be assigned to each overseas draft.

THE BULLETIN BOARD

Navy to Return or Retain In U. S. Surviving Son of Family Losing Two or More

In recognition of the sacrifice and contribution made by a family which has lost two or more sons who were members of the armed forces and has only one son surviving, the Navy Department has approved a policy whereby consideration will be given to the surviving son's return to or retention in the U. S., except when he is engaged in non-hazardous duties overseas. This policy, established by BuPers Circ. Ltr. 345-44 (NDB, 15 Nov. 1944, 44-1285), applies to surviving sons in the Navy, Marine Corps and Coast Guard.

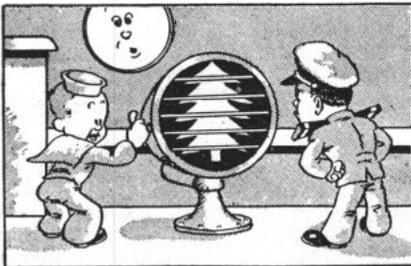
Application for return to, or retention in, the continental limits of the U. S. must be filed by the serviceman himself or his immediate family. Requests from individuals concerned may be submitted via official channels to BuPers by naval personnel; to the Commandant, U. S. Marine Corps by Marine Corps members; to the Commandant, U. S. Coast Guard, by Coast Guard personnel. Applications received from immediate families may be referred to BuPers or to Commandant, U. S. Marine Corps, or Commandant, U. S. Coast Guard, as appropriate.

Plans to be Made for Continuing Protection Under NSI 5-Year Policy

Under provisions of the National Service Life Insurance Act, signed by the President on 8 Oct. 1940, as amended, the 5-year level premium term policy issued by the government to service personnel terminates unless converted to a permanent plan on or before the expiration date.

Since this five year period will end the latter part of next year for some policyholders, inquiries have been received by BuPers from naval personnel asking what measures should be taken to safeguard their insurance rights.

According to advice received by SecNav from Brig. Gen. Frank T. Hines, administrator of Veterans Affairs, recommendation will be made to



Painter (AGC, Brooklyn)

"Just sending Christmas greetings to the other ships."

Congress for the enactment of remedial legislation, in the event the war continues beyond the present five-year term period of these policies.

In view of this advice, according to General Hines, policyholders need feel no immediate necessity to convert their present policies, or to replace existing policies with new insurance, in order to protect their insurance rights under the 5-year level premium term policies which they now hold.

Personnel on Leave From Civilian Jobs Urged to Keep In Touch With Employer

It has been brought to the attention of BuPers that certain civilian industries whose employees are now on military leave to serve in the armed forces desire up-to-date information regarding the whereabouts and qualifications of their employes. This information is desired in connection with proposed plans for reemploying military personnel in industry in the postwar period.

It is recommended that all naval personnel who are on military leave from civilian positions communicate periodically with their employers, informing them of any change of address or change in qualifications for postwar employment. It is believed that the receipt of this information will be a great aid to employers in postwar planning to reabsorb their former employes when they have been discharged from service.

Employers who to date have requested information are:

Lockheed Aircraft Corporation, Burbank, Calif.

The Murray Company, Dallas 1, Texas.

Special Physical Exams Ordered in '45 for Senior USN and USMC Officers

Special physical examinations will be given early next year to all regular Navy and regular Marine Corps officers of the rank of commander or lieutenant colonel and above who are now 54 years old or will attain that age during 1945.

As provided by BuPers Circ. Ltr. 318-44 (NDB, 31 Oct. 1944, 44-1226), the examinations will be conducted by special boards of medical officers in order to determine the physical fitness of the Navy officers for the performance of all their duties at sea and, in the case of the Marine Corps officers, the performance of all their duties at sea and in the field.

Since these officers will be given a thorough examination in 1945, they are exempted under the provisions of the directive from taking the annual physical examination during 1944.

Officers of the retired list on active duty and reserve officers on active duty are not covered by the letter.

Honorable Discharge Emblem Authorized

The honorable discharge emblem (illustrated here) for use on service uniforms has been adopted by the Army, Navy, Marine Corps and Coast Guard, under an agreement



signed by the Secretary of the Navy and the Secretary of War.

The insignia, which is the same design as the honorable service lapel button, is embroidered in gold on background the color of the uniform on which worn. The emblem, worn as a badge of honor, is to be sewed above the right breast pocket of all outer uniform clothing at the time of discharge. As provided by current regulations, honorably discharged personnel may wear their uniforms until they reach home, and thereafter at official ceremonies.

Supplies of the emblem are not yet available for distribution. Regulations pertaining to the wearing of the emblem will be issued in the near future.

Qualified Reserve Line Officers to be Changed To Civil Engineer Corps

Because of an urgent need for civil engineering officers, the qualifications of Naval Reserve line officers who have had experience or training in this type of work are being analyzed by BuPers, with the intention of transferring them to the Civil Engineer Corps.

Superseding commissions in the Civil Engineer Corps are being forwarded by BuPers to line officers who are found to be available for transfer to other duties and whose background suits them for CEC classification. The same date of rank without loss of precedence is retained by officers transferred from the line to the staff.

For details see BuPers. Circ. Ltr. 346-44 (NDB, 15 Nov. 1944, 44-1286).

Sea Duty Requirement May Be Waived for Advancement In SAD, SAD(MG) Rates

Because of the limited number of SAD (special artificer, devices) and SAD(MG) (machine gun trainer maintenance) ratings required for duty afloat, authorization for waiver of the sea duty requirement for advancement to CSAD and CSAD(MG) of men who have at least 18 months in pay grade two is provided for in BuPers Circ. Ltr. 329-44 (NDB, 15 Nov. 1944, 44-1270).

Personnel who fulfill the sea duty requirement (six months in pay grades two and/or three) are eligible for waiver of one-half of the normal service in rate requirement for advancement to CPO(AA) (T).

THE BULLETIN BOARD

Waves to Have Exercise Suit

An exercise suit, consisting of light blue denim shorts and matching skirt, to be worn with long or short-sleeved white shirt and blue or white ankle socks, has been approved for wearing by members of the Women's Reserve when participating in sports activities which require this type of garment.

The garment may be purchased from unappropriated welfare funds and provided as an item of station equipment whenever the CO makes participation obligatory in a particular sport for which the exercise suit is deemed appropriate.

The suit is to be purchased by the women themselves whenever the CO designates that the garment must be worn by enlisted personnel taking part in any particular sport but in which participation is not obligatory.

Whenever the CO has not prescribed a regulation outfit for sports, the garment may be worn optionally by officers and enlisted personnel while engaging in any sports activity for which the suit is appropriate.

Other exercise suits which have been authorized by local COs may be worn until the present supply is exhausted or those in possession are no longer serviceable. The new garment will not be available in the stores for several months.

For details see the letter from the Chief of Naval Personnel dated 16 Nov. 1944 to all naval activities in the U. S. and commandants of 10th, 14th, 15th and 17th Naval Districts and NOB, Bermuda (QR/JJ55 Pers-34-ECS).



Garrison Cap Authorized For All Wave Personnel

A specially designed garrison cap for officers and enlisted personnel in the Women's Reserve has been authorized by the SecNav to be worn at such time as it is officially incorporated into Uniform Regulations by notification from BuPers.

Grey seersucker caps and navy blue serge caps will be made up to be worn with the appropriate uniforms as an optional cap either on or off station.

Current regulations which authorize, when prescribed by the CO, the wearing of the male officer's garrison caps by Wave officers and CPOs while on the station will remain in effect until such time as the newly designed caps become available in the stores and authority to wear them is officially included in Uniform Regs.

Transportation Costs To Be Paid for Disabled Personnel To Stations of Preference

Provisions for transportation at government expense of disabled enlisted personnel hospitalized from activities within the U. S. have been liberalized by a recent BuPers directive.

As in the case of disabled enlisted men evacuated from overseas and later found qualified by Boards of Medical Survey for limited shore duty, personnel hospitalized from activities within the U. S. were granted the privilege of designating their home naval district, river command, naval air training command or naval construction training center as the one in which they wished to serve (July 1944 INFORMATION BULLETIN, p. 70).

However, under the provisions of the previous directive, transportation at government expense was authorized for only those disabled enlisted men returned from overseas. Those hospitalized from activities within the U. S. were required to perform the travel at their own expense to the district of their choice. The current policy permits transportation allowances for disabled enlisted personnel of both categories.

For details see BuPers ltrs., 27 May 1944 and 26 Oct. 1944, Pers-6303-DW-2 P16-3/MM, to commandants of continental naval districts and river commands and chiefs of naval air training commands.)

Writers in Service Eligible For Fellowship Awards

Annual fellowships for service personnel, both men and women, officers and enlisted personnel, who demonstrate potentialities for creative writing, are available from the 20th Century-Fox Film Corporation. The fellowships are worth \$1500, and are payable both to personnel on active service and to honorably discharged veterans.

To qualify, personnel must submit a book or play, either in full draft, part of draft or in outline form, together with at least 1 completed chapter (to indicate the approach to the material), to Bertram Bloch, eastern story editor for 20th Century-Fox, 30 Rockefeller Plaza, New York, N. Y. A committee of judges will pass on the literary quality of the idea material and the possibilities for full length development by the author. If the contribution is considered to have sufficient merit, a fellowship award will be made and the winner will then have one year to complete a full-length book or play.

At present, 20th Century-Fox contemplates award of approximately 25 fellowships, but the number may vary, depending on the quality of the submissions. The awards will be made on the basis of individual merit and not in competition with other entries.

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the December kit to be mailed the middle of the month to ships and naval activities outside the continental limits, and hospitals within the United States treating battle casualties. For information on how to get the discs, recorded exclusively for members of the armed forces, see table on pp. 70-71.

101. TALES FROM THE VIENNA WOODS; GYPSY AIRS—Andre Kostelanetz.
102. MELODY IN A; CHICAGO; FOR YOU—Tommy Dorsey.
103. NANCY; KISS ME AGAIN; THERE'LL BE A HOT TIME IN THE TOWN OF BERLIN—Frank Sinatra.
104. WHICH SWITCH WITCH; THE BASS ON THE BARROOM FLOOR—Red Norvo. I CAN'T GET STARTED—Bunny Berigan.
105. SONGS OF THE NAVIES—Lt. Rudy Vallee.
106. SUNSET STRIP—Jimmy Dorsey; SHARECROPPIN' BLUES—Charlie Barnet.
107. UNA FURTIVA LAGRIMA (Donizetti)—Richard Crooks; LARGO (Handel)—Ezio Pinza.
108. ALWAYS—Joan Edwards; HOLD ON, KEEP YOUR HAND ON THE PLOW—Mil-

- dred Bailey; I REMEMBER YOU; LOVE IS JUST AROUND THE CORNER—Jo Stafford.
109. DARLING, JE VOUS AIME BEAUCOUP; BY THE LIGHT OF THE SILVERY MOON—Bing Crosby; AMONG MY SOUVENIRS; SLEEP—Benny Carter.
110. HAPPINESS IS JES' A THING CALLED JOE—Woody Herman.
111. JALOUSIE—Boston "Pops" Orchestra. DANCE WITH A DOLLY—Clyde Lucas; AN HOUR NEVER PASSES—Tommy Tucker.
112. THE VERY THOUGHT OF YOU—Gene Krupa; THE WHITE STAR OF SIGMA NU; IN A SHANTY IN OLD SHANTY TOWN—Johnny Long.
113. THE MOLDAU (Smetana), Toscanini and the NBC Symphony Orchestra.
114. ST. LOUIS BLUES MARCH; MOON DREAMS—Maj. Glenn Miller.
115. CHLOE—Spike Jones; MAKIN' WHOOPEE—Tony Pastor.
116. TAKE THE "A" TRAIN; SENTIMENTAL LADY; FLAMINGO—Duke Ellington.
117. AFTER YOU'VE GONE; KING PORTER STOMP—Benny Goodman.
118. WE'LL MEET AGAIN—Ink Spots; BLUES IN THE NIGHT; THEM THERE EYES—Loumell Morgan.
119. EASTER PARADE; CIRIBIRIBIN; CARNIVAL OF VENICE—Harry James.
120. BEGIN THE BEGUINE; STAR DUST—Artie Shaw.

THE BULLETIN BOARD

Abolition of Present Billet Not Held Valid Reason for Releasing Reserve Officer

An increasing number of requests are being received by BuPers from reserve officers, asking for release to inactive duty, which carry a CO's endorsement saying that the officer can be released because his billet is being abolished or combined with others in a local reorganization of duties, according to information contained in BuPers Circ. Ltr. 343-44 (NDB, 30 Nov. 1944).

The mere fact that an officer can be spared from his present billet, the directive points out, is not valid reason for his release to inactive duty, as his qualifications may make him of value in another billet elsewhere. Nor should an officer request inactive duty solely because his present billet is being abolished. BuPers will, however, the letter states, give prompt and favorable consideration to requests for release to inactive duty in accordance with the conditions set forth in the letter from SecNav to all ships and stations dated 7 Sept. 1944 (Pers-3A-EM, QR/P16-3) (NDB, 15 Sept. 1944, 44-1031).

For further details relative to the Navy releasing policy for reserve officers see Oct. 1944 INFORMATION BULLETIN, p. 63.

Rules Clarified on Issuance Of Temporary Flight Orders

An increasing number of inquiries concerning the issuance of temporary flight orders to enlisted personnel are being received by BuPers. Because correspondence indicates that wide interpretations are being made of the requirements justifying the issuance of such orders, a clarification of the rules has been issued in BuPers Circ. Ltr. 315-44 (NDB, 31 Oct. 1944, 44-1223).

Under current instructions (BuPers Circ. Ltr. 57-42 (NDB, cum. ed., 42-2117), COs are authorized to issue temporary flight orders to enlisted personnel required to participate reg-

ularly and frequently in aerial flights. The directive does not, however, authorize the indiscriminate issuance of such orders, and states that temporary flight orders should never be issued as a reward for performance of ground duties.

As stated in the new directive, BuPers considers it just and proper that enlisted personnel *required to perform flight duties while aircraft are in flight* should be issued flight orders. It is not felt that travel by air, merely as a passenger in effecting change of station orders, is sufficient reason to warrant the issuance of temporary flight orders.

The basic principle of aviation flight pay, as stated in the directive, is to compensate personnel who are frequently and regularly required to perform extra hazardous duties. It does not, however, follow that anyone should be required to perform extra hazardous duties solely in order to qualify for extra pay.

Regular U. S. Currency Now Used With Hawaiian Series in Pacific Areas

Regular U. S. currency may now circulate interchangeably with the brown-seal Hawaiian series in the Pacific Ocean Areas, according to a CincPac announcement of 21 Oct. 1944, which also authorized the sending of Hawaiian series currency to any area to which U. S. dollars may be exported.

As a result, it is no longer necessary for naval personnel to exchange the Hawaiian series for the regular series upon returning to the U. S.

Areas in which the currencies may circulate interchangeably include the Marshall, Marianas and Gilbert Islands, as well as Midway, Fanning, Canton and Christmas Islands where Hawaiian series has been in use since its introduction in July 1942 (INFORMATION BULLETIN, Sept. 1944, p. 70).

Originally issued in order to prevent any of the regular series from falling into Japanese hands, the Hawaiian series will continue in use until existing supplies are exhausted. Worn bills of the series gradually will be withdrawn by the Treasury Department.

Advertising Magazine Offers Free Job Ads

Service personnel who wish to enter or return to the advertising and marketing fields in civilian life may insert free classified advertisements in *Tide*, advertising and marketing magazine published at 232 Madison Ave., New York 16, N. Y. Ads, not to exceed 40 words, in addition to the person's name, present address, service address and rank or rating should be sent to the editorial office of the magazine.

This service is offered to enable men and women interested in advertising and marketing positions to bring themselves to the attention of prospective employers at such time as they are returned to civilian life.

MONTH'S ALNAVS IN BRIEF

No. 197—Directs disbursing officers to inspect pay records and sets procedure for forwarding records of individuals no longer attached to an activity.

No. 198—Announces appointment to next higher rank, to rank from 1 Nov. 1944, of those lieutenants (junior grade) and ensigns, line and staff corps, on the active list of the regular Navy whose dates of rank are within the period of 2 July 1943 and 1 Aug. 1943 inclusive; of those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose continuous active duty in their respective ranks are within the same period.

No. 199—Announces appointment to chief warrant rank for temporary service, to rank from 1 Nov. 1944, of those warrant officers on the active list of the regular Navy whose dates of rank are within the period of 2 July 1943 and 1 Aug. 1943 inclusive and of those warrant officers of the Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 200—Sets forth revised longe-

vity pay provisions and procedure (see p. 73).

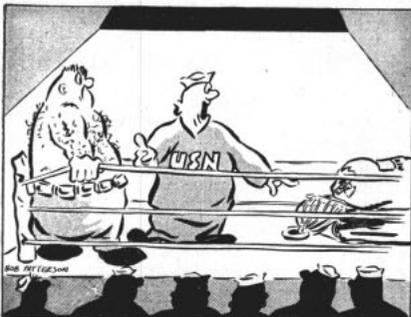
No. 201—Calls attention to provisions of Navy Voting Manual and directs retaining of records and files relative to Servicemen's Voting Law until further notice.

No. 202—Declares Tacoma, Washington, a plague port and notifies naval vessels having called there, and ships under construction in Tacoma, of procedure for entering other ports in U. S., its territories or possessions.

No. 203—States that applications from USNR aviators for transfer to USN during 1945 must be received prior to 1 June 1945, and establishes procedure.

No. 204—States that applications from officers commissioned in USNR on graduation from NROTC for transfer to USN during 1945 must be received before 1 June 1945, and sets procedure.

No. 205—States that applications from USNR chaplains for transfer to USN must be forwarded to BuPers before 1 Feb. 1945. Limits applications to officers on continuous active duty on or before 31 Mar. 1944, and establishes procedure and age limit.



Hoist (NTC, San Diego)

"And now, in the main event, the champ once again will attempt to lash his seabag."

THE BULLETIN BOARD

Indebtedness Statement Required from Officers Submitting Resignation

A reserve officer, in submitting his resignation from the service, must obtain from the officer carrying his accounts a statement as to whether or not he is indebted to the U. S., as indicated by his records. No resignation will be considered unless such statement is attached to the letter of resignation under provisions of a letter from SecNav, 26 Oct. 1944, to all ships and stations (NDB, 31 Oct. 1944, 44-1205).

This requirement is in addition to those reported in the October 1944 INFORMATION BULLETIN, p. 63, in an article on the policy and procedure established for termination of active duty of reserve officers of the Navy, Marine Corps and Coast Guard (NDB, 15 Sept. 1944, 44-1031).

Two Ships Added to List Eligible for Bronze "A"

Personnel who served aboard the USS *Buck* at any time between 26 June 1941 and 18 July 1941 or aboard the USS *Aquila* at any time between 15 Nov. 1941 and 7 Dec. 1941 have been granted authorization by the Navy Department Board of Decorations and Medals to wear the bronze "A" upon the American Defense Service ribbon, as provided for by General Order 190. These two ships are in addition to the list contained in Art. A-1042 of BuPers Manual.

Merchant Marine Ribbons To Follow Navy and Army Ribbons in Precedence

A recent change in Uniform Regs provides that merchant marine ribbons, which may be worn by naval personnel who received them before entering the naval service, are to be worn after all Navy and Army ribbons, and in accordance with the precedence list approved for the Maritime Service. This provision is contained in BuPers Circ. Ltr. 347-44 (NDB, 15 Nov. 1944, 44-1287). Authority for wearing merchant marine ribbons by naval personnel is provided for by BuPers Circ. Ltr. 47-44 (NDB, 29 Feb. 1944, 44-228). For a precedence list of merchant marine ribbons see INFORMATION BULLETIN, Nov. 1944, p. 35.

New Naval Reserve Register Issued

The recently published 1944 edition of the Naval Reserve Register, containing statistics relative to commissioned and warrant reserve officers, has been mailed to larger ships and shore activities, as provided in BuPers Circ. Ltr. 320-44 (NDB, 31 Oct. 1944, 44-1228).

The NAVY'S WAR ACCOUNT

November 1944

The following is a statement, reprinted from a pamphlet issued by the Navy Department last month, of the money which the people of the Nation, through the Congress, have made available to the Navy—and how it has been spent.

What The Navy Has Cost

1 Congress since 1 July, 1940, has authorized the Navy to spend for defense and war....

\$118 billion

2 Of this total, the Navy still has unused and available for future needs

\$24 billion

3 Subtracting the unused balance (item 2) from the authorized total (item 1) shows that the Navy has placed orders and entered into other commitments which amount to

\$94 billion

4 Of these orders and other commitments, some have not yet been fulfilled and, therefore, are not yet payable; they amount to

\$25 billion

5 Subtracting the amounts not yet payable (item 4) from the amount committed (item 3) shows that the Navy in 4½ years has actually spent

\$69 billion

What The Navy Has Achieved

1 The Navy since 1 July 1944, has:

Inducted, fed, clothed, housed, and trained **3,600,000**
officers and men

Built, armed, supplied, fueled, and sent to sea **10,300,00**
tons of ships

Built, armed, fueled, and launched **62,000**
planes

Built and equipped..... **300**
advance bases

With the Navy in existence on July 1, 1940, these new men and weapons add up to

World's Largest Fleet

2 This Fleet in 3 years of war has:

Convoyed in the Atlantic and Pacific, troops and supplies aggregating .. **61,000**
ships

Landed on enemy beaches assault waves of... **1,200,000**
troops

Sunk 1,400 enemy ships totaling approximately... **4,750,000**
tons

Shot down or destroyed **10,000**
planes

Cleared the Japs from a Pacific area of... **8,170,000**
square miles

The COST of all this to date is \$69 billion

This pamphlet attempts only to summarize the cost of the war in material terms. It cannot measure the cost in human terms.

The Navy, however, wishes here to express its gratitude to the families of the 3,800,000 men and women who wear its uniform. We hope their sacrifice will be made easier by pride in the achievements of their Navy.

Thus far in this war twenty-nine thousand Navy men have given their lives. More than nine thousand are missing; four thousand five hundred are prisoners of war. Thirty thousand five hundred have been wounded. To these men and to their families the Navy and the Nation acknowledge a debt surpassing all measure.

JAMES FORRESTAL, Secretary of the Navy.

19 November 1944

INDEX FOR DECEMBER 1944 ISSUE



THIS MONTH'S COVERS

Jap battleships Yamashiro (foreground) and Fuso maneuver in the Sulu Sea under attack by our carrier aircraft shortly before both were sunk in the Second Battle of the Philippines (see p. 2). **INSIDE FRONT COVER:** A PBM rockets into the Pacific sky with the aid of jet units to assist takeoff. **OPPOSITE PAGE:** Navy gun camera records the last moments of a Jap Zeke fighter spouting flames from hits by a pursuing Hellcat (Official U. S. Navy photographs).

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 1.

Advancement in rating:	
sea-duty requirement	76
temporary designators (ltr ed).....	39
transfer to new station (ltr ed).....	39
Air ambulance: use in 1944.....	26
Aircraft carriers, how named.....	39
Air group, 32 returns home.....	44
Allen M. Sumner, new superdestroyer class	27
Aquila, USS: men awarded 'A'.....	79
Armistice day:	
Wash. observes	46
Atlantic Fleet: review of 1944.....	21
Bagley, V. Adm. D. W., named Com-HawSeaFron	42
Buck, USS: men awarded 'A'.....	79
Budget: expenditures since 1940.....	79
Butler, V. Adm. H. V., returns to inactive list	44
Casualties transferred near home.....	77
Casualty figures for all services to 20 Nov. 44	17
Chetco, USS, makes record tow.....	69
Civil Engineer Corps, reserves may transfer to	76
Coast Guard (WR):	
2nd anniversary, end recruiting....	45
Commissions for enlisted men:	
Method of notification.....	39
Congress, 79th, membership list.....	65
Coral Sea, USS: new carrier.....	42
Currency: U. S., Hawaiian interchangeable	78
Demobilization:	
division set up.....	44
officers' discharge requests.....	78
Dependents:	
maternity, infant care.....	38
money spent in Oct. 44.....	44
transportation for wife.....	38
Discharge emblem authorized.....	76
Election:	
list of governors elected.....	46
membership of 79th Congress.....	65
Roosevelt, Truman elected.....	46
England, USS: unit citation.....	55
European war: review 1944.....	21
map	20
Expert rifleman, no extra pay for.....	39
Flight orders, temporary, rules.....	78
Gambier Bay, USS sunk.....	2
Gold chevron abolished.....	39
Governors: list of those elected.....	46
Hammocks, origin	39
Harder, USS: unit citation.....	55
Helldiver in action.....	27
Hoel, USS, sunk.....	2
Horne, V. Adm. F. J., wins Legion d'Honneur	55
Indebtedness statement filed on resignation	79
Ingersoll, Adm. R. E., named Com-WesSeaFron	42
Ingram, V. Adm. J. H., named CincLant	42
Insurance, NSI, extension on of 5-year policy	76
Invasion (Normandy), artificial harbors	10
Jeeps: not for sale.....	39
Johnston, USS: sunk.....	2
Kingman, R. Adm. H. F., named Com-15	44
Lanikai, trip from Philippines to Australia	6
Landing ship, dock (LSD).....	27
Longevity pay liberalized, rules.....	73
IST 208 returns from Europe.....	44
Ludlow, USS, war role revealed.....	43
MacArthur, Gen.D., praises Pacific fleet	42
Mail clerks, specialty mark.....	38
Marine Corps' 169th anniversary.....	44
Maryland, USS: repaired in record time	43
McCampbell, Comdr. David, top-ranking Pacific ace.....	44
Merchant marine:	
personnel shortage	46
supplies to Leyte.....	46

The Annual CUMULATIVE INDEX

has been printed separately this year to save paper stock. One copy has been mailed in each package of December 1944 issues of the Information Bulletin. Additional copies of the index, in limited quantity, are available from BuPers for official purposes. They should be requested through routine channels.

Merchant marine medals, precedence..	79
Midway, USS, new carriers.....	42
Missouri, USS:	
fires in salvo (photo).....	42
picture of	26
Motion picture technician, training....	39
Mulberries, artificial invasion harbor..	27
Munroe, R. Adm. W. R., named Com 4th Fleet	42
Mustering-out pay, rules summarized	31
Navy: news items of 1944.....	19
Naval Home dedicates building.....	45
Officers, senior, must take physical exam	76
Oklahoma, USS, decommissioned....	42
Pacific area:	
review, 1944	17
map	16
Patrol squadron 72 returns home....	44
Pay: for expert riflemen.....	39
reduction in	38
Philadelphia, USS, war role revealed..	43
Philippines: editorial	40
land battle	41
Second Battle of	2
tankers commended	45
Photography, Navy school.....	39
Plunkett, USS, war role revealed.....	43
Princeton, USS, sunk.....	2
Recreation program: USO-Camp Shows	34
Recreation equipment, how obtained (chart)	70
Regular Navy, transfer to by A-V (N)	38
Reserve register available.....	79
Retirement pay rules summarized....	31
Rhino ferry, used in invasion.....	26
Robot bombs, attack on US possible... 43	
Rocket projectiles, fired from LCI....	27
Roosevelt, Franklin D., reelected....	46
Salute, indoors (ltrs ed).....	38
Samuel B. Roberts, USS, sunk.....	2
Sand Lance, USS, unit citation.....	55
Scholar ships, movie scenario study..	77
Seabees: no radio specialists.....	39
PhoM advancement	39
physical exam	38
Seahorse, USS, unit citation.....	55
Sharp, R. Adm. A., named Com. Mineraft, Pac.	44
Ship losses, U. S., list thru 20 Nov. 44	23
U. S. and Jap (box score).....	30
Ship repair records set.....	43
Specialty mark, SKD (ltr ed).....	38
Stenographer's school:	
assignment to (ltr ed).....	38
Survivors, last son to be returned....	76
Transfers to merchant marine.....	38
Tide (pub) offers free ad space.....	78
Tweed, George R., returns to Guam... 43	
Uniforms:	
aviation greens (ltr ed).....	38
civilian clothes not worn (ltr ed)..	39
exercise suit for WR.....	77
garrison cap authorized for WR....	77
USO-Camp Shows, Inc.....	34
Veterans Foreign Wars: wearing of badges (ltr ed).....	39
V-12 cannot wear Marine insignia....	39
V-Discs, list 101-120.....	77
War Game: description, rules.....	12
Women's Reserve, Hawaii prepares to receive	75
World War II:	
casualty figures for.....	17
chronology, 1944	28
highlights (photos) 144	24
list of U. S. ship losses.....	23
review of European front.....	21
review of Pacific front.....	17
U. S. vs Jap ship losses (box score)	30
Yeoman:	
shorthand required	39
stenographers' schools	39

THE INFORMATION BULLETIN IS FOR

ALL HANDS

DISTRIBUTION DOES NOT ALLOW FOR PERSONAL COPIES

... PASS THIS ONE ALONG AFTER YOU HAVE READ IT

**HELLCAT TAILS
FLAMING ZEKE**



1945 JANUARY 1945

SUN	MON	TUE	WED	THUR	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

1945 FEBRUARY 1945

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

1945 MARCH 1945

SUN	MON	TUE	WED	THUR	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

1945 APRIL 1945

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

1945 MAY 1945

SUN	MON	TUE	WED	THUR	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

1945 JUNE 1945

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

1945

NAVAL CALENDAR



Historic Dates World War II

JANUARY

- 22: Anzio-Nettuno landing (1944).
- 24: Battle of Makassar Strait (1942).
- 31: Invasion of Kwajalein (1944).

FEBRUARY

- 1: First U.S. task-force raid in Pacific hits Marshalls and Gilberts (1942).
- 16-17: Task-force raid on Truk (1944).

MARCH

- 26: Battle of Komandorski Island (1943).

APRIL

- 18: B-25s from USS Hornet bomb Japan (1942).
- 22: Landing at Hollandia (1944).

MAY

- 6: Fall of Corregidor (1942).
- 7-8: Battle of Coral Sea (1942).
- 11: U. S. assault on Attu (1943).

JUNE

- 3-6: Battle of Midway (1942).
- 6: Invasion of Normandy (1944).
- 14: Invasion of Saipan (1944).
- 19: First Battle of Philippine Sea (1944).
- 29-30: Landing at Nassau Bay, New Guinea (1942).

JULY

- 6: First Battle of Kula Gulf (1943).
- 10: Invasion of Sicily (1943).
- 13: Second Battle of Kula Gulf (1943).
- 20: Invasion of Guam (1944).

AUGUST

- 6: Battle of Vella Gulf (1943).
- 7: Invasion of Solomons (1942).
- 9: Battle of Savo Island (1942).
- 15: Reoccupation of Kiska (1943).
- 15: Invasion of Southern France (1944).
- 24-25: Battle of Eastern Solomons (1942).

SEPTEMBER

- 9: Invasion of Italy at Salerno (1943).
- 14: Invasion of Palau Islands (1944).

OCTOBER

- 11-12: Battle of Cape Esperance (1942).
- 19: Invasion of Leyte (1944).
- 22-27: Second Battle of Philippines (1944).
- 26: Battle of Santa Cruz Islands (1942).

NOVEMBER

- 1: Landing on Bougainville (1943).
- 8: Invasion of North Africa (1942).
- 13-15: Battle of Guadalcanal (1942).
- 20: Invasion of Gilbert Islands (1943).
- 30: Battle of Tassafaronga (1942).

DECEMBER

- 7: Jap attack on Pearl Harbor (1941).
- 15: Invasion of New Britain (1943).

1945 JULY 1945

SUN	MON	TUE	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

1945 AUGUST 1945

SUN	MON	TUE	WED	THUR	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

1945 SEPTEMBER 1945

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

1945 OCTOBER 1945

SUN	MON	TUE	WED	THUR	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

1945 NOVEMBER 1945

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

1945 DECEMBER 1945

SUN	MON	TUE	WED	THUR	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					